Town Council
Monday, December 16, 2024
4:00 PM
Regular Meeting
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615
You can watch the meeting live online on our website at tosv.com.
Agenda

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **PROCLAMATIONS AND PRESENTATIONS**

   3.A. Book presentation to Council - Paul Anderson & Curtis Wackerle
   3A Agenda Item Summary - Anderson and Wackerle Presentation.pdf

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

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

   5.A. Draft Agendas
   5A 2025 Agenda Overview.pdf

   5.B. Budget appropriation for Willows units - Ordinance - First Reading
   5B 1 Agenda Item Summary - Ordinance No. 14, 2024- 1st Reading-Willows Employee Housing Unit.pdf

5B 2 Ordinance 14, 2024 - 1st Reading-Budget Revisions 2025 -Purchase Employee Hsg Unit.pdf

5.C. Modification to the Town Attorney Employment Agreement

5C 1 Agenda Item Summary - Town Attorney Amend Engagement Agreement.pdf
5C 2 Amendment Letter.pdf
5C 3 Original 2023 Town Attorney Engagement Letter.pdf

6. ADMINISTRATIVE REPORTS

6.A. Connecting the Nodes Update

6A Agenda Item Summary - Connecting Village Nodes.pdf
6A Attachment A - Existing Conditions Report.pdf
6A Attachment B - Draft Final Alternatives Report.pdf
6A Attachment C - Stakeholder Feedback.pdf
6A Attachment D - Survey Results.pdf

6.B. Destination Management Plan Update

6B 1 Agenda Item Summary - Destination Management Plan.pdf
6B 2 Presentation- Destination Management Plan.pdf

6.C. Town Council Boards & Commissions appointments

6C 1 Agenda Item Summary - Board Applications & Appointments.pdf
6C 2 PC Applications.pdf
6C 3 POSTR Applications.pdf
6C 4 SAAB Applications.pdf
6C 5 TAB Applications.pdf
6C 6 Written Answers from various applicants for SAAB and PC.pdf
6C 7 2024 Planning Commission Attendance.pdf
6C 8 2024 POSTR Attendance.pdf
6C 9 2024 SAAB Board Attendance.pdf
6C 10 2024 TAB Attendance.pdf

7. PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

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

7.A. Snowmass Center minor PUD Amendment - Ordinance - First Reading

7A 1 Agenda Item Summary - Snowmass Center Minor PUD Amendment.pdf
7A 2 Attachment A - SMC Minor Amendment Ord. No. 15 of 2024_draft.pdf
7A 3 Attachment B - PC Reso No. 8 of 2024.pdf
7A 4 Attachment C - PC Staff Report 11132024.pdf
7A 5 Attachment D - SMC Minor PUD Amendment Application.pdf
7A 6 Attachment E - SMC Site and Architectural Plans.pdf
7A 7 Attachment F - Faraway Ranch North (SMC) Lot Plan.pdf

7A 8 Attachment G - TC Ordinance No. 17 of 2020_SMC PUD.pdf
7A 9 Attachment H - Referral Comments and Applicant Response.pdf
7A 10 Attachment I - Applicant Letter 12112024.pdf

8. POLICY/LEGISLATIVE PUBLIC HEARINGS

9. TOWN COUNCIL REPORTS AND ACTIONS
Reports and Updates

10. ADJOURNMENT

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

December 16, 2024

AGENDA ITEM:

Aspen Journalism Book Presentation

PRESENTED BY:

Paul Andersen and Curtis Wackerle

BACKGROUND:

Authors Paul Andersen and Curtis Wackerle will present a book made from a 10-part Aspen Journalism series, featuring Snowmass Village.

2025 DRAFT Agenda Overview

- Regular Meetings begin at 4:00 p.m. unless otherwise noted
- Work Sessions begin at 4:00 p.m. and aim to end at 6:00 p.m.
- The dates on which agenda items are listed are only a best approximation. Agenda items are added to this list as they arise. Agenda items may well be moved to different meeting dates. Agendas are generally not finalized until the Thursday prior to the meeting.
- In addition to agenda items, this document also lists expected absences of Town Council members. In compliance with section 2-49 of the municipal code, once the consent agenda is approved, the absences noted will be considered to have received the prior approval necessary of the majority of the Council for members to be absent from meetings.

Topic to incorporate:

- MJ signage regs / tax rate should they be revised?
- Roundabout updates
- Mall Transit Center
- Draw Site
- Center Site
- Connecting the Nodes
- Library update
- STR review
- Fire Mitigation
- Summer – Water Plant Tour with Darrell Smith & Kit Hamby
- In 2025 - Town Attorney and Town Clerk provide an Ordinance to Review Town Ordinances – Required every five years since 1994 Re-codification Adoption per the Town Charter. See Ord 19, Series 2020 as example.

Monday Jan 6, 2025 – Special Meeting – 1pm to 3pm

Council Training with CML

Monday Jan 6, 2025 – Regular Meeting 4pm

- Reso RE Public Notice location
- Reso Appt Muni Judge
- Reso appointing B & C members to PC, TAB, POSTR & SAAB
- Council Goal Setting Process
- Council appointment to Town Boards (if not done in Dec)
- Ord - Willows Appropriation – second reading
- Snowmass Center Review minor PUD Amendment - Ord Second Reading

Wednesday January 8, 2025 – Special Meeting – 9am to Noon

- **Council Goal Setting Session**

Monday Jan 13, 2025 – Work Session

- Youthzone update – or 1/21/25

Tuesday Jan 21 – Regular Meeting

- SHOP (Skico Housing Operations Project – Divide) Sketch PUD Plan

2025 DRAFT Agenda Overview

- Little Red School House Special Review and Subdivision Plat
- Update from POSTR on e-bikes use on soft surface trails
- Landscaping at Rodeo/entrance Discussion
- Snowmass Center

Monday Feb 3 – Regular Meeting (Marolt gone)

- Discussion RE: Workforce Housing Land Use Code Review process amendment
- Lighting Ordinance 1st Reading
- Ullrhof Special Review – Update on items from the December 2nd meeting
-

Monday February 10 – Work Session

- Discussion/ background on route structure of Village Shuttle

Tuesday Feb 18 – Regular Meeting

- Reso designating High Impact Events & Construction restrictions (before March 1st each year)
- Discussion RE: Workforce Housing Land Use Code Review process amendment
-

EOTC – Thursday March – Pitkin County

Monday March 3 – Regular Meeting

- **Adopt Council Goals**

Monday March 10 – Work Session

-

Monday March 17 – Regular Meeting

- Reso for CGRB recommendations and distribution of funds
- Adopt Grant Criteria for 2025-26 grant Cycle

Monday April 7 – Regular Meeting

- Summer event overview or 4/14/25

Monday April 14 – Work Session

Monday April 21 – Regular Meeting

Monday May 5 – Regular Meeting

Monday May 12 – Work Session

Monday May 19 – Regular Meeting

Monday June 2 – Regular Meeting

- Senator & Rep Visit?
- Exec Session – personnel – performance reviews

EOTC – Thursday June – Town of Snowmass Village

2025 DRAFT Agenda Overview

Monday June 9 – Work Session

-

Monday June 16 – Regular Meeting

- Exec Session – personnel – Performance reviews

Monday July 7 – Regular Meeting

Monday July 14 – Work Session

Monday July 21 – Regular Meeting

Monday Aug 4 – Regular Meeting

- Discussion regarding community survey

Monday Aug 11 – Work Session

Monday Aug 18 – Regular Meeting

- EOTC Budget/work plan – Linda DuPriest

EOTC – Thursday August – Pitkin County -

Tuesday Sept 2 – Regular Meeting

Monday Sept 8 – Work Session

Monday Sept 15 – Regular Meeting,

Monday Oct 6 – Regular Meeting

- Budget

Monday Oct 13 – Work Session

- Budget

Monday Oct 20 – Regular Meeting

- POST Grant Ord – 1st reading?
- Budget – Comments from FAB

EOTC – Thursday October 24 – City of Aspen

Monday Nov 3 – Regular Meeting

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

Tuesday Nov 10 – Work Session

2025 DRAFT Agenda Overview

Monday Nov 17 – Regular Meeting

- B & C Applications

Monday Dec 1 – Regular Meeting

- Reso RE 2025 Meeting Dates
- Reso on Delinquent Solid Waste / Trash
- B & C Interviews

Monday Dec 8 – Special Meeting

- **GID Meeting – set Mill Levy**
- B & C Discussion

Monday Dec 15 – Regular Meeting

- B & C Resolution appointing new Members

Topics for Work Sessions or Other Meetings Requested by Town Council Members

- Schedule Updates will all of the Town Boards to review priorities and current initiatives.
    - EAB
    - FAB
    - PTRAB
    - POSTR
    - Tourism – quarterly updates
    - Grants – Recent Awards; Review of Criteria; Purpose, etc.
    - SAAB
    - Planning

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

December 16, 2024

AGENDA ITEM:

Consideration of ORDINANCE NO. 14, SERIES OF 2024-FIRST READING OF **AN ORDINANCE AMENDING THE 2025 BUDGET FOR THE EXCISE TAX FUND FOR THE TOWN OF SNOWMASS VILLAGE AND APPROPRIATING FUNDS FOR EXPENDITURE IN 2025.**

PRESENTED BY:

Marianne Rakowski, Finance Director
Clint Kinney, Town Manager

BACKGROUND:

At the Town Council meeting on December 2, 2024, the Town Council approved entering into a contract to purchase Willows Unit C-5 for $692,000. With

First reading of Ordinance No. 14, Series of 2024 revises the 2025 Excise Tax Fund budget for the purchase of Willows Unit C-5.

FINANCIAL IMPACT:

Ordinance No. 14, Series of 2024, revises the 2025 adopted budget and appropriates these funds for spending.

The Excise Tax Fund has collected additional funds in 2024 exceeding the 2024 budget projections, which will increase the funds available in 2025 allowing enough funds in the Excise Tax Fund to make this purchase.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The Town Budget remains one of the keystone policy documents the Town Council adopts. It is the primary tool to pay for and implement Town Council goals. Revising the 2025 budget will ensure the Council's goals and objectives can continue to be met.

COUNCIL OPTIONS:

1. Approve, Modify of Deny Ordinance No. 14, Series of 2024

STAFF RECOMMENDATION:

It is the recommendation of the Town Staff that the Council approve the First Reading of Ordinance No. 14, Series of 2024 revising the 2025 budget.

ATTACHMENTS:

A. Ordinance No. 14, Series of 2024

SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 14
SERIES OF 2024

AN ORDINANCE AMENDING THE 2025 BUDGET FOR THE EXCISE TAX FUND FOR THE TOWN OF SNOWMASS VILLAGE AND APPROPRIATING FUNDS FOR EXPENDITURE IN 2025.

WHEREAS, Clint Kinney, Town Manager, has submitted changes to the 2025 Adopted Budget; and

WHEREAS, the 2025 amendments include changes to the Excise Tax Fund; and

WHEREAS, the Excise Tax Fund is revised to include an increase in expenditures to purchase a Willows employee housing unit; and

WHEREAS, the Town of Snowmass Village Home Rule Charter requires adjustments to the budget when circumstances change relating to the budget.

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

Section One: Revised Budget
That the Town of Snowmass Village 2025 budget for the Excise Tax Fund be adjusted to include the below amendments.

Section Two: Appropriation
That the below 2025 revised expenditures are hereby appropriated for expenditure during the 2025 budget year.

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

Town of Snowmass Village
Budget Changes – 2025

	2025 Revenues	2025 Expenditures
General Fund	$ -0-	$ 700,000
TOTAL	**$ -0-**	**$ 700,000**

INTRODUCED, READ AND ADOPTED on first reading by the Town Council of Snowmass Village, Colorado on the 16th day of December, 2024 with a motion made by Council Member _____ and seconded by Council Member _____ and by a vote of __ in favor to __ opposed.

INTRODUCED, READ AND ADOPTED on second reading by the Town Council of Snowmass Village, Colorado on the 6th day of January, 2025 with a motion made by _____ and seconded by _____, and by a vote of __ in favor to __ opposed. A roll call was taken, those in favor were_____, those opposed were _____.

TOWN OF SNOWMASS VILLAGE

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:
December 16, 2024

AGENDA ITEM:
Discussion and Possible Action Authorizing an Amendment to the Engagement Agreement with Town Attorney Jeff Conklin

PRESENTED BY:
Clint Kinney, Town Manager

BACKGROUND:
Per the Town Charter, the Town Attorney is one of three positions directly appointed by the Town Council. Section 7.1 of the Town's Charter dictates the requirements that a Town Attorney must meet. The Charter states:

Town Attorney
The Council shall appoint a Town Attorney to serve at the pleasure of the Council. The Town Attorney shall be an attorney at law admitted to practice in Colorado. The Town Attorney shall be the legal representative of the Town and shall advise the Council and Town officials in matters relating to their official powers and duties and perform such other duties as the Council may prescribe. The Council shall establish the compensation for the Town Attorney and any assistants or special counsel.

In January of 2023, the Town Council approved an engagement letter with Jeff Conklin, of Karp, Neu, Hanlon. After two years of service under this agreement, the Council is being asked to consider an amendment to the 2023 engagement letter adding a High Deductible Health Insurance Plan to the compensation package.

FINANCIAL IMPACT:
The 2023 engagement letter sets the hourly rate for each position. The premium (additional cost/compensation) for this high deductible health plan will be approximately $20,000.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:
The 2023 Strategic Initiative of Snowmass Village states:
recruiting and retaining high quality staff is a critical component to the Village's Success.

COUNCIL OPTIONS:
1) Approve the amendment agreement
2) Modify, then approve the engagement agreement

3) Decide not to modify the engagement agreement.

STAFF RECOMMENDATION:

It is the recommendation of Town Staff that the Council:

Make a motion approving the December 10, 2024 amendment to the engagement agreement for Town Attorney Jeffrey J. Conklin adding an High Deductible Health Plan and authorize the Mayor to execute said letter.

Karp.Neu.Hanlon PC
ATTORNEYS AT LAW
www.mountainlawfirm.com

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P. O. Drawer 2030
Glenwood Springs, CO 81602

Basalt
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Aspen
0133 Prospector Road
Suite 4102-J
Aspen, CO 81611

Jeffrey J. Conklin
Partner/Shareholder

jjc@mountainlawfirm.com
Direct: (970) 928-2124
Office: (970) 945-2261

Direct Mail to Glenwood Springs

December 10, 2024

Via Email

Town Council, Town of Snowmass Village
Attn: Clint Kinney, Town Manager
ckinney@tosv.com

Re: Amendment to Engagement Agreement

Dear Town Council:

It has been an honor to serve as Town Attorney for nearly the past two years pursuant to the Engagement Agreement dated January 5, 2023 (the "Engagement Agreement"). This Amendment amends the Engagement Agreement as follows: as additional consideration under the Engagement Agreement, the Town agrees to provide Jeff Conklin as Town Attorney with health insurance benefits consistent with other employees of the Town (the Town's current High Deductible Health Plan or similar plan). All other terms of the Engagement Agreement shall remain unchanged.

Upon approval by Council, I request that the Mayor countersign in the space provided below and return to me. Thank you for your consideration and I look forward to continuing my work with the Town.

Very truly yours,

KARP NEU HANLON, P.C.

Jeffrey J. Conklin

AGREED AND ACCEPTED:

TOWN OF SNOWMASS VILLAGE

_____
Alyssa Shenk, Mayor Date

Karp.Neu.Hanlon PC
ATTORNEYS AT LAW
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Jeffrey J. Conklin
Partner/Shareholder

jjc@mountainlawfirm.com
Direct: (970) 928-2124
Office: (970) 945-2261

Direct Mail to Glenwood Springs

January 5, 2023

Via Email

Town of Snowmass Village
Attn: Clint Kinney, Town Manager
ckinney@tosv.com

Re: Engagement Agreement

Dear Clint:

We are very pleased to be selected by the Town Council to represent the Town as Town Attorney. In accordance with our regular practice and consistent with the Rules of Professional Conduct, before commencing representation of a new client, we want to make certain that you know how we determine our fees and how we intend to handle your matter in our office. We ask that you review this engagement and, if acceptable, have the Mayor countersign in the space provided below and return to us.

Services to be Provided. Jeff Conklin will be the attorney primarily responsible for handling the Town's matters as Town Attorney. Other attorneys and firm personnel may work on the matter from time to time. We will be rendering legal services only to the Town and to no other person or entity in connection with our work. As long our advice to the Town is kept confidential, the attorney-client privilege and confidential relationship between us will not be inadvertently waived. We are happy to review our representation and performance with the Town Council when requested.

Fees. Our rates and fees are based on factors set forth in Rule 1.5 of the Colorado Rules of Professional Conduct adopted by the Colorado Supreme Court, a copy of which is enclosed. Unless otherwise agreed, you will be billed for professionals' time primarily at increments of 1/10th hour. A copy of the firm's current Municipal Hourly Rate and Expense Chart is enclosed (**Enclosure A**). For client matters that require reimbursement of legal fees for land use or other matters we typically set slightly higher reimbursement rates (**Enclosure B**). These rates are changed occasionally to reflect changes in experience of our personnel and inflation. While we may, from time to time, furnish you with estimates of the amount of fees which we anticipate will be charged for services provided, such estimates are by their nature inexact and cannot be binding on either of us. Therefore, absent a specific written agreement, any estimates made by us are for planning purposes only and are in all respects subordinate to our regular billing procedures.

Client Relationship. The firm will be representing the Town as its client. As with any entity representation, from time to time the client representative may be either the Town Council or a member of staff. For most matters, the primary point of contact will be the Town Council and Town Manager unless directed otherwise by the Council. We also anticipate providing regular updates to the Council on our activities on the Town's behalf. Additionally, we are always available to answer questions by Council members either in person, on the telephone, or via email.

Expenses. The Town agrees to reimburse us for all out-of-pocket costs and expenses incurred in connection with the legal services that we perform for the Town. Without limitation, these costs and expenses may include filing and recording fees, expert costs, photocopy and document handling fees, court and deposition reporter fees, travel expenses, research, document retrieval, and other similar charges. Standard costs are identified on the enclosed Hourly Rate and Expense Chart.

Billing and Payment. We agree to keep records of all time spent and expenses incurred and, unless otherwise advised, you will be invoiced on a timely basis. Payment is due upon receipt of our invoice, but no later than thirty (30) days after a statement is sent understanding that the Town Council needs to approve payments at regular meetings. Payments not received within sixty (60) days will accrue interest at the rate of 1.5% per month (18% A.P.R.).

Work Product. In accordance with the Colorado Rules of Professional Responsibility, we will retain our work product produced on your behalf for a reasonable period of time after the completion of representation. We reserve the right, in our sole discretion, to store our work product either in a paper or electronic format. In the event that our work product is stored in an electronic format, paper documents may be destroyed.

Termination of Services. The Town has the right at any time to terminate our services upon written notice, and we shall immediately, after receiving such notice, cease to render additional services. If you elect to exercise such right, we shall cooperate with you in facilitating the orderly transfer of your files and records to you or your new attorneys, upon payment in full of any balance owning to us. Such termination will not, however, relieve you of the obligation to pay the fees due for services rendered and expenses incurred prior to such termination and as a result of a transition. If our representation is terminated by the client or the firm, the firm shall seek an order from the court allowing withdrawal from any pending litigation matters.

The foregoing covers the essential elements of our engagement. We would be happy to discuss these or any other aspects of our representation. If you have questions about a particular bill or any other aspect of our services for you in the future, please bring these to our attention as we believe communication resolves most misunderstandings. We look forward to a successful long-term relationship with the Town.

Very truly yours,

KARP NEU HANLON, P.C.



Jeffrey J. Conklin

Enclosures: Rule 1.5, C.R.P.C.
Hourly Rate and Expense Chart

AGREED AND ACCEPTED:

TOWN OF SNOWMASS VILLAGE

_____

Bill Madsen, Mayor Date

C.R.P.C. RULE 1.5 FEES

A lawyer shall not make an agreement for, charge, or collect an unreasonable fee or an unreasonable amount for expenses. The factors to be considered in determining the reasonableness of a fee include the following:

(1) The time and labor required, the novelty and difficulty of the questions involved, and the skill requisite to perform the legal service properly;

(2) The likelihood, if apparent to the client, that the acceptance of the particular employment will preclude other employment by the lawyer;

(3) The fee customarily charged in the locality for similar legal services;

(4) The amount involved and the results obtained;

(5) The time limitations imposed by the client or by the circumstances;

(6) The nature and length of the professional relationship with the client;

(7) The experience, reputation, and ability of the lawyer or lawyers performing the services; and

(8) Whether the fee is fixed or contingent.

When the lawyer has not regularly represented the client, the basis or rate of the fee and expenses shall be communicated to the client, in writing, before or within a reasonable time after commencing the representation. Except as provided in a written fee agreement, any material changes to the basis or rate of the fee or expenses are subject to the provisions of Rule 1.8(a).

A fee may be contingent on the outcome of the matter for which the service is rendered, except in a matter in which a contingent fee is otherwise prohibited. A contingent fee agreement shall meet all of the requirements of Chapter 23.3 of the Colorado Rules of Civil Procedure, "Rules Governing Contingent Fees."

Other than in connection with the sale of a law practice pursuant to Rule 1.17, a division of a fee between lawyers who are not in the same firm may be made only if:

(9) The division is in proportion to the services performed by each lawyer or each lawyer assumes joint responsibility for the representation;

(10) The client agrees to the arrangement, including the basis upon which the division of fees shall be made, and the client's agreement is confirmed in writing; and

(11) The total fee is reasonable.

Referral fees are prohibited.

Fees are not earned until the lawyer confers a benefit on the client or performs a legal service for the client. Advances of unearned fees are the property of the client and shall be deposited in the lawyer's trust account pursuant to Rule 1.15(f)(1) until earned. If advances of unearned fees are in the form of property other than funds, then the lawyer shall hold such property separate from the lawyer's own property pursuant to Rule 1.15(a).

Nonrefundable fees and nonrefundable retainers are prohibited. Any agreement that purports to restrict a client's right to terminate the representation, or that unreasonably restricts a client's right to obtain a refund of unearned or unreasonable fees, is prohibited.

KARP NEU HANLON, P.C.			
2023 HOURLY RATE CHART			
POSITION	**NAME**	**INITIALS**	**HOURLY RATE**
Partner	James S. Neu	JSN	$250.00
Partner	Karl J. Hanlon	KJH	$250.00
Partner	Michael J. Sawyer	MJS	$250.00
Partner	James F. Fosnaught	JFF	$250.00
Partner	Jeffrey J. Conklin	JJC	$250.00
Partner	Aaron T. Berne	ATB	$250.00
Partner	Shoshana Rosenthal	SR	$250.00
Associate	Matthew L. Trinidad	MLT	$225.00
Associate	Wilton E. Anderson	WEA	$225.00
Associate	Richard Peterson-Cremer	RJP	$235.00
Associate	Danielle T. Skinner	DTS	$200.00
Associate	Lawrence M. Bond	LMB	$215.00
Paralegals	Paralegals		$165.00
Legal Assistants	Legal Assistants		$125.00
EXPENSES			**RATE**
Mileage current IRS rate as it may be amended throughout the year			(current IRS rate)
Photocopies			$0.25 per copy
Facsimile Transmissions			$1.00 per page
Color Photocopies			$1.25 per copy
Specialized Research			Charged at Cost
OTHER EXPENSES ARE BILLED AT ACTUAL COSTS			

The above rates are subject to change annually. All Accounts Due in 30 days.
Overdue Accounts will be Assessed 1.5% per month (18% A.P.R.).
In the event an action is required to collect payment, client agrees to pay reasonable attorneys' fees and costs of collection.

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KARP NEU HANLON, P.C.			
2023 HOURLY RATE CHART			
POSITION	**NAME**	**INITIALS**	**HOURLY RATE**
Partner	James S. Neu	JSN	$275.00
Partner	Karl J. Hanlon	KJH	$275.00
Partner	Michael J. Sawyer	MJS	$275.00
Partner	James F. Fosnaught	JFF	$275.00
Partner	Jeffrey J. Conklin	JJC	$275.00
Partner	Aaron T. Berne	ATB	$275.00
Partner	Shoshana Rosenthal	SR	$275.00
Associate	Matthew L. Trinidad	MLT	$250.00
Associate	Wilton E. Anderson	WEA	$250.00
Associate	Richard Peterson-Cremer	RJP	$250.00
Associate	Danielle T. Skinner	DTS	$220.00
Associate	Lawrence M. Bond	LMB	$235.00
Paralegals	Paralegals		$165.00
Legal Assistants	Legal Assistants		$125.00
EXPENSES			**RATE**
Mileage current IRS rate as it may be amended throughout the year			(current IRS rate)
Photocopies			$0.25 per copy
Facsimile Transmissions			$1.00 per page
Color Photocopies			$1.25 per copy
Specialized Research			Charged at Cost
OTHER EXPENSES ARE BILLED AT ACTUAL COSTS			

The above rates are subject to change annually.
All Accounts Due in 30 days. Overdue Accounts will be Assessed 1.5% per month (18% A.P.R.)
In the event an action is required to collect payment, client agrees to pay reasonable attorneys' fees and costs of collection.
A3

Town of Snowmass Village
Agenda Item Summary

DATE OF MEETING:
December 16, 2024

AGENDA ITEM:
Connecting Village Nodes Update

PRESENTED BY:
Mike Horvath, Town Engineer
Clint Kinney, Town Manager

BACKGROUND:
In early 2023, the Town Council adopted and updated their goals statement. The Strategic Initiatives of Snowmass Village include continuing to improve the multimodal connections between Base Village, the Mall and the Center. One of the Council's goals is to Ensure Public Spaces and Facilities Meet our Community's Unique Character. This goal also states:

The Town Council will strive to create and improve public spaces and facilities that promote health, safety, education, happiness, and enhance community character and connectivity.

The Connecting Village Nodes project aligns with these goals and initiatives. The overall project goal is to create more functional and intuitive multimodal connections between the Snowmass Center, Base Village and the Snowmass Mall to increase economic vitality and better the visitor and local experience. The Town Staff released a Request for Proposals for the Connecting the Nodes project in early 2024 and selected DJ&A.

The current contract is focused on developing alternatives for the connection between the Snowmass Center and Base Village including the possible use of the easement between Snowmass One and the Capital Peak Lodge. DJ&A has started working on the project and has completed two reports/memos: an Existing Conditions Report (Attachment A) and Alternatives Memo (Attachment B). The draft reports are attached to this memo.

The existing conditions report served as a basis for design and a record of past efforts to improve multimodal connections within the project corridor. The Alternatives Memo built off past studies and further investigated different levels of improvements for the corridor. The memo includes different Foundational Improvements and Grand Investments. The alternatives listed within the memo can be combined with one another or selected individually. The memo is intended to be a menu of improvements to combine multiple improvements if desired to improve the connection between Base Village and the Snowmass Center. Improvements are evaluated for costs, functionality, usability, seasonality, etc.

The project team has met with Stakeholders including Aspen Ski Company, East West Partners, Snowmass Center, and RFTA to discuss and obtain feedback on the Alternatives Memo. Their feedback is included in Attachment C of this memo.

The project has progressed, and the team has commenced and completed a public outreach campaign to gain feedback from the public on the alternatives. The team documented all the community input and those findings are detailed below, with the ultimate goal of selecting a preferred alternative for further design and implementation. The project team will continue to update Town Council as the project progresses and obtain feedback at milestones within the project.

The project team solicited feedback from the community through a survey that was advertised through the Town's communication channels - including new and traditional media, and direct engagement of stakeholder groups from early September to the end of October. The survey was completed by 51 people. The raw survey results are outlined in Attachment D of this memo. The public survey result narrative is included in the draft report attached in Attachment B.

A significant majority of the public (67%) expressed a preference for combining foundational improvements with a grand investment, emphasizing the community's awareness of the need for enhanced pedestrian connections connecting the Snowmass Center and Base Village.

For foundational improvements, key priorities included upgrading crossings and pathways, alongside implementing pedestrian-level wayfinding throughout the corridor. On a larger scale, the concept of a pedestrian bridge emerged as the most favored grand investment, achieving the highest ranking compared to other proposed options.

This feedback highlights a balanced desire for both immediate functional enhancements and transformative projects that reflect long-term aspirations.

If Council directs staff to move forward, the following outlines the possible design development progression. The next steps could involve:

Design Development Phase: This phase involves refining the agreed-upon improvements into detailed construction documents. These documents include technical specifications, drawings, and plans necessary for actual construction.

Stakeholder Engagement: Continuous outreach to stakeholders, including the Council, will occur during this phase. Feedback will be sought at critical design milestones to ensure the project aligns with stakeholder goals and expectations.

Key Milestones: Milestones represent significant checkpoints in the design process where updates and approvals may be required before proceeding.

Next Steps for Implementation: Secure funding and resources for the design development phase. Develop a timeline and communication strategy for stakeholder engagement. Begin coordination with relevant teams (architects, engineers, and consultants) to execute a design development contract and create construction documents. Schedule review sessions with stakeholders and Council at predetermined milestones with the design development.

This structured approach helps maintain transparency, ensure alignment with project goals, and prepare for a seamless transition to the construction phase.

FINANCIAL IMPACT:

The design portion of the project was approved as the 2024 budget for a total of $400,000 and the alternatives study phase of the project is contracted at $142,698 along with other minor advertising costs. The remaining budget of $254,679 will be carried forward to 2025 to continue design work.

Future design budgets ($250,000 in 2026 & 500,000 in 2027) are currently bookmarked to finalize construction documents for this project. Staff envisions pursuing grant funding if a grand investment is moved forward.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This item applies to the stated Council Goal: Ensure Public Spaces and Facilities Meet our Community's Unique Character and the Council Initiative: Continue to improve the multimodal connections between Base Village, the Mall and the Center.

COUNCIL OPTIONS:

This is for presentation and discussion purposes only.

STAFF RECOMMENDATION:.

No action is needed, This is for discussion purposes only.

ATTACHMENTS:

Attachment A - Existing Conditions Report

Attachment B - Alternatives Memo (including survey results narrative)

Attachment C – Stakeholder Feedback

Attachment D – Public Feedback

Town of SNOWMASS Village

CONNECTING VILLAGE NODES

Task 1: Existing Conditions and Baseline Data Technical Memorandum

DRAFT

Prepared By:

DJ&A in association with: SE GROUP

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Introduction

The Town of Snowmass Village (Town) is working to improve connectivity between its three commercial nodes, the Snowmass Center, Base Village and the Snowmass Mall. The first connection being studied is seeking to improve pedestrian connections between the Snowmass Center and the Base Village for residents, visitors, and local employees. These two nodes are major activity centers within the Town. The proximity between these nodes results in a significant amount of movement between the two properties. Currently, most of this travel activity occurs via personal vehicle and lodge van, though a significant portion of users walk or take transit on the Snowmass Shuttle. The Town has completed and planned several recent projects, called for in the 2022 *Community Connectivity Plan* to add sidewalks, improve at-grade street crossings, and calm vehicle traffic between the two nodes. While these projects have improved this connection, people traveling between the two nodes still face several obstacles. These include at least three at-grade street crossings, sidewalk gaps, limited wayfinding, challenging sight lines, and significant elevation changes along the route.

This memo analyzes baseline data and existing conditions within the project study area related to mobility, public infrastructure, easements, and elevations. This memo also documents previous planning efforts, traffic volumes, transit ridership, and parking utilization. The memo is intended to serve as the foundation for the development of alternatives to improve connectivity between the two nodes.

Study Area

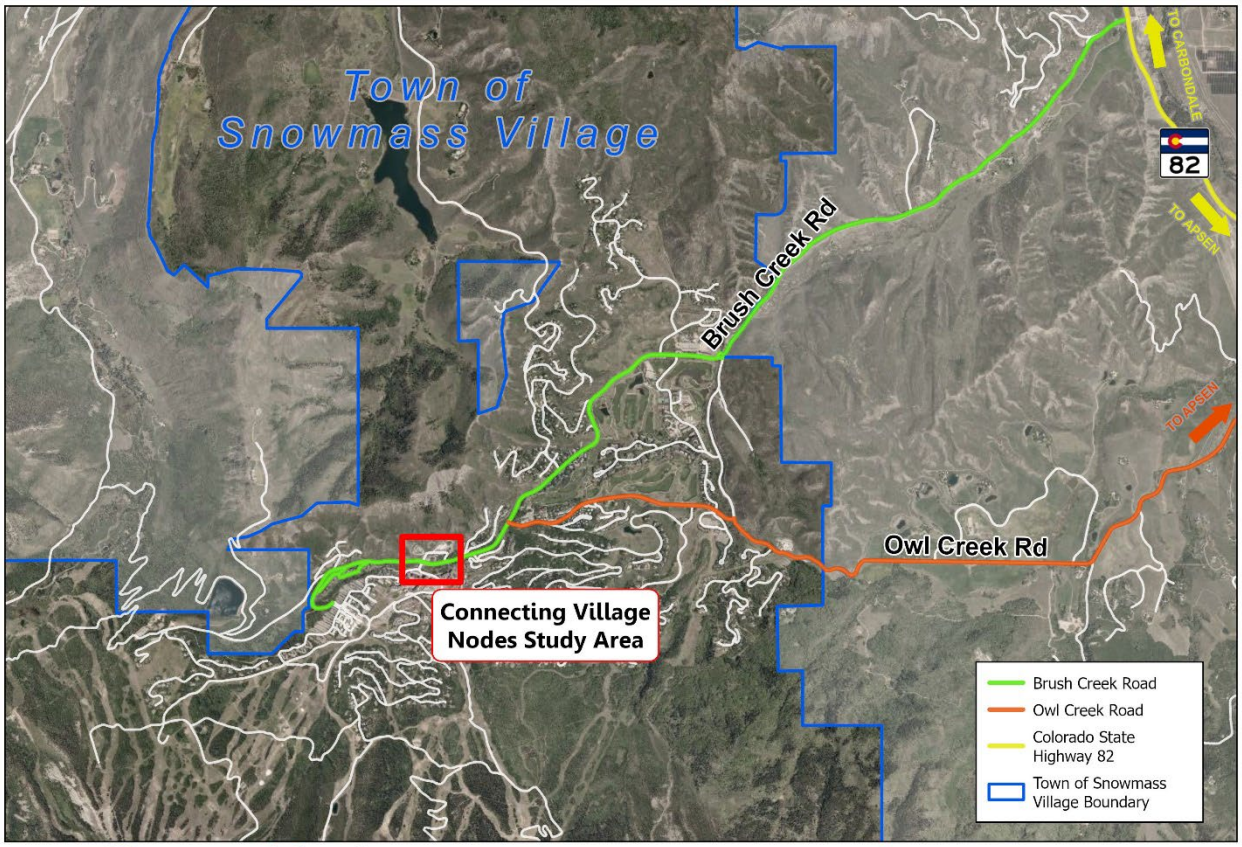
Snowmass Village is a year-round destination, attracting visitors from Colorado, across the nation, and internationally. Sitting in a small valley surrounded by mountains on all sides, internal and external mobility and transportation access can be challenging year-round. Due to the surrounding geography, the Town can only be accessed from the larger Roaring Fork Valley via two roadways from the east, Brush Creek Road and Owl Creek Road. Brush Creek Road runs parallel to Brush Creek and connects Colorado State Highway 82 (SH 82) to the town center. Within the Town, mobility is shaped by the elevation changes that occur throughout the community, and these elevation changes can make connections via walking, bicycling, transit, and automobile challenging, especially in during winter weather conditions.

The Town is home to just under 3,100 permanent residents (2021). Residents access the Base Village and Snowmass Center regularly, as the two centers are home to a grocery store, the Post Office, and numerous restaurants, services, and places of employment such as offices, hotels and lodging. The Town has experienced a construction boom in recent years, as new condos, homes, and commercial facilities have been constructed (or are under construction) within the Base Village and adjacent areas.

Regional employees also make up a significant portion of daily commuters in the Town of Snowmass Village as well. The Town of Snowmass Village workforce consists of employees traveling from various locations throughout western Colorado. Some commuters may reside as close as Aspen, Carbondale, and the remainder of the Roaring Fork Valley, though others may include regional commuters from as far away as Grand Junction. Regardless of commuting distance, many regional employees utilize park-and-rides, such as the Brush Creek Park and Ride located adjacent to the intersection of Brush Creek Road and SH 82, utilizing transit to access the Town.

Figure 1 shows the project study area in relationship to the overall Town of Snowmass Village.

Figure 1: Town of Snowmass Village Reference Area



Snowmass Village Reference Area
Town of Snowmass Connecting Village Nodes

The Base Village and Snowmass Center nodes are split by Brush Creek Road, Wood Road/ Carriage Way, and Brush Creek, all running east-west, with the Base Village located to the south and Snowmass Center located to the north. The Base Village is a recreational hub of the Town that serves both locals and visitors. The Base Village features many opportunities to dine, stay, and play, including numerous restaurants and lodging, as well as a rock wall, skating rink, and access to world-class ski slopes. Many events in the Town of Snowmass Village are held at the Base Village throughout the year that serve visitors and residents alike.

Figure 2: Base Village



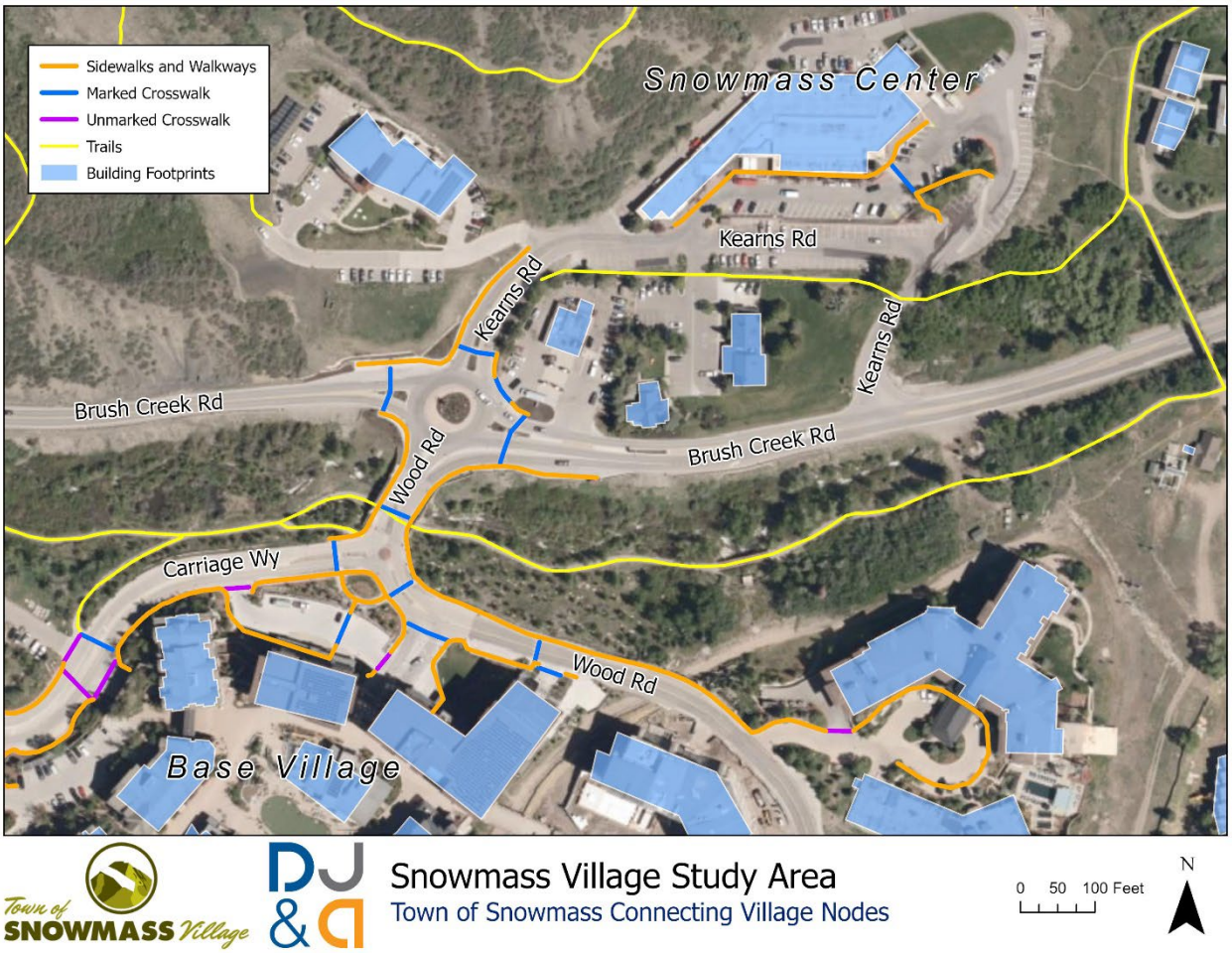
Figure 3: Snowmass Center



The Snowmass Center is a commercial hub of the Town and is generally oriented to serve Town residents, as well as visitors. The Snowmass Center hosts the U.S. Post Office, Clark's Market Grocery Store, commercial services, and professional services and offices. In 2020, a Snowmass Center Redevelopment Plan was approved, which plans to create over 58,000 net square feet of leasable commercial space, provide 64 free-market multi-family residential units, and establish a transit center in the town center. Eastwood Snowmass, who has owned the the Snowmass Center since 2016, placed the Snowmass Center property for sale in early 2024. The potential sale of the Snowmass Center may result in a change of proposed land use type and intensity.

From Brush Creek Road, the Base Village can be accessed via Wood Road heading south, while Snowmass Center can be accessed via Kearns Road heading north. The two nodes are separated by about a quarter-mile walk. While a short distance, this connection has several existing barriers related to sidewalk connectivity, wayfinding, street crossings, elevation changes, and general level of traffic stress. Figure 4 below shows the focused project study area, as well as existing sidewalks, crosswalks, and trails in the immediate area.

Figure 4: Snowmass Village Study Area

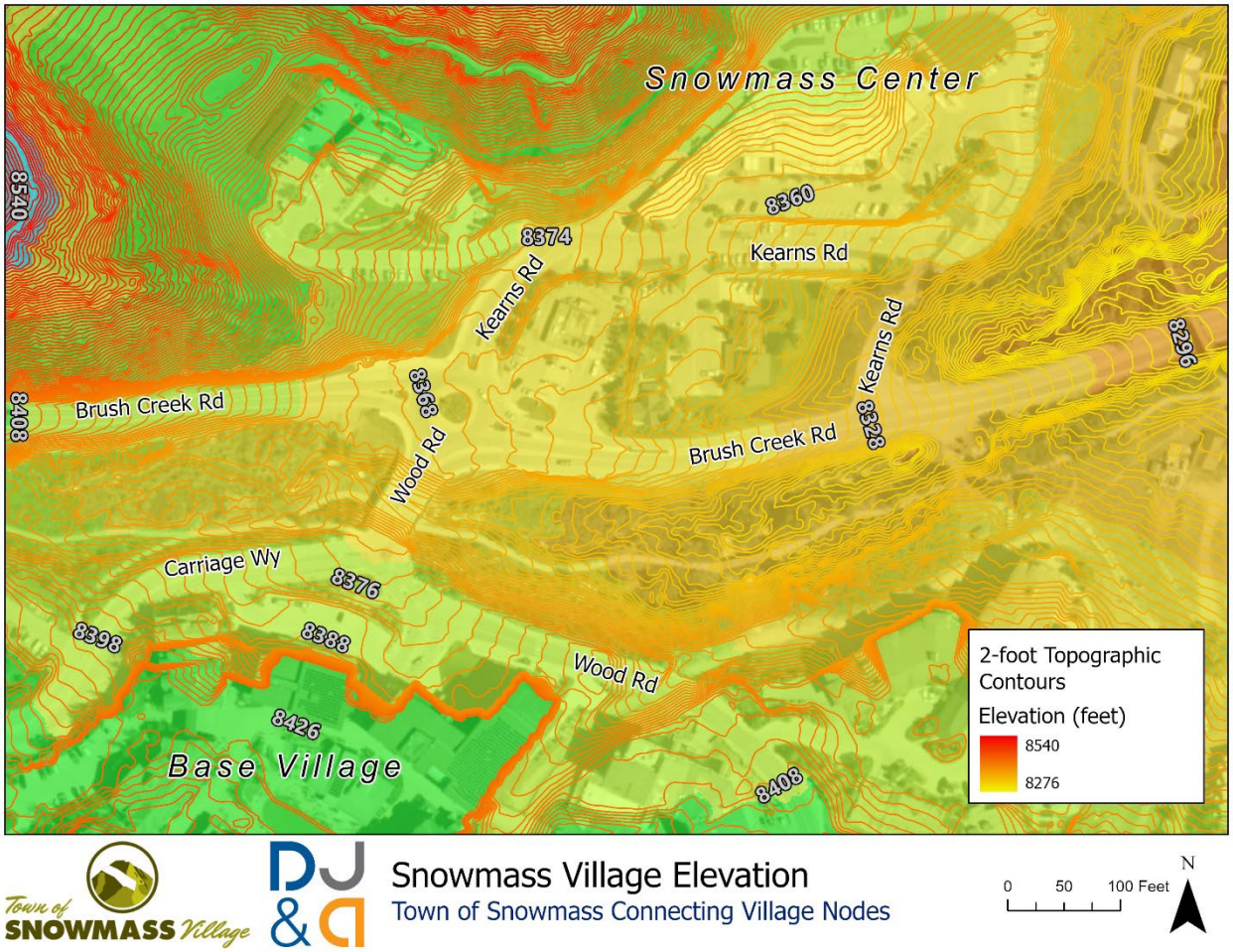


Elevation

Snowmass Village sits at an elevation around 8,000 feet and features notable elevation changes not only in the ski areas, but in the town center as well.

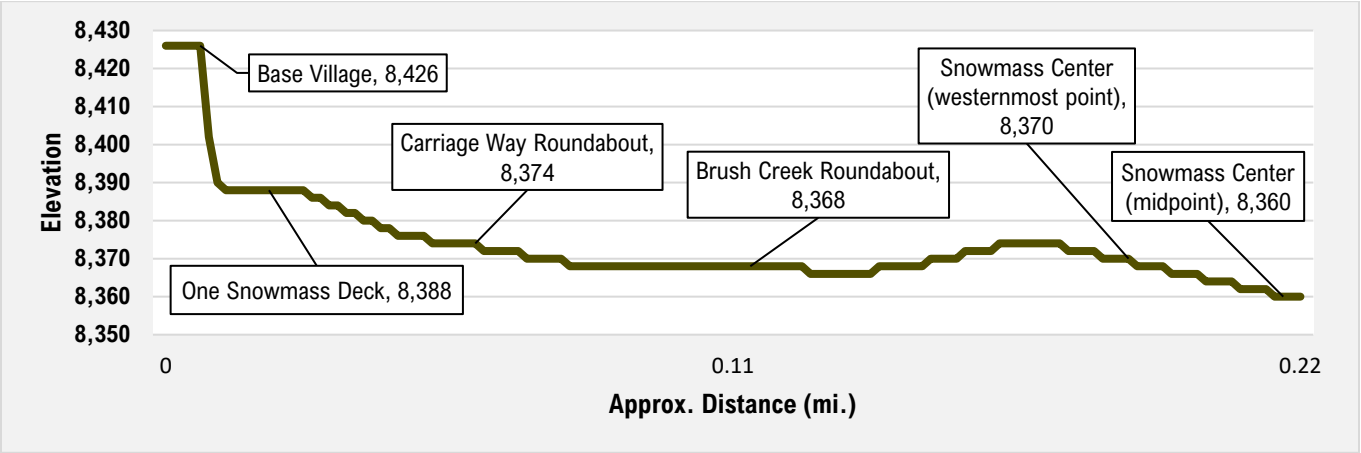
The Base Village is the highest point in the study area, with an elevation of approximately 8,426 feet near One Snowmass. Snowmass Center sits at an approximate elevation of 8,360 feet, a difference of 66 feet. Between the two hubs, there are sizeable elevation gains and losses along Wood Road and Kearns Road that make connecting the two areas a challenge by foot. Figure 5 shows the change in elevation using Pitkin County 2-foot contours and Light Detection and Ranging (LiDAR) data.

Figure 5: Snowmass Village Elevation



Elevation change is most significant near the Base Village, with an elevation change of about 52 feet between the Base Village plaza and the Carriage Way and Wood Road roundabout. After a slight elevation loss to the Brush Creek Roundabout, pedestrians may follow the existing sidewalks on Kearns Road for a slight elevation gain, before arriving at the Snowmass Center, about 14 feet below the highest point on Kearns Road. Figure 6 documents the profile change in elevation using 2-foot minimum increments from the Base Village to the Brush Creek Road roundabout and to the Snowmass Center.

Figure 6: Elevation for Common Walking Path between Base Village and Snowmass Center



Pitkin County has published 2016 LiDAR data, most recently updated in 2023, which provides details on elevations and topography throughout the County. In addition to elevation, LiDAR can be used to measure slope and model hillshade, an especially important feature in mountain communities. Pitkin County LiDAR data was used to create oblique angle elevation maps to provide a sense of elevation variability between Snowmass Center and the Base Village. Areas in blue are lower elevation, while areas in yellow and red feature the greatest elevations in the area. LiDAR visualization obliques are presented in Figures 7 and 8 below.

Figure 7: Pitkin County LiDAR West-facing Oblique Rendering

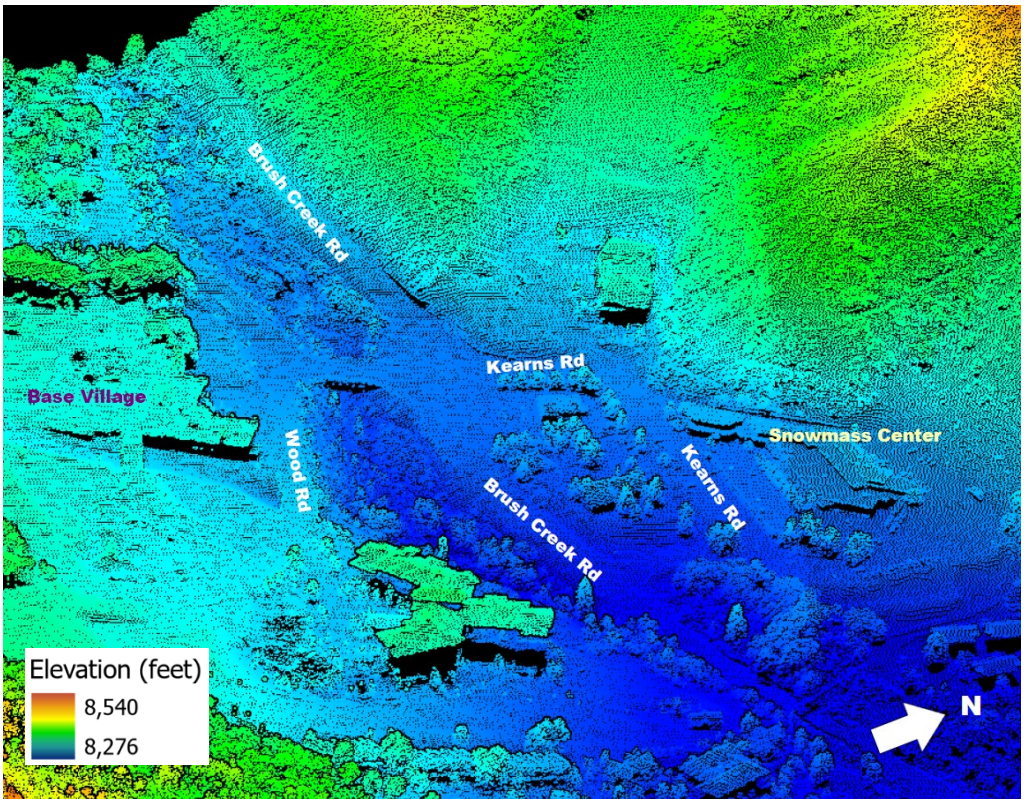
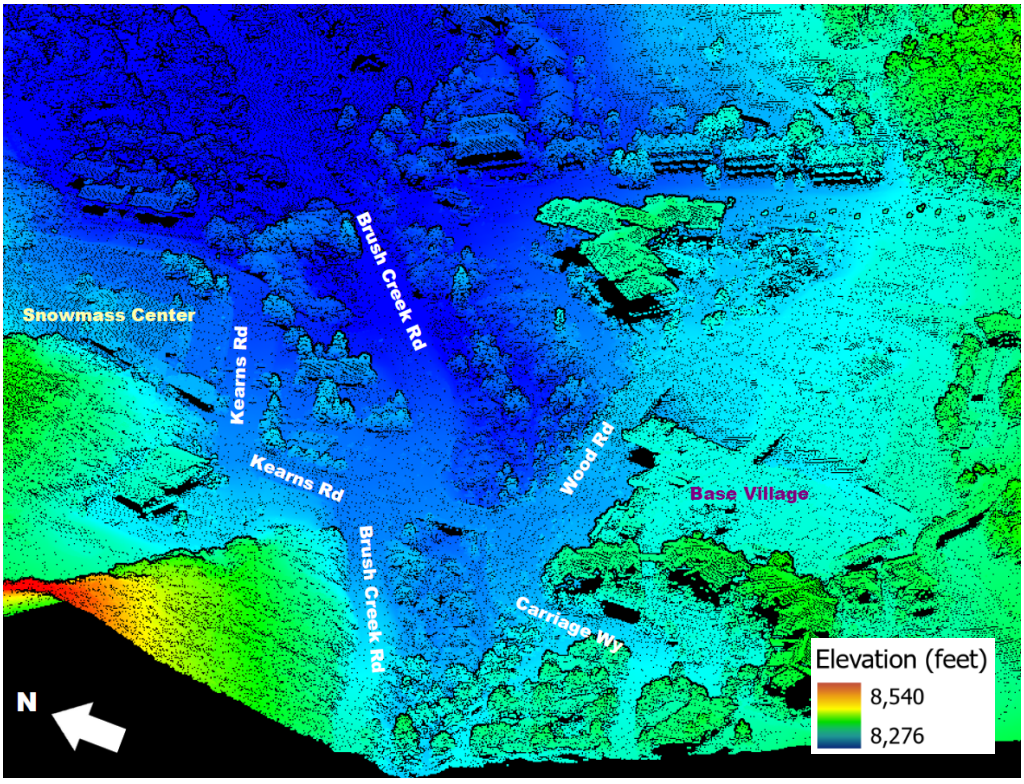


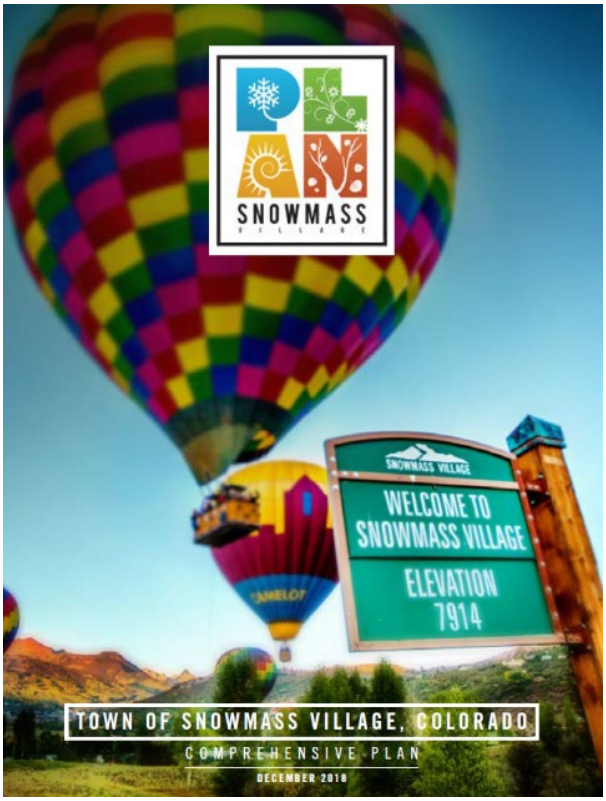
Figure 8: Pitkin County LiDAR East-facing Oblique Rendering



Previous Town of Snowmass Village Plans

The following recent documents summarize previous planning documents in the study area:

Town of Snowmass Village, Colorado Comprehensive Plan (December 2018)



The Snowmass Village Comprehensive Plan (Comprehensive Plan) was adopted in 2018 with a vision to preserve the small-town character of Snowmass Village while addressing development in a way that provides, protects, and improves upon the high quality of life of all residents. The Comprehensive Plan developed a set of guiding principles and a framework for strategic initiatives with associated goals and objectives.

One of the seven guiding principles 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. The **Connected** principle enables the transportation system to offer strong linkages between neighborhoods, nodes, and valley-wide communities.

The Comprehensive Plan establishes areas of targeted development as well as areas for natural environment conservation. In the Comprehensive Plan, both Snowmass Center and the West (Base) Village were identified as **Village Core Areas**, or areas where additional growth and redevelopment within Snowmass Village is most desirable. The description offers that some areas, such as Snowmass Center, were developed in a conventional, auto-oriented development pattern. All new developments and redevelopment within the **Village Core Areas** should meet the local goal of achieving more walkable and bikeable corridors and improved connectivity.

In addition to being listed as being within the Village Core Areas, Snowmass Center and the West (Base) Village were also selected as two among three total comprehensive planned areas (CPAs) in Snowmass Village, or areas that needed further visioning and master planning in greater detail. Identification of CPAs allowed the public to encourage creative long-range development. Some elements included discussion on connectivity, highlighted below for each of the two nodes.

Snowmass Center

- Connect to the Base Village area by a pedestrian bridge, aerial conveyance, or other method to facilitate interconnection between the Center and the West (Base) Village
- Incorporate a pedestrian friendly space that fosters year-round activity

- Reinforce a well-designed and interconnected system of narrow streets that accommodate slow vehicular traffic
- Ensure redevelopment incorporates seamless transit with safe and pleasant pedestrian connections

West (Base) Village

- As the hub of the public transit system, increase transit-oriented development with improved RFTA and Snowmass Shuttle facilities, including a new Transportation Center
- Improve the multi-modal connections between the Base Village and the Snowmass Center
- Encourage the enhancement of Benedict Trail including better access, signage, landscaping, and safety elements to provide a viable pedestrian connection to and from the Base Village

These planning considerations culminated in the development of Strategic Initiatives. One of these initiatives was **Goal C: Promote Transportation Choice & Mobility**. The goal recognizes topography as a barrier to maximize mobility on peak days, though acknowledges that significant improvements can be made.

Goal C.1 Prioritize Walking, Biking, and Safety Improvements & **C.3 Connect Base Village to the Snowmass Center**, noted to further study a better connection between Base Village and Snowmass Center as a critical next step. The objectives mentioned directness and highlighted the potential for a bridge or aerial conveyance to encourage residents, visitors, and employees to walk rather than drive in Town. The Comprehensive Plan also called for improving wayfinding for all modes of transportation.

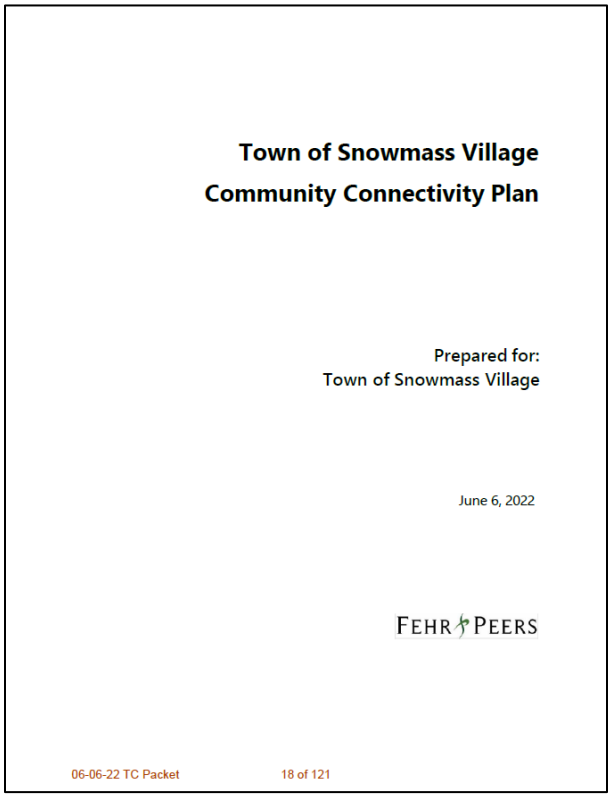
Another initiative focused on public art. **Goal D.2** called to integrate civic art to highlight Snowmass Village's unique character and omnipresence of the stunning natural environment. The plan also called for working with the Snowmass Village Advisory Board (SVAB) and the local artist community to commission art pieces and choose specific locations in the town center.

Town of Snowmass Village Community Connectivity Plan (June 2022)

The Town of Snowmass Village Community Connectivity Plan (CCP), approved in June 2022, aims to connect the three commercial nodes of Snowmass Center, the Base Village, and the Snowmass Mall creatively and effectively.

The CCP effort was first developed in 2016 to recommend strategies and projects to improve overall connectivity and safety to key destinations within the Town for people biking, walking, and taking transit. The 2016 CCP was never adopted, though was reintroduced in 2021 after the Town Council adopted a new Council Goal Statement on Safety, Connectivity, Transit, and Public Art.

Many goals in the CCP relate to this Village Nodes Connectivity Study, including:



- **Goal 1:** People of all ages and fitness levels feel safe utilizing walkways, bikeways, and trails that intuitively connect residential areas to key destinations
- **Goal 3:** Pedestrian Crossings of Town roadways are safe and comfortable, including Brush Creek Road
- **Goals 5:** The Snowmass Center, Base Village, and the Snowmass Mall be connected such as the Sky Cab Gondola (Skittles) and other walkways that are convenient and intuitive and that contribute positively to a great visitor experience and economic vitality.
- **Goal 6:** Now that Snowmass Center and Base Village have had their connection improved via on-grade crossings, exploring the feasibility of additional connection opportunities, such as gondola, pedestrian bridge, or other conveyance needs to be the top priority.
- **Goal 11:** Context-based design solutions provide safe and dignified pedestrian and bicyclist connections which lessen the demand for auto travel and parking need, thus preserving the natural environment.

In 2016, the CCP identified the Brush Creek intersection with Upper Kearns Road/ Wood Road as a location facing significant pedestrian crossing concerns. A roundabout was constructed in response to these conflict points to address traffic congestion and pedestrian crossing concerns. Because it was addressed at this time, further discussion of this conflict point was removed from the Project Prioritization & Action Plan.

The CCP identified 15 trail and walkway projects based on an analysis of key destinations and existing walkways, community feedback and Town staff engagement. Some of these projects addressed the connection from the Base Village to Snowmass Center, including:

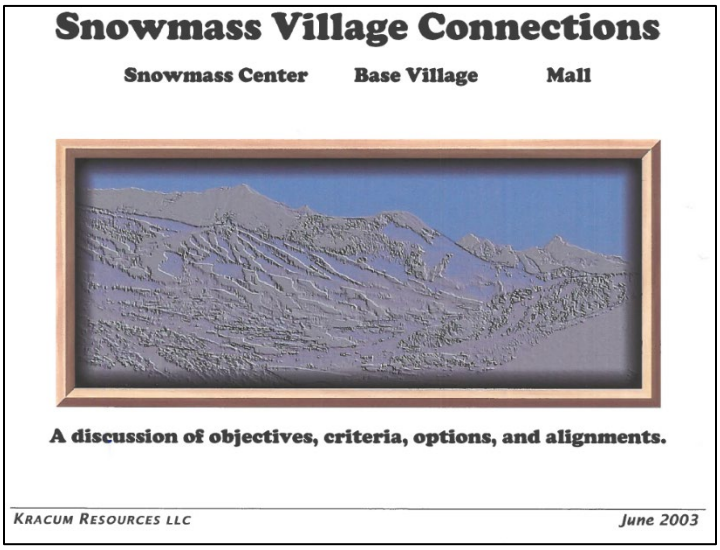
- Walkway #7: Upper Kearns Road from Snowmass Center to Base Village Plaza on the west side (marked as completed in the CCP, though does not exist on the north side of Upper Kearns Road between Town Hall and Snowmass Center). The east side is to be completed with the Snowmass Center project.
- Walkway #6 & 8: Along Brush Creek Road from Divide Road to Faraway Road to connect the main street to employee housing and residential areas.
- #14 Staircase/ Elevator/ Escalator/ and other Options: An exterior vertical connection between the One Snowmass Parking Lot and the Base Village Plaza.

Walkways 6, 7, and 8 are identified in the first priority tier of projects.

In terms of connectivity options from Snowmass Center to the Base Village, the CCP offered recommendations on feasibility and approach. The CCP said the feasibility and approach plan should include conceptual designs for gondola alternatives and walkway alternatives to the Base Village from the Snowmass Center. Recommended stakeholders included the Aspen Ski Company, business stakeholders from Snowmass Mall and Snowmass Center, as well as stakeholders from nearby condominium properties.

The Town Council's Goal Statement called for solutions that should include opportunities such as art walks and alpine gardens. The plan notes to provide public art in key places that will make the first and last mile more interesting for users.

Snowmass Village Connections (June 2003)



The Snowmass Village Connections study provided a comparison of options, alignments, and cost information on feasible means to connect the three commercial areas of the Town. Several means of travel were considered for the connection, including gondolas, shuttles, and pedestrian bridges. Aerial alignments options were also studied.

The goals of the study were to:

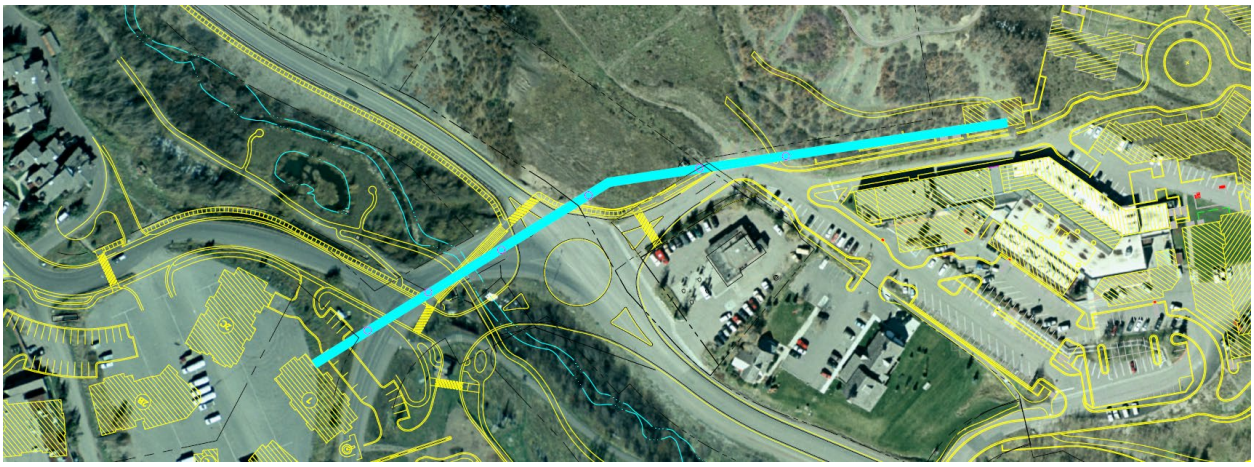
- enhance mobility and reduce traffic impacts
- Provide needed transportation capacity
- Maintain environmental and architectural sensitivity
- Provide the greatest access for pedestrians
- Meet capital cost constraints

The five most notable transit alternatives were:

- Shuttle Bus
- Circulating Gondola
- Pulsed Gondola
- Cable Liner Shuttle
- Pedestrian Bridge

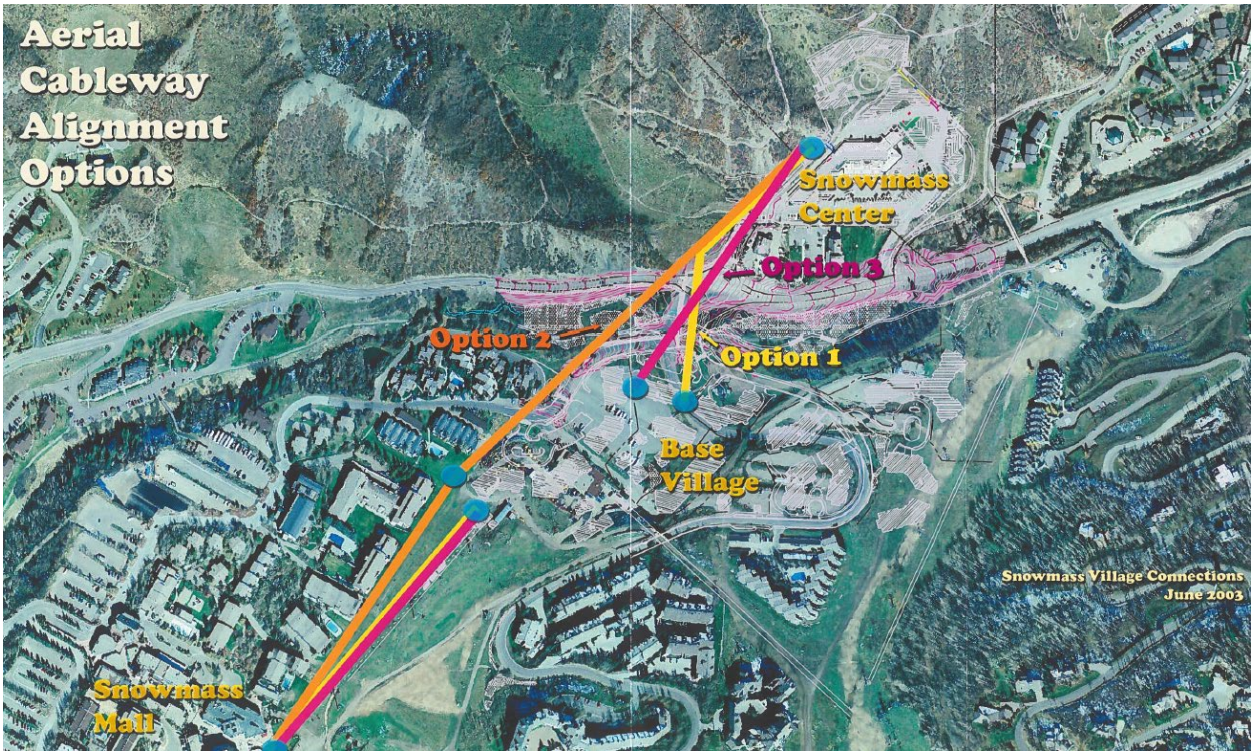
The cable liner shuttle met most objectives of the study but had the greatest cost, at $15 to $20 million per mile (USD 2003). A shuttle bus was shown as heavily beneficial at a more reasonable cost ($70,000 to $185,000 per bus, USD 2003), but is subject to roadway congestion. A pedestrian bridge was considered effective and was estimated to have a cost of $1.2 million (USD 2003). The conceptualized pedestrian bridge was a 1,000-feet long prefabricated steel frame bridge with a 12-foot-wide concrete deck. The proposed bridge path was a dogleg, featuring a 3.5% grade decline from Snowmass Center to the roundabout, followed by a 5.5% grade incline from the roundabout to the Base Village. Figure 9 shows the conceptualized pedestrian bridge pathway from the Base Village to the Snowmass Center in teal, about 16 feet to 26 feet above the ground.

Figure 9: Conceptualized Pedestrian Bridge Pathway from Snowmass Connections Study



Three alignment options were proposed, as shown in Figure 10 below. Though the pedestrian bridge alignment was developed in the "Option 1" alignment, Option 3 was identified as the most favorable regardless of conveyance. The leading conveyance method for Option 3 is described as two separate gondola systems linking the three commercial areas of the Village, with a 600-foot walk between terminal stations in Base Village. Option 3, highlighted in pink/red, is shown here:

Figure 10: Arial Cableway Alignment Options from the Snowmass Village Connections Study (2003)



Recent Traffic Counts at Brush Creek Road/ Kearns Road/ Wood Road

The Town of Snowmass Village recently conducted peak hour traffic counts at Brush Creek Road at the roundabout intersection with Kearns Road and Wood Road. The roundabout has five legs, including Brush Creek Road to the east and west, Kearns Road to the north, Wood Road to the south, and the gas station driveway to the northeast. The three recent peak hour count dates were conducted on:

- Saturday, February 19, 2022 (Presidents Day Weekend)
- Friday, July 8, 2022 (Weekend after 4th of July)
- Saturday, February 18, 2023 (Presidents Day Weekend)

Pedestrian counts were also collected at all five legs for the 24-hour period. The counts also considered average daily traffic (ADT) by using a factor of 10% to account for the percent of peak hour traffic in relation to ADT. Vehicle classes were also studied during the count. A summary of counts is below:

Table 1: Recent Traffic Counts at Brush Creek Road/ Kearns Road/ Wood Road

Count Date	Day	AM Peak Traffic Volume	AM Peak Hour	PM Peak Traffic Hour	PM Peak Hour	ADT (Proj.)	Pedestrian Volume AM Peak Hour	Pedestrian Volume PM Peak Hour
Feb 19 2022	**Saturday**	1,205	9 – 10	1,458	3:15 – 4:15	13,315	113	90
Jul 8 2022	**Friday**	1,030	8:45 – 9:45	1,258	3:30 – 4:30	11,440	40	27
Feb 18 2023	**Saturday**	1,131	8:30 – 9:30	1,419	3:30 – 4:30	12,750	73	72

Source: Town of Snowmass Village

Recent count data shows that PM peak period traffic is greater than AM peak period traffic. The peak AM hour is generally around 9AM, whereas the PM peak hour occurs at approximately 4PM. The intersection sees significant traffic volume every day, with over at least 11,000 vehicles in a 24-hour period.

The greatest directional vehicle movements at the Brush Creek Road intersection were left turns from Brush Creek Road to Wood Road, and right turns from Wood Road to Brush Creek Road. Other movements that saw high volumes include through movements eastbound and westbound on Brush Creek Road.

Pedestrian movements at this intersection were most common on the west leg of Brush Creek Road. Inverse to vehicle counts, ped volumes were generally higher on the AM peak compared to the PM peak. At the southern Wood Road leg of the roundabout, only 4 total pedestrian crossings were recorded on either the AM or PM peak for all three of the count days, with all 4 crossings occurring on the July 8, 2022 count date. This may be attributed to user preference to cross at the Wood Road/ Carriage Way roundabout instead of at the crosswalk bisecting the Wood Road bridge. Either crosswalk provides access to the Brush Creek Road + Wood Road downhill transit stop (east of Wood Road).

Local Transit Ridership

The Town of Snowmass Village is a strong transit community, featuring significant ridership to and from the town center. The study area is served by two transit providers. The Roaring Fork Transportation Authority (RFTA) provides connections between the Town and other communities in the Roaring Fork Valley. The Snowmass Village Shuttle is operated by the Town and is focused on serving trips within the Town boundary. The Snowmass Village Shuttle acts as a first/last mile connection to the regional RFTA service.

Roaring Fork Transportation Authority

RFTA provides transit service within the study area on two routes, both of which follow the same route and serve the same stops in the town center. These routes are the RFTA Snowmass-Aspen Route and RFTA Snowmass-Valley Route. With these routes, RFTA provides regional transit service to the Town of Snowmass Village to and from Brush Creek Park and Ride, east on SH 82 to Aspen, and west on SH 82 as far as Rifle. The routes enter the Town in the westbound (uphill) direction on Brush Creek Road, continuing straight through the Kearns Road/ Wood Road roundabout. The routes then connect to Snowmass Mall and loop around on Carriage Way before returning to Brush Creek Road in the east/ downhill direction.

Both routes share three bus stops in the study area, two of which are located on Brush Creek Road, and the third located at the Base Village, on the lower (underground) level. The RFTA names of the stops are:

- Base Village
- Brush Creek Road + Wood Road Uphill (west of Wood Road)
- Brush Creek Road + Wood Road Downhill (east of Wood Road)

Town of Snowmass Village Shuttle

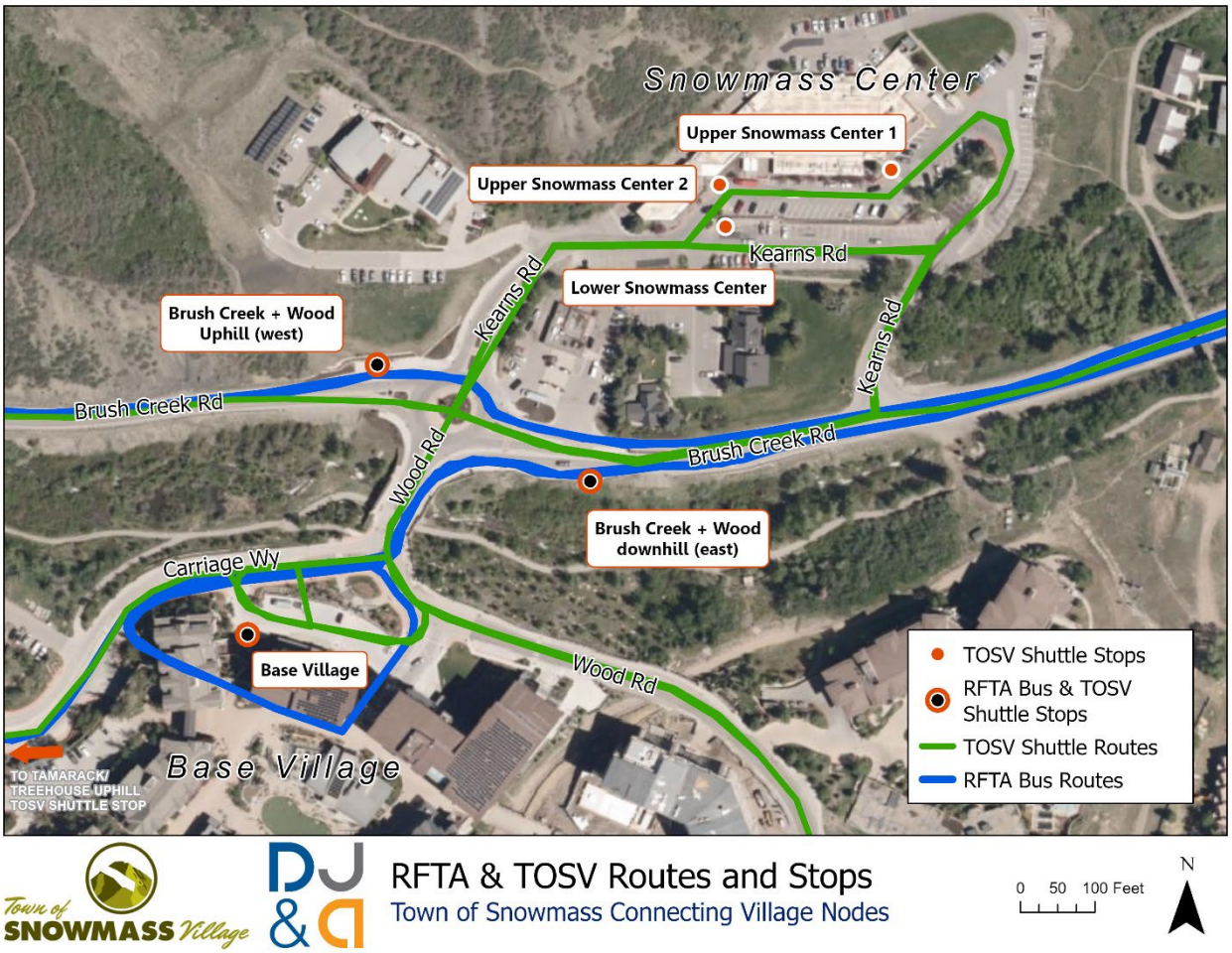
The Snowmass Village Shuttle is a local transit service that operates within the town boundary. The Shuttle has seven (7) fixed routes and an on-demand service (Route 22). All seven fixed routes pass through the town center either on Brush Creek Road or via the Base Village.

Among all seven routes, the Shuttle makes stops at 6 locations in the study area as follows:

- Base Village (1 stop, both uphill and downhill directions)
- Upper Snowmass Center 1 (uphill direction only)
- Upper Snowmass Center 2 (uphill direction only)
- Lower Snowmass Center (downhill direction only)
- Brush Creek + Wood Road Uphill (west of Wood Road)
- Brush Creek + Wood Road Downhill (east of Wood Road)

Just outside the study area, to the west on Carriage Way is the Tamarack/ Treehouse TOSV Shuttle Stop (uphill), which is also a widely used stop, primarily by employees to access the Base Village. Figure 11 shows the location of RFTA and Snowmass Village Shuttle stops and routes in the immediate project area.

Figure 11: RFTA & TOSV Shuttle Routes and Stops



RFTA Ridership Data

RFTA data for boardings and alightings are presented as average daily boardings with monthly totals for the three bus stops, regardless of route. Route data was consolidated to focus on the transit users' origin and destination. Data is presented monthly from January 2023 to February 2024. RFTA does not service many its routes for short periods during the low season in the spring and fall, so therefore October and May 2023 data is limited and omitted from Table 2. Table 2 shows the Snowmass Village Town Center RFTA boardings and alightings from January 2023 to February 2024.

Table 2: Snowmass Village Town Center RFTA Boardings and Alightings by Month

Stop Location		Base Village		Brush Creek + Wood (Uphill)		Brush Creek + Wood Road (Downhill)	
Year	Month	Avg. Daily Boardings	Avg. Daily Alightings	Avg. Daily Boardings	Avg. Daily Alightings	Avg. Daily Boardings	Avg. Daily Alightings
2024	February 2024	605	45	28	474	82	9
	January 2024	578	45	23	461	86	10
2023	December 2023	471	37	16	419	90	8
	November 2023	163	16	9	152	43	8
	October 2023	*RFTA routes under contract are limited*					
	September 2023	143	7	4	135	38	4
	August 2023	111	4	4	126	35	3
	July 2023	151	8	6	147	27	2
	June 2023	104	5	5	115	25	3
	May 2023	*RFTA routes under contract are limited*					
	April 2023	323	16	8	240	46	5
	March 2023	542	28	17	403	65	6
	February 2023	561	39	22	444	78	7
	January 2023	607	46	22	471	79	7
Averages		**363**	**25**	**14**	**299**	**58**	**6**

Source: RFTA

RFTA data shows that a significant portion of transit users begin their day by alighting at the Brush Creek + Wood Uphill (west) bus stop to access either the Base Village or the Snowmass Center, with on average just under 299 alightings per day. Average daily boardings at this stop are much less frequent (14), as another significant portion of transit users board from the Base Village bus stop (363 daily boardings) to leave the town center at the end of their day.

A smaller portion of users board (56 daily) and alight (6 daily) at the Brush Creek + Wood Downhill (east) bus stop.

RFTA data by month provides insight into transit patterns throughout the year. The highest-use seasons are winter months, especially January and February, seeing over 1,150 boardings and alightings in these three stops alone. The months with the lowest transit utilization are September and August with about 330 boardings and alightings a day, about 70% fewer daily users.

TOSV Shuttle Ridership Data

TOSV Shuttle data for boardings are presented as average daily boardings by weekly totals for two groupings of the six study area bus stops, regardless of route. Route data was consolidated to focus on the transit users' origin and destination. Data is presented for two selected weekly (7-day) periods, including:

- The week of Monday, December 25th, 2023, through Sunday December 31st, 2023

- The week of Saturday, July 1st, 2023, through Friday, July 7th, 2023

These two 7-day time periods were chosen to be representative of recent peak Shuttle ridership for both the winter and summer seasons, including Christmas for the winter period and 4th of July weekend for the summer period. Due to the nature of available data, bus stop boardings were consolidated into two general groups:

1. Base Village (1 stop, both uphill and downhill directions)
2. Snowmass Center (5 stops)
    - Upper Snowmass Center 1 (uphill direction only)
    - Upper Snowmass Center 2 (uphill direction only)
    - Lower Snowmass Center (downhill direction only)
    - Brush Creek + Wood Road Uphill (west of Wood Road)
    - Brush Creek + Wood Road Downhill (east of Wood Road)

Table 3 shows the Shuttle boardings for the winter and summer periods below, for both the inbound (uphill) and outbound (downhill directions).

Table 3: TOSV Village Shuttle Boardings by 2023 Peak Period

Stop Location	Base Village (1 stop)		Snowmass Center (5 combined stops)		Avg. Total Daily Boardings
Weekly Period	**Uphill Avg. Daily Boardings**	**Downhill Avg. Daily Boardings**	**Uphill Avg. Daily Boardings**	**Downhill Avg. Daily Boardings**	
Winter Peak Period	76	688	118	74	**957**
Summer Peak Period	11	43	32	22	**108**

Source: Town of Snowmass Village

Similar to the RFTA data, the Shuttle data shows a significant number of transit users (688 daily) board from the Base Village stop and take the shuttle in the downhill/ outbound direction. A lesser number of users (192 daily) board the Shuttle at any of the Snowmass Center shuttle stops, though data shows the more boarding occur in the uphill/ inbound direction.

Boardings are much more frequent during the winter peak period, in line with the RFTA data, with nearly 850 more daily boardings compared to the summer peak period.

Parking

Within the study area, there are four main parking areas, featuring a total capacity of approximately 525 spaces. Parking areas are located in Snowmass Center, the Base Village underground garage, the One Snowmass Deck, and the Treehouse Timed Parking area. There are no on-street parking facilities in the study area, though some parking is located parallel to drive aisles at the Snowmass Center, directly to the south and northwest.

Most parking capacity is located in the Base Village public parking underground garage, as well as the Snowmass Center upper and lower surface parking lots. Table 4 below shows the town center parking facilities, their capacity, and an occupancy count on Saturday, March 9th, 2024. Though a single occupancy count is not representative of peak times, the utilization figures provide insight on where residents and visitors prefer to park.

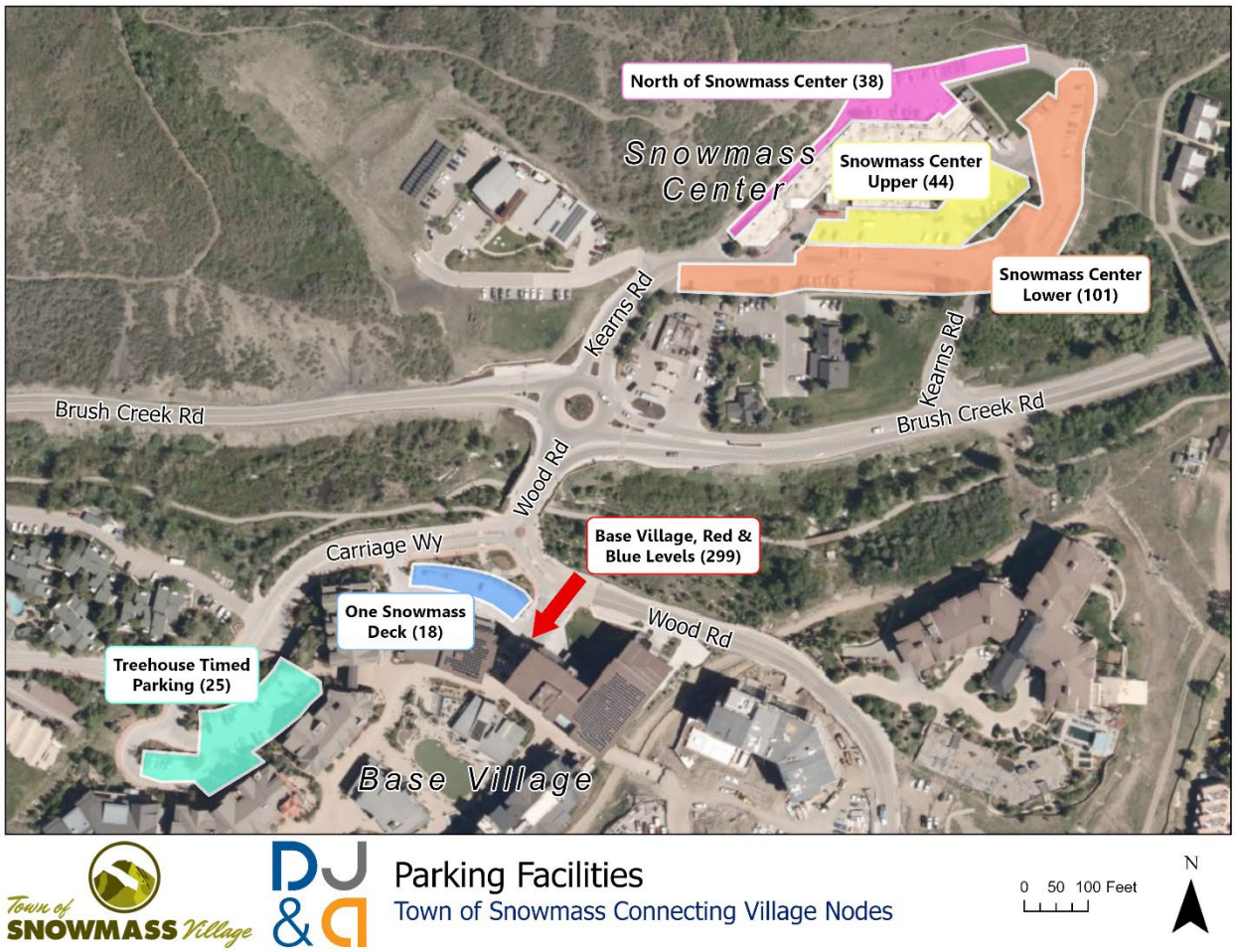
Table 4: Parking Facilities, Capacity, and Utilization

Parking Facility	Parking Capacity	Parking Utilization (March 9th, 2024)
Snowmass Center Upper	44	58%
Snowmass Center Lower	101	65%
North of Snowmass Center	38	Not Counted
Base Village (Red Level)	49	100%
Base Village (Blue Level)	250	100%
One Snowmass Deck	18	78%
Treehouse Timed Parking	25	56%
Total	**525**	

Source: Town of Snowmass Village

Before the onset of COVID-19, the Town of Snowmass operated a valet program in the public parking underground garage. Though the valet program has not been in operation since 2020, the underground garage does have the capacity for 50 additional spaces not currently counted toward the existing number of spaces. Figure 12 shows the location of each of the seven parking facilities.

Figure 12: Parking Facilities



Easements

There are two approved transportation access easements within the study area, both located within the Base Village. These easements convey a limited right for the Town to implement public mobility and access improvements on private property. In the case of the Base Village, easements are in place for transportation access to and from the Base Village. Table 5 below briefly describes the two easements within the study area.

Table 5: Existing Easements

General Name	Effective Year	Owner/ Grantor	Receiver/ Grantee	Approximate Square Feet
Pedestrian Plaza	2011	Base Village Owner, LLC	Base Village Company, INC	135,726
Access Improvement	2023	SV Building 8 Development, LLC	Town of Snowmass Village	2,067

Source: Town of Snowmass Village

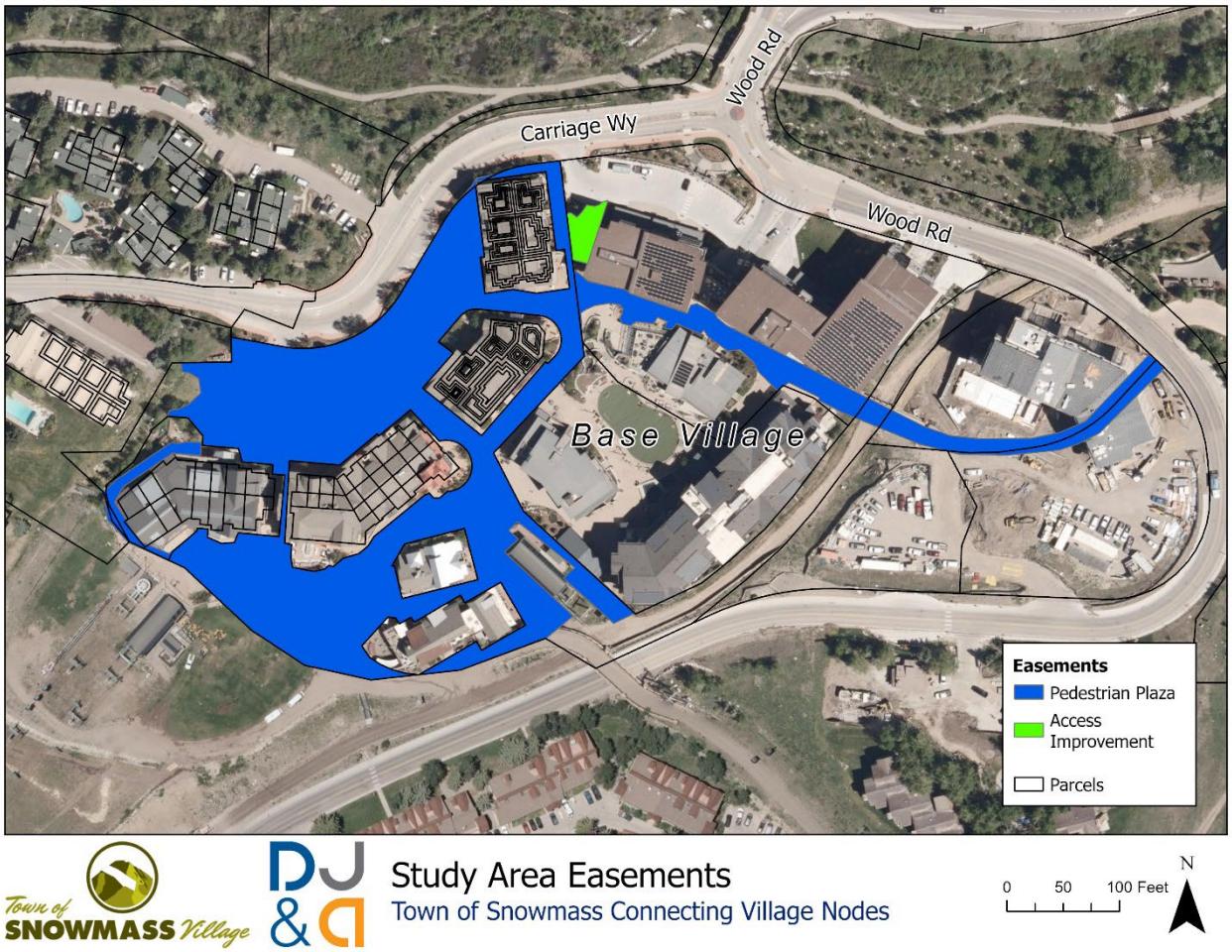
The purpose of the Pedestrian Plaza easement is to "provide the Village Company… and guests with non-exclusive pedestrian access on, over and through the Pedestrian Plaza and for functions such as sidewalk sales, street fairs, and other events." Generally, this easement is for nearly all grounds of Platted Leg 1 of the Base Village planned unit development (PUD), with an extension east towards Wood Road.

The purpose the Access Improvement easement is for the "construction, installation, operation, maintenance, repair, use, and replacement of access improvements providing pedestrian access to the Base Village Plaza…". Generally, this easement is for pedestrian access, connecting the Base Village to the One Snowmass Parking Deck, between One Snowmass to the east and the Capitol Peak Lodge. Though the existing approved pedestrian access is for a staircase, the easement description does not preclude other access-type improvements, such as an escalator, gondola, or bridge.

Foundations were installed for an aerial tram or gondola as part of Base Village development. These two foundations are still existing. One foundation is installed within the Access Improvement pedestrian easement, and the other is located just north of the sidewalk at the Carriage Way and Wood Road intersection.

Figure 13 shows the approximate locations of the two easements.

Figure 13: Existing Easements



Public Art

The Town of Snowmass Village celebrates public art and artistic opportunities. Through the development of this plan for improved pedestrian infrastructure connectivity, there is the opportunity to meet the Town's desire to integrate more public art, especially within the town center. The Town's Snowmass Arts Advisory Board provides public art direction and is an advocate for art initiatives. The Board developed the Snowmass Village Arts Trail map, that identifies a self-guided walking tour of art installations in the Town. Within the study area vicinity, there are only two public art installations: *Columbian Mammoth Rack, 2014* at the Snowmass Center and *Transparency, 2010*, located at the Snowmass Village Town Hall.

Figure 14: Columbian Mammoth Rack at the Snowmass Center



Figure 15: Transparency at the Snowmass Village Town Hall



Funding Identification

Depending on the recommendations that emerge from this planning effort, the Town may elect to pursue outside funding sources to assist with construction of the recommended improvements. In recent years with the passage of the Bipartisan Infrastructure Law and other Federal measures, there are numerous grant funding opportunities available to fund transportation projects.

Possible and preliminary grant funding opportunities are identified in Table 6 below. These funding opportunities will be analyzed and vetted for applicability in further detail during the alternatives development effort.

Table 6: Existing Transportation Project Grant Funding Opportunities

Program Name	Category	Brief Description
Bridge Investment Program	Bridges/ Culverts	Improve bridge condition, safety, efficiency, and reliability
Safe Streets for All (SS4A)	Transportation	Prevent roadways deaths and serious injuries
Advanced Transportation Technology and Innovation (ATTAIN)	Transportation/ Technology	Install and operate advanced transportation technologies
Bus and Bus Facilities Competitive Grants	Transit	Replace, rehabilitate, purchase or lease buses, equipment, and facilities
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Transportation	Surface transportation infrastructure projects with local impact
Reconnecting Communities and Neighborhoods Grant Program	Transportation	Advance community-centered connection transportation projects, improving access for daily needs
Rural Surface Transportation Grant Program	Transportation	Improve and expand surface transportation infrastructure in rural areas
Strengthening Mobility and Revolutionizing Transportation (SMART)	Transportation	Conduct demonstration projects focused on smart city or community technologies
Transportation Alternatives	Transportation	Provides funding for a variety of smaller-scale transportation projects
Transportation Infrastructure Finance and Innovation Act – Rural Project Initiative (TIFIA-RPI)	Transportation/ Transit	Improve transportation infrastructure in rural communities

Source: DJ&A

Conclusions

The review and analysis of baseline conditions and data for the study area allows our team to draw the following conclusions that will inform the development of draft project alternatives as part of Task 2.

Physical Environment

- Recent improvements to pedestrian connectivity in the study area provide tangible benefits for people walking between the two nodes and from the nodes to bus stops located along Brush Creek Road.
- While these pedestrian improvements are good, there remain significant mobility challenges in the study area related to wayfinding, elevation changes, and line-of-site awareness about the location of both nodes and the best pathway to travel.
- Elevation changes are the most challenging in the vicinity of the Base Village, but elevation changes around Snowmass Center and between both nodes and Brush Creek Road can discourage pedestrian and bicycle activity.

Transit

- There is significant use of transit services in the study area and the transit stops serving the study area and the two project nodes see a significant number of boardings and alightings.
- Connectivity and wayfinding between transit stops along Brush Creek Road and the two project nodes can be improved.

Traffic

- Brush Creek Road serves a high volume of traffic. While the roundabout installed at the intersection of Brush Creek Road/Kearn Road/Wood Road helps to calm traffic and provide pedestrians and bicyclists with safer street crossing opportunities, the high volume of traffic can discourage travel by walking and bicycling.

Elevation

- There are significant changes in elevation between the two nodes and in several locations these elevation changes are significant over a short travel distance. These elevation changes can discourage travel by walking and bicycling and can make implementation of specific improvements, including stairways and escalators, more difficult.

Easements

- The Access Improvement easement located within the Base Village to west of Snowmass One presents viable opportunities for the evaluation of several types of access improvements to provide better connectivity to the Base Village and address challenges associated with the elevation change in this area.
- The presence of existing foundations near the Base Village for a gondola or aerial cableway will be considered in the next task as we evaluate options for this mode of travel.

Town of SNOWMASS Village

CONNECTING VILLAGE NODES

FINAL REPORT

DRAFT

DECEMBER 2024



PREPARED BY:

DJ&A

IN ASSOCIATION WITH:

SE GROUP

CONTENTS

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INTRODUCTION

The **Connecting Village Nodes Study** seeks to improve multimodal transportation connections between the nodes of Snowmass Center and the Base Village for residents, visitors, and employees. These connections would further support the economic vitality of both commercial nodes.

Users traveling between these two nodes are faced with several obstacles along their journey, including multiple at-grade street crossings, gaps in existing sidewalk connectivity, limited pedestrian-oriented wayfinding, challenging sight lines, and significant elevation changes.

This study examines a range of alternatives to improve this connection. There is need for a baseline set of street-level improvements to pedestrian and bicycle connectivity and wayfinding, along with a need to consider more significant improvements to connectivity that would help to address the elevation challenges present. Strategies to address these needs are identified as Foundational Improvements and Grand Investments in this memorandum.



The **Foundational Improvements** are a collection of small-scale, yet vital strategies that would complete the street-level active transportation network and address the baseline set of mobility and wayfinding needs for pedestrians and bicyclists.

The **Grand Investments** are a group of optional large-scale conveyances that would further enhance multimodal transportation connectivity between Snowmass Center and the Base Village for residents, employees, and visitors. Each Grand Investment would build on the Foundational Improvements with the objective of removing several existing mobility constraints and challenges faced by individuals traveling between these two nodes. The Grand Investments would also contribute to increased economic vitality by strengthening the connectivity between the two nodes.

This document provides an overview of the existing connectivity challenges faced by the three user groups in the study area and presents the Foundational Improvements and Grand Investment strategies for review and consideration by the Town of Snowmass Village and project stakeholders.

SUMMARY OF PRIORITIES

FOUNDATIONAL IMPROVEMENTS

To address existing connectivity challenges, a combination of Foundational Improvements, including better **wayfinding**, enhanced **crossings & pathways**, and **transit** improvements, are recommended. These strategies are prioritized from high to low, with higher priority items recommended to be implemented in the near term. Tiers of strategies are most effective when implemented in unison. Details for foundational improvements are found starting on Page 13.

HIGHER PRIORITY STRATEGIES	
Crossings & Pathways – Upper Kearns Road; Adjacent to Snowmass Center; Wood Road/ Carriage Way intersection; One Snowmass parking deck and interior	$250,000 - $300,000
Wayfinding – Sign Additions and Updates	$22,000 - $30,000
MODERATE PRIORITY STRATEGIES	
Crossings & Pathways – Lower Kearns Road; Carriage Way; Conoco cut-through	$198,000 - $250,000
Wayfinding – Ground Plane Artwork	$63,000 - $70,000
Transit – Stop Consolidation Improvements	$26,800 - $38,000
LOWER PRIORITY STRATEGIES	
Wayfinding – Iconic Artwork	$64,000+

**Notes: Ranges are provided to reflect options related to inclusion of specific improvements. Artwork wayfinding costs can vary widely depending on materials and design.*

GRAND INVESTMENTS

Among the Grand Investment alternatives, a **Pedestrian Bridge** connecting from Base Village Plaza to Snowmass Center is recommended with the highest priority, as this strategy has the greatest community support, and is the most efficient solution to facilitate continuous, safe, and intuitive movement for multiple modes year-round. The bridge concept comes with a high capital cost. The Town of Snowmass Village would explore options for public funding opportunities and public private partnerships (PPP) to proceed with the bridge concept. Details for Grand Investments are found starting on Page 26.

GUIDING PRINCIPLES

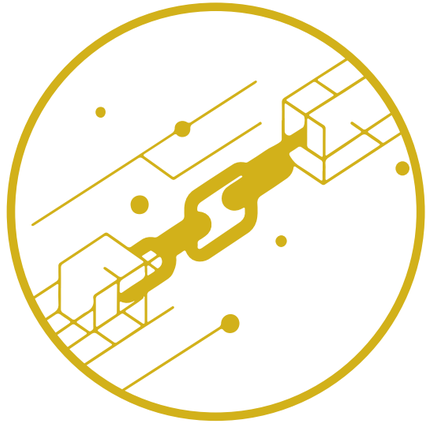
The following guiding principles were used to shape the development of the Foundational Improvements and Grand Investment strategies.

CONNECT PEDESTRIAN MOVEMENT



Implement continuous, safe, and unobstructed sidewalks and pedestrian crossings.

MAKE CONNECTION DIRECT AND CLEAR



Facilitate intuitive decision-making for all user types, especially first-time visitors.

SUPPORT ALL USERS IN ALL SEASONS



Make connections safe and comfortable for all ages and abilities in varying weather conditions year-round.

SUPPORT THE TOWN'S MULTI-MODAL GOALS



Prioritize walking, bicycling, and transit use to contribute to positive visitor experiences and economic vitality.

DILEMMAS

Dilemmas are the existing access and mobility challenges that pedestrians and bicycle users face today when traveling between Snowmass Center and the Base Village. Dilemmas can discourage travel by walking, bicycling, or transit and make the journey feel more difficult, more confusing, or less safe. Addressing these dilemmas would encourage more travel by walking, bicycling, and transit and improve the travel experience for everyone.

LINE-OF-SIGHT

Large buildings and curved roadways limit the ability of users to see their destination and their most efficient route. Intuitive and convenient pathways between Snowmass Center and the Base Village are needed.



WAYFINDING

Existing wayfinding signage in the study area is oriented towards automobiles and it is not always clear to pedestrians and cyclists where they should travel and cross streets. A pedestrian-focused signage package that aligns with Snowmass Village's community character would support pedestrians and cyclists.



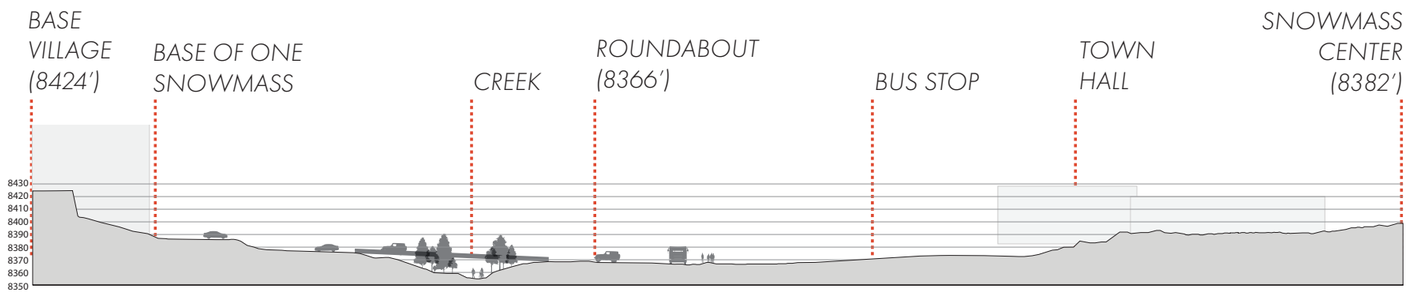






ELEVATION CHANGES

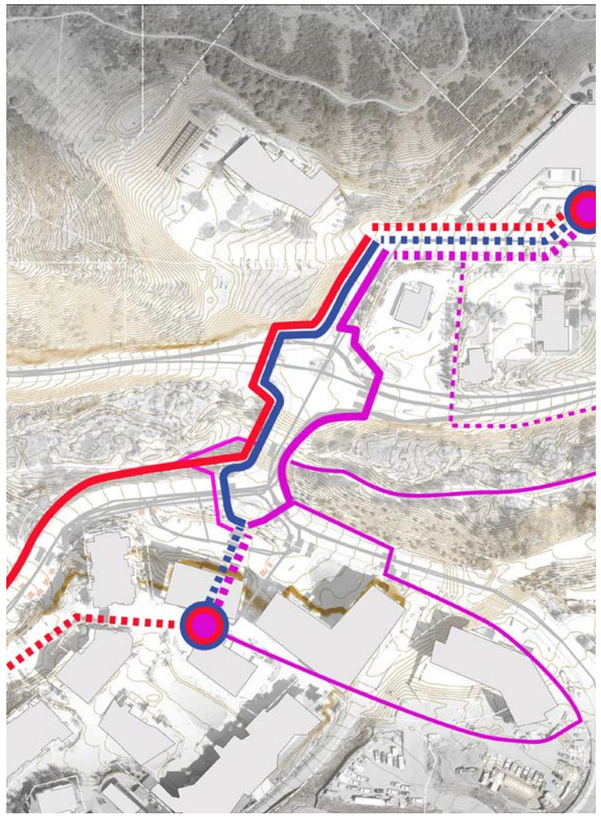
Significant elevation changes exist between the two nodes. Conveyances or strategies that would reduce or eliminate the effort needed to traverse these elevation changes are desirable.



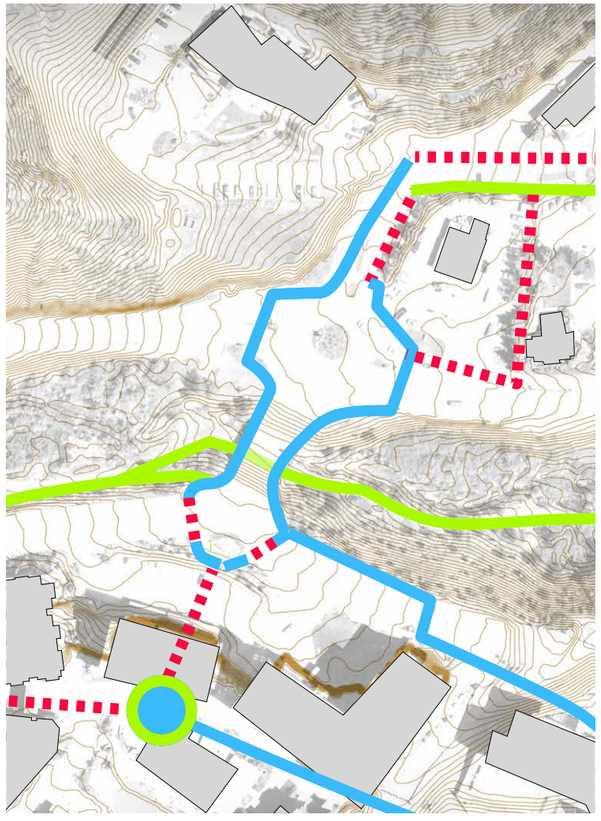
MOVEMENT TODAY

To identify appropriate solutions to the user dilemmas presented on the previous page, we need to understand how residents, employees, and visitors move in and through the study area today.

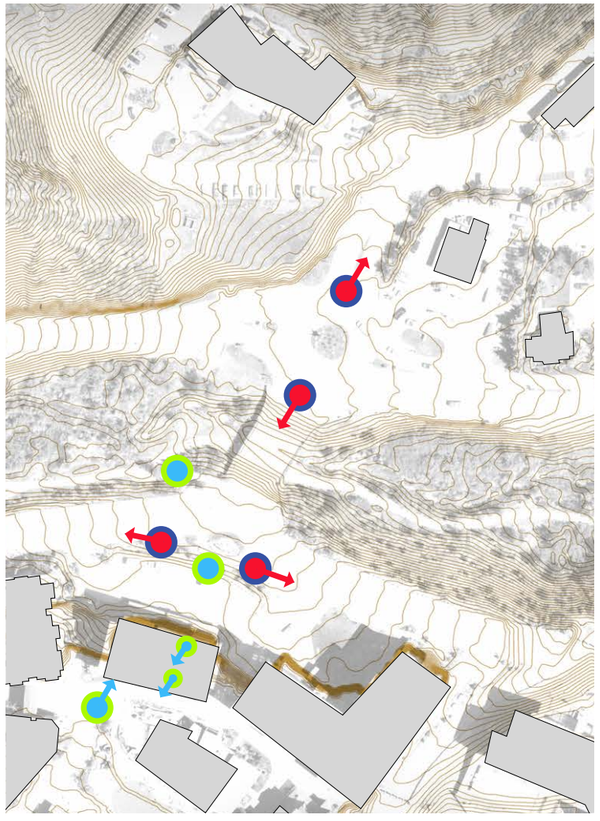
A variety of user types, pathways, travel modes, and user conflicts are discussed in the following pages.



USER TYPES



USER MODES & CONFLICT AREAS

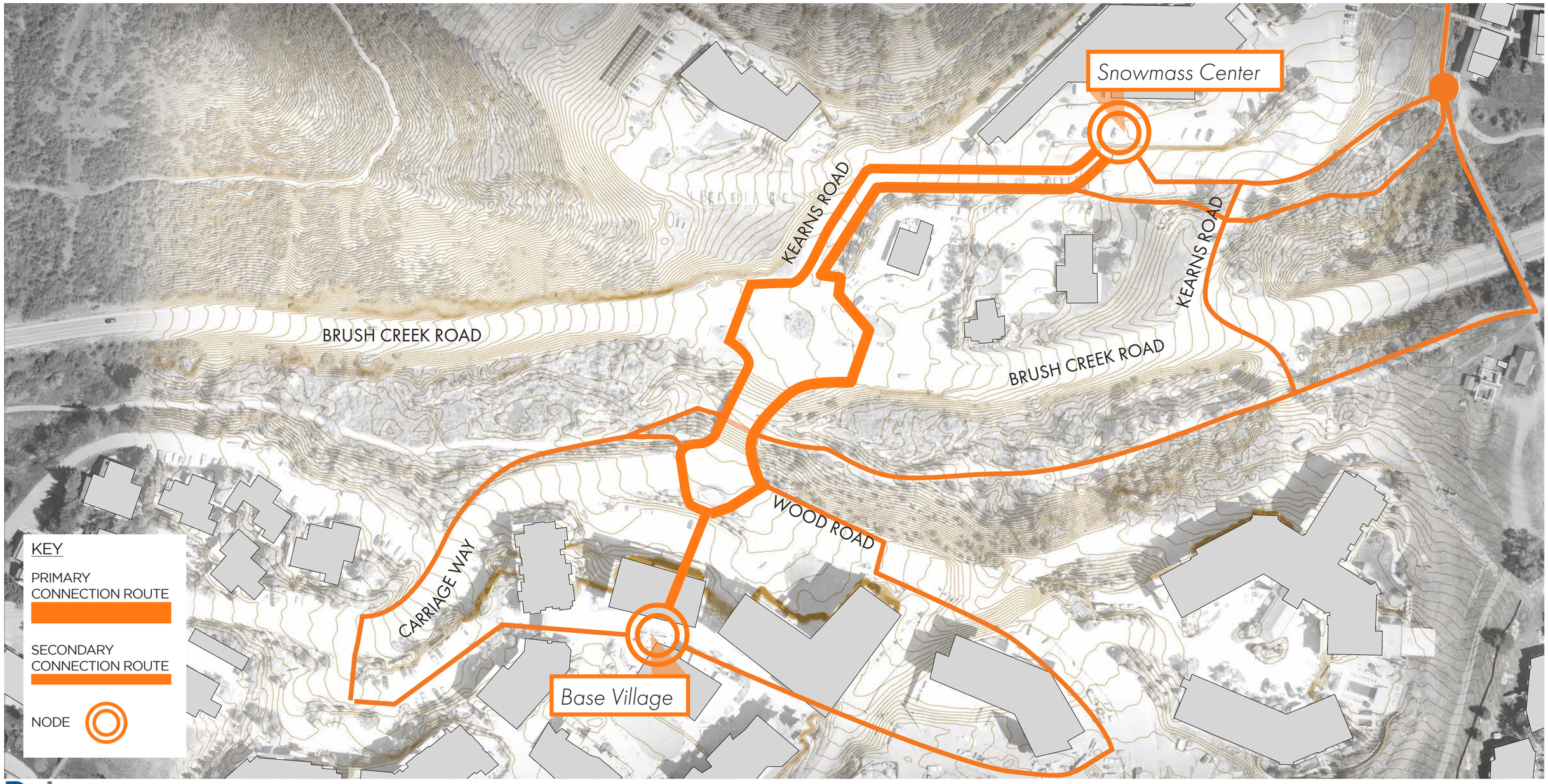


WAYFINDING & LINE-OF-SIGHT

MOVEMENT TODAY

PRIMARY AND SECONDARY CIRCULATION

The preferred alternative should emphasize multiple routes that promote user choice, all season travel, multimodal mobility, and convenience. The map below shows existing primary and secondary travel corridors used today by pedestrians and cyclists to travel between the nodes.



MOVEMENT TODAY

USER TYPES

Proposed improvements would support a variety of user types, including visitors, employees, and residents.



Dayton

Visitor



Hallie

Employee



David

Base Village Guest

Priority: Rapid Access to the Slopes

- *Flying in from East Coast.*
- *Arriving on transit for the first time.*
- *Confused by map directions.*

Priority: Safe, Predictable Transportation

- *Lives in Basalt.*
- *Transit rider.*
- *Has a routine figured out.*

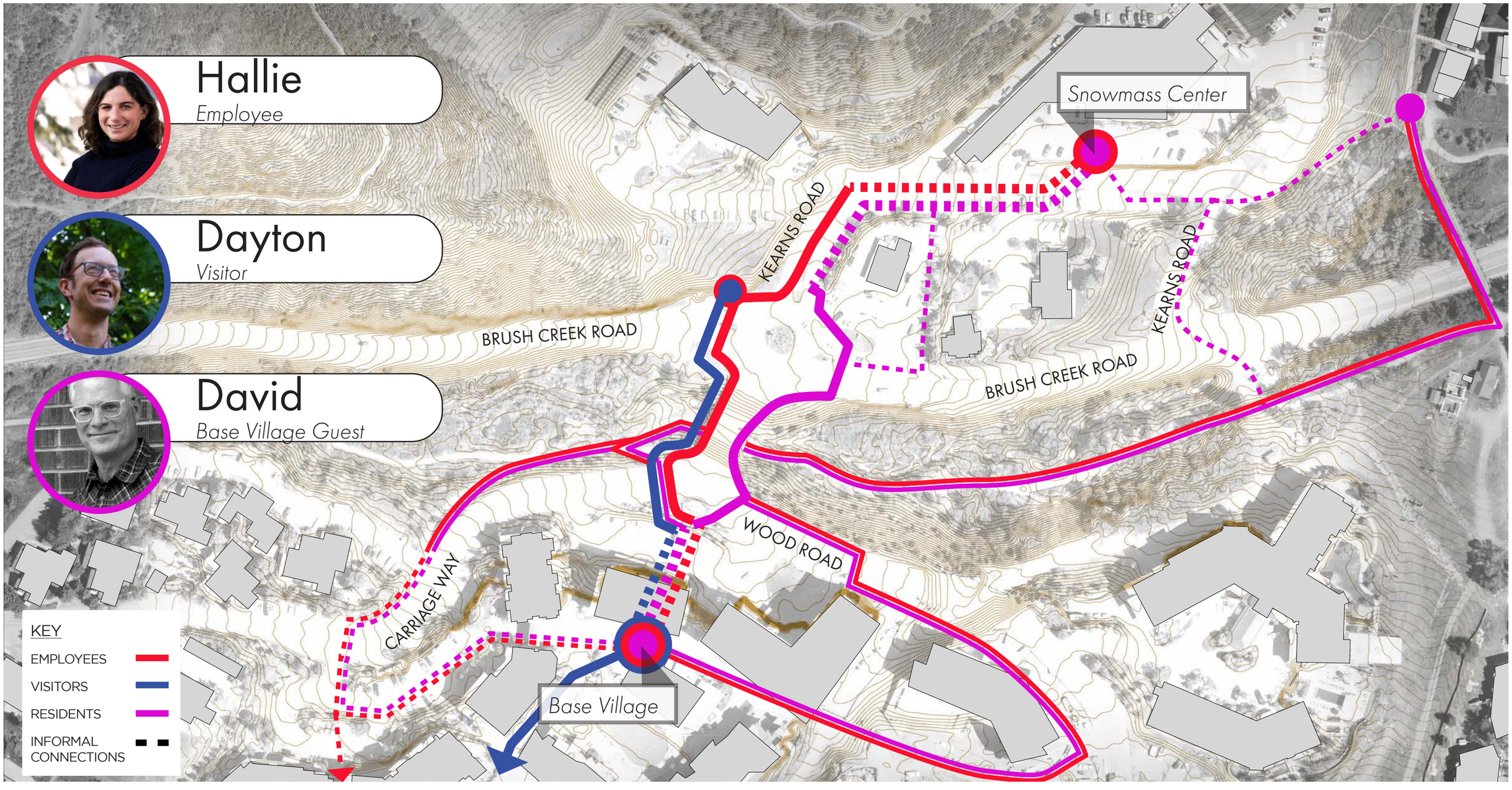
Priority: Comfort and Convenience

- *Stays often in Base Village.*
- *Shops at Snowmass Center.*
- *Often drives because the trip feels like a long walk.*
- *Likes to bike, but needs a comfortable and safe route.*

MOVEMENT TODAY

USER TYPES

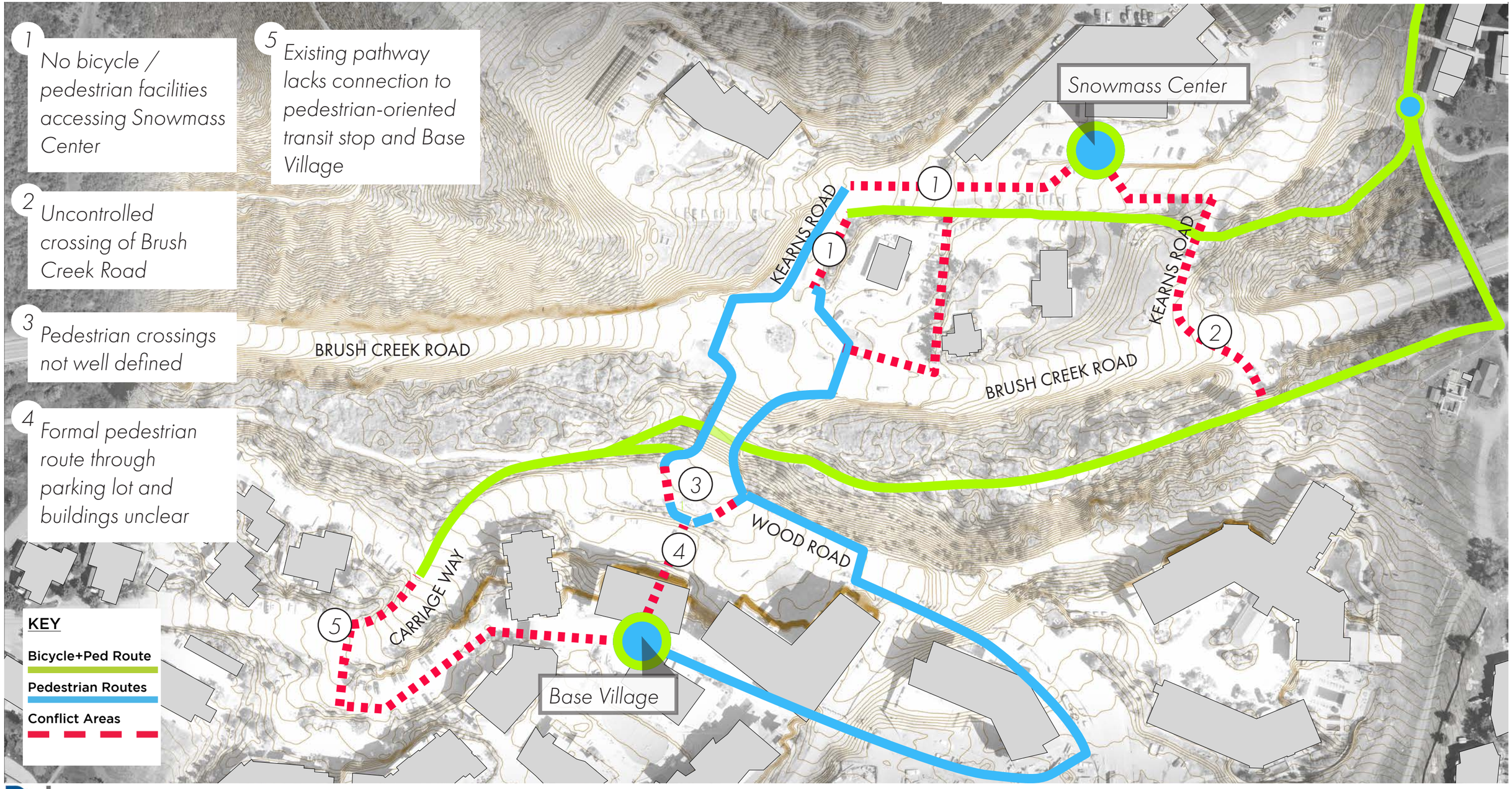
The common access pathways utilized by different user types traveling between the nodes are shown in the map below.



MOVEMENT TODAY

USER MODES & CONFLICT AREAS

Prioritize a reduction in conflicts for pedestrians, bicyclists, and transit riders. The map below shows the existing common access pathways between the two nodes. Areas in red highlight existing conflict areas along these pathways.



DJ&A SE GROUP

N 0’ 120’ 240’ 480’

MOVEMENT TODAY
USER MODES & CONFLICT AREAS

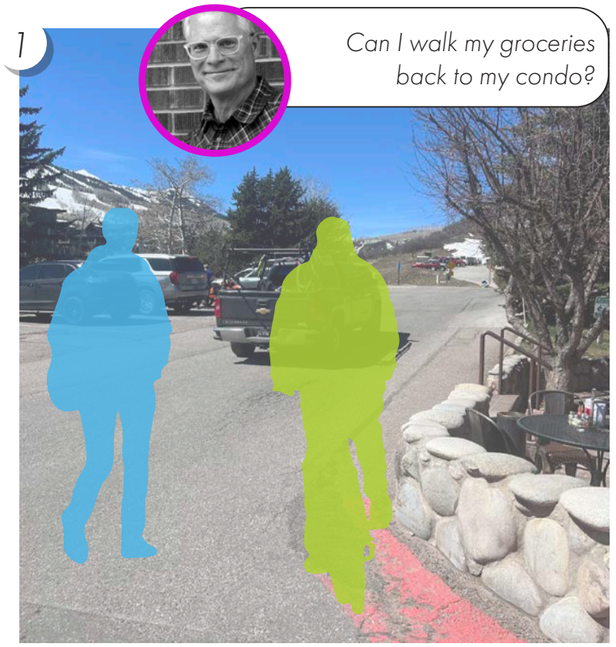
1. *No bicycle /pedestrian facilities accessing Snowmass Center*

2. *Uncontrolled crossing of Brush Creek Road*

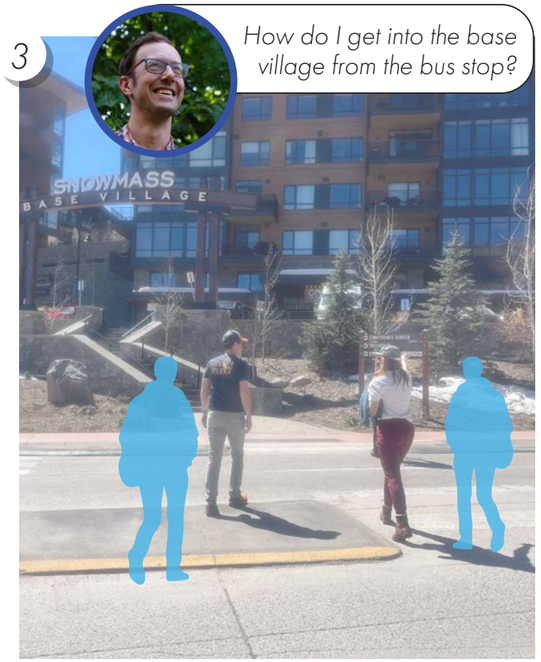
3. *Pedestrian crossings not well defined*

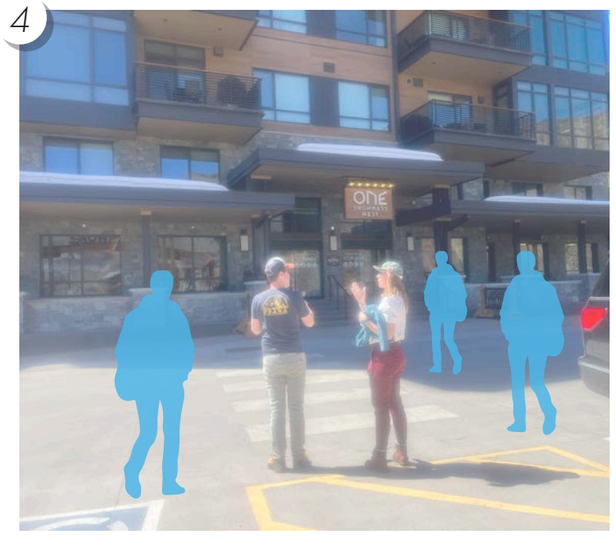
4. *Formal pedestrian route through parking lot and buildings unclear*

5. *Existing pathway lacks connection to pedestrian-oriented transit stop and Base Village*











DJ&A SE GROUP

MOVEMENT TODAY
WAYFINDING & LINE-OF-SIGHT

Movement today is guided by current wayfinding as well as existing lines-of-site. Improvements should establish a network of intuitive wayfinding that facilitates clear movement for pedestrians and bicyclists. The map below shows existing wayfinding between the two nodes.

1 *Complete lack of wayfinding signage at Snowmass Center*



2 *Automotive signage does not direct pedestrians well*



Snowmass Center

KEARNS ROAD

BRUSH CREEK ROAD

KEARNS ROAD

BRUSH CREEK ROAD

WOOD ROAD

CARRIAGE WAY

Base Village

1

2

3

4

3 *Parking lot entrance unclear*



4 *Internal signage lacks cohesion while internal route is not intuitive.*







KEY

Bike/Ped Wayfinding

Automotive Wayfinding

Direction To Base/Center

DJ&A SE GROUP

N 0’ 120’ 240’ 480’

ALTERNATIVES

A variety of strategies can be used to address existing barriers to walking, bicycling, and transit, and to enhance and prioritize connectivity between Snowmass Center and Base Village.

Alternatives are categorized into two groups:

- Foundational Improvements
- Grand Investments

FOUNDATIONAL IMPROVEMENTS



WAYFINDING

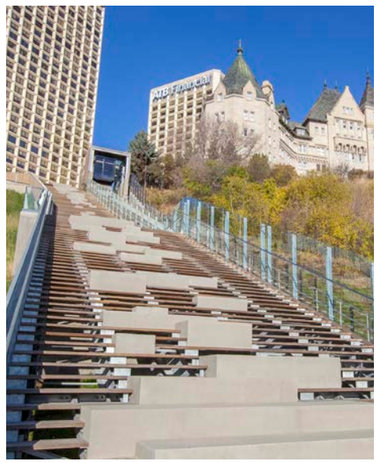


CROSSINGS & PATHWAYS

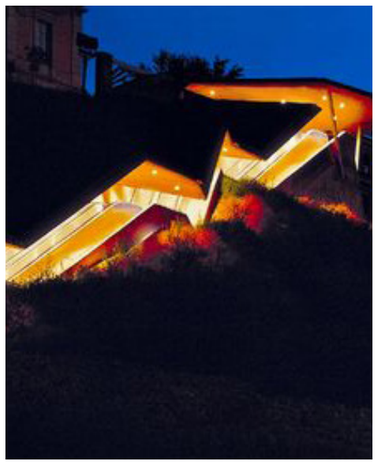


TRANSIT

GRAND INVESTMENTS



STAIRS



ESCALATOR



GONDOLA



BRIDGE

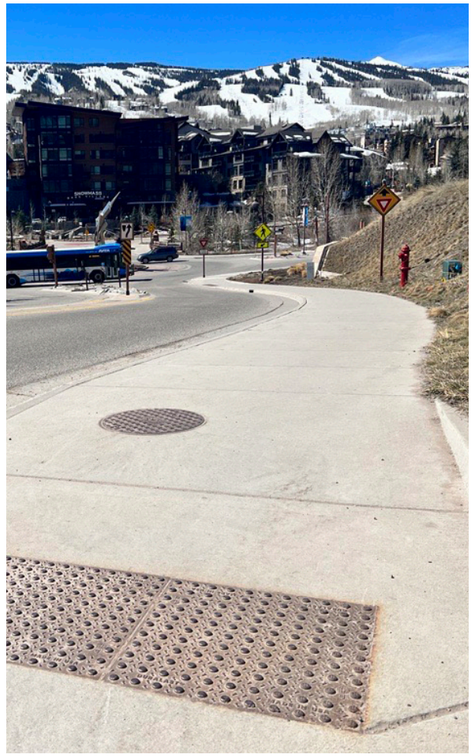
FOUNDATIONAL IMPROVEMENTS

Foundational improvements are vital, smaller scale strategies that would complete the street-level multimodal transportation network, improve wayfinding, address existing barriers, and promote intuitive and accessible connections for all users year-round.

The Foundational Improvements have value independent of the Grand Investments and are proposed to be implemented prior to or in tandem with one or more of the Grand Investment ideas.



WAYFINDING



CROSSINGS & PATHWAYS



TRANSIT

FOUNDATIONAL IMPROVEMENTS
WAYFINDING



Wayfinding is the use of signage, color, and other design elements to help users navigate between destinations. Wayfinding is especially important between the Base Village and Snowmass Center due to line of sight constraints and elevation changes.

Existing pedestrian-focused wayfinding between the two nodes is non-existent in some locations and limited elsewhere. Signage is present for trails only and can be difficult to discern from a distance. Unified signage located throughout the corridor, and that is easily distinguishable from vehicle-focused signage, can help to guide users to their destinations.

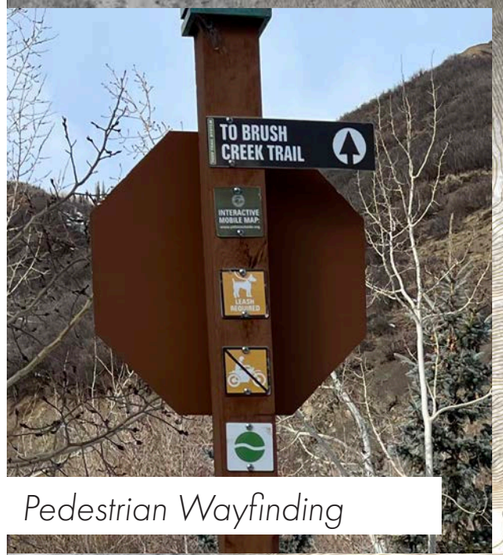
Though the corridor is surrounded by immense natural beauty, there are few instances of public art on display. Existing public art installations, including the art piece inside the Brush Creek Road and Kearns Road roundabout, are not oriented to support pedestrian-scale wayfinding. New public art would not only add movement, verticality, and playfulness to the corridor, but can indirectly guide users to destinations as well.

Ground plane art can pair with a unified signage package to directly "illuminate" the exact corridor to be used to travel between destinations. Though an effective secondary tool, ground plane art can be obscured by snowfall and would only be used in tandem with a unified signage package.

FOUNDATIONAL IMPROVEMENTS - WAYFINDING

UNIFIED PEDESTRIAN SIGNAGE THROUGHOUT

The map below identifies proposed locations and directionality for new pedestrian-focused wayfinding signage between the Snowmass Center and Base Village.



Pedestrian Wayfinding

Snowmass Center

KEARNS ROAD

KEARNS ROAD

BRUSH CREEK ROAD

BRUSH CREEK ROAD

WOOD ROAD

CARRIAGE WAY

Base Village

KEY

PRIMARY

SECONDARY

WAYFINDING SIGN



Automotive Wayfinding

N 0’ 120’ 240’ 480’

15

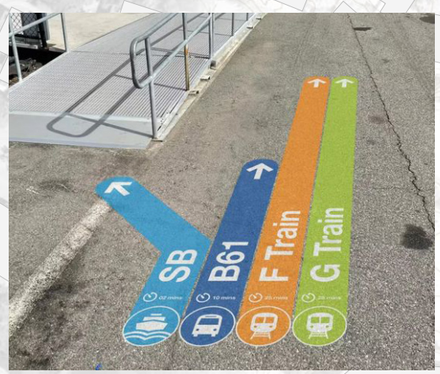
FOUNDATIONAL IMPROVEMENTS - WAYFINDING

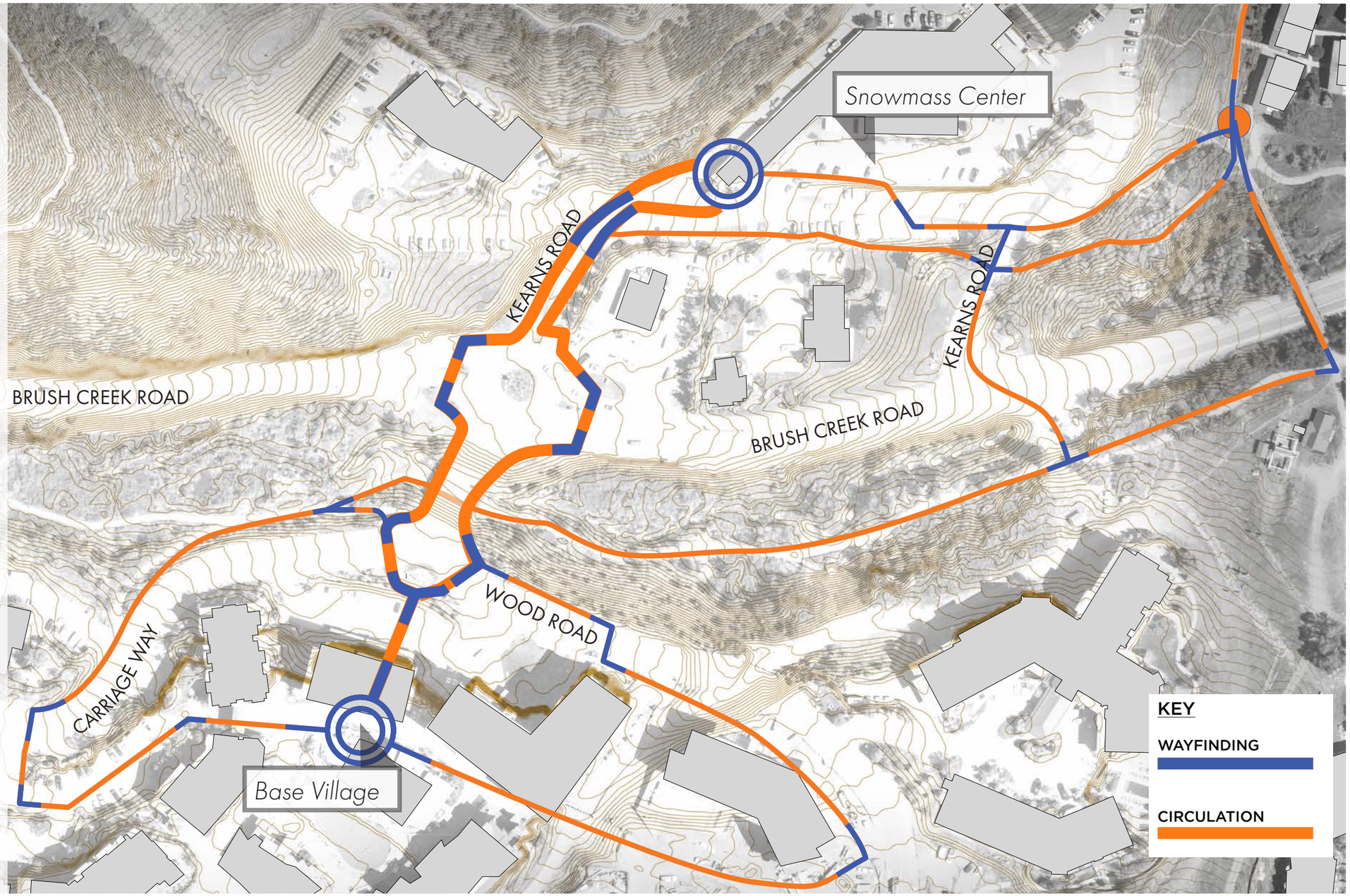
GROUND PLANE ART AS WAYFINDING

Ground plane wayfinding, such as in-ground lighting, paint, or stickers, can be used at decision points to clearly demonstrate the direction of travel towards key destinations.







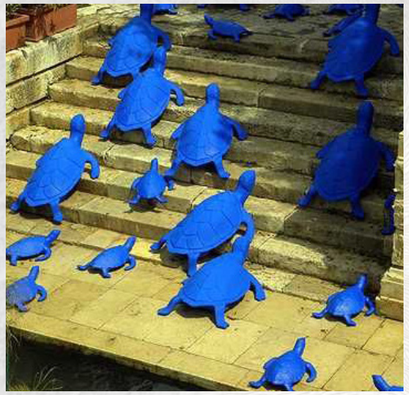


FOUNDATIONAL IMPROVEMENTS - WAYFINDING

ICONIC PUBLIC ART NODES

Public art can help guide users to follow the correct pathway and contribute to the overall aesthetic or design theme of the area.

Movement



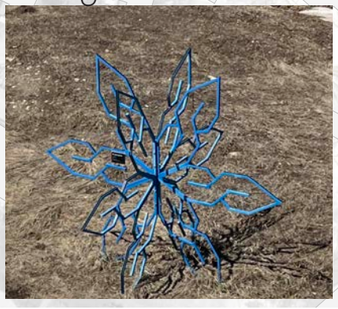
Playfulness



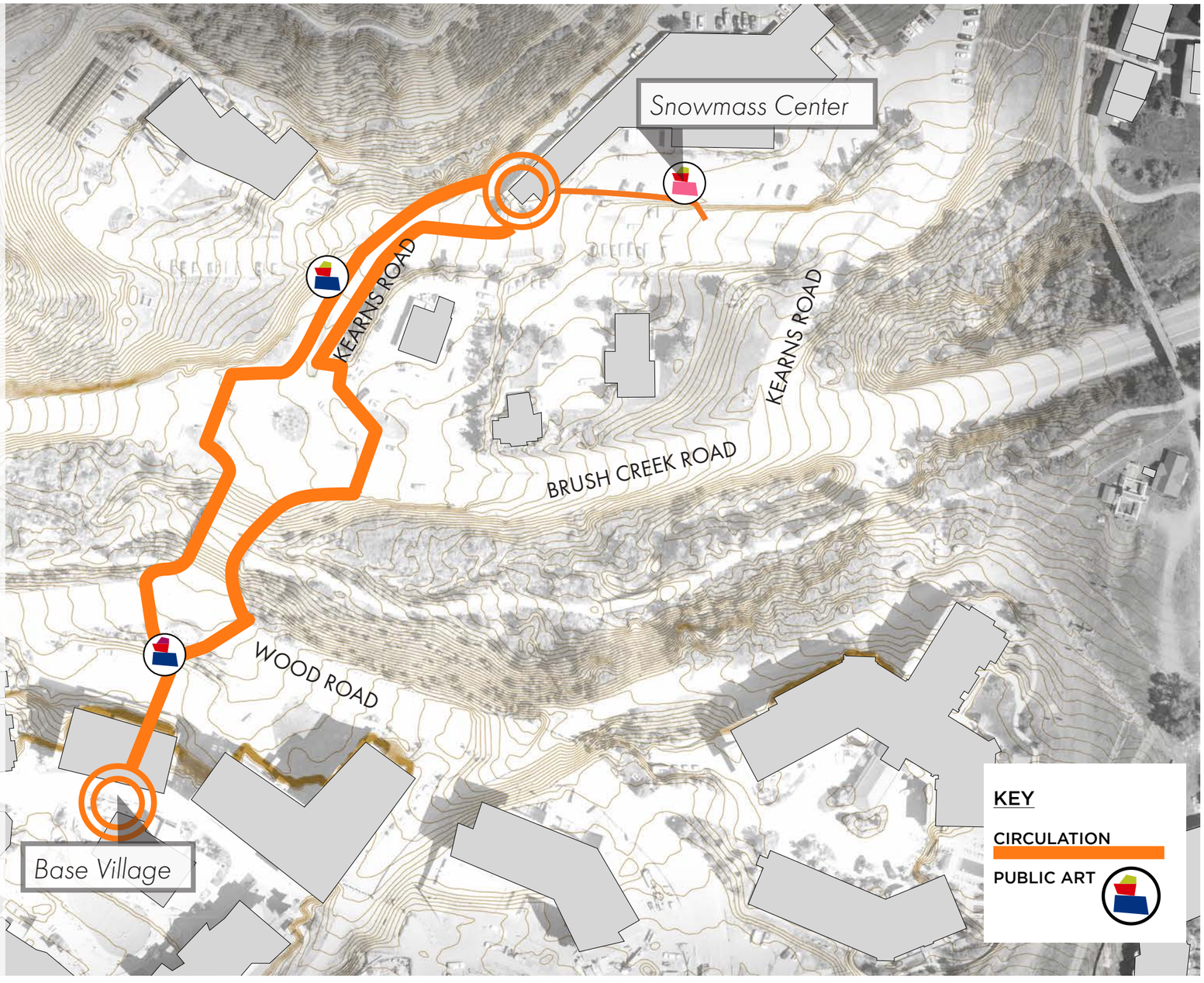
Verticality



Existing







FOUNDATIONAL IMPROVEMENTS
CROSSINGS AND PATHWAYS



Crossings and pathway improvements include new sidewalks and enhanced crosswalks to maintain continuous and safe connections between the two nodes.

Existing crosswalk features include paint striping or contrasting pavement in all locations, movable/ temporary yield-to-pedestrian signs and pedestrian refuge islands in some locations, and two rectangular rapid flashing beacons (RRFBs) across Brush Creek Road at the Kearns Road roundabout. Pedestrian crossing signage is present for vehicles at crosswalk approaches as well.

Existing pedestrian pathways are mostly complete south of Brush Creek Road adjacent to the Base Village. Pedestrian and bicycle infrastructure is lacking north of Brush Creek Road along upper Kearns Road. There is no sidewalk present on upper Kearns Road on the east or south side of the corridor directly adjacent to the Conoco gas station. There is also no sidewalk or crosswalk infrastructure on the north side of upper Kearns Road heading to the Snowmass Center.

Beyond these improvements to the primary pathway connection along upper Kearns Road, there is also a need for improvements to secondary pathways along lower Kearns Road and Carriage Way.

Creating these new connections through infrastructure improvements would improve user safety, accessibility, and experience. New sidewalks and enhanced crosswalks would establish continuous primary and secondary pathways between the two nodes.

FOUNDATIONAL IMPROVEMENTS - CROSSINGS & PATHWAYS

The map below shows the location of existing crossings and pathways in blue, existing trails in green, and locations where pathway improvements are needed to complete the primary and secondary network in red.

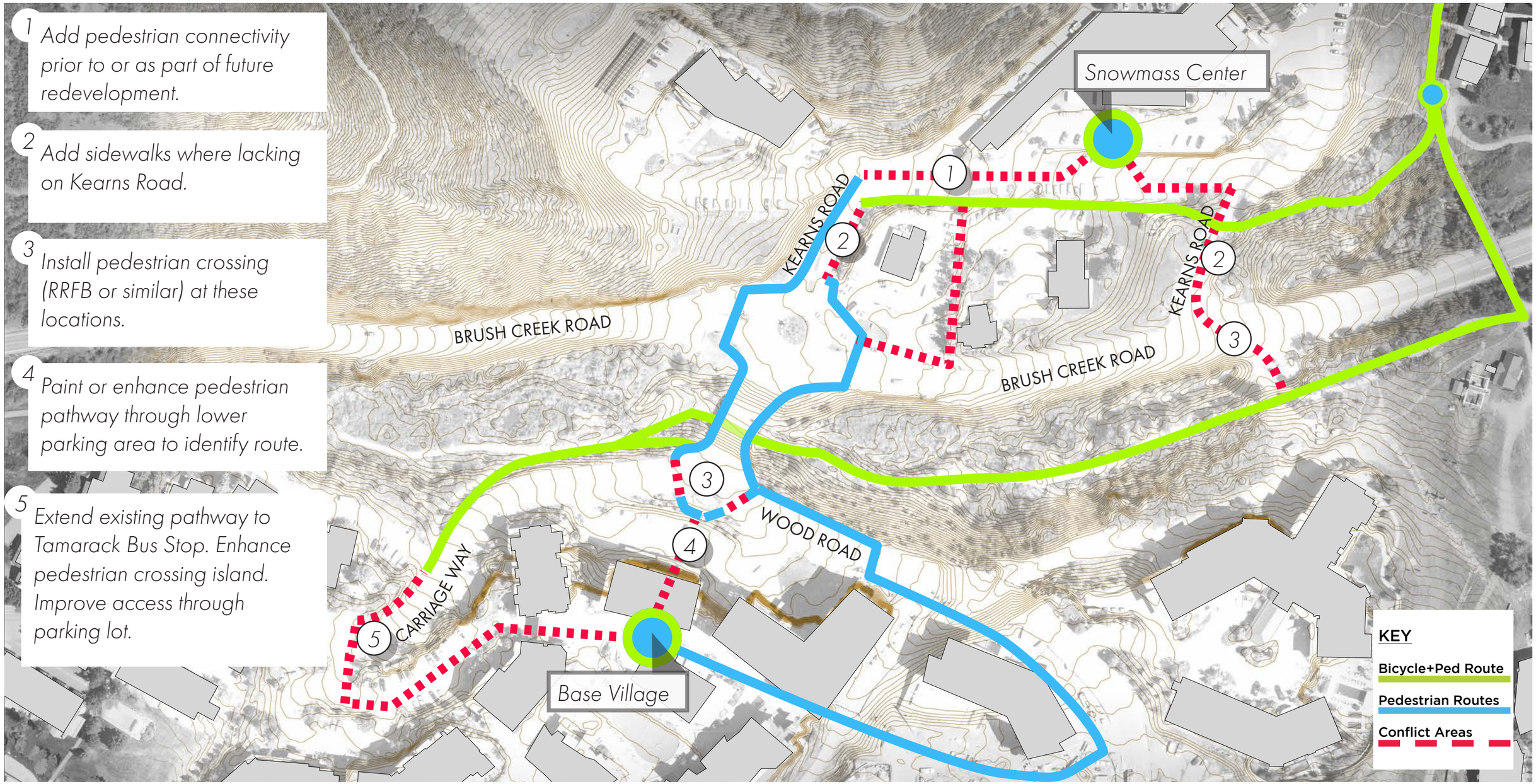
1 *Add pedestrian connectivity prior to or as part of future redevelopment.*

2 *Add sidewalks where lacking on Kearns Road.*

3 *Install pedestrian crossing (RRFB or similar) at these locations.*

4 *Paint or enhance pedestrian pathway through lower parking area to identify route.*

5 *Extend existing pathway to Tamarack Bus Stop. Enhance pedestrian crossing island. Improve access through parking lot.*



FOUNDATIONAL IMPROVEMENTS - CROSSINGS & PATHWAYS

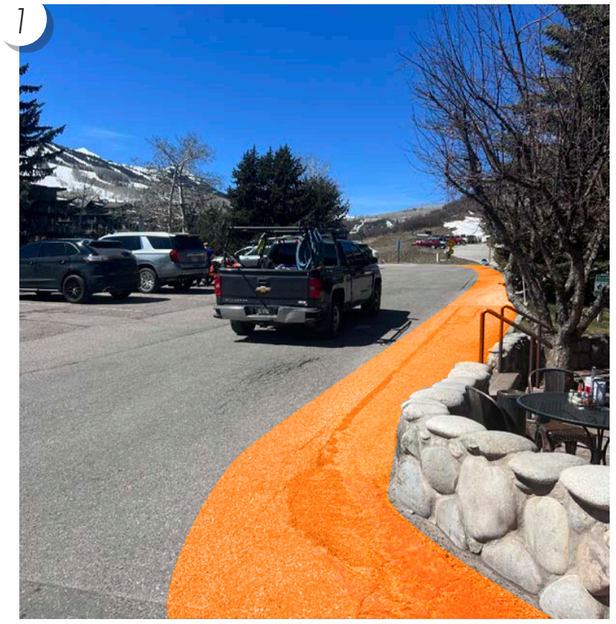
1. *Add pedestrian connectivity prior to or as part of future redevelopment.*

2. *Add sidewalks where lacking on Kearns Road.*

3. *Install pedestrian crossing (RRFB or similar) at Lower Kearns Road and Brush Creek Road.*

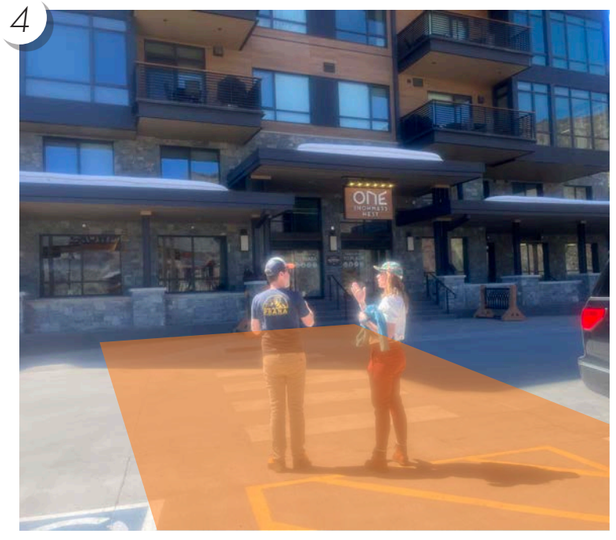
4. *Enhance pedestrian pathway / crossing through lower parking area to identify route.*

5. *Extend existing pathway to Tamarack Bus Stop. Harden pedestrian crossing island. Improve access through parking lot.*











FOUNDATIONAL IMPROVEMENTS
TRANSIT



Potential transit improvement recommendations consist of consolidating and modifying existing Snowmass Shuttle routing near the Snowmass Center to improve efficiency and make accessing transit services more intuitive. The transit improvements pair with a connected pedestrian and bicycle network to better facilitate inter- and intra-town trips.

For the Snowmass Shuttle, consolidating the number of shuttle stops at Snowmass Center from three to one would improve the clarity for stop locations, enhance accessibility, and reduce bus travel time in the uphill direction. This strategy should be paired with enhanced rider facilities and amenities at the new consolidated transit stop.

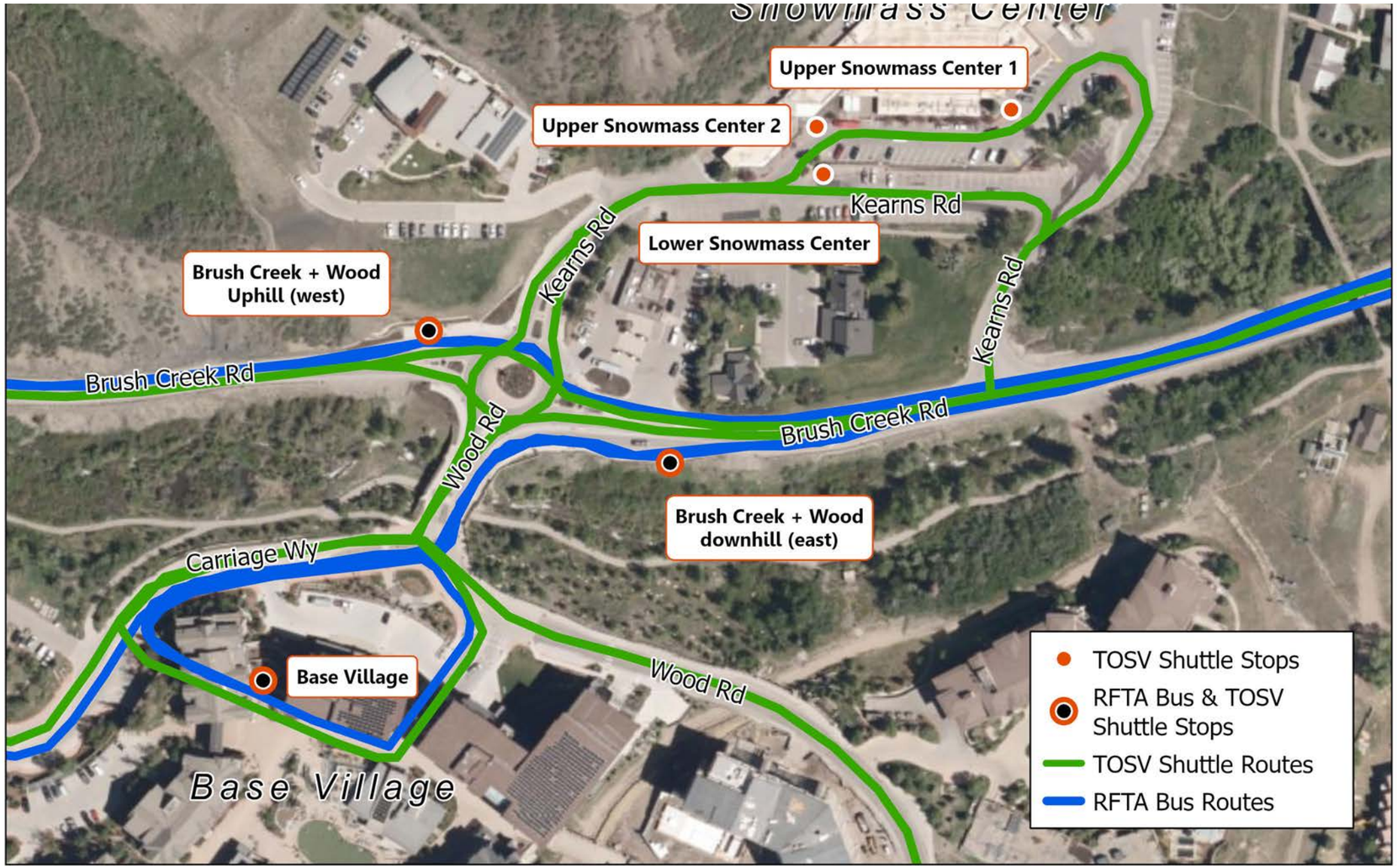
The new consolidated transit stop should expand existing facilities to accommodate more users, and include off-set signage and other wayfinding strategies by shuttle route number to differentiate between various buses serving at the combined stop. To ensure adequate facilities for an expanded bus bay, existing parallel parking directly adjacent to the Snowmass Center would need to be removed. This recommendation also aligns with the improvements proposed as part of the Snowmass Center redevelopment.

FOUNDATIONAL IMPROVEMENTS - TRANSIT

Existing TOSV Shuttle Service has three separate stops within the Snowmass Center complex.

All TOSV shuttle routes except for Route 4 access the Snowmass Center during the peak winter season.

The existing bus stop facilities at Snowmass Center have accessibility challenges, especially for the Lower Snowmass Center stop.



FOUNDATIONAL IMPROVEMENTS - TRANSIT

The enhanced bus stop at the Snowmass Center could be equipped with a bus shelter and heating facilities.

The bus stop could include off-set signage and wayfinding to ensure rider clarity for arriving buses at the combined stop.



FOUNDATIONAL IMPROVEMENTS
CONCEPTUAL COSTS

The Foundational Improvements together have an estimated cost to construct of $638,000 in 2024 Dollars. These costs are allocated as follows:

- Wayfinding - $105,000
- Crossings and Pathways - $314,000
- Transit Stops - $26,800
- Supporting Elements and Contingencies - $192,000

Additional detail for these estimates is provided in the Appendix.



FOUNDATIONAL IMPROVEMENTS

BENEFITS AND IMPACTS COMPARISON

The Foundational Improvements are evaluated against key performance metrics, including the potential for visual impacts, user benefits, seasonal functionality, sustainability, installation cost, and maintenance cost. These performance metrics help provide an understanding of the potential benefits and impacts of the different strategies and would inform decision making related to refining or removing any strategies prior to implementation of the full package of improvements.

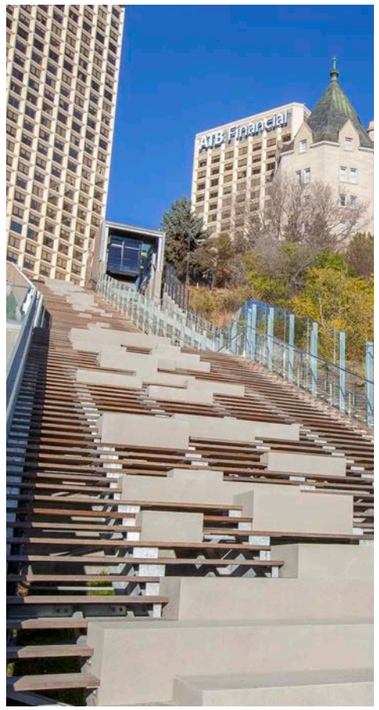
	Visual Impacts		User Benefits		Seasonal Functionality		Installation Cost		Maintenance Cost	
Alternative 1a **Wayfinding Sign Updates**	Moderate *Updates to existing wayfinding signs and new pedestrian scale signage have minimal visual impact.*	3	Moderate *Signs do not provide a new route or improve accessibiliity - only information.*	3	High *Well designed signage can benefit users year round.*	5	Affordable *Relatively low installation cost if using existing sign standards.*	5	Affordable *Maintenance is minimal beyond replacing broken or aged signs.*	5
Alternative 1b **Wayfinding by Iconic Artwork**	Significant *Vertical artworks will be seen from all areas between Center and Base.*	1	Moderate-High *High visibility makes these pieces more clear than a small sign on a post. Visible by all.*	4	High *No loss of functionality due to winter or summer cycles.*	5	Moderate *Significant artwork will be expensive, but less so than relevant infrastructure improvements.*	3	Moderate-Low *Minimal maintenance beyond upkeep. Artwork durability should be a factor of design.*	4
Alternative 1c **Wayfinding by** **Ground Plane Artwork**	Moderate-Low *Visible to pedestrians, but not legible to motorists. Overall impacts of ground plane artwork will be small.*	4	Moderate *Benefits many pedestrians, but may not be intuitive to all.*	3	Low *Will not be effective during winter months.*	1	Moderate-Low *Low cost to implement. Artwork design could be connected to iconic artwork.*	4	Moderate *May require annual updates if final design is paint based.*	3
Alternative 2 **Intersection Improvements**	Minimal *Overall visual impacts of improved pedestrain infrastructure will be minimal.*	5	High *Improves safety and reduces all pedestrian conflict with drivers.*	5	High *With plowed sidewalks, these improvements will benefit users year round.*	5	Moderate *Full scale improvements to roadways, crossings, and sidewalks can range from $.75 - 2M.*	3	Affordable *Once installed, maintenance costs will be minimal.*	5
Alternative 3 **Transit Improvements**	Minimal *No visual impacts associated with changes to transit routing.*	5	Moderate *Will make access to base more direct at the cost of lesser utilized stops.*	3	High *Effective year round.*	5	Affordable *Costs include new rider shelter and signage at the consolidated Snowmass Center stop.*	5	Affordable *No additional maintenance costs beyond existing services.*	5
	5 - minimal *1 - significant*		*5 - high* *1 - low*		*5 - high* *1 - low*		*$ - affordable* *$$$ - high*		*$ - affordable* *$$$ - high*	

GRAND INVESTMENTS

Grand Investments are large-scale conveyances that would separate pedestrians and bicyclists from existing street-level barriers and would help to reduce or remove constraints related to elevation changes and weather when traveling between the two nodes.

The Grand Investments are intended to build on the Foundational Improvements. The four strategies are presented as alternatives. Only one or two Grand Investment strategies would be selected to move forward to implementation. This contrasts with the Foundational Improvements, which are intended to be a package of improvements implemented together.

GRAND INVESTMENT ALTERNATIVES



STAIRS



ESCALATOR



GONDOLA



PEDESTRIAN BRIDGE

GRAND INVESTMENTS
STAIRS



Stairs would offer a low maintenance visual and physical connection between Snowmass Center and Base Village. Designed as an 18’ wide, circuitous staircase with multiple landings, set below the entrance to the Base Village adjacent to One Snowmass, they would offer a visually clear pedestrian access route that would supplant the current route which requires people to walk through the lobby of One Snowmass. Handicap accessibility would still be provided through the One Snowmass elevator.

Large retaining walls would create a hanging garden effect with room to incorporate boulders, murals, and sculptures. A roof would cover the stairs to reduce needed maintenance and prevent ice collection. Stairs would be designed with a larger than usual tread to accommodate ski boot dimensions. The existing access to adjacent condominium buildings would also be maintained. The stairway itself would provide a visual guide for pedestrian access that would be enhanced through foundational improvements such as improved pedestrian wayfinding and cross walks.

The design and materiality of the stairs design is envisioned to continue the established the look and feel of Snowmass Village, feeling both rural and modern. The large walls and stairs would be built of stone. The stair covering would be a minimalist design to feel light but still protect from the elements and mitigate the need for snow removal. New plantings would blend with established landscaping, creating a texture of native vegetation throughout the site. The layout of the stairs, broken up into manageable switchbacks, would provide moments to rest on wide landings with adjacent planters providing physical and visual breaks to access the 38’ grade change.

GRAND INVESTMENT - STAIRS

ALTERNATIVE 1 | STAIRS



1 ONE SNOWMASS CENTER ENTRANCE & GARAGE

2 MINIMALIST COVERING PROTECTS STAIRS FROM SNOW AND RAIN

3 ENTRANCE TO BASE VILLAGE - RELOCATE PLAY STRUCTURE

4 REST OPPORTUNITY ON LANDINGS

5 MAINTAIN EXISTING ACCESS TO CONDOMINIUMS

GRAND INVESTMENTS
ESCALATOR



An outdoor escalator is a potential solution in areas with significant elevation changes or slopes. An escalator would address the most significant elevation change present in the study area between the Base Village plaza and the One Snowmass parking deck. The remainder of the connection between the nodes would occur at street level and would be facilitated by the Foundational Improvements.

A proposed escalator is assumed to be outdoor-rated and covered, similar to the example photo to the left. Partially or fully outdoor escalators have additional safety and operational features compared to indoor escalators in order to maintain operations in all climates and weather conditions, such as greater protection for main electric parts and the motor, as well as enhanced truss coating that is strongly resistant to corrosion. However, these escalators may still face potential operating challenges in a partial or fully outdoor environment.

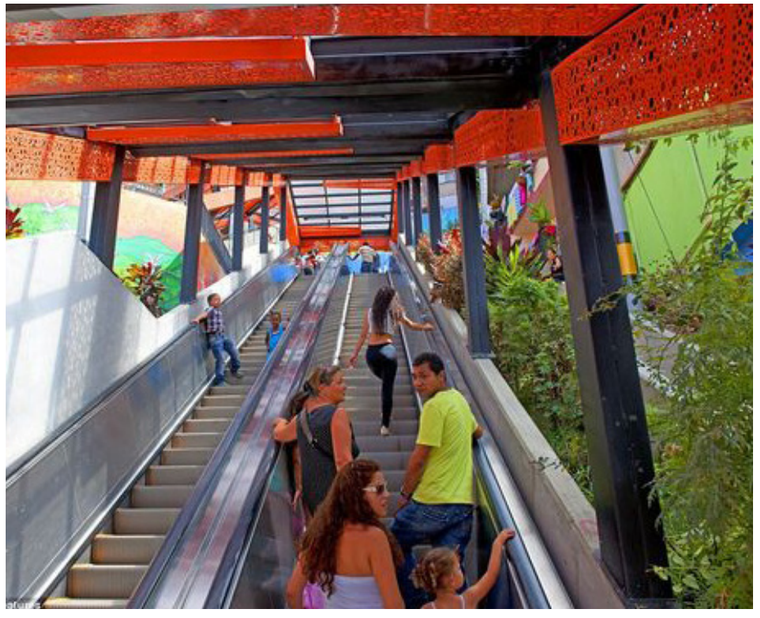
There are two variations for the escalator that could be placed fully or partially within the existing access easement located between the Capitol Peak Lodge and One Snowmass. These escalator concepts would move users from Base Village to the One Snowmass parking deck approximately 40 feet below in elevation. The two concepts are presented in the following pages.

GRAND INVESTMENT - ESCALATOR

PRECEDENT IMAGERY

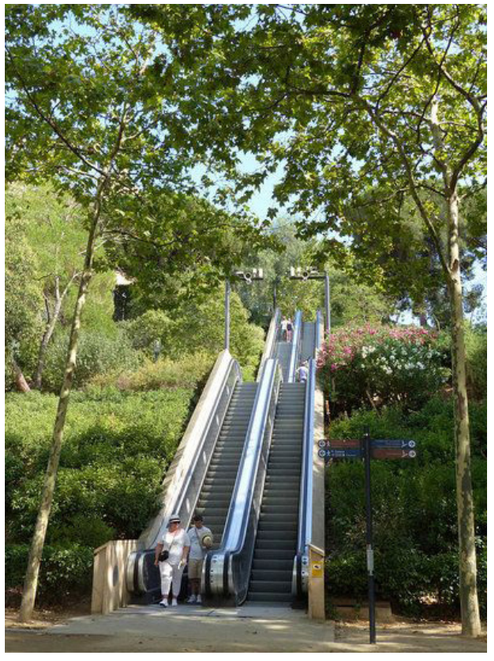






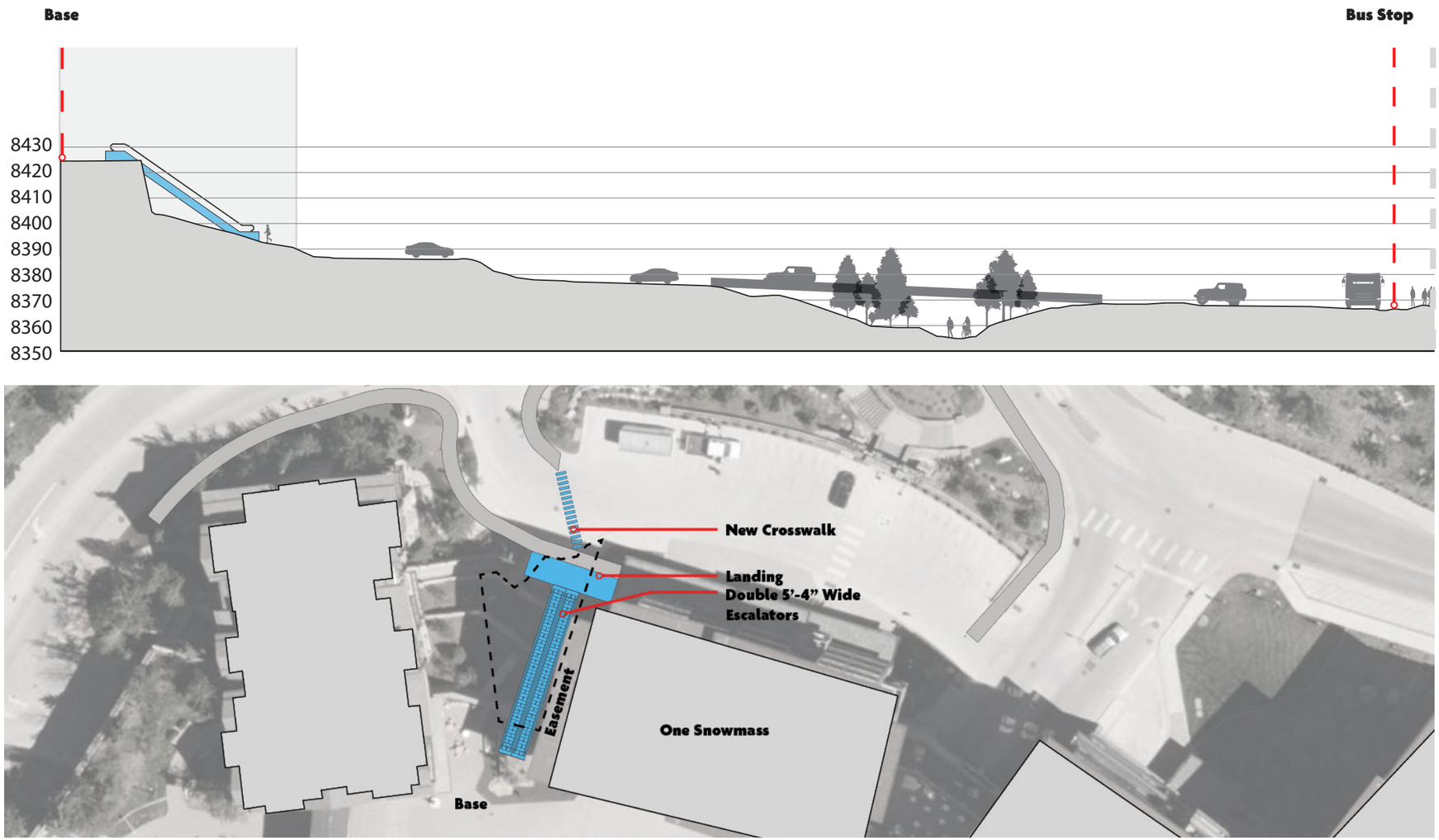






GRAND INVESTMENT - ESCALATOR

CONCEPT ONE



70' Long, Max Escalator Angle: 35 Degrees

6000 people/ hr Passenger Capacity

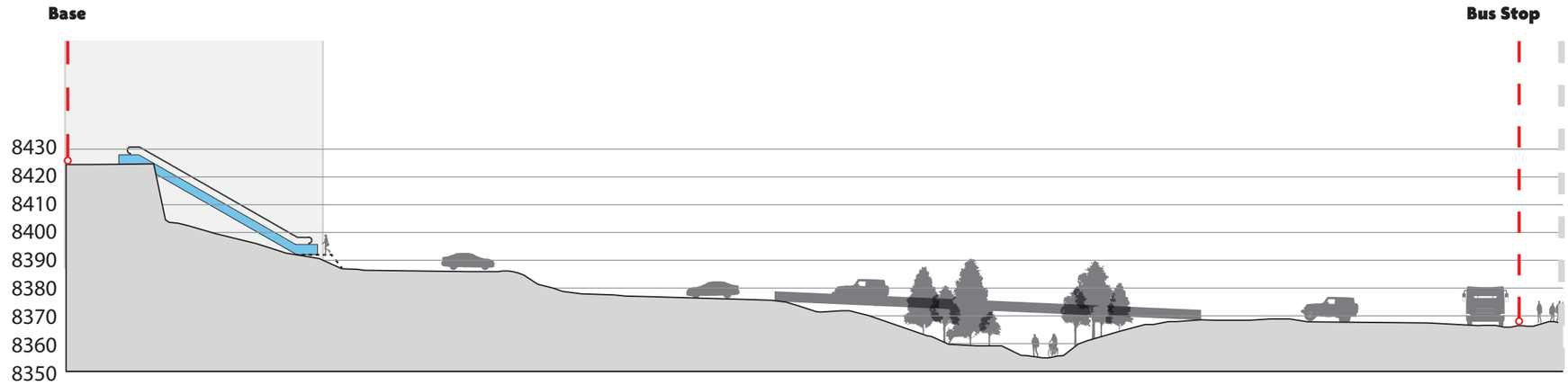
The first option would be a 70-foot-long escalator with a maximum 35-degree angle of ascent/descent.

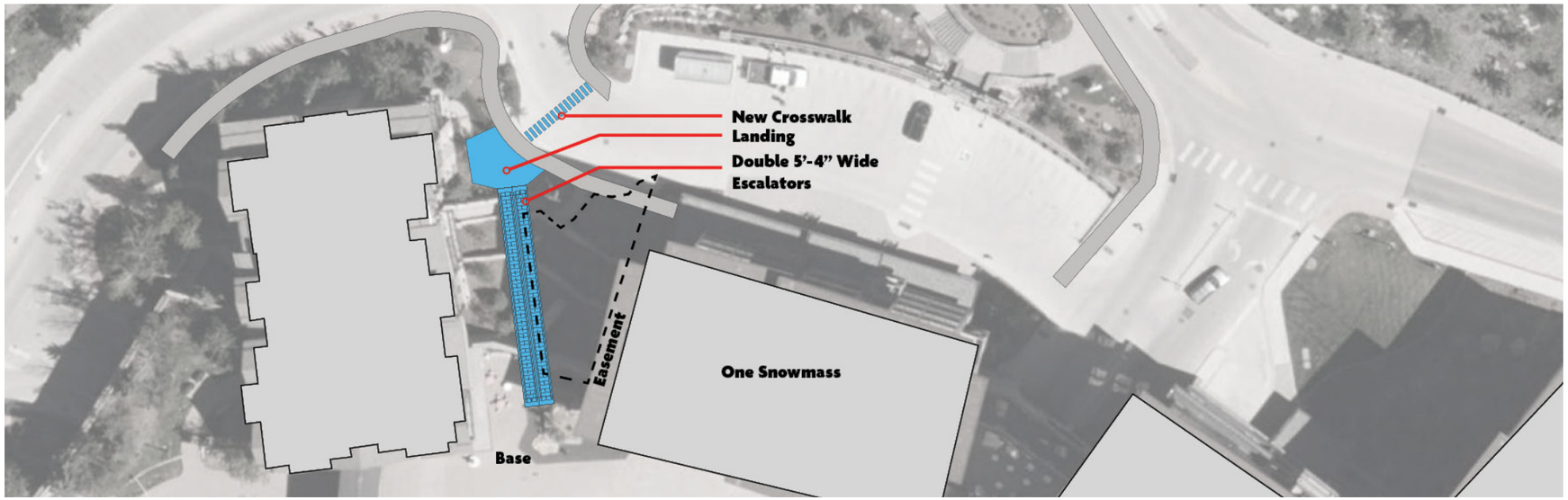
Both escalator variations would have a passenger capacity for up to 6,000 users per hour. A new high-visibility crosswalk would be needed to allow users to safely cross the One Snowmass parking deck to reach the southern sidewalk on Carriage Way.

In 2023, the Town of Snowmass Village was granted a 2,067 square foot easement, depicted in the image to the left within the dashed black line, solely for providing pedestrian access to the Base Village Plaza. The easement boundary generally follows the One Snowmass building to the east, the top of the Plaza wall to the south, and the Lot 1/Lot 3 parcel boundary to the west. The easement's northern boundary includes a portion of the existing sidewalk fronting the existing One Snowmass loading zone, but does not include any portion of the existing stairwell from the loading zone to Capitol Peak Lodge.

GRAND INVESTMENT - ESCALATOR

CONCEPT TWO





80' Long, Min Escalator Angle: 30 Degrees

6000 people/ hr Passenger Capacity

The second variation would be located outside the existing access easement boundary but would allow for an 80-foot-long escalator and a less steep 30-degree angle of ascent/ descent.

Both escalator variations would have a passenger capacity for up to 6,000 users per hour. A new high-visibility crosswalk would be needed to allow users to safely cross the One Snowmass parking deck to reach the southern sidewalk on Carriage Way.

In 2023, the Town of Snowmass Village was granted a 2,067 square foot easement, depicted in the image to the left within the dashed black line, solely for providing pedestrian access to the Base Village Plaza. The easement boundary generally follows the One Snowmass building to the east, the top of the Plaza wall to the south, and the Lot 1/Lot 3 parcel boundary to the west. The easement's northern boundary includes a portion of the existing sidewalk fronting the existing One Snowmass loading zone, but does not include any portion of the existing stairwell from the loading zone to Capitol Peak Lodge.

DJ&A SE GROUP

GRAND INVESTMENT - ESCALATOR

CONCEPTUAL COSTS

The 70-foot escalator concept would have a capital cost of about $600,000 to $1 million given the capacity, higher degree of incline, and being outdoors.

The 80-foot escalator would have a similar cost, but may be slightly less costly due to the more standard 30 degree incline.

Additional costs include potential modification to, or reconstruction of, the existing retaining wall system present within the access easement. These costs are estimated in the range of $1-3 million for the 70-foot escalator to $1.5-4 million for the 80-foot escalator.

Ground-level improvements to the sidewalk and pedestrian crossing near the escalator landing points would cost about $25,000. Together, the escalator proposals could range between $1.6 million and $5 million. Inclusion of a canopy or roof above the escalator could further increase these costs and would vary depending on the materials used for the canopy.

GRAND INVESTMENT - ESCALATOR

An outdoor escalator would provide a direct connection between ground level and the Base Village plaza. Located at the base of One Snowmass, the escalator would create a visual anchor point that would aid visitors locating the entrance into Base Village. Handicap accessibility would still be provided through the One Snowmass elevator. The retaining wall locations would not change, and their size could be mitigated by additional tree and shrub plantings with room to incorporate boulders, murals, and sculptures. The escalator would climb approximately 38' in elevation and be designed with dedicated uphill and downhill runs, addressing the current deficiency of the indoor escalator in One Snowmass that offers only one-way operation.

The escalator would be covered to protect from snow and ice buildup. Access to the surrounding condo buildings would still be maintained. Access and visual reference to the escalator would be enhanced with foundational improvements such as wayfinding and cross walk improvements. The physical character of the escalator would incorporate the existing rural and modern character of the village. The escalator itself is envisioned to be built of sleek metal and covered with a minimalist roof structure. The retaining walls would retain their existing stone texture and character. The planted tiers would be filled with native plantings to match the existing plantings on site.

GRAND INVESTMENT - ESCALATOR

ALTERNATIVE 2 | ESCALATOR



1 ONE SNOWMASS CENTER ENTRANCE & GARAGE

2 MINIMALIST COVERING PROTECTS ESCALATOR FROM SNOW & RAIN

3 ENTRANCE TO BASE VILLAGE - RELOCATE PLAY STRUCTURE

4 MAINTAIN EXISTING ACCESS TO CONDOMINIUMS

GRAND INVESTMENTS
GONDOLA



A gondola is an aerial conveyance propelled by cables from above. A gondola traveling between nodes would remove pedestrian conflicts with vehicles, mitigate steep grade changes, and efficiently move users from node to node.

GRAND INVESTMENT - GONDOLA

GONDOLA TYPES

There are two possible variations for the gondola design: a pulse gondola, similar to the existing Sky Cab (Skittles) and a detachable gondola similar to the existing Village Express. A detachable gondola has a greater passenger capacity per hour, but is significantly more expensive to construct than a pulse gondola. The Town is considering replacing the Skittles gondola with a new detachable gondola, which would create an opportunity to repurpose the Skittles gondola to connect the Base Village and Snowmass Center. When considering likely potential ridership demand and cost, a pulse gondola would be the preferred solution for this connection.

PULSE



CAPACITY: 500-700 PEOPLE/HR
COST ASSOCIATED (APPROX): $5-7M
REQUIRES CONSTANT STAFF SUPPORT FOR BOARDING/ALIGHTING

DETACHABLE



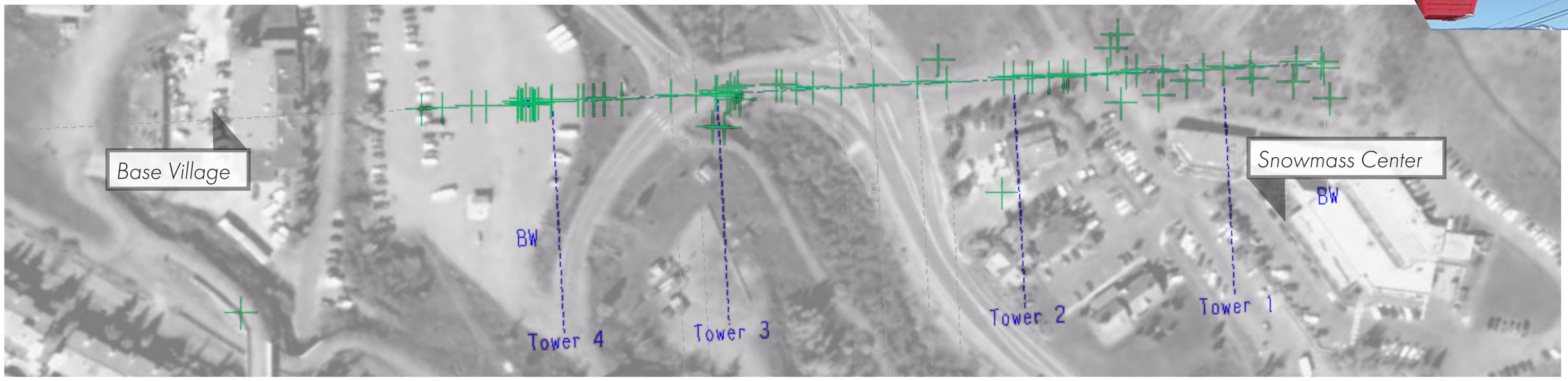
CAPACITY: 2400 PEOPLE/HR
COST ASSOCIATED (APPROX): $10-14M
REQUIRES CONSTANT STAFF SUPPORT FOR BOARDING/ALIGHTING

GRAND INVESTMENT - GONDOLA

PULSE GONDOLA

2006/7 Leitner Poma Foundations and site plan for a pulse gondola connecting Snowmass Center and Base Village.





Pre-existing gondola foundation location





DESIGN CAPACITY: 500 PEOPLE/HR

FOUR GROUPS OF THREE CABS
IDENTICAL CAB CONFIGURATION TO SKITTLES

RETURN AT BASE VILLAGE - DRIVE TERMINAL AT SNOWMASS CENTER

GRAND INVESTMENT - GONDOLA

PULSE GONDOLA

The pulse gondola alternative envisions the potential relocation and reuse of the existing Skittles gondola, which is currently used as a connector between the Base Village and Snowmass Mall. This installation would provide an alternative to walking between Snowmass Center and Snowmass Base Village. This alternative is relatively "plug-and- play" solution as the foundations for gondola towers are already in place and the cabins would be re-purposed.

The pulse gondola would solve the connectivity issue between the Snowmass Base Village and Snowmass Center by providing a solution that involves minimal walking and a direct point-to-point connection between the nodes. The pulse gondola would need to be staffed, and therefore would likely not operate 365 days per year or 24 hours per day. When the gondola is not operating, pedestrians would be required to use existing at-grade pedestrian routes when accessing Snowmass Center or Base Village.

GRAND INVESTMENT - GONDOLA

ALTERNATIVE 3 | PULSE GONDOLA



1 UPDATES AND UTILIZES EXISTING GONDOLA FOUNDATIONS

2 NEW TOWERS BUILT ALONGSIDE BRUSH CREEK & CARRIAGE WAY

3 DESIGN COULD REPURPOSE EXISTING SKITTLES GONDOLA

4 BASE TERMINAL LOCATED BETWEEN TOWN HALL & SNOWMASS CENTER

GRAND INVESTMENTS
PEDESTRIAN BRIDGE



A pedestrian bridge would provide a grade-separated pedestrian crossing between the nodes, removing street-level conflicts between pedestrians and vehicles, mitigating significant grade changes, and serving as a landmark when entering the Town Center.

GRAND INVESTMENT - PEDESTRIAN BRIDGE

PRECEDENT IMAGERY - WOOD, STEEL, AND CONCRETE PREFABRICATED BRIDGES



GIRDER BRIDGE



STEEL BRIDGE



CONCRETE BRIDGE



CAMELBACK TRUSS BRIDGE



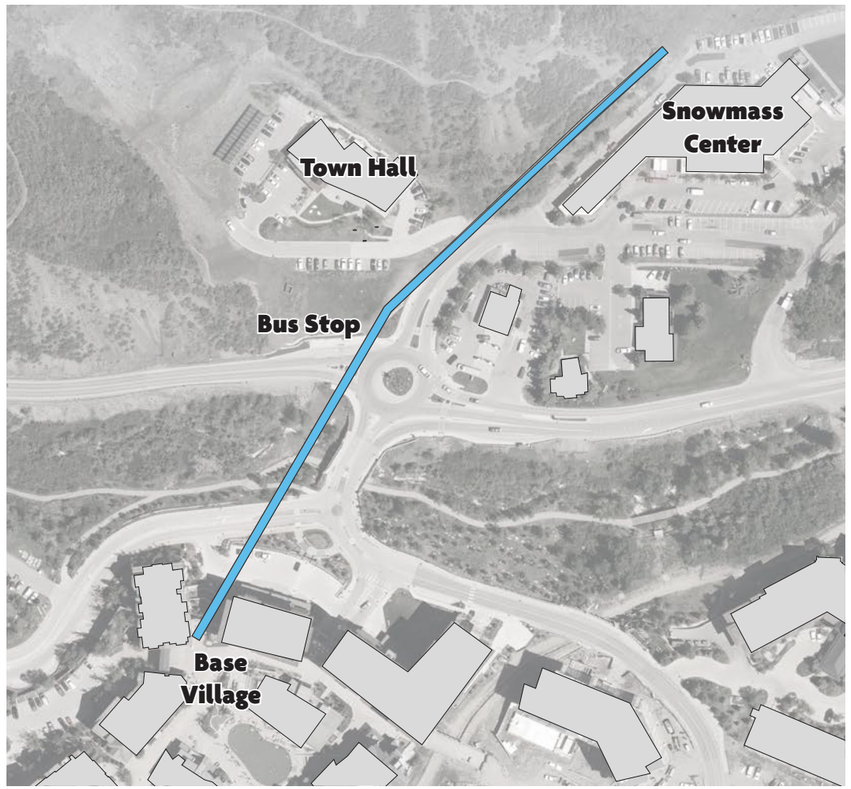
GIRDER BRIDGE



BOWSTRING BRIDGE

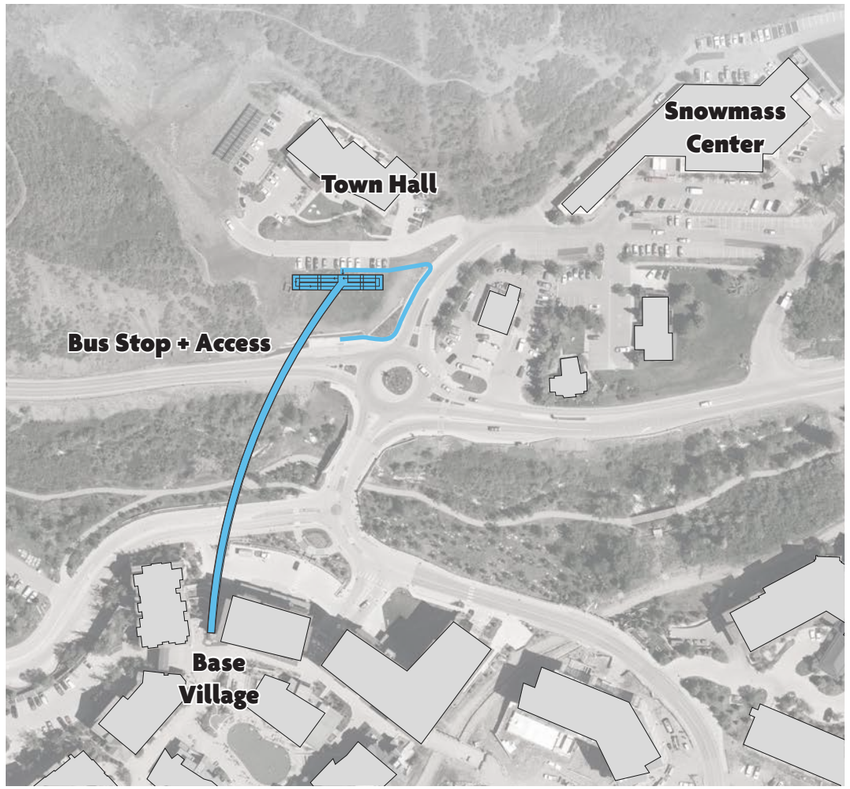
GRAND INVESTMENT - PEDESTRIAN BRIDGE

2003 CONCEPT - LANDING BEHIND CENTER
1040’ LONG, 2.3% GRADE



A pedestrian bridge connecting the two nodes was first considered and evaluated by the Town in 2003. The 2003 bridge concept was over 1,000 feet long, connecting from Base Village to the north side (back) of Snowmass Center.

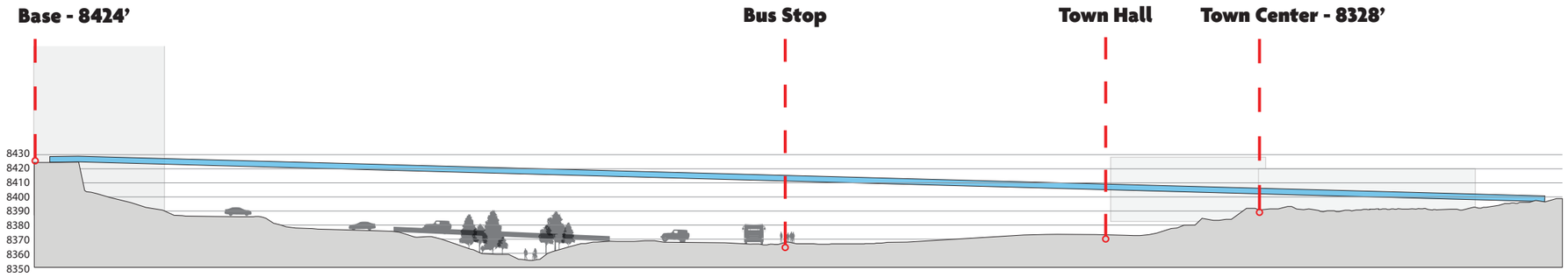
REVISED CONCEPT - ARCHED
625’ LONG + ACCESS RAMP, 2.3% GRADE



A revised bridge concept is developed that would be half as long (620 feet) as the 2003 proposal, connecting from the Base Village to the Pointe, just south of Town Hall. This connection would require an access ramp from ground level to the bridge level. Key benefits of this proposed bridge landing location include direct access to the existing bus and shuttle stop on Brush Creek Road, improved connectivity to the “front door” of the existing Snowmass Center, and connectivity to Town Hall and proposed future residential uses to the northwest.

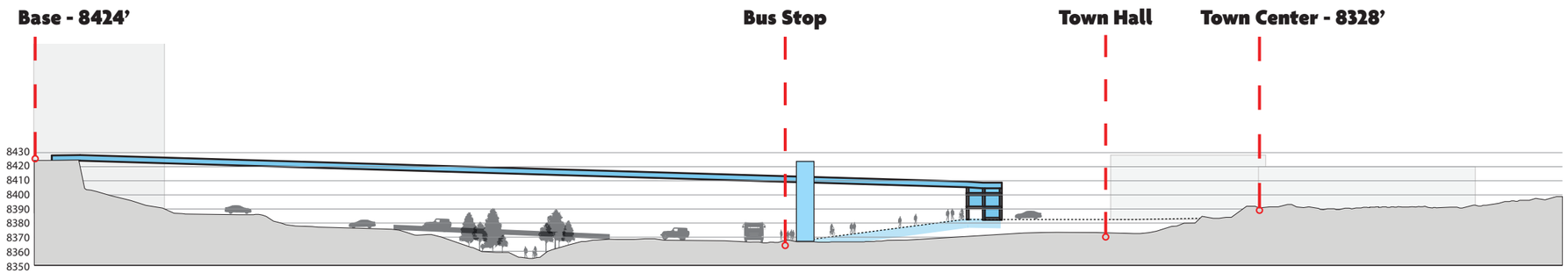
GRAND INVESTMENT - PEDESTRIAN BRIDGE

2003 CONCEPT



1040' Long x 12' Wide Pedestrian Bridge
No Access Ramp Needed, 2.3% Grade

REVISED CONCEPT



620' Long x 12' Wide Pedestrian Bridge
150' x 25' Access Ramp at 1:12 (ADA Accessible), 2.3% Grade

The proposed bridge would be constructed with an approximate 2.3% descending grade from the Base Village to the Pointe. The landing ramp would be ADA accessible and could include an elevator if desired. The base of the landing ramp would be directly connected to the existing bus stop along Brush Creek Road via the Kearns Road sidewalk. A direct connection from the bus stop to the bridge could be provided via an elevator and stairs. The base conceptual cost estimates for a bridge depend on the material used and length of bridge spans.

GRAND INVESTMENT - PEDESTRIAN BRIDGE

BRIDGE STYLE

Several options exist for the style of bridge that would be constructed. A bridge over 600 feet long would be comprised of multiple spans. Span lengths can vary depending on the conditions at the site, areas for placement of columns and supports, and the desired aesthetics. Prefabricated bridge types and conventional span characteristics include:

- Glued Laminated Timber Styles:
  - Girder Style Bridges would be comprised of eight separate bridges each roughly 77 feet long. Bridge girders would be 5'6" to 6'6" deep.
  - Bowstring Truss Bridges would be comprised of six separate bridges roughly 103 feet each in length. From the top of the deck to the bottom of bridge (where bridge rests on abutments) would be roughly 36 inches.
  - Camelback Truss Bridges would be comprised of three separate bridges roughly 205 feet in length. From the top of deck to bottom of bridge (where bridge rests on abutments) would be roughly 48 inches.
- Prefabricated Steel Bridge would be comprised of three to four spans.
- Precast Concrete Bridge would likely be comprised of four spans.

Increasing span lengths beyond these conventional lengths would increase costs for construction and installation. If a pedestrian bridge is advanced as the selected concept, subsequent design efforts will need to examine column support placement and span lengths and configuration.

CONCEPTUAL COST

Bridge costs are highly dependent on span length and configuration. Potential cost ranges for each bridge types noted above include:

- Glued Laminated Timber: $12 - $22 million.
- Prefabricated Steel: $18 - $34 million.
- Precast concrete: $12 million for a simple highway style bridge - $20 million or more for custom features or more aesthetically pleasing components.
- Direct connection from RFTA bus stop to bridge: $1.5 - 3 million.

GRAND INVESTMENT - PEDESTRIAN BRIDGE

A pedestrian bridge would create a direct grade separated connection between Snowmass Center and Base Village. The bridge could be accessed at any time of the day and would require minimal maintenance. The bridge would be designed as a multi-span bridge reaching over 600’ in length, maintaining a minimum 12’ width for pedestrian and bicycle use.

The bridge would provide a strong and clear visual connection between Snowmass Center and Base Village. The bridge is conceptualized to offer direct access not only at endpoints, but also through a midpoint connection via a staircase connecting directly from the bus stop on the northwest side of the Brush Creek Road roundabout, which would reduce the need to cross Brush Creek Road by foot.

The bridge is proposed to match the wood and earth tones of existing pedestrian bridges in Snowmass Village. The stairs connecting the bus stop to the bridge would also be shelled in wood. The wooden bridge would have a visual impact on the corridor driving into the area, but the materiality and low profile and visual porosity could be designed to allow the mountain view to still be seen in the distance. The view from the bridge itself would be spectacular and provide an iconic experience walking into Base Village.

GRAND INVESTMENT - PEDESTRIAN BRIDGE

ALTERNATIVE 4 | TRUSS BRIDGE

VIEWPOINT FROM BRUSH CREEK ROAD @ ROUNDABOUT FACING WEST



1 NORTHERN LANDING AT BASE VILLAGE - RELOCATE EXISTING PLAY STRUCTURE

2 TRUSS OPTION INCREASES NUMBER OF COLUMNS NEEDED

3 FINAL DESIGNS TO PROVIDE DIRECT CONNECTION FROM RFTA STOP TO BRIDGE

4 NORTHERN LANDING ADJACENT TO TOWN HALL

GRAND INVESTMENT - PEDESTRIAN BRIDGE

ALTERNATIVE 4a | ARCH & BEAM BRIDGE

VIEWPOINT FROM BRUSH CREEK ROAD @ ROUNDABOUT FACING WEST



1 NORTHERN LANDING AT BASE VILLAGE - RELOCATE EXISTING PLAY STRUCTURE

2 ARCH OPTION REDUCES OVERALL NUMBER OF COLUMNS NEEDED FOR SUPPORT

3 FINAL DESIGNS TO PROVIDE DIRECT CONNECTION FROM RFTA STOP TO BRIDGE

4 NORTHERN LANDING ADJACENT TO TOWN HALL

GRAND INVESTMENT

BENEFITS AND IMPACTS COMPARISON

The table below compares the benefits and impacts of the Grand Investment alternatives. This comparison will assist in facilitating a discussion about each Grand Investment and the potential benefits and trade-offs associated with each alternative.

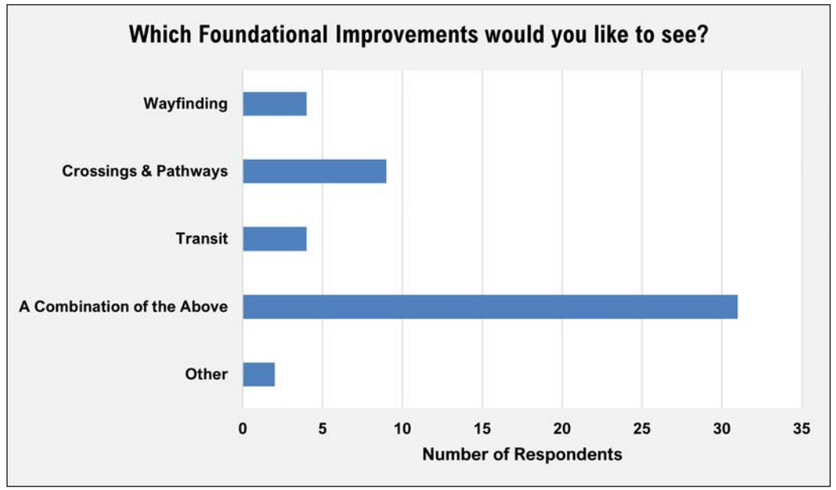
There are opportunities to combine alternatives.

The footprint of the staircase or escalator concept may allow for future implementation of either a pedestrian bridge or a gondola within and adjacent to the access easement. In this case, the staircase or escalator would be a lower-cost initial improvement that is then enhanced with later implementation of a bridge or gondola if funding becomes available.

	Max Capacity (ppl/hr)	Installation Cost ($M)	Visual Impacts		User Benefits		Seasonal Functionality		Sustainability		Maintenance Cost	
Alternative 1 Staircase	**4,500**	**$1.2 - $5**	Minimal *Staircase will only be visible adjacent to the base.*	5	Moderate-Low *Will benefit some users directly at the Base - does not reduce conflicts with vehicles.*	2	Moderate-High *May be covered, but does not reduce exposure to the elements.*	4	High *No fossil fuels required.*	5	Affordable *No significant annual maintenance needs.*	5
Alternative 2 Escalators	**6,000**	**$1.6 - $5**	Minimal *Escalators will only be visible adjacent to base.*	5	Moderate *Will benefit users directly at base - does not reduce conflicts with vehicles.*	3	Moderate-High *May be covered, but does not reduce exposure to the elements.*	4	Moderate-High *Will require ongoing energy costs, but not staffing costs.*	4	Moderate *Energy and maintenance costs will be ongoing.*	3
Alternative 3 Pulse Gondola	**500**	**$5 - $7**	Significant *Gondola will be visible from entire area.*	1	High *Provides direct link between two major nodes. Appeals to drivers who find walking hard.*	5	High *Year round comfort and functionality.*	5	Moderate *Will require energy and staff costs to operate.*	3	Moderate-High *Staff and energy costs.*	2
Alternative 4 Pedestrian Bridge	**42,000**	**Timber: $12 - $22** **Steel: $18 - $34** **Concrete: $12 - $20**	Significant *A bridge across Brush Creek would be visible from the entire area.*	1	High *This more direct route would also be free of any conflicts with traffic.*	5	Moderate-High *Snow clearing or a covered section of bridge would be needed to maintain functionality in winter.*	4	High *No fossil fuels required.*	5	Affordable *No significant annual maintenance needs.*	5
			5 - minimal *1 - significant*		*5 - high* *1 - low*		*5 - high* *1 - low*		*5 - high* *1 - low*		*$ - affordable* *$$$ - high*	

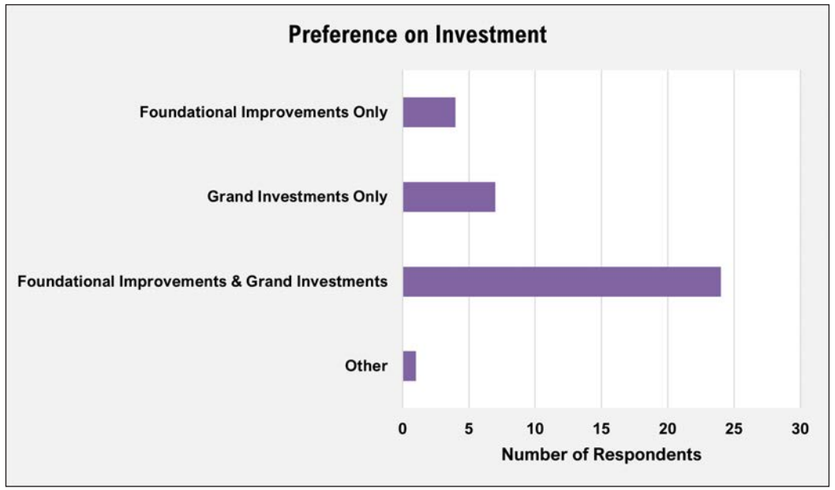
COMMUNITY INSIGHT
CONNECTING THE NODES SURVEY

The Town of Snowmass Village administered the Connecting the Nodes Survey on the online platform SurveyMonkey. The aim of the survey was to gain insight on the community's perceptions and opinions for the Foundational Improvements and Grand Investments. Respondents were able to view a draft of the Connecting the Nodes Report and renderings of the Grand Investments along with an associated cost/benefit chart. The survey, which was active in September and October 2024, was completed by 50 respondents.



QUESTION 1

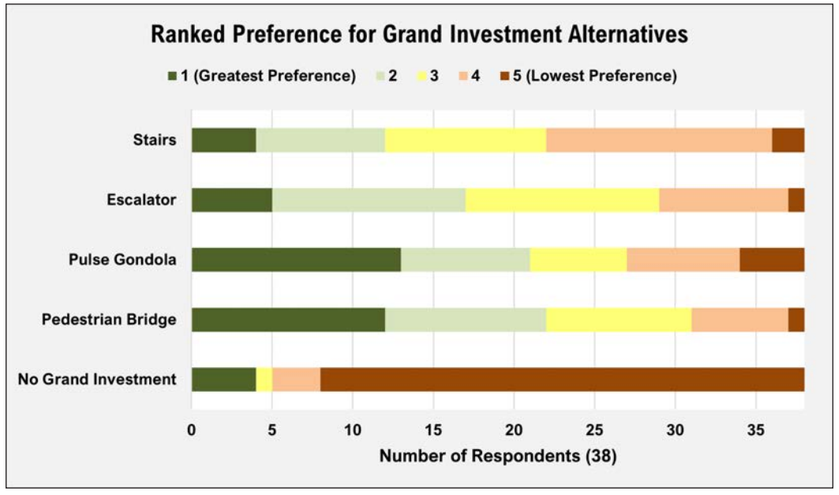
Respondents were asked which Foundational Improvements they would like to see between the nodes, including better wayfinding, enhanced crossings & pathways, improved transit, or a combination of the three. Though crossings & pathways stood out as the most favorable, a strong majority of respondents (62%) would like to see a combination of all three implemented between Snowmass Center and Base Village.



QUESTION 2

Respondents were asked their preference on investment, whether it be Foundational Improvements only, Grand Investments only, or both. A large majority of respondents (67%) prefer a combination of both Foundational Improvements and Grand Investments to connect the nodes.

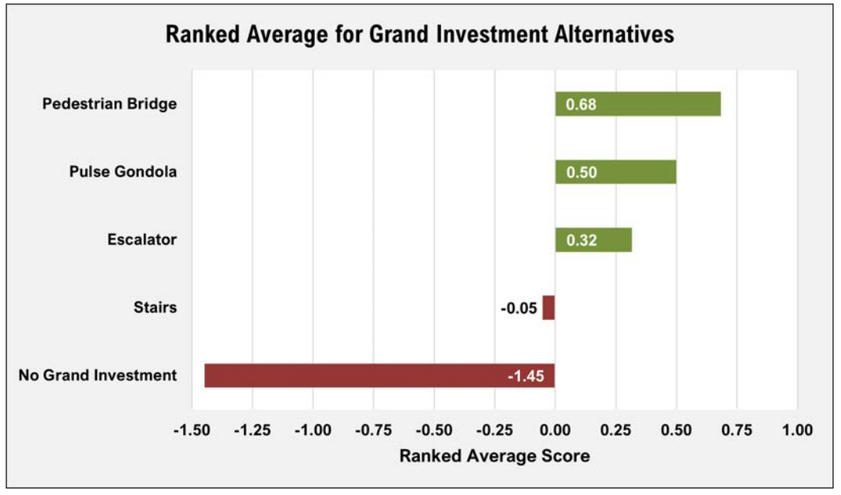
COMMUNITY INSIGHT
CONNECTING THE NODES SURVEY



QUESTION 3 *(Part 1)*

Respondents were asked to rank Grand Investment alternatives 1 through 5, with 1 being the greatest preference and 5 being the lowest preference. "No Grand Investment" was also considered as an option along with the four alternatives: Stairs, Escalator, Pulse Gondola, and Pedestrian Bridge. In total, 38 respondents answered this question.

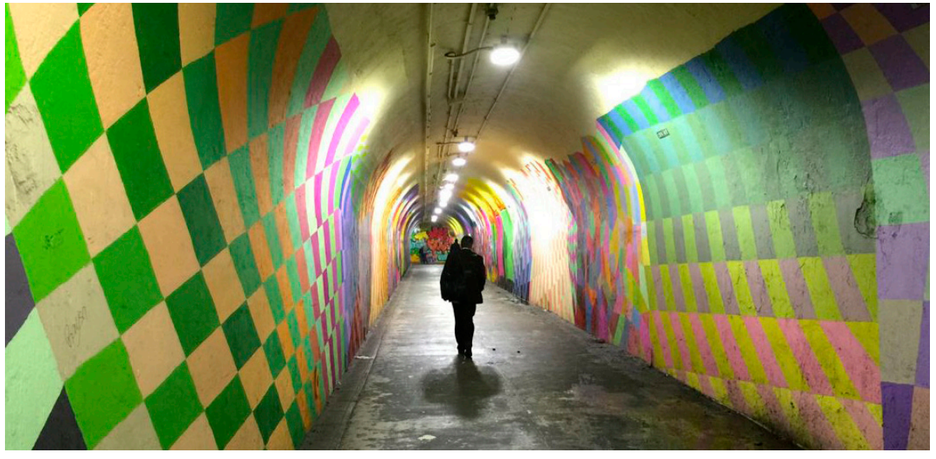
Generally, the Pulse Gondola and the Pedestrian Bridge were most favorable with over 50% of all respondents choosing these two alternatives in their top 2 preferences. Stairs and Escalator were notably less favorable than the gondola and bridge alternatives. An overwhelming majority of respondents (79%) placed "No Grand Investment" last, highlighting the interest in a grand investment to be implemented to connect the nodes.



QUESTION 3 *(Part 2)*

The *Ranked Average for Grand Investment Alternatives* chart averages all respondent rankings to list the alternatives from most favorable to least favorable. A positive score demonstrates a favorable alternative, whereas a negative score means the strategy is not favored by the public. A score of zero means that strategy was not more favored or unfavored than other strategies. Pedestrian Bridge is the most favored alternatives, 0.68 points better than an average score. Pulse Gondola and Escalator also were more favorable than average. Stairs leaned as an unfavorable strategy. No Grand Investment was not popular compared to implementing any of the Grand Investment strategies.

ALTERNATIVES NOT SELECTED



TUNNEL / UNDERPASS

A tunnel or underpass is a grade-separated pedestrian crossing underneath a roadway or other barrier. A tunnel or underpass between the two nodes is less feasible than a pedestrian bridge, given the elevation profile of the study area. Overall, this type of improvement would be more expensive to construct than a bridge, would not be as inviting for users, and would exacerbate elevation changes given the area's elevation profile.



FUNICULAR / INCLINED ELEVATOR

A funicular/ inclined elevator is a cable railway system comprised of two or more cars that ascend and descend a relatively short but steep distance. This strategy has constraints related to implementation and maintenance costs, impacts to adjacent sensitive land uses, a short operating length, staffing for operations, and hours of operation. With these constraints, a gondola was determined to be a more feasible strategy to evaluate to make the connection.

ALTERNATIVES NOT SELECTED



ELEVATOR

Similar to a funicular, an elevator would have capacity constraints and could create delays for users as they wait for the elevator to ascend and descend between Base Village and the parking deck. Elevators in heavy pedestrian traffic areas such as the Base Village are prone to significant user delays due to their limited carrying capacity, especially if users are carrying personal belongings such as skis. Outdoor elevators are also subject to potential maintenance concerns due to environmental conditions. Finally, placement of the elevator within the existing public access easement adjacent to One Snowmass would be challenging given the presence of the retaining walls. It is likely that an elevator would cost significantly more than an escalator, while not being able to move as many people. Given these constraints, an escalator was determined to be a more feasible strategy for evaluation.



RFTA SERVICE CHANGES

A review of existing transit boarding and alighting data shows that existing transit routing and stops may not prioritize rider convenience and connectivity. For instance, the Base Village sees 363 RFTA daily boardings but only 25 RFTA daily alightings, whereas the Brush Creek + Wood Road (uphill) RFTA stop sees only 14 daily boardings to 299 daily alightings. This notable variation in boardings and alightings suggests that existing bus routing does not meet current user needs and destinations. Because of this, rerouting RFTA routes to stop at Base Village before the Snowmass Mall was considered.

This recommendation was not advanced due to numerous constraints. RFTA buses cannot operate in the uphill direction on Carriage Way due to the grade of the roadway, meaning an initial stop at the Base Village would significantly add to travel time. Additionally, per the terms of a 2004 agreement between the Town and Aspen Skiing Company, RFTA buses are required to serve the Mall first prior to serving Base Village. The requirement remains in place unless a modification is agreed to by the Town and Aspen Skiing Company.

APPENDIX

Project: Snowmass Connecting the Nodes
Client: Town of Snowmass Village
DJ&A Project Number: #7483
Revised: 6/13/2024

OPINION OF PROBABLE COSTS Foundational Improvements					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
1000	**Wayfinding**				**$105,375.00**
1001	Aluminum wayfinding sign (single rectangular pedestrian post)	8	EA	$2,000.00	**$16,000.00**
1002	Public art display	3	EA	$15,000.00	**$45,000.00**
1003	Pavement markings, lines & symbols (thermoplastic, assume equivalent to 6-inch thick lines)	977	SQFT	$35.00	**$34,195.00**
1004	Pavement markings, 9' radius circle (thermoplastic)	509	SQFT	$20.00	**$10,180.00**
2000	**Crossings & Pathways**				**$313,930.00**
2001	Sidewalk, concrete, 8-feet wide, 8-inch thick	900	SQYD	$200.00	**$180,000.00**
2002	Aggregate base, 4-inch depth	140	TON	$90.00	**$12,600.00**
2003	Rectangular Rapid Flashing Beacon and sign	8	EA	$4,000.00	**$32,000.00**
2004	Curb Ramp	19	SQYD	$250.00	**$4,675.00**
2005	Detectable warning panel	4	EA	$500.00	**$2,000.00**
2006	Curb and gutter	1012	LNFT	$65.00	**$65,780.00**
2007	Colored concrete crosswalk (8-feet wide)	240	SQFT	$45.00	**$10,800.00**
2008	Concrete crosswalk border (1-foot wide)	3	SQFT	$25.00	**$75.00**
2009	Concrete median island (8-feet wide x 30-feet long)	240	SQFT	$25.00	**$6,000.00**
3000	**Transit**				**$26,800.00**
3001	Aluminum transit stop sign	4	EA	$2,000.00	**$8,000.00**
3002	Bus Shelter, aluminum frame, acrylic glazing 99' x 12' x 8' hihg)	1	EA	$18,800.00	**$18,800.00**
				DIRECT CONSTRUCTION SUBTOTAL	**$446,105.00**
				Mobilization/Demobilization & SWPPP 10%	$44,610.00
				Permits 2%	$8,920.00
				Traffic Control 1%	$4,460.00
				Contingency 30%	$133,830.00
				CONSTRUCTION SUBTOTAL	**$637,925.00**

Project: Snowmass Connecting the Nodes
Client: Town of Snowmass Village
DJ&A Project Number: #7483
Revised: N/A

OPINION OF PROBABLE COSTS Escalator					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
4000	**Site Improvements for Escalator**				
4001	Sidewalk, concrete, 8-feet wide, 8-inch thick	40	SQYD	$200.00	**$8,000.00**
4002	Aggregate base, 4-inch depth	10	TON	$90.00	**$900.00**
4003	Curb Ramp	9	SQYD	$250.00	**$2,250.00**
4004	Detectable warning panel	2	EA	$500.00	**$1,000.00**
4005	Curb and gutter	30	LNFT	$55.00	**$1,650.00**
4006	Pavement markings, cross walk bars, thermoplastic	80	SQFT	$40.00	**$3,200.00**
	Escalator				
4007	Escalator	1	LS	$600,000.00	**$600,000.00**
	Retaining Wall				
4008	Modifications to Existing Retaining Wall	1	LS	$1,000,000.00	**$1,000,000.00**
				DIRECT CONSTRUCTION SUBTOTAL	**$1,617,000.00**
				Mobilization/Demobilization & SWPPP 10%	$161,700.00
				Permits 2%	$32,340.00
				Traffic Control 1%	$16,170.00
				Contingency 30%	$485,100.00
				CONSTRUCTION SUBTOTAL	**$2,312,310.00**

Project: Snowmass Connecting the Nodes
Client: Town of Snowmass Village
DJ&A Project Number: #7483
Revised: N/A

OPINION OF PROBABLE COSTS Pedestrian Bridge Ground Level Improvements					
Item No.	**Description**	**Estimated Quantity**	**Unit**	**Unit Price**	**Amount**
5000	**Sidewalk Connection**				
5001	Sidewalk, concrete, 8-feet wide, 8-inch thick	116	SQYD	$200.00	**$23,200.00**
5002	Aggregate base, 4-inch depth	20	TON	$90.00	**$1,800.00**
5003	Curb and gutter	130	LNFT	$55.00	**$7,150.00**
5004	Grading Earthwork	154	CUYD	$55.00	**$8,470.00**
5005	Topsoil & Seeding	19	CYUD	$70.00	**$1,330.00**
				DIRECT CONSTRUCTION SUBTOTAL	**$41,950.00**
				Mobilization/Demobilization & SWPPP (5%)	$2,100.00
				Permits (2%)	$840.00
				Traffic Control (1%)	$6,290.00
				Contingency (30%)	$12,590.00
				CONSTRUCTION SUBTOTAL	**$63,770.00**

Costs for the bridge and support structure could vary widely based on the number of spans, span lengths, and elevation.
Cost ranges for different bridge types are presented on page 30 of the memo .

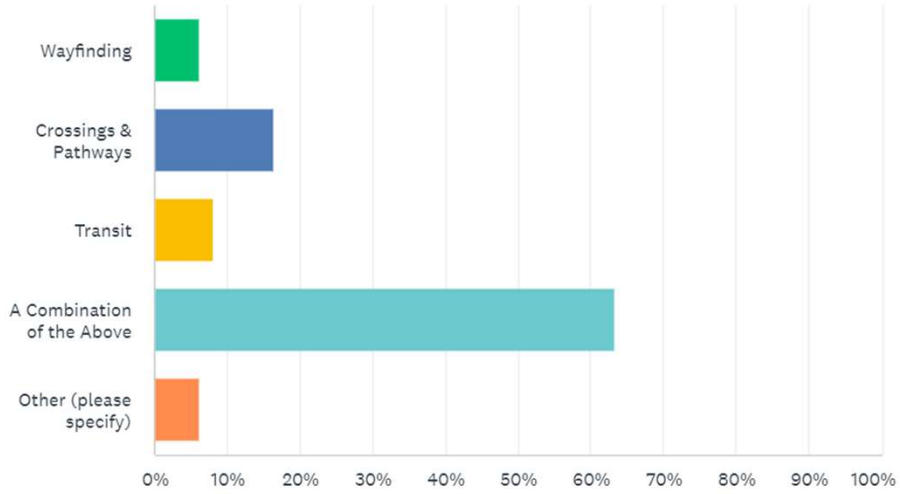
Town of Snowmass Village *Connecting the Nodes* Project

Survey Responses

(As of 10/31/2024)

Q1 Please select which Foundational Improvements you would like to see implemented in Snowmass Village

Answered: 49 Skipped: 2



ANSWER CHOICES		RESPONSES	
Wayfinding		6.12%	3
Crossings & Pathways		16.33%	8
Transit		8.16%	4
A Combination of the Above		63.27%	31
Other (please specify)	Responses	6.12%	3
TOTAL			49

Q2

Please share your thoughts on Alternative 1 - Stairs below:

Answered: 36 Skipped: 15

Not an efficient way to move large numbers of people.

10/23/2024 08:14 PM View respondent's answers Add tags

Love it - such a maze to get from carriage way to bv.

10/22/2024 05:17 PM View respondent's answers Add tags

Looks like a lot of stairs. Not very pedestrian friendly getting to the stairs. I don't see sidewalks coming off the stairs at the bottom.

10/22/2024 04:53 PM View respondent's answers Add tags

There is stairs walkways to one snowmass. T h e buildings are so big. Why make them bigger and unsightly

10/21/2024 01:02 PM View respondent's answers Add tags

Seems like a lot of stairs

10/17/2024 08:47 AM View respondent's answers Add tags

Terrible looking. Unnecessary. No one would understand it's the entrance. Silly to the locate the play structure. No parking. People don't walk that way. Parking garage takes you to the base village. Terrible idea.

10/12/2024 09:36 AM View respondent's answers Add tags

Not preferred

10/10/2024 07:56 AM View respondent's answers Add tags

Ugly

10/9/2024 11:58 AM View respondent's answers Add tags

Not good enough

10/7/2024 04:09 PM View respondent's answers Add tags

looks to be a bigger eye sore than escalator or even bridge.

10/7/2024 02:50 PM View respondent's answers Add tags

Stairs suck

10/7/2024 12:49 PM View respondent's answers Add tags

ugly. low volume. cheaper to maintain, except for managing snow on those terrible roof lines

10/7/2024 05:49 AM View respondent's answers Add tags

Stupid

10/5/2024 05:31 PM View respondent's answers Add tags

Stairs absolutely fit the character of our village!

10/3/2024 10:04 AM View respondent's answers Add tags

very unattractive and not a viable alternative for most visitors. They do not know the terrain and having so many stairs at a high altitude is not easy for most visitors and/or families and the aged.

10/2/2024 02:37 PM View respondent's answers Add tags

Nope. Hate all the stairs in the upper village. Not good for ADA access. We are at altitude and also hard for guests.

10/2/2024 10:33 AM View respondent's answers Add tags

Q2

Please share your thoughts on Alternative 1 - Stairs below:

Answered: 36 Skipped: 15

Good but difficult when carrying skis etc

10/2/2024 08:29 AM View respondent's answers Add tags

Poor option. Minimal utility and not ADA compliant.

10/1/2024 05:29 PM View respondent's answers Add tags

NO

10/1/2024 04:06 PM View respondent's answers Add tags

that doesnt look user friendly

10/1/2024 01:42 PM View respondent's answers Add tags

Minimal changes to current design and would improve access to base village.

10/1/2024 12:46 PM View respondent's answers Add tags

For extreme athletes only. Tourists and elderly will find this comical

10/1/2024 12:28 PM View respondent's answers Add tags

At this location I don't see many people taking advantage of this.

10/1/2024 12:12 PM View respondent's answers Add tags

Super ugly, not in keeping with feeling of Snowmass.

10/1/2024 10:25 AM View respondent's answers Add tags

Please build this but less ugly

9/30/2024 11:42 AM View respondent's answers Add tags

Love it - please build it!

9/30/2024 11:37 AM View respondent's answers Add tags

This is better than nothing. The town has had two opportunities to address our "world class" one-way escalator and dropped the ball on both. How about a two-way escalator in this location? This would get a tremendous amount of use due to the fact that it is not in an obscure location inside the welcome center.

9/28/2024 07:44 AM View respondent's answers Add tags

Looks intimidating

9/27/2024 11:54 PM View respondent's answers Add tags

appears confusing - not sure it solves any problem.

9/19/2024 03:01 PM View respondent's answers Add tags

This is brilliant, a great idea.

9/19/2024 10:24 AM View respondent's answers Add tags

Larger impact than escalator and hard to navigate in ski boots

9/19/2024 09:37 AM View respondent's answers Add tags

What about ADA? Also, stairs don't seem like the most practical option for a resort community that gets lots of snow and pedestrians in ski boots.

9/17/2024 09:48 PM View respondent's answers Add tags

Q2

Please share your thoughts on Alternative 1 - Stairs below:

Answered: 36 Skipped: 15

no more usage than current design

9/14/2024 07:51 AM View respondent's answers Add tags

I like this as it can be easily identified as the way to BV.

9/12/2024 10:05 AM View respondent's answers Add tags

Our guests can't walk on a flat surface with ski boots and skis...don't make them use more stairs.

9/11/2024 05:20 PM View respondent's answers Add tags

unpleasant, uninviting looking

9/11/2024 12:30 PM View respondent's answers Add tags

Q3

Please share your thoughts on Alternative 2 - Escalator below:

Answered: 38 Skipped: 13

Better than stairs but certainly a maintenance issue.

10/23/2024 08:14 PM View respondent's answers Add tags

Oh hell yes. Unless it's like the existing one in snowmass 1 and never works.

10/22/2024 05:17 PM View respondent's answers Add tags

I like it more than the stairs option (Alternative 1). Neither of the first two options really seem to solve the "Connecting of the Nodes" effort though. This just makes it easier to find a way up to the village from this parking lot as opposed to going inside.

10/22/2024 04:55 PM View respondent's answers Add tags

No. Unsightly. Folks should use the transit system.

10/21/2024 01:03 PM View respondent's answers Add tags

Very nice

10/17/2024 08:47 AM View respondent's answers Add tags

Would be easier for elderly people and people with leg injuries vs stairs.

10/15/2024 03:11 PM View respondent's answers Add tags

Generally, poor concept. If the Highlands' escalator is any example, it will regularly be out of service for maintenance.

10/13/2024 06:43 PM View respondent's answers Add tags

Unnecessary. No one walks there. No parking. Confusing. No one walks out of the garage to enter this way. Problem is placement of the entrance.

10/12/2024 09:39 AM View respondent's answers Add tags

Not preferred

10/10/2024 07:56 AM View respondent's answers Add tags

Better yet need stairs or two escalator,

10/9/2024 11:59 AM View respondent's answers Add tags

Sounds good

10/7/2024 04:09 PM View respondent's answers Add tags

better option, but not changing the connecting of the nodes really.

10/7/2024 02:50 PM View respondent's answers Add tags

Better than stairs

10/7/2024 12:50 PM View respondent's answers Add tags

looks better than alt. 1. better throughput. more expensive to run, but if the london tube system can manage, so can we

10/7/2024 05:50 AM View respondent's answers Add tags

Not practical

10/5/2024 05:31 PM View respondent's answers Add tags

Make it two way please!

10/3/2024 10:04 AM View respondent's answers Add tags

Q3

Please share your thoughts on Alternative 2 - Escalator below:

Answered: 38 Skipped: 13

Better alternative than stairs. However, not very attractive and is it cost efficient?	10/2/2024 02:38 PM	View respondent's answers Add tags	I do think people are more likely to use as escalator but it doesn't really lead to anywhere	10/1/2024 12:13 PM	View respondent's answers Add tags
Better than stairs.	10/2/2024 10:34 AM	View respondent's answers Add tags	ABSOLUTELY NOT. Are we trying to be Beaver Creek????	10/1/2024 10:25 AM	View respondent's answers Add tags
Easier to use when carrying bulky items	10/2/2024 08:29 AM	View respondent's answers Add tags	If the escalator breaks, it becomes stairs	9/30/2024 11:42 AM	View respondent's answers Add tags
Minimal utility	10/1/2024 05:30 PM	View respondent's answers Add tags	Love it - please just build something that works.	9/30/2024 11:38 AM	View respondent's answers Add tags
YES	10/1/2024 04:07 PM	View respondent's answers Add tags	Yes, please, but MAKE IT TWO-WAY!	9/28/2024 07:44 AM	View respondent's answers Add tags
doesn't seem to fit the rest of the look of our town	10/1/2024 01:43 PM	View respondent's answers Add tags	Easy and intuitive to use	9/27/2024 11:54 PM	View respondent's answers Add tags
Likely best alternative for tourists who are not used to altitude.	10/1/2024 12:46 PM	View respondent's answers Add tags	Better than Alt 1	9/19/2024 03:02 PM	View respondent's answers Add tags
Nope	10/1/2024 12:28 PM	View respondent's answers Add tags	Also a great idea	9/19/2024 10:25 AM	View respondent's answers Add tags

Q3

Please share your thoughts on Alternative 2 - Escalator below:

Answered: 38 Skipped: 13

a two way escalator that creates a visual connection between the nodes would improve functionality and service of connection

9/19/2024 09:38 AM View respondent's answers Add tags

Same comments as stairs, (lack of ADA and practicality considering weather and awkward ski boot walking) plus cost for maintenance. The escalator is rarely in operation at Snowmass One.

9/17/2024 09:49 PM View respondent's answers Add tags

better usage but will be broken down too often

9/14/2024 07:51 AM View respondent's answers Add tags

While I like this as well, not sure on the use. Would be good to know how many people are expected to use the Escalator.

9/12/2024 10:39 AM View respondent's answers Add tags

Too many risks of the elements interfering with its ability to function efficiently

9/11/2024 05:21 PM View respondent's answers Add tags

appealing as far as ease of use in summer ---how well would skiers in wet ski boots managing skis --- slinging ski gear over their shoulders maneuver in winter doesn't blend with the environment --- something with rocks/brown earth tones would be better than this color

9/11/2024 12:42 PM View respondent's answers Add tags

Q4

Please share your thoughts on Alternative 3 - Pulse Gondola below:

Answered: 38 Skipped: 13

Reuse of old infrastructure is a good thing. Provides additional opportunities for moving people around the area.

10/23/2024 08:16 PM View respondent's answers Add tags

We all dream of the day that skittles has a station at the mall, sbv, and the center.

10/22/2024 05:18 PM View respondent's answers Add tags

This alternative definitely solves the issue of connecting the nodes. It is a good way to ensure pedestrians and bicyclists don't have to interact with cars to get between the two nodes.

10/22/2024 04:57 PM View respondent's answers Add tags

No . Just no. Totally unsightly

10/21/2024 01:04 PM View respondent's answers Add tags

Very nice. Especially if it connects to the other side of the street where affordable housing resides and should be expanded.

10/17/2024 08:49 AM View respondent's answers Add tags

YES PLEASE!!!

10/15/2024 03:11 PM View respondent's answers Add tags

Visitors will love it and will make Snowmass Center a more viable shopping area for visitors! Mixed opinion for locals - pulse is slow. No alternative is offered for those preferring to walk/bike.

10/13/2024 06:45 PM View respondent's answers Add tags

It is so unattractive and quite expensive. Used only for visitors to get to the center. Cannot park at center to go to base village. If there are apartments for locals at the center, locals could use to ski. But the look of it is an eye sore.

10/12/2024 09:46 AM View respondent's answers Add tags

This is a preferred alternative. It solves challenges with walking such as inclement weather and carrying groceries.

10/10/2024 07:59 AM View respondent's answers Add tags

Ok esp if bad weather and carrying groceries

10/9/2024 12:00 PM View respondent's answers Add tags

Only if it's faster than the current stupid skittles.

10/7/2024 04:10 PM View respondent's answers Add tags

not useful for year round, and would seem to be a hassle to maintain.

10/7/2024 02:51 PM View respondent's answers Add tags

Continuos gondola

10/7/2024 12:52 PM View respondent's answers Add tags

looks like Toni Kronberg designed it. terrible. expensive. low throughput.

10/7/2024 05:50 AM View respondent's answers Add tags

The best solution

10/5/2024 05:32 PM View respondent's answers Add tags

Super cool idea!

10/3/2024 10:04 AM View respondent's answers Add tags

Q4

Please share your thoughts on Alternative 3 - Pulse Gondola below:

Answered: 38 Skipped: 13

Reuse of old infrastructure is a good thing. Provides additional opportunities for moving people around the area.

10/23/2024 08:16 PM View respondent's answers Add tags

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10/22/2024 05:18 PM View respondent's answers Add tags

This alternative definitely solves the issue of connecting the nodes. It is a good way to ensure pedestrians and bicyclists don't have to interact with cars to get between the two nodes.

10/22/2024 04:57 PM View respondent's answers Add tags

No . Just no. Totally unsightly

10/21/2024 01:04 PM View respondent's answers Add tags

Nicest alternative, but would the cost of installation and operation justify it' use?

10/2/2024 02:39 PM View respondent's answers Add tags

Seems like overkill.

10/2/2024 10:34 AM View respondent's answers Add tags

Unattractive and obstructs view plane

10/2/2024 08:30 AM View respondent's answers Add tags

Good alternative, particularly considering proposed employee housing (Draw site or Snowmass center)

10/1/2024 05:31 PM View respondent's answers Add tags

YES, YES

10/1/2024 04:07 PM View respondent's answers Add tags

love this

10/1/2024 01:43 PM View respondent's answers Add tags

Favorite approach. Keep people out of the road. People dart across the street and do not pay attention to traffic. This seems to be the safest approach.

10/1/2024 12:47 PM View respondent's answers Add tags

I feel this is the best and most beautiful option setting Snowmass apart from other mountain towns.

10/1/2024 12:29 PM View respondent's answers Add tags

I would consider this the best option to connect the base village and the center. Safety and convenience across multiple intersections is with the expense.

10/1/2024 12:14 PM View respondent's answers Add tags

Ugly and impractical. WAY too much money.

10/1/2024 10:25 AM View respondent's answers Add tags

Yes please!

9/30/2024 11:43 AM View respondent's answers Add tags

This should have been built a long time ago.

9/30/2024 11:38 AM View respondent's answers Add tags

Q4

Please share your thoughts on Alternative 3 - Pulse Gondola below:

Answered: 38 Skipped: 13

Reuse of old infrastructure is a good thing. Provides additional opportunities for moving people around the area.

10/23/2024 08:16 PM View respondent's answers Add tags

We all dream of the day that skittles has a station at the mall, sbv, and the center.

10/22/2024 05:18 PM View respondent's answers Add tags

This alternative definitely solves the issue of connecting the nodes. It is a good way to ensure pedestrians and bicyclists don't have to interact with cars to get between the two nodes.

10/22/2024 04:57 PM View respondent's answers Add tags

No . Just no. Totally unsightly

10/21/2024 01:04 PM View respondent's answers Add tags

This is a very sexy option that would probably get a lot of use if the station at the Center is located in the center (no pun intended) of the action. Making people walk to the end of the building toward Town Hall probably is not convenient enough. Please do not waste money on another version of the Skittles. It is too slow. Replace pulse with high speed detachable, and you're onto something.

9/28/2024 07:49 AM View respondent's answers Add tags

Functional and easy. Connect it to Skittles to link all 3 shopping areas! And make it detachable for faster transit. This fits with Snowmass identity as an alpine ski resort town

9/27/2024 11:56 PM View respondent's answers Add tags

This would be awesome if it could happen

9/19/2024 03:02 PM View respondent's answers Add tags

The skittles do NOT work to connect Base Village to the Mall. I doubt that idea would work to connect Base Village to the Center

9/19/2024 10:26 AM View respondent's answers Add tags

too long of wait times, visual impact too great

9/19/2024 09:38 AM View respondent's answers Add tags

Seems most accessible for all considering popularity of the current Skittles system.

9/17/2024 09:57 PM View respondent's answers Add tags

too slow

9/14/2024 07:51 AM View respondent's answers Add tags

not needed here.

9/12/2024 10:39 AM View respondent's answers Add tags

Much better direction. This is a solution guests and locals alike would use regularly

9/11/2024 05:21 PM View respondent's answers Add tags

fun and efficient idea

9/11/2024 12:43 PM View respondent's answers Add tags

Q5

Please share your thoughts on Alternative 4 - Pedestrian Bridge below:

Answered: 39 Skipped: 12

Requires manpower to keep it safe from snow and ice.

10/23/2024 08:17 PM View respondent's answers Add tags

Eh kind of an eyesore, but functionally it would be great, hopefully connecting the gondola to town hall

10/22/2024 05:19 PM View respondent's answers Add tags

This option solves the issue of connecting the nodes as well. People who don't walk often may not want to use it.

10/22/2024 04:59 PM View respondent's answers Add tags

No. Use pur amazing transition system.

10/21/2024 01:04 PM View respondent's answers Add tags

Also nice.

10/17/2024 08:49 AM View respondent's answers Add tags

Long distance to walk with heavy groceries, liquor and Tasters Pizza vs sitting on a gondola.

10/15/2024 03:13 PM View respondent's answers Add tags

Highly functional, although only connects Base Village mall - lower elevation destinations will require going up to get down. Seems to be the issue in both directions as it connects w/ Town Hall at a higher elevation than the Center. Visual impact appears more benign than train bridge.

10/13/2024 06:47 PM View respondent's answers Add tags

Most attractive option. Open 24/7. Less expensive. Have to see stairs, landings.

10/12/2024 09:49 AM View respondent's answers Add tags

Not preferred

10/10/2024 07:59 AM View respondent's answers Add tags

No

10/9/2024 12:00 PM View respondent's answers Add tags

Great idea!!

10/7/2024 04:10 PM View respondent's answers Add tags

best option to connect nodes. Also, the visual impact would be less intrusive than a gondola. Is anyone really staring that the mountains when going through the roundabout any way?

10/7/2024 02:52 PM View respondent's answers Add tags

Best

10/7/2024 12:52 PM View respondent's answers Add tags

looks great.

10/7/2024 05:51 AM View respondent's answers Add tags

Blocks views and will not be used

10/5/2024 05:33 PM View respondent's answers Add tags

This would be awesome and would be a great viewing platform for Daly! Maybe some integration with the Ice Age Discovery?

10/3/2024 10:05 AM View respondent's answers Add tags

Q5

Please share your thoughts on Alternative 4 - Pedestrian Bridge below:

Answered: 39 Skipped: 12

This would most likely be the best solution costwise. How would it be handled in the winter months? Should it be semi covered?

10/2/2024 02:40 PM View respondent's answers Add tags

I like the bridge idea!

10/2/2024 10:34 AM View respondent's answers Add tags

Obstructs view plane

10/2/2024 08:30 AM View respondent's answers Add tags

Acceptable, but lower utility than SkyCabs

10/1/2024 05:31 PM View respondent's answers Add tags

NO

10/1/2024 04:07 PM View respondent's answers Add tags

also a good looking option

10/1/2024 01:43 PM View respondent's answers Add tags

Good option with gondola too. Keeps people out of the road.

10/1/2024 12:48 PM View respondent's answers Add tags

Blocks the view. Will require constant de-icing. Boring.

10/1/2024 12:30 PM View respondent's answers Add tags

Having to walk, groceries or other items in hand, from the base village to the center is a lot. Especially for our guests of lower altitude. The gondola is the better option

10/1/2024 12:15 PM View respondent's answers Add tags

Super ugly, not in keeping with feeling of Snowmass.

10/1/2024 10:26 AM View respondent's answers Add tags

A bridge is the most pragmatic solution

9/30/2024 11:43 AM View respondent's answers Add tags

A bridge makes a ton of sense, just build something please.

9/30/2024 11:38 AM View respondent's answers Add tags

This is better than a street level crossing, but again, the end at the center has to be in the middle of the commercial development.

9/28/2024 07:54 AM View respondent's answers Add tags

Incredibly UGLY and blocks view of Mt Daly

9/27/2024 11:56 PM View respondent's answers Add tags

This would also be a good option but may be hard to access?

9/19/2024 03:03 PM View respondent's answers Add tags

This idea is too expensive that hits too few of the goals.

9/19/2024 10:27 AM View respondent's answers Add tags

Q5

Please share your thoughts on Alternative 4 - Pedestrian Bridge below:

Answered: 39 Skipped: 12

like this alternative with a solid connection to bus stop, this would create great views of Daly and surrounding landscapes

9/19/2024 09:39 AM View respondent's answers Add tags

Pedestrian bridge vote

9/18/2024 09:04 AM View respondent's answers Add tags

An underpass or bridge seems most logical but I'm not gathering what would go into that with this diagram.

9/17/2024 09:55 PM View respondent's answers Add tags

YES, allows for fast [bike] or slow [walk] - maybe add weather cover to save maintenance in winter

9/14/2024 07:52 AM View respondent's answers Add tags

Would certainly help alleviate conflict between Motorists and Pedestrians. Would also be used more when BV and SMC developments are completed.

9/12/2024 10:42 AM View respondent's answers Add tags

Less walking....our guests do not want to walk

9/11/2024 05:22 PM View respondent's answers Add tags

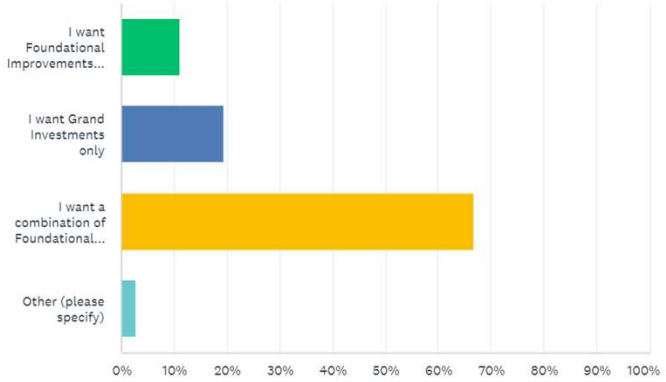
great idea!!! i like it a lot!!!

9/11/2024 12:44 PM View respondent's answers Add tags

Q6

Indicate Your Preference on Investment

Answered: 36 Skipped: 15

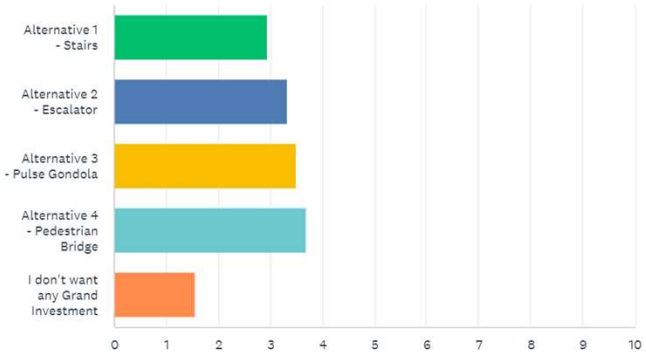


ANSWER CHOICES		RESPONSES	
I want Foundational Improvements only		11.11%	4
I want Grand Investments only		19.44%	7
I want a combination of Foundational Improvements & Grand Investments		66.67%	24
Other (please specify)	Responses	2.78%	1
TOTAL			36

Q7

Please rank your preference for the Grand Investment alternatives:

Answered: 38 Skipped: 13



	1	2	3	4	5	TOTAL	SCORE
Alternative 1 - Stairs	10.53% 4	21.05% 8	26.32% 10	36.84% 14	5.26% 2	38	2.95
Alternative 2 - Escalator	13.16% 5	31.58% 12	31.58% 12	21.05% 8	2.63% 1	38	3.32
Alternative 3 - Pulse Gondola	34.21% 13	21.05% 8	15.79% 6	18.42% 7	10.53% 4	38	3.50
Alternative 4 - Pedestrian Bridge	31.58% 12	26.32% 10	23.68% 9	15.79% 6	2.63% 1	38	3.68
I don't want any Grand Investment	10.53% 4	0.00% 0	2.63% 1	7.89% 3	78.95% 30	38	1.55

Q8

Please share any additional comments or justification for your preferences below:

Answered: 12 Skipped: 39

Some improvements to the sidewalks around the center/town hall, and the stairs would be my ideal stage 1. Extending the skittles would be the dream, but having a more complete sidewalk and stairs(or improved wayfinding) should be done no matter what else happens.

10/22/2024 05:23 PM View respondent's answers Add tags

Why mess with all of this when we have an amazing transit system. Waste of taxpayers dollars.

10/21/2024 01:08 PM View respondent's answers Add tags

It appears stairs will still be necessary w/ bridge or gondola. Thank you for working on this important connection! If I can make another comment, the existing Skittles should operate deeper into the fall off-season and resume sooner in the spring. I understand there is a cost, but as our seasons stretch, it's disheartening to relate to our intrepid guests that this terrific service is not available to them if they add to our economy too late or too early in the season. Businesses take their queue from suspension of this essential connector, as well, creating a self-fulfilling prophecy of a hard end to the fall season, and a challenging start to a healthy early summer. Lodges & restaurants which stay open see busy weekend business throughout October.

10/13/2024 06:56 PM View respondent's answers Add tags

Only the gondola solves challenges with walking in inclement weather and carrying groceries

10/10/2024 08:01 AM View respondent's answers Add tags

Would bring more business to and connection for current and future

10/9/2024 12:05 PM View respondent's answers Add tags

this monkeysurvey jumped over alt 4 and didn't let me comment on it. junk it, or Mel Blumenthal will be writing about it endlessly.

10/7/2024 05:53 AM View respondent's answers Add tags

Already has infrastructure for gondola from original base village. Families deserve a fun and Ariel experience. Just look at skittles at 3:00 compared to the shuttle stops to see what people prefer

10/5/2024 05:37 PM View respondent's answers Add tags

Please build something Town Council! The Town needs this!

10/3/2024 10:06 AM View respondent's answers Add tags

Most of these solve a made-up problem. The current transit system allows easy access to/from the mall/base village/center. I support better signage and painted way-finding as well as appropriate plowing and ice clearing, but absolutely no "grand investments."

10/1/2024 10:28 AM View respondent's answers Add tags

Town council needs to quit be a "no" on everything council and just build the stuff our community needs! I'm sick of this "community character" bullshit to disguise Tom and Britta's NIMBYism!

9/30/2024 11:44 AM View respondent's answers Add tags

This council needs to just build something. Piss or get off the pot!

9/30/2024 11:39 AM View respondent's answers Add tags

Too expensive and no need - just take the shuttle

9/27/2024 11:58 PM View respondent's answers Add tags

Aspen Skiing Company Stakeholder Meeting

Date: 06.27.24
Location: Virtual
Attendees:
Mak Keeling - Vice President of Mountain Planning Aspen Skiing Company
Mike Horvath - TOSV Town Engineer
Bill Delo - DJ&A
Jason Rosenblum - DJ&A
Hallie Miller - SE Group

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from Aspen Ski Company include the following:

Mak commented that the smaller items proposed as part of the Foundational Improvements make sense. Proposals should keep in mind year round effectiveness and that paint can require a lot of maintenance.

Mak noted that the existing outdoor escalators in the Valley have maintenance issues. He was not sure how the Beaver Creek escalator is able to work as effectively as it does.

For the gondola, the hours of operation would be challenging. It's a year-round connection and daily connection that needs to serve people through the day and off-peak hours. Mak noted that if the Skittles gondola were to be replaced, it could be repurposed here for a low capital cost.

Mak noted that a pedestrian bridge appears to be the best serving option. If this option is advanced, alignments and elevations would be desirable. There is a need to understand the elevation challenges, and a possibility to integrate the bridge with the future transit center proposed in the Snowmass Center plan. Mak sees it more as a commercial node connection than an employee housing connection.

A pedestrian bridge should be designed to accommodate small electric golf carts or autonomous vehicles that could carry goods between the nodes.

The Luge shuttle service operating between the Vicory and Base Village – could use a bridge connection to then serve Snowmass Center.

As part of the bridge concept, consider a lower route elevation route that links to the front door of One Snowmass. This could also help to serve the RFTA bus stop.

There is a comparable example in Solden, Austria where a pedestrian bridge links the bus stop to the ski run with an elevator and stair connection.

Action Items

No changes or updates to the report are identified following this meeting.

East West Partners Stakeholder Meeting

Date: 06.26.24
Location: Virtual
Attendees:
Ellen McCready - Project Manager for East West Partners
Andy Gunion - Managing Partner for East West Partners
Mike Horvath - TOSV Town Engineer
Bill Delo - DJ&A
Jason Rosenblum - DJ&A
Hallie Miller - SE Group

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from East-West Partners include the following:

Andy asked about the current levels of pedestrian traffic in the study area and if the project is intended to serve existing traffic levels or future growth? Bill and Mike noted that the improvements would serve both existing users and future demand.

Andy highlighted challenges related to the walk to Snowmass Center with the missing sidewalk segments. He also discussed constraints associated with an outdoor escalator. There may be concerns from condo owners related to the proximity of an escalator to One Snowmass and other buildings. He also cautioned about operating costs for a gondola and the potential visual impact of a bridge.

Ellen noted that improvements should seek to reduce travel difficulties for pedestrians related to snow and ice. She expressed concerns about the gondola's effectiveness and the location of a proposed escalator in relation to the current access easement. There could be condo owner push back on the escalator concept. It would need to be well-screened to reduce visual impacts. She also noted that the power supply for an escalator would need to be investigated.

Mike suggested outlining existing easements on a map for the escalator.

There was discussion on East West's current planning for the Village, emphasizing the importance of the planned linear park, and exploring opportunities for play elements along the pedestrian network.

Andy mentioned there is a small electric shuttle bus system serving the Village currently. This could be expanded to potentially serve Snowmass Center.

Action Items

DJ&A to add the boundary of the public access easement to graphics showing the alignment of the escalator.

Roaring Fork Transportation Authority (RFTA) Stakeholder Meeting

Date: 06.25.24
Location: Virtual
Attendees:
David Pesnichak - RFTA
David Johnson - RFTA
Mike Horvath - TOSV Town Engineer
Sam Guarino - TOSV Transportation Manager
Bill Delo - DJ&A
Jason Rosenblum - DJ&A

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from RFTA include the following:

For the pedestrian bridge concept, RFTA staff noted that it may be difficult to get transit riders alighting at the RFTA bus stop on Brush Creek Road to double back to the bridge entrance located higher up Kearns Road.

Regular users/transit riders would be less inclined to double back for this trip and would instead travel at street level, especially if the bridge was paired with an escalator.

There was discussion about how the bridge would serve bicyclists and pedestrians compared to the gondola.

David Johnson commented that he is not a fan of the gondola. The gondola would have constraints related to hours of operation, staffing, and travel time.

RFTA staff noted that it's good to think about the primary goal of the improved connection. If the main goal of the project is to take guests from the grocery store to Base Village, then a gondola may be the preferred option. But when thinking about transit users and potential future residents a bridge or escalator may be more valuable. Additionally, WeCycle users would be able to use the bridge and potentially the escalator, but not a gondola.

A gondola might be able to better navigate the elevation changes than a bridge, minimizing the double back from the bus stop. Perhaps the gondola could connect from Base Village, to parcel south of Town Hall.

Floor or ground markings would be helpful inside buildings as well as along the routes. Mike noted that the Town has no control over changes within One Snowmass.

There was discussion regarding an option for RFTA buses to serve Base Village before going to the Mall. Conditions precluding this proposal include existing land use agreements between TOSV and property owners, as well as the time that this rerouting would add to RFTA schedules.

RFTA staff comment that additional wayfinding would be helpful. In Summer months, the proposed ground wayfinding would be good. A mixture of signs would also be good.

Action Items

DJ&A will update the Alternatives Memo to include a notation about the land use agreements precluding a rerouting of RFTA service.

Snowmass Center Stakeholder Meeting

Date: 06.27.24
Location: Virtual
Attendees:
Kristin Pride - Sarick/Snowmass Center
Mike Horvath - TOSV Town Engineer
Sam Guarino - TOSV Transportation Manager
Bill Delo - DJ&A
Jason Rosenblum - DJ&A
Hallie Miller - SE Group

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from Sarick/Snowmass Center include the following:

Kristin noted that a PD amendment for Snowmass Center is under development. No information is available at this time as the concept has not been fully developed.

Kristin did not offer comments on the consolidated bus stop concept. She noted that she would confer with the Snowmass Center facility manager and circle back with comments. In a subsequent email, she noted that a consolidated bus stop does make sense.

The proposed location for the consolidated bus stop is currently shared with delivery trucks. This could create conflict, but the Center is exploring options to relocate the truck delivery area.

Kristin noted that additional wayfinding signage would be helpful, but that signage on the ground will not be visible for several months during the year. She noted that wayfinding lighting is a good idea.

Kristin liked the concept of a pedestrian bridge over a gondola, noting concerns about gondola journey time and the need to staff the gondola to operate.

Related to the escalator, Kristin noted that the design concept should ensure it is an outdoor-rated escalator. She noted the escalator installed at Highlands is an indoor model and it is problematic and breaks constantly. The escalator should be modeled after Beaver Creek, not Highlands.

Action Items

None at this time.

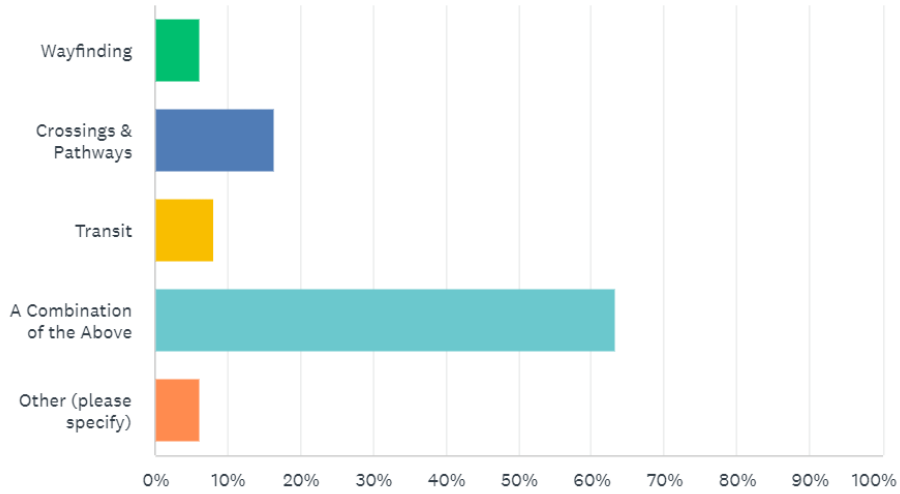
Town of Snowmass Village *Connecting the Nodes* Project

Survey Responses

(As of 10/31/2024)

Q1 Please select which Foundational Improvements you would like to see implemented in Snowmass Village

Answered: 49 Skipped: 2



ANSWER CHOICES		RESPONSES	
Wayfinding		6.12%	3
Crossings & Pathways		16.33%	8
Transit		8.16%	4
A Combination of the Above		63.27%	31
Other (please specify)	Responses	6.12%	3
TOTAL			49

Q2

Please share your thoughts on Alternative 1 - Stairs below:

Answered: 36 Skipped: 15

Not an efficient way to move large numbers of people.

10/23/2024 08:14 PM View respondent's answers Add tags

Love it - such a maze to get from carriage way to bv.

10/22/2024 05:17 PM View respondent's answers Add tags

Looks like a lot of stairs. Not very pedestrian friendly getting to the stairs. I don't see sidewalks coming off the stairs at the bottom.

10/22/2024 04:53 PM View respondent's answers Add tags

There is stairs walkways to one snowmass. T h e buildings are so big. Why make them bigger and unsightly

10/21/2024 01:02 PM View respondent's answers Add tags

Seems like a lot of stairs

10/17/2024 08:47 AM View respondent's answers Add tags

Terrible looking. Unnecessary. No one would understand it's the entrance. Silly to the locate the play structure. No parking. People don't walk that way. Parking garage takes you to the base village. Terrible idea.

10/12/2024 09:36 AM View respondent's answers Add tags

Not preferred

10/10/2024 07:56 AM View respondent's answers Add tags

Ugly

10/9/2024 11:58 AM View respondent's answers Add tags

Not good enough

10/7/2024 04:09 PM View respondent's answers Add tags

looks to be a bigger eye sore than escalator or even bridge.

10/7/2024 02:50 PM View respondent's answers Add tags

Stairs suck

10/7/2024 12:49 PM View respondent's answers Add tags

ugly. low volume. cheaper to maintain, except for managing snow on those terrible roof lines

10/7/2024 05:49 AM View respondent's answers Add tags

Stupid

10/5/2024 05:31 PM View respondent's answers Add tags

Stairs absolutely fit the character of our village!

10/3/2024 10:04 AM View respondent's answers Add tags

very unattractive and not a viable alternative for most visitors. They do not know the terrain and having so many stairs at a high altitude is not easy for most visitors and/or families and the aged.

10/2/2024 02:37 PM View respondent's answers Add tags

Nope. Hate all the stairs in the upper village. Not good for ADA access. We are at altitude and also hard for guests.

10/2/2024 10:33 AM View respondent's answers Add tags

Q2

Please share your thoughts on Alternative 1 - Stairs below:

Answered: 36 Skipped: 15

Good but difficult when carrying skis etc

10/2/2024 08:29 AM View respondent's answers Add tags

Poor option. Minimal utility and not ADA compliant.

10/1/2024 05:29 PM View respondent's answers Add tags

NO

10/1/2024 04:06 PM View respondent's answers Add tags

that doesnt look user friendly

10/1/2024 01:42 PM View respondent's answers Add tags

Minimal changes to current design and would improve access to base village.

10/1/2024 12:46 PM View respondent's answers Add tags

For extreme athletes only. Tourists and elderly will find this comical

10/1/2024 12:28 PM View respondent's answers Add tags

At this location I don't see many people taking advantage of this.

10/1/2024 12:12 PM View respondent's answers Add tags

Super ugly, not in keeping with feeling of Snowmass.

10/1/2024 10:25 AM View respondent's answers Add tags

Please build this but less ugly

9/30/2024 11:42 AM View respondent's answers Add tags

Love it - please build it!

9/30/2024 11:37 AM View respondent's answers Add tags

This is better than nothing. The town has had two opportunities to address our "world class" one-way escalator and dropped the ball on both. How about a two-way escalator in this location? This would get a tremendous amount of use due to the fact that it is not in an obscure location inside the welcome center.

9/28/2024 07:44 AM View respondent's answers Add tags

Looks intimidating

9/27/2024 11:54 PM View respondent's answers Add tags

appears confusing - not sure it solves any problem.

9/19/2024 03:01 PM View respondent's answers Add tags

This is brilliant, a great idea.

9/19/2024 10:24 AM View respondent's answers Add tags

Larger impact than escalator and hard to navigate in ski boots

9/19/2024 09:37 AM View respondent's answers Add tags

What about ADA? Also, stairs don't seem like the most practical option for a resort community that gets lots of snow and pedestrians in ski boots.

9/17/2024 09:48 PM View respondent's answers Add tags

Q2

Please share your thoughts on Alternative 1 - Stairs below:

Answered: 36 Skipped: 15

no more usage than current design

9/14/2024 07:51 AM View respondent's answers Add tags

I like this as it can be easily identified as the way to BV.

9/12/2024 10:05 AM View respondent's answers Add tags

Our guests can't walk on a flat surface with ski boots and skis...don't make them use more stairs.

9/11/2024 05:20 PM View respondent's answers Add tags

unpleasant, uninviting looking

9/11/2024 12:30 PM View respondent's answers Add tags

Q3

Please share your thoughts on Alternative 2 - Escalator below:

Answered: 38 Skipped: 13

Better than stairs but certainly a maintenance issue.

10/23/2024 08:14 PM View respondent's answers Add tags

Oh hell yes. Unless it's like the existing one in snowmass 1 and never works.

10/22/2024 05:17 PM View respondent's answers Add tags

I like it more than the stairs option (Alternative 1). Neither of the first two options really seem to solve the "Connecting of the Nodes" effort though. This just makes it easier to find a way up to the village from this parking lot as opposed to going inside.

10/22/2024 04:55 PM View respondent's answers Add tags

No. Unsightly. Folks should use the transit system.

10/21/2024 01:03 PM View respondent's answers Add tags

Very nice

10/17/2024 08:47 AM View respondent's answers Add tags

Would be easier for elderly people and people with leg injuries vs stairs.

10/15/2024 03:11 PM View respondent's answers Add tags

Generally, poor concept. If the Highlands' escalator is any example, it will regularly be out of service for maintenance.

10/13/2024 06:43 PM View respondent's answers Add tags

Unnecessary. No one walks there. No parking. Confusing. No one walks out of the garage to enter this way. Problem is placement of the entrance.

10/12/2024 09:39 AM View respondent's answers Add tags

Not preferred

10/10/2024 07:56 AM View respondent's answers Add tags

Better yet need stairs or two escalator,

10/9/2024 11:59 AM View respondent's answers Add tags

Sounds good

10/7/2024 04:09 PM View respondent's answers Add tags

better option, but not changing the connecting of the nodes really.

10/7/2024 02:50 PM View respondent's answers Add tags

Better than stairs

10/7/2024 12:50 PM View respondent's answers Add tags

looks better than alt. 1. better throughput. more expensive to run, but if the london tube system can manage, so can we

10/7/2024 05:50 AM View respondent's answers Add tags

Not practical

10/5/2024 05:31 PM View respondent's answers Add tags

Make it two way please!

10/3/2024 10:04 AM View respondent's answers Add tags

Q3

Please share your thoughts on Alternative 2 - Escalator below:

Answered: 38 Skipped: 13

Better alternative than stairs. However, not very attractive and is it cost efficient?	10/2/2024 02:38 PM	View respondent's answers Add tags	I do think people are more likely to use as escalator but it doesn't really lead to anywhere	10/1/2024 12:13 PM	View respondent's answers Add tags
Better than stairs.	10/2/2024 10:34 AM	View respondent's answers Add tags	ABSOLUTELY NOT. Are we trying to be Beaver Creek????	10/1/2024 10:25 AM	View respondent's answers Add tags
Easier to use when carrying bulky items	10/2/2024 08:29 AM	View respondent's answers Add tags	If the escalator breaks, it becomes stairs	9/30/2024 11:42 AM	View respondent's answers Add tags
Minimal utility	10/1/2024 05:30 PM	View respondent's answers Add tags	Love it - please just build something that works.	9/30/2024 11:38 AM	View respondent's answers Add tags
YES	10/1/2024 04:07 PM	View respondent's answers Add tags	Yes, please, but MAKE IT TWO-WAY!	9/28/2024 07:44 AM	View respondent's answers Add tags
doesn't seem to fit the rest of the look of our town	10/1/2024 01:43 PM	View respondent's answers Add tags	Easy and intuitive to use	9/27/2024 11:54 PM	View respondent's answers Add tags
Likely best alternative for tourists who are not used to altitude.	10/1/2024 12:46 PM	View respondent's answers Add tags	Better than Alt 1	9/19/2024 03:02 PM	View respondent's answers Add tags
Nope	10/1/2024 12:28 PM	View respondent's answers Add tags	Also a great idea	9/19/2024 10:25 AM	View respondent's answers Add tags

Q3

Please share your thoughts on Alternative 2 - Escalator below:

Answered: 38 Skipped: 13

a two way escalator that creates a visual connection between the nodes would improve functionality and service of connection

9/19/2024 09:38 AM View respondent's answers Add tags

Same comments as stairs, (lack of ADA and practicality considering weather and awkward ski boot walking) plus cost for maintenance. The escalator is rarely in operation at Snowmass One.

9/17/2024 09:49 PM View respondent's answers Add tags

better usage but will be broken down too often

9/14/2024 07:51 AM View respondent's answers Add tags

While I like this as well, not sure on the use. Would be good to know how many people are expected to use the Escalator.

9/12/2024 10:39 AM View respondent's answers Add tags

Too many risks of the elements interfering with its ability to function efficiently

9/11/2024 05:21 PM View respondent's answers Add tags

appealing as far as ease of use in summer ---how well would skiers in wet ski boots managing skis --- slinging ski gear over their shoulders maneuver in winter doesn't blend with the environment --- something with rocks/brown earth tones would be better than this color

9/11/2024 12:42 PM View respondent's answers Add tags

Q4

Please share your thoughts on Alternative 3 - Pulse Gondola below:

Answered: 38 Skipped: 13

Reuse of old infrastructure is a good thing. Provides additional opportunities for moving people around the area.

10/23/2024 08:16 PM View respondent's answers Add tags

We all dream of the day that skittles has a station at the mall, sbv, and the center.

10/22/2024 05:18 PM View respondent's answers Add tags

This alternative definitely solves the issue of connecting the nodes. It is a good way to ensure pedestrians and bicyclists don't have to interact with cars to get between the two nodes.

10/22/2024 04:57 PM View respondent's answers Add tags

No . Just no. Totally unsightly

10/21/2024 01:04 PM View respondent's answers Add tags

Very nice. Especially if it connects to the other side of the street where affordable housing resides and should be expanded.

10/17/2024 08:49 AM View respondent's answers Add tags

YES PLEASE!!!

10/15/2024 03:11 PM View respondent's answers Add tags

Visitors will love it and will make Snowmass Center a more viable shopping area for visitors! Mixed opinion for locals - pulse is slow. No alternative is offered for those preferring to walk/bike.

10/13/2024 06:45 PM View respondent's answers Add tags

It is so unattractive and quite expensive. Used only for visitors to get to the center. Cannot park at center to go to base village. If there are apartments for locals at the center, locals could use to ski. But the look of it is an eye sore.

10/12/2024 09:46 AM View respondent's answers Add tags

This is a preferred alternative. It solves challenges with walking such as inclement weather and carrying groceries.

10/10/2024 07:59 AM View respondent's answers Add tags

Ok esp if bad weather and carrying groceries

10/9/2024 12:00 PM View respondent's answers Add tags

Only if it's faster than the current stupid skittles.

10/7/2024 04:10 PM View respondent's answers Add tags

not useful for year round, and would seem to be a hassle to maintain.

10/7/2024 02:51 PM View respondent's answers Add tags

Continuos gondola

10/7/2024 12:52 PM View respondent's answers Add tags

looks like Toni Kronberg designed it. terrible. expensive. low throughput.

10/7/2024 05:50 AM View respondent's answers Add tags

The best solution

10/5/2024 05:32 PM View respondent's answers Add tags

Super cool idea!

10/3/2024 10:04 AM View respondent's answers Add tags

Q4

Please share your thoughts on Alternative 3 - Pulse Gondola below:

Answered: 38 Skipped: 13

Reuse of old infrastructure is a good thing. Provides additional opportunities for moving people around the area.

10/23/2024 08:16 PM View respondent's answers Add tags

We all dream of the day that skittles has a station at the mall, sbv, and the center.

10/22/2024 05:18 PM View respondent's answers Add tags

This alternative definitely solves the issue of connecting the nodes. It is a good way to ensure pedestrians and bicyclists don't have to interact with cars to get between the two nodes.

10/22/2024 04:57 PM View respondent's answers Add tags

No . Just no. Totally unsightly

10/21/2024 01:04 PM View respondent's answers Add tags

Nicest alternative, but would the cost of installation and operation justify it' use?

10/2/2024 02:39 PM View respondent's answers Add tags

Seems like overkill.

10/2/2024 10:34 AM View respondent's answers Add tags

Unattractive and obstructs view plane

10/2/2024 08:30 AM View respondent's answers Add tags

Good alternative, particularly considering proposed employee housing (Draw site or Snowmass center)

10/1/2024 05:31 PM View respondent's answers Add tags

YES, YES

10/1/2024 04:07 PM View respondent's answers Add tags

love this

10/1/2024 01:43 PM View respondent's answers Add tags

Favorite approach. Keep people out of the road. People dart across the street and do not pay attention to traffic. This seems to be the safest approach.

10/1/2024 12:47 PM View respondent's answers Add tags

I feel this is the best and most beautiful option setting Snowmass apart from other mountain towns.

10/1/2024 12:29 PM View respondent's answers Add tags

I would consider this the best option to connect the base village and the center. Safety and convenience across multiple intersections is with the expense.

10/1/2024 12:14 PM View respondent's answers Add tags

Ugly and impractical. WAY too much money.

10/1/2024 10:25 AM View respondent's answers Add tags

Yes please!

9/30/2024 11:43 AM View respondent's answers Add tags

This should have been built a long time ago.

9/30/2024 11:38 AM View respondent's answers Add tags

Q4

Please share your thoughts on Alternative 3 - Pulse Gondola below:

Answered: 38 Skipped: 13

Reuse of old infrastructure is a good thing. Provides additional opportunities for moving people around the area.

10/23/2024 08:16 PM View respondent's answers Add tags

We all dream of the day that skittles has a station at the mall, sbv, and the center.

10/22/2024 05:18 PM View respondent's answers Add tags

This alternative definitely solves the issue of connecting the nodes. It is a good way to ensure pedestrians and bicyclists don't have to interact with cars to get between the two nodes.

10/22/2024 04:57 PM View respondent's answers Add tags

No . Just no. Totally unsightly

10/21/2024 01:04 PM View respondent's answers Add tags

This is a very sexy option that would probably get a lot of use if the station at the Center is located in the center (no pun intended) of the action. Making people walk to the end of the building toward Town Hall probably is not convenient enough. Please do not waste money on another version of the Skittles. It is too slow. Replace pulse with high speed detachable, and you're onto something.

9/28/2024 07:49 AM View respondent's answers Add tags

Functional and easy. Connect it to Skittles to link all 3 shopping areas! And make it detachable for faster transit. This fits with Snowmass identity as an alpine ski resort town

9/27/2024 11:56 PM View respondent's answers Add tags

This would be awesome if it could happen

9/19/2024 03:02 PM View respondent's answers Add tags

The skittles do NOT work to connect Base Village to the Mall. I doubt that idea would work to connect Base Village to the Center

9/19/2024 10:26 AM View respondent's answers Add tags

too long of wait times, visual impact too great

9/19/2024 09:38 AM View respondent's answers Add tags

Seems most accessible for all considering popularity of the current Skittles system.

9/17/2024 09:57 PM View respondent's answers Add tags

too slow

9/14/2024 07:51 AM View respondent's answers Add tags

not needed here.

9/12/2024 10:39 AM View respondent's answers Add tags

Much better direction. This is a solution guests and locals alike would use regularly

9/11/2024 05:21 PM View respondent's answers Add tags

fun and efficient idea

9/11/2024 12:43 PM View respondent's answers Add tags

Q5

Please share your thoughts on Alternative 4 - Pedestrian Bridge below:

Answered: 39 Skipped: 12

Requires manpower to keep it safe from snow and ice.

10/23/2024 08:17 PM View respondent's answers Add tags

Eh kind of an eyesore, but functionally it would be great, hopefully connecting the gondola to town hall

10/22/2024 05:19 PM View respondent's answers Add tags

This option solves the issue of connecting the nodes as well. People who don't walk often may not want to use it.

10/22/2024 04:59 PM View respondent's answers Add tags

No. Use pur amazing transition system.

10/21/2024 01:04 PM View respondent's answers Add tags

Also nice.

10/17/2024 08:49 AM View respondent's answers Add tags

Long distance to walk with heavy groceries, liquor and Tasters Pizza vs sitting on a gondola.

10/15/2024 03:13 PM View respondent's answers Add tags

Highly functional, although only connects Base Village mall - lower elevation destinations will require going up to get down. Seems to be the issue in both directions as it connects w/ Town Hall at a higher elevation than the Center. Visual impact appears more benign than train bridge.

10/13/2024 06:47 PM View respondent's answers Add tags

Most attractive option. Open 24/7. Less expensive. Have to see stairs, landings.

10/12/2024 09:49 AM View respondent's answers Add tags

Not preferred

10/10/2024 07:59 AM View respondent's answers Add tags

No

10/9/2024 12:00 PM View respondent's answers Add tags

Great idea!!

10/7/2024 04:10 PM View respondent's answers Add tags

best option to connect nodes. Also, the visual impact would be less intrusive than a gondola. Is anyone really staring that the mountains when going through the roundabout any way?

10/7/2024 02:52 PM View respondent's answers Add tags

Best

10/7/2024 12:52 PM View respondent's answers Add tags

looks great.

10/7/2024 05:51 AM View respondent's answers Add tags

Blocks views and will not be used

10/5/2024 05:33 PM View respondent's answers Add tags

This would be awesome and would be a great viewing platform for Daly! Maybe some integration with the Ice Age Discovery?

10/3/2024 10:05 AM View respondent's answers Add tags

Q5

Please share your thoughts on Alternative 4 - Pedestrian Bridge below:

Answered: 39 Skipped: 12

This would most likely be the best solution costwise. How would it be handled in the winter months? Should it be semi covered?

10/2/2024 02:40 PM View respondent's answers Add tags

I like the bridge idea!

10/2/2024 10:34 AM View respondent's answers Add tags

Obstructs view plane

10/2/2024 08:30 AM View respondent's answers Add tags

Acceptable, but lower utility than SkyCabs

10/1/2024 05:31 PM View respondent's answers Add tags

NO

10/1/2024 04:07 PM View respondent's answers Add tags

also a good looking option

10/1/2024 01:43 PM View respondent's answers Add tags

Good option with gondola too. Keeps people out of the road.

10/1/2024 12:48 PM View respondent's answers Add tags

Blocks the view. Will require constant de-icing. Boring.

10/1/2024 12:30 PM View respondent's answers Add tags

Having to walk, groceries or other items in hand, from the base village to the center is a lot. Especially for our guests of lower altitude. The gondola is the better option

10/1/2024 12:15 PM View respondent's answers Add tags

Super ugly, not in keeping with feeling of Snowmass.

10/1/2024 10:26 AM View respondent's answers Add tags

A bridge is the most pragmatic solution

9/30/2024 11:43 AM View respondent's answers Add tags

A bridge makes a ton of sense, just build something please.

9/30/2024 11:38 AM View respondent's answers Add tags

This is better than a street level crossing, but again, the end at the center has to be in the middle of the commercial development.

9/28/2024 07:54 AM View respondent's answers Add tags

Incredibly UGLY and blocks view of Mt Daly

9/27/2024 11:56 PM View respondent's answers Add tags

This would also be a good option but may be hard to access?

9/19/2024 03:03 PM View respondent's answers Add tags

This idea is too expensive that hits too few of the goals.

9/19/2024 10:27 AM View respondent's answers Add tags

Q5

Please share your thoughts on Alternative 4 - Pedestrian Bridge below:

Answered: 39 Skipped: 12

like this alternative with a solid connection to bus stop, this would create great views of Daly and surrounding landscapes

9/19/2024 09:39 AM View respondent's answers Add tags

Pedestrian bridge vote

9/18/2024 09:04 AM View respondent's answers Add tags

An underpass or bridge seems most logical but I'm not gathering what would go into that with this diagram.

9/17/2024 09:55 PM View respondent's answers Add tags

YES, allows for fast [bike] or slow [walk] - maybe add weather cover to save maintenance in winter

9/14/2024 07:52 AM View respondent's answers Add tags

Would certainly help alleviate conflict between Motorists and Pedestrians. Would also be used more when BV and SMC developments are completed.

9/12/2024 10:42 AM View respondent's answers Add tags

Less walking....our guests do not want to walk

9/11/2024 05:22 PM View respondent's answers Add tags

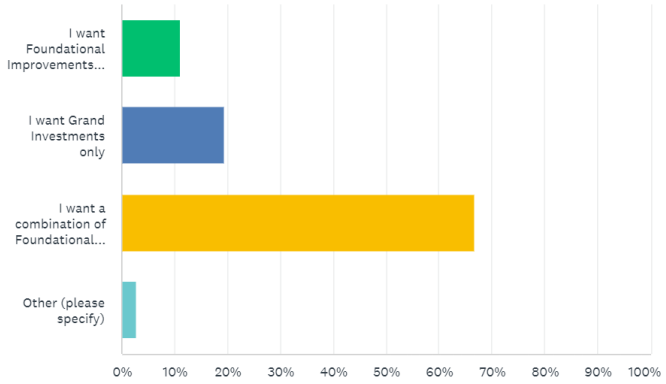
great idea!!! i like it a lot!!!

9/11/2024 12:44 PM View respondent's answers Add tags

Q6

Indicate Your Preference on Investment

Answered: 36 Skipped: 15

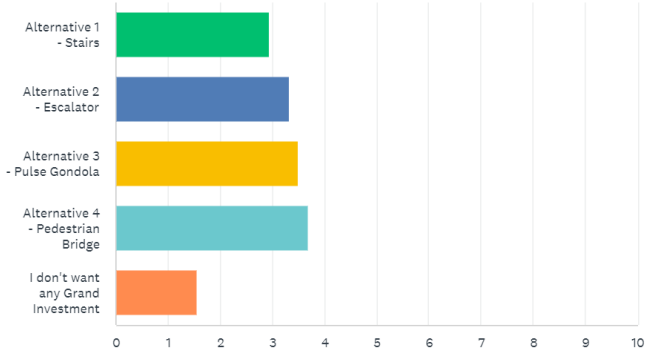


ANSWER CHOICES		RESPONSES	
I want Foundational Improvements only		11.11%	4
I want Grand Investments only		19.44%	7
I want a combination of Foundational Improvements & Grand Investments		66.67%	24
Other (please specify)	Responses	2.78%	1
TOTAL			36

Q7

Please rank your preference for the Grand Investment alternatives:

Answered: 38 Skipped: 13



	1	2	3	4	5	TOTAL	SCORE
Alternative 1 - Stairs	10.53% 4	21.05% 8	26.32% 10	36.84% 14	5.26% 2	38	2.95
Alternative 2 - Escalator	13.16% 5	31.58% 12	31.58% 12	21.05% 8	2.63% 1	38	3.32
Alternative 3 - Pulse Gondola	34.21% 13	21.05% 8	15.79% 6	18.42% 7	10.53% 4	38	3.50
Alternative 4 - Pedestrian Bridge	31.58% 12	26.32% 10	23.68% 9	15.79% 6	2.63% 1	38	3.68
I don't want any Grand Investment	10.53% 4	0.00% 0	2.63% 1	7.89% 3	78.95% 30	38	1.55

Q8

Please share any additional comments or justification for your preferences below:

Answered: 12 Skipped: 39

Some improvements to the sidewalks around the center/town hall, and the stairs would be my ideal stage 1. Extending the skittles would be the dream, but having a more complete sidewalk and stairs(or improved wayfinding) should be done no matter what else happens.

10/22/2024 05:23 PM View respondent's answers Add tags

Why mess with all of this when we have an amazing transit system. Waste of taxpayers dollars.

10/21/2024 01:08 PM View respondent's answers Add tags

It appears stairs will still be necessary w/ bridge or gondola. Thank you for working on this important connection! If I can make another comment, the existing Skittles should operate deeper into the fall off-season and resume sooner in the spring. I understand there is a cost, but as our seasons stretch, it's disheartening to relate to our intrepid guests that this terrific service is not available to them if they add to our economy too late or too early in the season. Businesses take their queue from suspension of this essential connector, as well, creating a self-fulfilling prophecy of a hard end to the fall season, and a challenging start to a healthy early summer. Lodges & restaurants which stay open see busy weekend business throughout October.

10/13/2024 06:56 PM View respondent's answers Add tags

Only the gondola solves challenges with walking in inclement weather and carrying groceries

10/10/2024 08:01 AM View respondent's answers Add tags

Would bring more business to and connection for current and future

10/9/2024 12:05 PM View respondent's answers Add tags

this monkeysurvey jumped over alt 4 and didn't let me comment on it. junk it, or Mel Blumenthal will be writing about it endlessly.

10/7/2024 05:53 AM View respondent's answers Add tags

Already has infrastructure for gondola from original base village. Families deserve a fun and Ariel experience. Just look at skittles at 3:00 compared to the shuttle stops to see what people prefer

10/5/2024 05:37 PM View respondent's answers Add tags

Please build something Town Council! The Town needs this!

10/3/2024 10:06 AM View respondent's answers Add tags

Most of these solve a made-up problem. The current transit system allows easy access to/from the mall/base village/center. I support better signage and painted way-finding as well as appropriate plowing and ice clearing, but absolutely no "grand investments."

10/1/2024 10:28 AM View respondent's answers Add tags

Town council needs to quit be a "no" on everything council and just build the stuff our community needs! I'm sick of this "community character" bullshit to disguise Tom and Britta's NIMBYism!

9/30/2024 11:44 AM View respondent's answers Add tags

This council needs to just build something. Piss or get off the pot!

9/30/2024 11:39 AM View respondent's answers Add tags

Too expensive and no need - just take the shuttle

9/27/2024 11:58 PM View respondent's answers Add tags

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING: 12/16/24

AGENDA ITEM: Update on Destination Management Plan

PRESENTED BY: Julia Theisen, Tourism Director

BACKGROUND:
Snowmass Tourism has contracted with Roadmap consulting to produce a destination management plan (DMP). The DMP is expected to be finalized in April 2025 and will have been a six-month process engaging with residents, elected officials and tourism stakeholders in a participatory process.

The DMP will serve as a road map for Snowmass and inform tourism programs over the next 5 years. This update will be to inform Council on what the engagement has been so far and what the remaining process looks like.

FINANCIAL IMPACT:
$60k from Tourism Fund to facilitate the DMP.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:
1) Preserve, protect and retain locally owned and locally serving businesses.
The DMP will address how we can support tourism businesses and ensure a high quality visitor experience.
2) Increase community engagement to foster emotional connectivity.
The DMP is a community wide process engaging residents and the community in the future of Snowmass. Community has been a central theme to the process.
3) Ensure public spaces and facilities meet our community's unique character.
The DMP will address destination development such as the ice age discovery program, outdoor recreation and other amenities.

COUNCIL OPTIONS:
N/A

STAFF RECOMMENDATION:
No action required at this time, this is an update on the process.

ATTACHMENTS:
Power Point

SNOWMASS
COLORADO

Snowmass Tourism

Destination Management Plan (DMP)
Project Updates

road map
CONSULTING

December 12, 2024

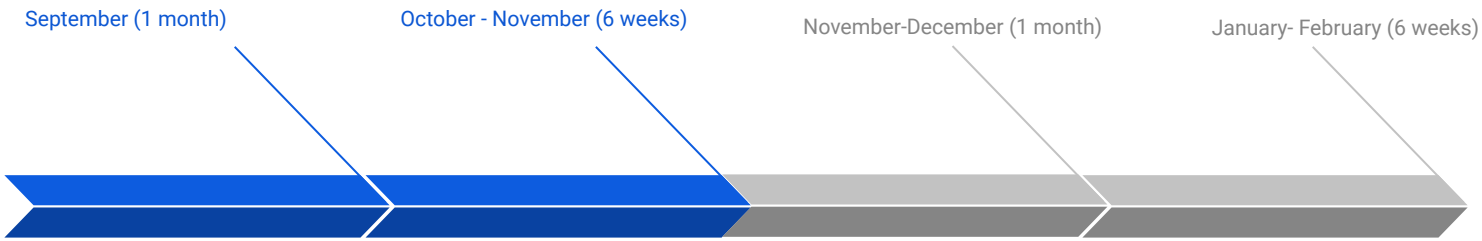
What is the DMP?

A five-year roadmap for the Snowmass Tourism department

- A defined vision and mission for the work of the DMO within a framework of Goals, Strategy, Tactics
- Identified needs for destination development, new initiatives & programming (DEIA stakeholder training), product development for new visitor experiences
- Defined implementation plan, including resources and capacity



Planning Process By Phase (6 Months)



Phase One: Destination Discovery and Kick-Off meetings

Phase Two: Stakeholder Engagement & Listening

Phase Three: Workshops & Focus Groups. Launch of DEIA Tourism Coalition (industry advisory group)

Phase Four: Plan Development and Validation. Launch of sustainable tourism focus.



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Who is Involved?

RoadMap Consulting

- 50+ year collective industry experience
- Independent consulting team that builds teams of experts to service specific projects
- “Sustainable Tourism and Destination Management Experts”
- Implementation including program design capabilities
- Global view of tourism planning and DMPs



The Consulting Team



Sarah-Jane Johnson
Principal and Destination Management Strategist



Derek Schimmel
Senior Planner and Stakeholder Engagement Lead



Isabel Lisle
Destination Management Strategist and Facilitator



Bobby Chappell
Sustainability Subject Matter Expert and Senior Planning Counsel



Crystal Egli
DEIA Subject Matter Expert, Facilitator



Rachel Brennemann
Facilitator and Community Engagement Strategist

Snowmass Tourism's DMP Core Team

- Julia Theisen, Tourism Director
- Virginia McNellis, Director of Marketing
- Drew Welsheimer, Director of Group Sales
- Sara Stookey Sanchez, PR Manager
- Debbie Collins, Tourism Manager
- Jamie Wall, Event Manager



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The Wider Tourism Stakeholders

Promote practices that minimize ecological footprints. Assess the environmental impact of tourism.

Ensure marginalized groups have a voice in tourism planning. Promote equitable access to resources and opportunities.

Local businesses benefiting from tourism (restaurants, retail, lodging, etc.). Foster partnerships to enhance visitor experiences.

Address issues related to visitor capacity and seasonal demand. Balance tourism needs with local resident housing considerations.



Local municipal and county officials. Shape policies affecting tourism and infrastructure. Ensure compliance with environmental regulations.

Understand preferences, experiences, and expectations of visitors. Gather feedback to inform decisions on amenities and services.

Contribute valuable resources and expertise to the stewardship plan. Focus on advocacy and community engagement.

Integral to the destination's identity and culture. Provide perspectives on tourism's impact and community values.

The Work So Far

Snowmass Tourism DMP Outreach So Far…

12
Industry Partner & Stakeholder Presentations

70 +
Stakeholders Attending

109
Resident Survey Responses

54
Industry Partner Survey Responses

16
One-on-One Tourism Partner/ Stakeholder Interviews

Priority Issues Being Heard

- Community vs. Visitor Balance
- Seasonal Inconsistencies in Tourism (Off-Season)
- The lack of consistency in the Snowmass Experience
- Lack of Awareness and Knowledge About the Destination
- Housing and Workforce Retention is challenging for businesses
- Inconsistent Services and Business Operations
- Economic Sustainability and Tourism Dependence

“The Residents are the Placemakers”

“It is all about balance. Without tourism, we would not be where we are today - for better and worse. I believe it has swung a little too far but understand we need and want it to a certain degree. Overall it's a good thing, but I think it needs to be scaled back a little.”

Community Visioning Workshop

- December 3, 2024, at the Limelight Hotel
- Attended by 35 residents, businesses, and community members
- Participants engaged in visioning to come up with the “Moonshot tourism project” and planning exercises around the future of tourism for Snowmass
- Ideas included a multi-use concert and cultural venue with food truck facilities and a brewery



SNOWMASS 163
COLORADO

Tourism Talk Industry Visioning Session

- December 4, 2024, at the Viewline Resort Snowmass
- Attended by 15 industry partners
- Partners identified creative visions for the future of tourism and devised their own “Day in the Life” itineraries for visitors in the year 2040
- Ideas sparked: Agritourism and community food gardens, dog park, paddleboard visitor experience, cross-mountain and Roaring Fork Valley transit solutions



SNOWMASS 164
COLORADO

DEIA Tourism Coalition

- DMP Core team to oversee the launch of an oversight group, the DEIA tourism coalition
- The group will provide oversight, make recommendations, and steer strategies in the DMP around diversity, equity, inclusion, and accessibility
- The coalition will be made up of tourism industry and community partners
- The group's first meeting will be facilitated in mid-January 2025



SNOWMASS 165
COLORADO

What’s Coming

DMP Key Markers

- December-January: Final stakeholder engagement opportunities– interviews and surveys
- January: internal Snowmass Tourism facilitation around destination management strategies
- January: integration of the sustainable tourism focus and launch of oversight group
- January- February: DMP plan is draft
- February: First validation process (review by Snowmass Tourism team, TOSV staff, TOSV council)
- February-March: DMP available for public comment
- March-April: The final DMP is published; adopted by TOSV
- April: DMP is launched and implementation work begins

Take The Resident Survey Before January 10, 2025!



Resident Sentiment Survey



Industry Partner Survey

SNOWMASS 168
COLORADO



“Vision is the most vital step in the policy process. If we don't know where we want to go, it makes little difference that we make great progress.”

Donella Meadows

SNOWMASS 169
COLORADO









THANK YOU!

From the RoadMap Consulting Team

310.854.2408 • sarahjane@roadmapconsult.com

720.443.2293 • derek@roadmapconsult.com

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:
December 16, 2024

AGENDA ITEM:
Further Discussion regarding appointing applicants to SAAB, TAB, POSTR and Planning Commission

PRESENTED BY:
Megan Harris Boucher, Town Clerk

BACKGROUND:
Section 8.3 of the Home Rule Charter states that members of all boards and commissions shall be appointed by the Town Council. The vacancies have been publicly posted, advertised in the Snowmass Sun and posted on social media from September 13th to November 8th.

We have received 37 applications, 12 new and 25 incumbents.

Most candidates recorded responses to the 3 questions that Council received an email (Tuesday November 26th) with a link and instructions to view those short interviews. A few applicants gave written responses to the questions, provided to Council via email and in the 12/2/24 packet.

At a meeting on December 9th Council approved a resolution appointing new members to seats in CGRB, FAB and PTRAB boards.

Council continued discussion to 12/16/24 to further discuss appointments to Planning Commission, SAAB, POSTR and TAB. Council interviewed two applicants for Planning Commission on Monday December 9th and another tow on Monday December 16th. Staff also reached out to Kristina Niemi to see if she was interested in SAAB, POSTR or CGRB. Her email response from 12/10/24 indicated while not in her area of expertise, she would be happy to be appointed to another board if the Council thought she could, “make a difference.”

2025 SEATS – In TAB, POSTR, SAAB & PC

<u>Tourism Advisory Board</u> (Town Residents or Employed in the Town) - Shall consist of 9 members and 1 ex-officio member

3 – Lodging; 3 - at-Large; 1 – Aspen Skiing Co; 1 – Town Retail; 1 – F & B; 1 – "ex-officio" member ie development business
Staff Liaison: Julia Theisen
10 current members
3-year term
5 Seats for appointments
Termed Members:
Blankenau, Mary – Lodging – **Reapplied**
Mallory, Joanna – Food & Bev – **Reapplied**
Harris, Wendy – At Large – **Reapplied**
Vito, Vince – Lodging – **Reapplied**
Kenny, John – At-Large – **Reapplied**
1 NEW Applicant:
Niemi, Kristina – At Large

Parks, Open Space, Trails & Recreation Advisory Board - Shall be min 7 and max of 15 - all At-Large
Staff Liaison: Andy Worline
14 current members
3-year term
5 Seats for appointments
4 Termed Members:
Butler, Markey – retired
Larson, Ann – did not reapply
Jordan, Kevin - **Reapplied**
Waldman, Lisa - **Reapplied**
2 NEW Applicants:
Helmig, Maggie
Gillette, Nate

Snowmass Arts Advisory Board - Shall be min 5 members & max 15 members
Staff Liaison: Julia Theisen
12 current members
2-year term
9 Seats for appointments
6 Termed Members:
Boreel, Ghislaine - **Reapplied**
Falk, Melanie – **Reapplied**
LeBuhn, Elaine – **Reapplied**
Leek, Helen - **Reapplied**
Oshin, Diane - **Reapplied**
Rennick, Linda – **Reapplied**
3 NEW Applicants
Mo-Sarns, Agnes
Iacullo, Elizabeth
Marx, Evan

<u>Planning Commission</u> – Shall have 7 members
3-year term
Staff Liaison: Dave Shinneman
7 current members
3 Seats for Appointments
1 member moving out of SMV – Elese Denis
Clauson, Stan – **Reapplied**
Marshack, Brian – **Reapplied**
<u>4 NEW Applicants</u>
Sherlock, Thomas
De Napoli, Thomas
Helmig, Maggie
McMannes, Jami

ATTACHMENTS:

1. Planning Commission applications
2. POSTR applications
3. SAAB Applications
4. TAB applications
5. Written answers from applicants that did not record video responses for SAAB & PC
6. 2024 Planning Commission attendance
7. 2024 POSTR Board attendance
8. 2024 SAAB attendance
9. 2024 TAB attendance

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ◉ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Brian

Last Name *
Marshack

Phone Number *
[redacted]

Secondary Phone Number
[redacted]

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
US

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Aspen

State/Province/Region
CO

Postal/Zip Code
81612

Country
US

Are you a permanent resident?

◉ Yes
○ No

Are you registered to vote in Snowmass Village?

◉ Yes
○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

Over the last 30 years I have enjoyed a diverse career in the real estate development and investment industry, specializing in multifamily residential, urban infill/redevelopment, low-income housing, specialty retail, and mixed-use ventures. As a principal at Cityview Properties, a commercial real estate brokerage, consulting, and development firm, he worked on complex development and redevelopment projects in San Diego, Los Angeles, and Denver, Colorado. Notable experience includes facilitating public private partnerships for several national retailers in California, working on acquisition, design, entitlements, and financing for over $500 million of new property development including multifamily residential, specialty retail, and mixed-use commercial residential properties. In addition to working in the private sector, I was the founding Director of Housing and Community Development for one of Denver's largest non-profit organizations, leading initiatives on low-income housing development, implementing a first-time home ownership program, and implementing several programs for neighborhood economic development and investment.

I am presently a Principal with the Eastern Pacific Investment Company which specializes in real estate investment, planning, development, and equity investments. Over the last 10 years, the firm has worked on several multifamily development projects in Northern California as well as submitting a $500 million mixed-use RFQ for the Confluence riverfront site in Downtown Glenwood Springs, Colorado. Other projects include developing an internal land use plan for the Crawford family in El Jebel, Colorado, and working with the Denver Broncos on a land use and development master plan for the property surrounding Mile High Stadium. Additional experience includes consulting on several resort and hospitality developments in California and Italy.

On a more adventurous note, I have spent time in Kampala, Uganda as a consultant for a proposed children's hospital, as well as volunteered on the planning and construction of a children's home and medical clinic in Fort Portal, Uganda. Some fun facts include being a member of the US Cycling Team from 1985 to 1988, a downhill skier for over 50 years, I enjoy hiking and playing tennis, and was a course instructor for a urban planning and neighborhood initiatives class (in conjunction with two full-time professors) at the University of Colorado, Denver. I graduated from the University of California, San Diego with degrees in Urban Studies and Planning, and Economics, with a professional certificate in Real Estate Development.

Why do you wish to be appointed to this position? *

I have enjoyed being a Commissioner for the last six years, helping the community to achieve its land use and planning objectives outlined in the 2018 Comprehensive Plan. I would like to serve another term with my fellow Commissioners, reviewing and collaborating on current and future land use applications, with the intent of achieving the highest and best outcome for the community.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

10/22/2024

Apply for a Board or Commission

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Please select the Board or Commission you are Applying For: *

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- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ◉ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Jami

Last Name *
McMannes

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Are you a permanent resident?

Are you registered to vote in Snowmass Village?

- [x] Yes
- [ ] No

- [x] Yes
- [ ] No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

My passion for community engagement and belief that everyone deserves a voice in shaping our town's future is backed by years of experience bringing people together around complex community decisions.

During my time as Communications Manager for the City of Aspen, I saw firsthand how important it is for community members to have a seat at the table when it comes to planning decisions. I led public engagement for large, public-facing, and impactful projects like Aspen's residential building and short-term rental moratorium, helping more than 2,000 community members share their perspectives through neighborhood meetings and stakeholder interviews. This experience taught me the value of translating complex land use codes and regulations into information that helps people make informed decisions about their community's future.

Working closely with Aspen's Community Development, Engineering, and Planning departments gave me a solid foundation in local planning processes. While I'm not a planner or engineer by trade, I understand the technical aspects of development and, more importantly, how to help community members engage meaningfully in these conversations.

My background includes leading similar community engagement work in Fort Collins, where I facilitated opportunities for public input that shaped the redesign of the city's oldest community park. This experience reinforced my belief that the best planning decisions happen when we bring together diverse perspectives and truly listen to what community members want for their shared spaces.

Now, as Communications & Engagement Manager at CORE, I continue to work throughout the Roaring Fork Valley, building relationships and understanding our region's unique challenges and opportunities. I regularly collaborate with local governments and specialists in the built environment, including architects, developers, and technical service contractors.

I bring 15 years of project management experience and a bachelor's degree in International Business. My recent graduation from the Roaring Fork Leadership program has deepened my understanding of and commitment to our community and local issues. Beyond my professional qualifications, I am genuinely passionate about helping our community members feel heard and represented in planning decisions that will shape Snowmass Village's future. I believe my combination of technical understanding, communication skills, and commitment to inclusive community engagement would make me a valuable addition to the Planning Commission.

Why do you wish to be appointed to this position? *

I'm interested in serving on the Town of Snowmass Village Planning Commission because I want to make a positive impact on our community and create space for our community members, residents, and visitors to have a voice in local government affairs.

As a current resident of Snowmass Village, I believe in taking a thoughtful, balanced approach to its future development while preserving its essential character. While I recognize that growth is inevitable, how we manage that growth will determine whether we maintain the special qualities that make our community unique. This includes thoughtfully integrating our built environment with our natural surroundings and remaining responsible stewards of our environment.

To do this, I believe it's important for us to foster an inclusive community where people can truly live, work, play, and thrive—not just survive.

I realize I have much to learn from the Town and my peers about our community's past, present, and future. Based on the plans the Town of Snowmass Village has established, I feel confident that our successful future rests on advancing the development and enhancement of mixed-use spaces, essential services like childcare and a library, and housing solutions that can serve our diverse population—from seasonal workers to visitors, and from part-time to long-time residents.

I understand that being a resort community is a key part of our identity and success. We can balance tourism with maintaining our small-town character, where neighbors know each other by name, ski together, and participate in local governance. We can protect our community character while responsibly managing growth to be "just big enough."

Moreover, I believe that Snowmass Village's success depends on regional collaboration. We can work closely with Pitkin County, Aspen, and our down-valley partners, learning from their experiences while still developing solutions that are uniquely tailored to our needs.

Most importantly, I want to serve as a voice for the everyday residents of Snowmass Village. Whether as a member of the local workforce, volunteer, or neighbor, I will continue to be a conduit between community members and our local government. My purpose is to ensure that people have clear, accurate, and digestible information that helps them feel equipped and confident in sharing their voices and making decisions that will shape our town's future. I believe that by working at the speed of trust, we can develop relationships built on respect and good intent, helping our community make progress and evolve while honoring its past and embracing its future.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

11/7/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
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- ○ Financial Advisory Board
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- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ◉ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Maggie

Last Name *
Helmig

Phone Number
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Are you a permanent resident?

Are you registered to vote in Snowmass Village?

(•) Yes	(•) Yes
( ) No	( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I first came to Snowmass in the summer of 1978 and worked at Village Property Management and the Tower Restaurant. In 2001, my husband and I bought our condo at The Crestwood and our family has enjoyed watching the town grow. After full careers in New York City, my husband and I have decided to move full time to Snowmass, a dream we've held for 23 years. We moved here in May, and I am interested in getting involved in the community. My career has been in biotech/pharmaceuticals where I focused on bringing products to market. I am a global leader and strategic advisor with significant expertise in commercialization, business development, and market strategy in the biopharma and healthcare industries. I have a proven track record in scaling businesses, driving revenue growth, and leading cross-functional teams, and am skilled at navigating complex structures, leading commercialization strategies, and fostering strong C-suite relationships.
AREAS OF EXPERTISE
Leadership: Demonstrated ability to lead, build teams, and drive results. Respected leader, collaborator and trusted advisor to colleagues and clients.
Business Transformation: Led significant business transformation initiatives to expand markets, capabilities, and value creation opportunities.
Commercial Strategy: Operating partner and strategist with extensive industry knowledge across healthcare professionals (HCPs), patients, and payers, spanning therapeutic areas including oncology, rare disease, inflammation and immunology, neurology and cardiometabolic disease.
Talent Development: Recognized for talent development and mentoring across the industry, and for fostering a culture of growth and excellence.
I completed my Masters in Public Health at Rutgers School of Public Health and have a BA in History and Political Science from Drew University.

Why do you wish to be appointed to this position? *

I believe I can add a lot to the Planning Commission. I've been a worker, a second homeowner, a tourist and now a full-time resident. Our children have grown up here and engaged and married here. I love this area, it's heaven on earth and I've been impressed to see how Snowmass has weathered its challenges and taken advantage of its opportunities since we bought in 2001. I would love to work with the group to address how we manage growth, how we tackle housing issues and what future growth looks like. While my experience is in a technical industry, the tools and processes for strategy and planning are the same. I would love to be considered for the commission, and I can assure you, I will work hard on the planning commission's behalf. I appreciate your consideration.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

10/13/2024

Apply for a Board or Commission

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- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ◉ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Stan

Last Name *
Clauson, FAICP, ASLA

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
Colorado

Postal/Zip Code
81615-6968

Country
United States

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have over 40 years' experience as a professional planner and landscape designer. In 2022, I was named a "Fellow" of the American Institute of Certified Planners, one of planning's highest honors. I have a master's degree in landscape architecture from Harvard University's Graduate School of Design. Having worked as Community Development Director for the City of Aspen and as a planning consultant on projects throughout the state, I am very familiar with the aspirations and regulatory environments of our local communities. As a 30-year resident of Snowmass Village, I have seen many changes and participated in numerous activities relating to our built environment.

Why do you wish to be appointed to this position? *

I have enjoyed my experience with the Planning Commission and working closely with staff to ensure that our community goals are met. As a very regular participant on the Planning Commission, I believe that I have made a significant contribution to that board's deliberations. I would very much like to continue my work with this group for another term.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

9/23/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
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- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ◉ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Thomas

Last Name *
De Napoli

Phone Number
[redacted]

Secondary Phone Number
(970) 429-8507

Email *
[redacted]

Address
Street Address
[redacted]
Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *
◉ Yes ○ No

Mailing Address
Street Address
[redacted]
Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Are you a permanent resident?
◉ Yes
○ No

Are you registered to vote in Snowmass Village?
○ Yes
◉ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

Tom is an Attorney and Counselor at Law, with a very diverse career background blending his business acumen and legal expertise, working as both a practicing, licensed attorney in Colorado and Texas, and as a former Legal Counsel, and Sales & Marketing executive with Fortune 500 Companies such as GameStop and RadioShack. In those leadership roles, Tom focused on the development, negotiation and management of multi-million-dollar partnership deals.

Tom's core legal experience in Business Law, Commercial and Residential Real Estate Development, Investor Relations, Tax Affairs, Estate & Trust work focuses on specialized services for a variety of client needs, including customized programs for high-end net-worth private individuals and estates. He has served as an Attorney, a professional Fiduciary, Trustee and Executor. Tom's passion in helping families protect their hard-earned assets fuels his work each day.

In addition to his daily work at the Law Office of Tom De Napoli, P.C., Tom also holds the role as General Counsel, Founding/Managing Partner and International Insurance & Tax Partner, at Diamante Eco Adventure Park since 2013. Tom and his partners have developed Diamante into Trip Advisor's #1 rated Adventure Park in Costa Rica, set on 172 oceanfront acres.

Tom is also the Principal of TAD Capital Real Estate Advisory Practice, where he has designed a portfolio of note-worthy hospitality, residential and commercial real estate investments in desirable US and international locations. The TAD Capital business model is focused on key target markets with potential for strong returns, investment growth, and opportunity for revitalization. During his time with TAD Capital, Tom has personally overseen high-net worth client assets, protecting a $30M Real Estate Investment portfolio of over 200 residential & commercial properties as acting Fiduciary, responsible for overseeing all legal activities, tax & business affairs, assessing risk and reducing tax liabilities. His key responsibilities also included managing the process of selling existing properties and acquiring of new businesses to maximize growth and ROI.

The love of legal work and client service runs in the De Napoli family. Tom is the very proud father of his daughter who has followed in her dad's footsteps, now also a practicing attorney in Louisiana, as is her husband. And Tom's younger brother and sister-in-law are also successful attorneys, practicing in Georgia.

Tom resides in Snowmass Village, CO. drawn to the mountains by his love of skiing and passion for hiking with his two Golden Retrievers. Tom has a private office in Aspen, CO and is an active community member with the Aspen Rotary and Aspen Chamber. Tom has served 10 years on the Executive Board and is President of the Snowmass Villas HOA. He was also one of 9 key members on the Plan Snowmass Think Tank, responsible for ideation with town council, planning commissioners and others focused on community development.

EDUCATION

JURIS DOCTOR (J.D.), LAW
Texas A&M University School of Law, Fort Worth TX

BACHELOR OF BUSINESS ADMINSTRATION, MAJOR: MARKETING
University of Texas, Arlington TX

MEMBERSHIP & AWARDS

- Member of Aspen, CO Rotary since 2020
- Member of Aspen Chamber since 2019
- Colorado Bar Association & Pitkin County Bar Association Member since 2019
- Board Member, HOA President, Snowmass Villas Condo Assoc. since 2014
- Dallas Bar Association Member since 2007
- ABA, Tarrant County Bar and Texas Bar Association Member since 1999
- Former Member CMO Club (Dallas, TX)
- Harvard School of Business, Leadership Series for Senior Executives

Strategies for Enhancing Executive Influence

- Dale Carnegie Training on Effective Speaking and Human Relations

CONTACT INFORMATION:
Thomas A. De Napoli
Attorney and Counselor at Law

The Law Office of Tom De Napoli, P.C. 600 E. Hopkins Avenue
Suite 302
Aspen, CO 81611

Office (970) 429-8507
Fax (970) 429 4603
Email: tom@tomdenapoli.com

Why do you wish to be appointed to this position? *

As a member of this community I care about where I live, work and play. I would like to add my voice and expertise to SMV's smart and conscientious path forward while preserving our small town history and environment. I look forward to working together with fellow commission members and elected officials.

While I am a permanent Snowmass Village resident I am in the process of formalizing my residency status. I have a DMV appoint scheduled on 11/19/2024. I will be registering to vote in SMV accordingly.

While I feel the planning commission position best suits my experience and expertise I would consider serving on the POSTR Board or the Marketing, Group Sales and Special Events Board.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Thomas A. DeNapoli

Date

11/8/2024

Apply for a Board or Commission

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- ○ Financial Advisory Board
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- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ◉ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Thomas

Last Name *
Sherlock

Phone Number *
[redacted]

Secondary Phone Number
[redacted]

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Are you a permanent resident?

Are you registered to vote in Snowmass Village?

(●) Yes	(●) Yes
( ) No	( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have lived in the valley since 1995, our construction management business has been based in snowmass since 2000. We moved to snowmass full-time in 2002. I served on the environmental advisory board when it was first established - around 2004. I work closely with community development on many levels.

Why do you wish to be appointed to this position? *

I am willing to help with almost any board, but I feel I could participate productively to the planning commission as our town continues to grow, expand and change. I understand where we have come from and wish to participate in planning our path forward. My family was born in some village and we have worked here since 1995 and I wish to continue living here the rest of my life. Is my favorite place on earth!

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Thomas sherlock

Date

10/19/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ◉ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Kevin

Last Name *
Jordan

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Are you a permanent resident?

◉ Yes
○ No

Are you registered to vote in Snowmass Village?

◉ Yes
○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have been on the board for 3 years and would love to continue. I believe my relationships with skico (I work there), the town, the trail users, are quite good. I got on the board to learn more about the community and that has done a lot for me. I believe my background in running a bike school provides a unique lens to look at user conflict, trails, etc. I would love to continue.

Why do you wish to be appointed to this position? *

I would love to continue because I have learned a lot on this board. I just wrote a longer essay and the wifi on the plane timed out so here goes the shorter version. The board helps advise Town Council and then council can decide on topics or issues. I like how everyone on the board has a unique perspective and comes from different backgrounds. I would love to continue because I am learning a lot about the town and happy to serve. Thank you for your consideration.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Kevin Jordan

Date

10/1/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ◉ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Lisa

Last Name *
Waldman

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Aspen

State/Province/Region
CO

Postal/Zip Code
81611-3328

Country
United States

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
SNOWMASS VILLAGE

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Are you a permanent resident?

◉ Yes
○ No

Are you registered to vote in Snowmass Village?

◉ Yes
○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I use all of the trails and bike paths in Snowmass and believe that my knowledge of these trails has helped me to make valuable suggestions about them. I've used the rec center and am familiar with the facility. I have a long history within the village and would like to continue to be involved.

Why do you wish to be appointed to this position? *

As I stated above, I would like to continue to be involved in the Village. Although I have moved to Aspen, I believe this is temporary and forsee ending up back in the Village in the future.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

10/10/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ◉ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Maggie

Last Name *
Helmig

Phone Number
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Are you a permanent resident?

Are you registered to vote in Snowmass Village?

◉ Yes	◉ Yes
○ No	○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I first came to Snowmass in the summer of 1978 and worked at Village Property Management and the Tower Restaurant. In 2001, my husband and I bought our condo at The Crestwood and our family has enjoyed watching the town grow since then. After full careers in New York City, my husband and I moved full time to Snowmass, a dream we've held for 23 years. I am interested in getting involved in the community. We have enjoyed hiking, biking and all that comes with being active in Snowmass and would love to get involved on this board. I can offer other capabilities that can help with serving on the board such as a demonstrated ability to lead, build teams, and drive results. Respected leader, collaborator and a strong strategic thinker. I have had a successful 40-year career in life sciences companies and look forward to giving back and helping Snowmass continue to be a world class community.

Why do you wish to be appointed to this position? *

I believe I can add a lot to the POSTR Board. I've been a worker, a second homeowner, a tourist and now a full-time resident. Our children have grown up here and been engaged and married here. I love this area and enjoy the outdoor recreational activities Snowmass provides. I've watched the town grow over the years and would love to be considered to participate in helping to educate and engage about all that Snowmass can offer.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Maggie Helmig

Date

10/30/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ◉ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

First Name *
Nate

Last Name *
Gillette

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

- ○ Yes
- ◉ No

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I've been working in the outdoor recreation world for over 10 years, specifically adaptive recreation program facilitation and oversight. I'm currently a full time Snowmass Village resident, and a program director for Challenge Aspen. Personally, I'm a mountain biker, hiker, skier, hunter, dirt biker, etc - in most cases, I provide experiences to guests with disabilities in these sports. My formal education has a foundation of an Outdoor Recreation Management BS from Penn State, with yearly trainings and conferences about adaptive recreation, and public land use. I volunteer with RFMBA and RFOV for trail work, and have professional and personal connections to a good amount of recreation professionals in the valley.

Why do you wish to be appointed to this position? *

To represent people with disabilities that are guests, and residents of Snowmass, and help make sure accessibility is always a consideration.

To help shape the future of the recreation experience in the greater Snowmass area in whatever way I can.

To be an active participant in my community, and serve the current and future residents - both working class locals, and guests.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

11/8/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Agnes

Last Name *
Mo-Sarns

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
Pitkin

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
Pitkin

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have had extensive merchandising and marketing experience during my career. I have served on a number of non-profit boards in Ann Arbor Michigan where I resided for about 20 years. Mostly on Board involving the arts and music. My last position was as Board Chair for the Michigan Theater Foundation (now Marquee Arts. I also manage several other real estate businesses and am very familiar with financial planning and budgeting.

Why do you wish to be appointed to this position? *

I have a strong interest in the arts and maintaining a certain level of artistry in our community. Snowmass is a growing resort and I would like to help it evolve into a an area which is accessible both to the community and to visitors.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

10/2/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
diane

Last Name *
oshin

Phone Number *
[redacted]

Secondary Phone Number
[redacted]

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
SNOWMASS VILLAGE

State/Province/Region
CO

Postal/Zip Code
81615

Country
US

Is your Mailing Address different than the Address Above? *

- ○ Yes
- ◉ No

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I am involved in the arts in every aspect of my life: I paint (however a total amateur), build pottery, am engaged in art classes and am a huge participant in museums and art institutions wherever I find myself (Snowmass, Aspen, NYC and travels elsewhere). I am passionate about the role that art can pay to enhance one's life experience, I follow the arts and artists, and I support the arts in every possible way.

Why do you wish to be appointed to this position? *

I would like to participate in the ongoing process of making and keeping Snowmass a place that enhances art, the art experience for both visitors and residents alike, and a place that celebrates the beauty of our natural environment through the addition of, and complement of art.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

9/26/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Elaine

Last Name *
LeBuhn

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Are you a permanent resident?

Are you registered to vote in Snowmass Village?

◉ Yes	○ Yes
○ No	○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

Served on the SA AB term

Why do you wish to be appointed to this position? *

I have enjoyed the work of SAAB and feel we are a good working group together!

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Elaine LeBuhn

Date

11/1/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Elizabeth

Last Name *
Iacullo

Phone Number *
[redacted]

Secondary Phone Number

Email *
iaculloe1@gmail.com

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
US

Is your Mailing Address different than the Address Above? *

- ○ Yes
- ◉ No

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I arrived in Aspen in December of 2016 to work at Galerie Maximillian, where I am now the Gallery Director. I was born and raised a New Yorker, and previously lived in the Hamptons and was Gallery Director at Mark Borghi Fine Art – the gallery specialized in postwar and contemporary art. Over the years I have worked in galleries in Philadelphia, NYC and Telluride, CO.

I have great pride in my time as a mural conservator for an architectural arts company in Manhattan. I've had roles restoring murals by WPA artists and in buildings such as the Cooper-Hewitt Smithsonian Design Museum, the NY Public Library and Rockefeller Center. I also had a role in the conservation of the two Fernand Leger murals in the General Assembly Room of the United Nations. I have worked as a project manager for a New Orleans based public artist and urban planner where I helped communities bring public murals to their cities.

I earned a Masters in Contemporary Art from Sotheby's Institute of Art in NYC where I focused on art in public spaces. As an undergraduate, I studied Art History with minors in Studio Art and Philosophy at La Salle University in Philadelphia. I spent summers as a docent and museum gallery aide at the Pollock – Krasner House in East Hampton.

I bought my home in Snowmass in 2021.

Why do you wish to be appointed to this position? *

I am passionate about art in public space and I would love to take part in placing art for my Snowmass community to enjoy.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Elizabeth Iacullo

Date

10/2/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Evan

Last Name *
Marx

Phone Number *
[redacted]

Secondary Phone Number

Email *
emarx@viewlineresortsnowmass.com

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Carbondale

State/Province/Region
COS

Postal/Zip Code
81623

Country
USA

Is your Mailing Address different than the Address Above? *

- ○ Yes
- ◉ No

Are you a permanent resident?

- ○ Yes
- ◉ No

Are you registered to vote in Snowmass Village?

- ○ Yes
- ◉ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have been actively engaged with community choirs from a very early age, from my time singing with the Greenwich Choral Society in my hometown of Greenwich, Connecticut, to performing and volunteering as a Business Manager with my collegiate a cappella choir Red Hot Blue at Goucher College in Towson, MD, to my current involvement as a singer for the Aspen Choral Society's 2024 Winter concert. Music and community engagement runs in my blood, and I hope to be able to take this passion and expertise to the next level as a member of the Snowmass Arts Advisory Council in my new "work home" of Snowmass Village.

Why do you wish to be appointed to this position? *

While not a resident of Snowmass Village, I do work full-time as the Assistant Director of Rooms at Viewline Resort Snowmass and Wildwood Snowmass, so Snowmass Village is my "adopted home." As a 16 year veteran in the hotel industry, specifically in Operations, my connection to the community is paramount, and finding ways to bridge gaps between my properties and the community in which I serve is something that always remains a priority. Having now been in town for about 2 and a half months, I've quickly realized the opportunities that are available for Viewline and Wildwood to reconnect with the community, and I feel that serving on this board is a fantastic way for me to give back as a representative of the property, but also find ways to connect the local arts community right back to our little corner of Snowmass Village. Combined with my knowledge and experience with performing and volunteering with community arts organizations throughout my adult life and throughout the United States, from Connecticut to Baltimore to several locations in California, and now here in the Roaring Fork Valley, I'm confident that I will be a great addition to the Snowmass Arts Advisory Council and provide a fresh, relatively new "local" approach to the Council to take it to the next level and promote the incredible arts organizations here in town and throughout our area.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Evan Ryan Marx

Date

11/4/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Ghislaine

Last Name *
Boreel

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have experience making art/ creating. I have a BFA from Pratt Institute. I have had a seat on several boards including a co-op board in NYC, and a school board.

Why do you wish to be appointed to this position? *

Because I like to contribute to my community.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Ghislaine Boreel

Date

9/28/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Helen

Last Name *
Leeke

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]
[redacted]

City
Snowmass VIllage

State/Province/Region
Colorado

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Houston

State/Province/Region
Texas

Postal/Zip Code
77007

Country
United States

Are you a permanent resident?

- ○ Yes
- ◉ No

Are you registered to vote in Snowmass Village?

- ○ Yes
- ◉ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I had 30+ years in the business as an accountant for oil and gas companies, and then as a part owner in a software company where I did marketing, sales, consulting, business development and product engineering. I have an undergrad in Accounting and a MBA.

I have been a member if SAAB for the past two years, and prior to that had assisted with the Plein Air Festival.

During my time on the board, I have spearheaded the updating of the Art Walk - expanding the Art Walk to include all art in Snowmass, rather than just pieces that SAAB was involved in. I have worked with various people within Town Hall to accomplish this, as well as reached out to many artists to get the 'story' behind the pieces.

Why do you wish to be appointed to this position? *

When I joined the board, I started to focus on updating the strategic plan what was done in 2017. The exhibits for the plan hadn't been updated, and I found it difficult to tract what SAAB had accomplished since 2017. That focus let us to update the Art Walk - and gain a comprehensive inventory of the art in Snowmass.

I wish to serve another 2 years on the board so that I can work with the team and get the other documents from the Strategic Plan updated.

Additionally, I think there is great positive energy on the board now - much different that when I first joined. We are making an impact and it's exciting to be part of that!

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Helen Leeke

Date

10/20/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
LINDA

Last Name *
RENNICK

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ○ Yes
- ◉ No

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

on this board 2004-2006, 2014- present 1(12 years total), Chair for 4 years
BS, PGM
Photographer

Why do you wish to be appointed to this position? *

I want to continue on the board to help bring the Village new public art and new ideas.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Linda Rennick

Date

11/2/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ○ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ◉ Snowmass Arts Advisory Board

First Name *
Melanie

Last Name *
Falk

Phone [redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Are you a permanent resident?

Are you registered to vote in Snowmass Village?

(●) Yes	(●) Yes
( ) No	( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

My work experience as Chief Operating Officer for a manufacturing company brings the necessary skills necessary to serve on a board: visionary leadership, strategic decision-making skills, collaboration and teamwork, and creativity and empathy. I served on my company's Board of Directors for over 15 years. As a ceramic artist, I am familiar with the art world and the nuances it holds.

Why do you wish to be appointed to this position? *

Serving on this board is a way to give back to the community by supporting a cause that aligns with my love of the arts. Art is a way to communicate information about our community and it can make a social statement and be enjoyed for aesthetic beauty. I take great pleasure in being a part of that process.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

11/3/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ◉ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

Please select the seat you wish to fill on the Marketing Board: *

- ○ Food & Beverage
- ○ Lodging
- ○ Retail
- ◉ At-Large
- ○ Aspen Ski Co
- ○ Ex-Officio

First Name *
Joanna

Last Name *
Graczynski Mallory

Phone Number *
[redacted]

Secondary Phone Number
[redacted]

Email *
jmallory@snowmassclub.com

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City

Snowmass Village

State/Province/Region

CO

Postal/Zip Code

81615

Country

USA

Are you a permanent resident?

- (●) Yes
- ( ) No

Are you registered to vote in Snowmass Village?

- (●) Yes
- ( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I hold a Bachelor of Business with a double major in Marketing and International Economics. I have over 15 years of retail experience, and over 15 years within the hospitaility industry as the Marketing & Communication Director at the Snowmass Club, where I focus on marketing, sales, and member relations with the Club industry. Additionally, I have held positions within the ski industry, including as a ski instructor My working experience has provided me with a unique and focused perspective on local Snowmass tourism, the hospitality industry, and an understanding of the our local community and it's needs.

Why do you wish to be appointed to this position? *

In recent years, the Town of Snowmass Village has built an outstanding tourism team. Combined with the board's work and feedback, we continue to make strides in tourism levels, engaging events, and community support. With Julia's recent appointment, I look forward to seeing further progress and hope to see more growth and contribute to our continued success.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

11/3/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ◉ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

Please select the seat you wish to fill on the Marketing Board: *

- ○ Food & Beverage
- ○ Lodging
- ○ Retail
- ◉ At-Large
- ○ Aspen Ski Co
- ○ Ex-Officio

First Name *
John

Last Name *
kenny

Phone Number *
[redacted]

Secondary Phone Number

Email *
jkenny@romero-group.com

Address

Street Address
[redacted]

Address Line 2

City
SNOWMASS VILLAGE

State/Province/Region
co

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

◉ Yes ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
snowmass village

State/Province/Region
Colorado

Postal/Zip Code
81615

Country
United States

Are you a permanent resident?

- (●) Yes
- ( ) No

Are you registered to vote in Snowmass Village?

- (●) Yes
- ( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

current Chairman of the Board

Why do you wish to be appointed to this position? *

continue the work of enhancing Snowmass marketing and community engagement that I have been involved in for the past 6 years.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

9/23/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ◉ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

Please select the seat you wish to fill on the Marketing Board: *

- ○ Food & Beverage
- ○ Lodging
- ○ Retail
- ◉ At-Large
- ○ Aspen Ski Co
- ○ Ex-Officio

First Name *
Kristina

Last Name *
Niemi

Phone Number *
[redacted]

Secondary Phone Number

Email *
kristinaniemi@gmail.com

Address

Street Address
[redacted]

Address Line 2
[redacted]

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Are you a permanent resident?

- (●) Yes
- ( ) No

Are you registered to vote in Snowmass Village?

- (●) Yes
- ( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

Dear Members of the Selection Committee,
I am writing to express my interest in applying for the marketing group, sales and special events board position with TOSV. With my extensive background in event planning, production, and sponsorship & marketing/advertising, I am confident that I can contribute meaningfully to the growth and success of Snowmass Village as a premier destination.

Specifically, my extensive experience in event planning, production and sponsorship sales coupled with my fluency in all aspects of publishing/advertising would allow me to share my intellectual property to help shape the growth and success of Snowmass Village as a premier destination. More details of my background and accomplishments from my CV are listed below:

INFORMA Global Finance
Vice President Advertising Marketing Services & Event Sales
Market leader with demonstrated history of driving sales. Member of the Senior Leadership team accountable for driving global enterprise sales for SaaS, marketing, events and digital solutions within informa financial intelligence division. Co-led cross functional teams responsible for multi-departmental sale of all informa products.
Selected Contributions:
Hand-selected to oversee, lead, and motivate a team of 9 Sales Specialists responsible for $15 MM in sales quotas. Promoted after 5 months of service from sales contributor to senior management.
Identified profitability gaps with media delivery which resulted in saved revenue of ~$400,000 /year.
Responsible for reporting, forecasting and presenting sales revenue to senior executives.
Continual promotion due to exceeding sales goals and amazing leadership skills.

MITRE MEDIA
Global Vice President of Sales

Led and motivated advertising sales team for US and Canada markets. Tripled advertising revenue during tenure. Consulted clients on industry trends, digital opportunities, measurement success to create a positive ROI and ultimate asset growth for clients.
Selected Contributions:
Practiced and encouraged an account-centric sales approach and applied solution-based selling techniques to earn and maintain business in a highly competitive market.
Identified and directed website content to align with financial advisors and solutions to grow their practice.
Tripled sales numbers by growing business ~$1MM in yearly growth.
Introduced CRM and prospecting tools to help team build territory plans, manage opportunities, and maintain accurate forecasting and reporting for senior executives and board.

MORNINGSTAR, INC.
Strategic Account Executive, Advertising & Events

Identified and navigated current and new relationships with Morningstar clients including Fidelity, MFS, John Hancock, and Guggenheim. Spearheaded multi-departmental approach to sales which resulted in firm-wide adoption. Provided advertising recommendations based on client goals including mobile, print, event sponsorship, and digital.
Selected Contributions:
Doubled revenue in assigned territory from $1.5 MM to over $3 MM.
Received Morningstar's "Rookie of the Year" award for exceeding established sales quotas.
Developed custom strategies during inventory shortage to increase advertising revenue.
Collaborated with cross functional teams to build custom multi-media packages for sponsorship clients.

GUGGENHEIM INVESTMENTS
Senior Marketing Manager-Claymore UITs and ETFs

Managed team responsible for arming sales force with tools needed to sell Claymore UITs and ETFs. Fostered the strategic account marketing relationships between the sub-advisor partners and Claymore such as launch of IPO with Morgan Stanley. Spearheaded redevelopment of website, developed new brand

strategy with advertising agency, and created ongoing promotions and literature to support sales force and external branding to potential investors.

CHICAGO TRIBUNE/REDEYE
Advertising Partnership Sales Manager, Sponsorship and Events
Managed team of marketers in the Sponsorships and Events Department who were responsible for optimizing RFP value. Increased incremental revenue by $1.5MM by conceptualizing, selling, and executing creative promotions and event solutions to Tribune ad partners. Solutions included all Tribune properties: web (chicagosports.com, metromix.com, chicagotribune.com, cars.com, redeyechicago.com), experiential, WGN radio, print (Chicago Tribune Magazine, RedEye, Chicago Tribune), event sponsorships, and WGN TV.

INVESCO
Senior Brand Manager – Van Kampen Distribution
Responsible for enhancing the distribution/advisor relationships with top producing reps with Van Kampen Consulting programs and our advisor loyalty program, Gen Club. Drove all branding, advertising, sponsorship, and advisor event initiatives. Responsible for evaluating, managing, and allocating a $15MM annual advertising budget that was executed on print, television, radio, and sports sponsorships.

CONNIE'S PIZZA
Director of Marketing
Successfully executed, launched, maintained and analyzed all marketing campaigns and promotions for eight Chicagoland restaurants. Directed consumer-packaging strategies for new retail distribution. Handled all activation aspects of Chicago sports sponsorships for Cubs, Bears, Bulls, Hawks and White Sox.

Why do you wish to be appointed to this position? *

Dear Members of the Selection Committee,

I have owned in Snowmass Village since 2012 and moved here full-time in September of 2021. As a part of this community I want to be more involved in the shaping of Snowmass Village and I believe my fluency in events and marketing would be well-received. As mentioned above, I have extensive expertise in events (planning, production, and sponsorship) & marketing/advertising and I am confident that I can contribute meaningfully to the growth and success of Snowmass Village as a premier vacation destination.

During my career, I have designed and executed a wide range of events, from outdoor sporting competitions to small intimate conferences, a 15k technology conference, and during Covid, digital conferences at the largest conference company in the world, informa.

My fluency also includes developing data driven comprehensive marketing campaigns, utilizing digital media, public relations, and grassroots outreach to create awareness and excitement. My most recent accomplishment is launching a local dog grooming company here in Snowmass Village that really became an overnight success by use of grassroots advertising, networking, social media and extensive digital advertising to create awareness and differentiation.

What excites me most about the opportunity to serve on the marketing board is the chance to help shape the future of Snowmass Village and collaborate with the talented members of this great village. I believe that my combination of skills, industry knowledge, and love of Snowmass Village will enable me to be a valuable asset to the board.

Thank you for considering my application. I look forward to the opportunity to discuss how I can assist in furthering the board's goals.

Kind regards,

Kristina Niemi

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

11/5/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ◉ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

Please select the seat you wish to fill on the Marketing Board: *

- ○ Food & Beverage
- ◉ Lodging
- ○ Retail
- ○ At-Large
- ○ Aspen Ski Co
- ○ Ex-Officio

First Name *
Mary

Last Name *
Blankenau

Phone Number *
[redacted]

Secondary Phone Number
[redacted]

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
Colorado

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City

Snowmass Village

State/Province/Region

Colorado

Postal/Zip Code

81615

Country

United States

Are you a permanent resident?

- (●) Yes
- ( ) No

Are you registered to vote in Snowmass Village?

- (●) Yes
- ( ) No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I have been in the hospitality industry in Snowmass Village since 1984, working from a front desk agent, reservations, group sales, to General Manager. Throughout the years, I have work for multiple properties, in the area; Snowmass Resort Association, Silvertree, Snowmass Mountain Chalet, Pokolodi, Crestwood and I've been at the Timberline Condos since 2007. Other boards I currently serve on are President, Snowmass Village Community Foundation, and Vice President of the Snowmass Water and Sanitation Board.

Why do you wish to be appointed to this position? *

I have always been a very active member of the community and enjoy the collaborative work done throughout the valley. This collaboration plays a big part in the community's success. People often comment on how kind people are in Snowmass Village and how well we work together. Because of my longevity in the hospitality industry, I believe I bring a lot of experience to the table with the knowledge of the past, present, where we were, what has worked and what has not. Summer has always been more of a challenge to sell over winter and continues to be the biggest area of growth. My past jobs have given me a solid foundation of understanding the hotel and condo products as well as the large companies and smaller companies.

I appreciate the opportunity to continue to serve on the Marketing, Group Sales and Special Events Board. Thank you for your consideration!

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Mary Blankenau

Date

9/23/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
- ○ Environmental Advisory Board
- ○ Financial Advisory Board
- ◉ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

Please select the seat you wish to fill on the Marketing Board: *

- ○ Food & Beverage
- ◉ Lodging
- ○ Retail
- ○ At-Large
- ○ Aspen Ski Co
- ○ Ex-Officio

First Name *
Vince

Last Name *
Vito

Phone Number *
[redacted]

Secondary Phone Number
[redacted]

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
USA

Is your Mailing Address different than the Address Above? *

- ◉ Yes
- ○ No

Mailing Address

Street Address
[redacted]

Address Line 2

City

Snowmass Village

State/Province/Region

CO

Postal/Zip Code

81615

Country

USA

Are you a permanent resident?

- ○ Yes
- ◉ No

Are you registered to vote in Snowmass Village?

- ○ Yes
- ◉ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

I am the Director of Sales, Events, & Marketing here at the Viewline Resort. I joined this hotel in 2021 just prior to its reopening. My hotel management career spans 28 years across 6 different destinations. I have served on this Board since 2022 and as a representative of the largest property in Snowmass, I wish to continue my involvement with the Board.

Why do you wish to be appointed to this position? *

This is a destination sales market and as the sales leader for the largest property in Snowmass, I really appreciate being able to participate in the Board meetings and have a closer relationship and collaboration with the Tourism team. I am very fond of this community and look forward to many more years of continued collaboration.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

11/1/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.

Please select the Board or Commission you are Applying For: *

- ○ Board of Appeals & Examiners
- ○ Citizens Grant Review Board
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- ◉ Marketing, Group Sales, & Special Events Board
- ○ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ○ Part-Time Residents Advisory Board
- ○ Planning Commission
- ○ Snowmass Arts Advisory Board

Please select the seat you wish to fill on the Marketing Board: *

- ◉ Food & Beverage
- ○ Lodging
- ○ Retail
- ○ At-Large
- ○ Aspen Ski Co
- ○ Ex-Officio

First Name *
Wendy

Last Name *
Harris

Phone Number *
[redacted]

Secondary Phone Number

Email *
[redacted]

Address

Street Address
[redacted]

Address Line 2

City
Snowmass Village

State/Province/Region
CO

Postal/Zip Code
81615

Country
United States

Is your Mailing Address different than the Address Above? *

- ○ Yes
- ◉ No

Are you a permanent resident?

- ◉ Yes
- ○ No

Are you registered to vote in Snowmass Village?

- ◉ Yes
- ○ No

Please list your experience and/or education that qualifies your for this position. *

Please exclude any previous experience on this board in this answer

Owner Operator of the New Belgium Ranger Station. I have worked in high end hospitality for over 30 years and know what it takes to run a successful business in a resort town.

Why do you wish to be appointed to this position? *

I have served on the board for the past 4 years. The past 2 years were served as board chair. We have seen much progress and improvement in events, communication with village business and supporting tourism funds for employee housing. We have more work to do to keep our village business local and working to keep our community functioning as stated in the TOSV community vision plan. And working together as a board to ensure we are using the tourism budget responsibly.

Signature *

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

Wendy Harris

Date

11/2/2024

Answers from Ghislaine Boreel for SAAB:

1. What do you know about this Board and why you want to serve on it?

I have served on the SAAB board since 2019, and most recently/currently as vice chair. I am an active member of the board as I live here full-time.

1. 2. Tell us more about your experience and qualifications and how they apply to this board? What do you bring to the table?

As an art school grad with a BFA, I feel that I am able to contribute my knowledge of art to the SAAB. Also, as somebody who cares about her community I am happy to serve on this board.

1. 3. What would you like to accomplish while on this Board? Goals?

I feel that we have accomplished a lot in the last few years as a board: several members have stepped forward with different ideas and projects, and with the (great) help of the tourism department we have been able to nurture these ideas and bring them into fruition, think of the plein air festival, the art scholarship, and the bears sculpture by the town center.
I would like to continue to help others accomplish their visions for art in Snowmass, ideally creating a bit more community through art.

Written answers from Linda Rennick for SAAB

Questions for B & C applicants

1. What do you know about this Board and why you want to serve on it?

I began serving on this board in 2004 and served for 2 years. At that time we purchased old ski lift chairs, had artists paint and decorate them, then sold them to raise money for future Public Art projects. I left the valley for jobs in California and Florida, then retired and moved back permanently in 2014.
I rejoined the board at that time and served as Chair for about 4 years which included the Covid period. In that 10 years we drafted our bylaws, increased art on the "Art Walk" installed a sculpture in the round-a-bout, Little Red Schoolhouse, and in the underpass. Art murals were painted on walls, a working alliance was created with Anderson Ranch, the PleinAir festival was actualized, an art walk brochure was developed and a scholarship for HS seniors going into art related curriculums in College was started. Recently, photographs by local photographers were installed in Bus Stops and the bears were placed on Brush Creek Road.
I would like to continue to bring these types of art projects to Snowmass Village as they create joy and awareness to the beauty of our surroundings.

2. Tell us more about your experience and qualifications and how they apply to this board? What do you bring to the table?

I have always been interested in art and the many forms it takes. I am a retired Golf Professional with a creative imagination that I have used to improve the lives of my family, friends and students. I have a BS in Communications from the University of Illinois and a Masters in Golf Management. Since retiring, I have returned to photography which I studied in undergrad and particularly enjoy photographing wildlife. I bring experience, imagination and a love of all art forms to the SAAB.

3. What would you like to accomplish while on this Board? Goals?

I would like to see additional sculpture placed around the village, get children and locals more involved in projects and create a destination for travelers of art in "unexpected places" to add to their enjoyment of our village.

Maggie Helmig – Planning Commission

What do you know about this board and why do you want to serve on it?

I am aware of the 2018 Comprehensive Plan and the aspiration to be the leading multi season, family oriented, inclusive resort. I share in that aspiration as that is the reason we bought a condo here in 2001and the reason we chose to move here as fulltime residents in 2024. I first came here as a college student in the summer of 1978 and worked at the Tower restaurant and Village Property Management. The town was growing, the upper mall had a great vibe to it and while much has changed since then, I have been impressed with how the Planning Commission and Town Council have kept that vibe as the town has grown. Now that I have time, I would like to get involved in the community and give back.

I would like to be involved as the town is entering a new phase. With the Stratos building completion and the conclusion of base village development, the focus moves on to the Snowmass Center. A much-needed redevelopment of the area will be a welcome and fitting final piece. I am aware of the Dec 4th meeting which will hopefully bring final closure to planning and move on to the actual redevelopment. I am also aware of the housing challenges and love the idea of having employee housing in the same area. I understand separating the projects, but having people close to the center will help business owners and create a sense of community. I also hope we can resolve how to get from SBV to the Snowmass Center. I know you are considering options. I walk that almost every day and it would be great to have an easier path to connect the two parts of town.

Tell us more about your experience and qualifications and how they apply to this board? What do I bring to the table?

I bring to the board a health and public health perspective through my 43-year career in pharmaceuticals/biotech and a master's in public health. I am a marketer by training and an expert in new product commercialization. I spent 16 years working at Ciba/Novartis where my final roles were on the marketing management committee and president of their in-house advertising agency. I left to join the healthcare advertising and medical communications world and worked in several global agencies as executive vice president including Ogilvy Health and Wunderman Thompson Health. More recently I was president of a communications firm focused on emerging biotech and currently I have a consultancy partnering with c-suite executives to bring their innovations to market. I bring a strong strategic planning background, a keen understanding of customer insights and experiences, and a sense of what questions to ask. Through my public health background, I understand a systems approach for addressing population health and those frameworks can also apply to planning.

W**hat would you like to accomplish while on the board? Goals?**

I have no predetermined agenda, but a willingness to help and get involved, and a love of Snowmass and its future. My family has enjoyed the mountain for 23 years. Now our kids are married and have children and are now coming to Snowmass for vacation. I have a good understanding of the varied needs of visitors and residents and hope to bring those to help the board accomplish their goals.

Thank you for your consideration and I look forward to hearing about next steps.

PLANNING COMMISSION ATTENDANCE 2023 ("X" = ABSENT)

Date	Brian Marshack	Matthew Dube	Jim Gustafson	Doug Faurer	David Seglin	Elese Denis	Stan Clauson
1/3/2024							
1/17/2024							
2/7/2024							
2/21/2024			X				
4/3/2024							
5/15/2024						X	X
6/5/2024				X			
10/16/2024							
11/13/2024		X				X	X
11/20/2024		X				X	X
12/4/2024						X	

Total meetings = 1(11

2024 POSTR Attendance

	January	March	May	June	August	October	December	*Present*	*Absent*	Attendance
Gillis, Alycia	1	0	0	1	1	0		*3*	*3*	50%
Larson, Ann	1	1	1	1	0	0		*4*	*2*	67%
Beavers, Brett	1	1	1	1	0	0		*4*	*2*	67%
Christensen, Bryce	1	0	1	1	1	0		*4*	*2*	67%
Singer, Charlie	1	0	0	0	0	0		*1*	*5*	17%
Mendelsohn, Duncan	1	0	1	0	0	0		*2*	*4*	33%
McCready, Ellen	1	0	1	1	1	0		*4*	*2*	67%
Larson, James	0	0	0	0	0	0		*0*	*6*	0%
Sweeney, John	1	0	1	1	1	1		*5*	*1*	83%
Jordon, Kevin	1	1	1	1	1	0		*5*	*1*	83%
Waldman, Lisa	1	1	0	1	0	1		*4*	*2*	67%
Butler, Markey	0	0	0	0	0	0		*0*	*6*	0%
Donnelly, Matt	1	0	1	0	1	1		*4*	*2*	67%
Zakowski, Suzi	1	0	1	1	1	1		*5*	*1*	83%
Overall Attended	86%	29%	64%	64%	50%	29%	0%			27%

2024 SAAB

Name	2/22/2024	3/28/2024	4/25/2024	6/27/2024	8/22/2024	10/24/2024
Boreel, Ghislaine		X	X	X	X	X
Decker, Maja	X					
Falk,Melanie		X			X	X
Fortier, Lindsy	X	X	X		X	
LeBuhn, Elaine	X		X		X	X
Leeke, Helen	X	X	X		X	
Oshin, Diane	X	X	X	X	X	X
Rennick, Linda	X		X		X	
Shenk, Joyce (3)	X	X		X	X	
Warr. Gray	X		X	X	X	X
Desmond, Leslie		X		X	X	
Upper, Lois	X		X	X	X	X

Marketing,Group Sales and Special Events Board Meeting Attendance 2024

	2/11/2024	4/11/2014	6/13/2024	9/19/2024	12/15/2024
Mary Blankenau	X	X	Absent	X	
JO Mallory Graczynski	X	X	X	X	
Wendy Harris,	X	X	X	Absent	
John Kenny	Absent	X	X	X	
Deric Gunshor	X	X	X	X	
Guion Stewar-Moore	X	X	X	X	
Jami Downs	X	X	X	X	
Vince Vito	X	Absent	X	X	
Andy Gunion	Absent	Absent	X	X	
Tim McMahon	X	X	X	Absent	

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

December 16, 2024

AGENDA ITEM:

PUBLIC HEARING - Snowmass Center Minor Planned Unit Development (PUD) Amendment

PRESENTED BY:

Brian McNellis - Senior Planner

BACKGROUND:

On November 16th, 2020 the Town Council approved the Snowmass Center Preliminary PUD pursuant to Ordinance No. 17, Series of 2020 (see attachment E). On September 27th, 2024 an application for a Minor Amendment to the previously approved PUD was submitted to the Community Development Department. Said application was deemed complete on October 4th.

The Planning Commission began their review of the proposal on November 13th and held subsequent meetings on November 20th and December 4th at which time PC Resolution No. 8 of 2024 was approved - recommending approval of the Minor Amendment with conditions.

Pursuant to Section 16A-5-300(A): *The purpose of the planned unit development (PUD) is to permit variations from the strict application of certain standards of the Town's zone districts in order to allow flexibility for landowners to creatively plan for the overall development of their land and thereby achieve a more desirable environment than would be possible through the strict application of the minimum standards of this development code. Specifically, it is the purpose of the planned unit development process to:*

1. *Allow creativity*
2. *Allow variations that are beneficial to the project*

This initial meeting is intended to familiarize Town Council with the original PUD approval (site plan and architecture) and the changes requested as part of this Minor Amendment.

A digital version of the application can be found at:

https://portal.laserfiche.com/Portal/Browse.aspx?id=198527&repo=r-b27e3aff

FINANCIAL IMPACT:

This project will have a financial impact on the Town. It may rejuvenate the primary, locally-serving commercial center of the community thereby boosting commerce and sales tax collected. The proposal has the potential to enhance the overall character, services, and retail amenities of the Town which may leverage Snowmass Village as a tourist destination and Snowmass Center as a locally serving community center.

NOTE: This review is specific to Parcel 1 and does not entail or contemplate any future sale of the residential component of the Faraway Ranch North Subdivision to the Town of Snowmass Village or otherwise. Any change to the residential aspects of the original PUD will require additional land use approval(s).

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This project facilitates most of the Town Council goals established in 2019 including Community Building and (financial) Resiliency.

- The project will enhance Community Building and vitality through the creation of community gathering spaces.
- The project may foster fiscal resiliency through an increased commercial tax base.

COUNCIL OPTIONS:

The Town Council shall consider all relevant materials and testimony, consider the standards of *Sec. 16A-5-390 - Amendment of a Final PUD*. Town Council may choose the adopt Ordinance No. 15 of 2024 as drafted, modify the Ordinance as needed, continue the public hearing for future consideration, or deny the Minor Amendment application.

STAFF RECOMMENDATION:

Staff recommends Town Council open the public hearing and hear further presentation of the project by Staff and the applicant, ask questions, and accept public comment.

Any approval or denial will require a first and second reading of the draft ordinance.

ATTACHMENTS:

A. Draft Resolution No. 15 of 2024
B. PC Resolution No. 8 of 2024 (approved)
C. PC Staff Report November 13, 2024

D. Application submittal – September 27, 2024
E. Architectural and Site Plan sets
F. TC Resolution No. 17 of 2020
G. Referral Comments and Applicant Response
H. Applicant Letter – December 11, 2024

Attachment A

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 15
SERIES OF 2024

AN ORDINANCE APPROVING A MINOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE FARAWAY RANCH NORTH SUBDIVISION AND THE SNOWMASS CENTER (PARCEL 1) REDEVELOPMENT PROJECT

WHEREAS, the Eastwood Snowmass Investors, LP ("Applicant") were granted Final Planned Unit Development (PUD) approval on November 16, 2020 for the Snowmass Center redevelopment as it pertains specifically to the Faraway Ranch Subdivision pursuant to Ordinance No. 17 of 2020 which formalized an Amendment to the Official Zone District Map rezoning the property from SPA to Mixed Use-2 (MU-2) with a PUD overlay; and

WHEREAS, the PUD approval also allowed for the entitlement of a mixed use development with specific variations from the Land Use Code with conditions entailing 64 free-market residential units, 10 deed restricted units and various commercial space totaling 58,344 square feet: and

WHEREAS, in accordance with Resolution No. 34 of 1988, the applicant has satisfied the Restricted Housing mitigation typically required for commercial expansion as proposed on Parcel 1.

WHEREAS, the Applicant submitted an application for a Minor Amendment to the Snowmass Center PUD which would modify lot lines associated with parcels 1 through 6, remove the residential units from Parcel 1, redesign commercial space within the center (not to exceed 58,344 square feet), and minimize subgrade parking as previously established in the Final PUD; and

WHEREAS, the Planning Commission considered the proposal on November 13th, November 20th and formalized a recommendation of approval for the Minor Amendment on December 4th of 2024 pursuant to PC Resolution No. 8 of 2024.

WHEREAS, the Town Council considered the application and recommendation from Planning Commission on December 16, 2024.

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

DRAFT

Section One: General Findings. The Town Council hereby generally finds that:

1) The Applicant submitted the application for a Minor Amendment of a Final PUD in accordance with the provisions of the Municipal Code. The application provided the Minimum Contents required pursuant to Section 16A-5-390 and addressed the following standards:

   a. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

   b. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

   c. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

   d. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development.

2) The Minor PUD Amendment identifies land uses proposed at the Snowmass Center site which are generally consistent with the Town of Snowmass Village 2018 Comprehensive Plan which identifies the area as a “Village Core Area” which envisions mixed-use residential and commercial development for the subject parcel.

3) The Town Council further identifies the Snowmass Center as a vastly important commercial development that should prioritize local serving retail while successfully representing the community as a world class resort and tourist destination.

4) The Minor Amendment will reduce the overall residential count on Parcel 1 by 24 units but shall not change to residential entitlements for Parcels 2, 3, and 4.

5) The Minor Amendment does constitute modifications to the overall configuration of the parcels within Faraway Ranch North subdivision pursuant to Exhibt A.

6) To the extent necessary for and pertinent to a Preliminary Plan level of evaluation and review, the application is generally consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

Section Two: Action. The Town Council hereby accepts the Minor PUD Amendment for review and approval as represented in the application as submitted.

Section Three: Conditions. The approval granted in Section Two above shall be subject to satisfying the following conditions:

1) Any building permit submitted prior to July 1, 2025 shall be subject to the 2015 International Building and Fire codes as determined in the Final PUD approval. After July 1, 2025 the most recent and updated codes adopted by the Town shall apply.

2) The uncovered sidewalk in front of the new Clark's storefront shall be no less than 10' wide with bollards or another separation system to accommodate unobstructed pedestrian movement along the streetscape.

3) The applicant shall introduce an architectural element that is iconic in nature to define the Snowmass Center as a significant landmark that enhances and blends with the existing character of Snowmass Village as a world class ski destination - for review and consideration by the Town Council.

4) The 2nd story of the main entry vestibule shall incorporate the ability to enclose the space as needed during inclement weather.

5) The final design of the interim and final transit center shall be reviewed and approved by the Town of Snowmass Village prior to recording of final plat documents.

6) The applicant shall continue to work with the Public Works Department to sufficiently address the issues raised in their October 31, 2024 memorandum and attached as Exhibit B.

7) The transit center shall be constructed and completed by the applicant as part of the Snowmass Center redevelopment approved hereto and completed prior to Temporary or Final Certificate of Completion/Occupancy for phases 4 or 5 of the development as agreed to by the Town Manager or their designee. Until such time that the Town (or other ownership) improves Parcels 2, 3, and 4, the applicant shall grade the initial length of "Rim Road" behind the Snowmass Center during construction and of the final transit center to meet the eventual grade of the current access – not to exceed 10 percent grade.

8) It shall be the obligation of the applicant to maintain "Rim Road" behind the Snowmass Center (as well as the hammerhead turnaround) during and after construction of Parcel 1 for the purpose of fire access.

9) The applicant shall provide monetary security acceptable to the Town for the entirety of the utility improvements detailed and approved in the Subdivision Improvements Agreement and subject to the approval of the Public Works Department. Utilities shall be sized to accommodate no less than 130 units on Parcels 2, 3, and 4.

10) The construction management plan shall further detail the phasing of the project with the Community Development Department for review by the Town Council. The plan shall allow for the continuous and on-going operation of the grocery store during and throughout construction. The plan shall allow for partial closures as required by OSHA to ensure safety of employees and customers.

11) The required Construction Management Plan shall address the mitigation of noise and air pollution during and after development as requested in the letter by Dunlop Environmental Consulting dated November 11, 2024 (Exhibit C).

12) The applicant shall continue working with the Roaring Fork Fire Authority to address interim fire protection needs during and after construction. These requirements shall be specified in a document approved by the Fire Authority and shall be finalized at recording of the final plat documents.

13) Town shuttle and delivery vehicle turning movements shall be approved by the Town of Snowmass Village prior to the recording of the final plat documents.

14) Screening of headlights from delivery vehicles shall be incorporated in the west side delivery bays for the benefit of adjacent Woodbridge residents.

15) Safe pedestrian and bicycle access to the commercial entities in the Snowmass Center shall be provided throughout the duration of construction.

16) The applicant shall ensure ADA access to and from the Transit stations in both the temporary and the final Transit Center Designs.

17) The interim and final transit center design shall incorporate space for shopping cart collection and bike racks.

18) Accessible and prominent space shall be made available for bike share stations within Parcel 1 or at the transit center as part of the interim and final design.

19) The parking plan shall be updated to include compact spaces located along the west side of the delivery route. Convert as many of the spaces on the east side to conventionally sized parking spaces as can be done within the site parameters. The Town Council is agreeable to a reduction of a few of the required parking spaces to meet this condition.

20) The parking plan shall be updated to include no less than 3 EV charging stations and shall accommodate the expansion of EV spaces in the future as needed.

21) Any future building permit submittal shall include a wayfinding and detailed lighting plan and must be approved by the Community Development Department prior to issuance of a building permit.

22) A detailed landscaping plan shall be included with any future building permit submittal with the intention of aesthetically enhancing the project while, screening the development, parking areas, loading areas, vehicles, and retaining walls as seen from Brush Creek Road. The plan shall be intentional as it pertains to water filtration and providing safety buffers as needed.

23) The veneer of the retaining walls associated with the new Upper Kearns and transit center shall match the roundabout (at the bottom of Upper Kearns, with Brush Creek) and be shown on revised PUD documents prior to submitting for a building permit.

24) 4,000 square feet of space shall be reserved for exclusive use by the U.S. Postal Service for as long as the federal government chooses to locate at the Snowmass Center.

25) At least two of the new commercial spaces in the redeveloped Snowmass Center shall be ready equipped for restaurant operation upon Certificate of Completion/Occupancy.

26) Town Hall Road Intersection – In order to ensure this development does not negatively impact surrounding development, this intersection with Upper Kearns Road shall be approved to the satisfaction of the Town Manager or their designee and all plans revised to show such improvements prior to recording of final plat documents.

27) The applicant shall pay cash-in-lieu for the construction the soft “Rim Trail” connector for the actual construction cost determined at building permit submittal.

28) The boundaries between Parcels 1 and 6 shall be adjusted to include the entirety of the Rim Trail connector within Parcel 6 (dedicated open space).

29) All utilities shall be sized to accommodate the connection to any future residential development on Parcels 2, 3, and 4 not to exceed 130 residential units.

30) The applicant shall provide one-way traffic and explore angled parking along through the upper parking deck and access lane. Should one-way traffic be implemented and result in a reduced drive width, the applicant shall widen the pedestrian streetscape in front of the grocery store as afforded by the shortened lane width.

31) The applicant shall provide a covered connection between the grocery store and post office. This area shall include pedestrian and landscape elements such as outdoor seating, fire pit, public art space, etc. to encourage connectivity between these areas. Plans for this area shall be submitted to the Community Development staff for approval prior to the Building Permit. If such plans are not approved administratively the applicant may appeal the decision to the Town Council.

32) Prior to building permit submittal, the applicant shall provide updated documents as amended by this Minor PUD Amendment to be reviewed and accepted by the Community Development Department.

33) Any condition approved by the existing PUD approval (Ordinance No. 17 of 2020) and not modified by this approval, shall remain an obligation of the applicant or subsequent owners.

34) Should outstanding issues arise from this expedited planning review process (i.e. plans or documents), the Town of Snowmass Village reserves the right to require changes from the applicant. Should the applicant disagree with said changes, they reserve the right to appeal the decision to the Town Council for further consideration.

35) Vested rights shall be granted for this Site-Specific Design Review for a period not exceeding 6 years from the date of recordation of this resolution of approval.

INTRODUCED, READ, AND ADOPTED by the Town Council of the Town of Snowmass Village, Colorado on this 16th day of December 2024, with a motion made by Council member _____ and a second by Council member _____, by a vote of___in favor and___opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Exhibits:

A. Proposed parcel reconfiguration plan
B. Amended Dimensional Matrix
C. Public Works memo – 10/31/2024
D. Dunlop Consulting letter – 11/11/2024

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

RESOLUTION NO. 8
SERIES OF 2024

A RESOLUTION RECOMMENDING APPROVAL OF A MINOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE FARAWAY RANCH NORTH SUBDIVISION AND THE SNOWMASS CENTER (PARCEL 1) REDEVELOPMENT PROJECT

WHEREAS, the Eastwood Snowmass Investors, LP ("Applicant") were granted Final Planned Unit Development (PUD) approval on November 16, 2020 for the Snowmass Center redevelopment as it pertains specifically to the Faraway Ranch Subdivision pursuant to Ordinance No. 17 of 2020 which formalized an Amendment to the Official Zone District Map rezoning the property from SPA to Mixed Use-2 (MU-2) with a PUD overlay; and

WHEREAS, the PUD approval also allowed for the entitlement of a mixed use development with specific variations from the Land Use Code with conditions entailing 64 free-market residential units, 10 deed restricted units and various commercial space totaling 58,344 square feet: and

WHEREAS, in accordance with Resolution No. 34 of 1988, the applicant has satisfied the Restricted Housing mitigation typically required for commercial expansion as proposed on Parcel 1.

WHEREAS, the Applicant submitted an application for a Minor Amendment to the Snowmass Center PUD which would modify lot lines associated with parcels 1 through 6, remove the residential units from Parcel 1, redesign commercial space within the center (not to exceed 58,344 square feet), and minimize subgrade parking as previously established in the Final PUD; and

WHEREAS, an initial public hearing was held before the Planning Commission on November 13th, 2024 to review the proposal at which time the review was continued to November 20th and December 4th, 2024 for further consideration.

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

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

1) The Applicant submitted the application for a Minor Amendment of a Final PUD in accordance with the provisions of the Municipal Code. The application provided the Minimum Contents required pursuant to Section 16A-5-390 and addressed the following standards:

   a. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

   b. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

   c. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

   d. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development.

2) The Minor PUD Amendment identifies land uses proposed at the Snowmass Center site which are generally consistent with the Town of Snowmass Village 2018 Comprehensive Plan which identifies the area as a "Village Core Area" which envisions mixed-use residential and commercial development for the subject parcel.

3) The Planning Commission further identifies the Snowmass Center as a vastly important commercial development that should prioritize local serving retail while successfully representing the community as a world class resort and tourist destination.

4) The Minor Amendment will reduce the overall residential count on Parcel 1 by 24 units but shall not change to residential entitlements for Parcels 2, 3, and 4.

5) The Minor Amendment does constitute modifications to the overall configuration of the parcels within Faraway Ranch North subdivision pursuant to Exhibt A.

6) To the extent necessary for and pertinent to a Preliminary Plan level of evaluation and review, the application is generally consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

Section Two: Action. The Planning Commission hereby recommends to Town Council that they accept the Minor PUD Amendment for review and approval as represented in the application as submitted.

Section Three: Conditions. The approval granted in Section Two above shall be subject to satisfying the following conditions:

1) Any building permit submitted prior to July 1, 2025 shall be subject to the 2015 International Building and Fire codes as determined in the Final PUD approval. After July 1, 2025 the most recent and updated codes adopted by the Town shall apply.

2) The uncovered sidewalk in front of the new Clark's storefront shall be no less than 10' wide with bollards or another separation system to accommodate unobstructed pedestrian movement along the streetscape.

3) The applicant shall introduce an architectural element that is iconic in nature to define the Snowmass Center as a significant landmark that enhances and blends with the existing character of Snowmass Village as a world class ski destination - for review and consideration by the Town Council.

4) The 2nd story of the main entry vestibule shall incorporate the ability to enclose the space as needed during inclement weather.

5) The final design of the interim and final transit center shall be reviewed and approved by the Town of Snowmass Village prior to recording of final plat documents.

6) The applicant shall continue to work with the Public Works Department to sufficiently address the issues raised in their October 31, 2024 memorandum and attached as Exhibit B.

7) The transit center shall be constructed and completed by the applicant as part of the Snowmass Center redevelopment approved hereto and completed prior to Temporary or Final Certificate of Completion/Occupancy for phases 4 or 5 of the development as agreed to by the Town Manager or their designee. Until such time that the Town (or other ownership) improves Parcels 2, 3, and 4, the applicant shall grade the initial length of "Rim Road" behind the Snowmass Center during construction and of the final transit center to meet the eventual grade of the current access – not to exceed 10 percent grade.

8) It shall be the obligation of the applicant to maintain "Rim Road" behind the Snowmass Center (as well as the hammerhead turnaround) during and after construction of Parcel 1 for the purpose of fire access.

9) The applicant shall provide monetary security acceptable to the Town for the entirety of the utility improvements detailed and approved in the Subdivision Improvements Agreement and subject to the approval of the Public Works Department. Utilities shall be sized to accommodate no less than 130 units on Parcels 2, 3, and 4.

10) The construction management plan shall further detail the phasing of the project with the Community Development Department for review by the Town Council. The plan shall allow for the continuous and on-going operation of the grocery store during and throughout construction. The plan shall allow for partial closures as required by OSHA to ensure safety of employees and customers.

11) The required Construction Management Plan shall address the mitigation of noise and air pollution during and after development as requested in the letter by Dunlop Environmental Consulting dated November 11, 2024 (Exhibit C).

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17) The interim and final transit center design shall incorporate space for shopping cart collection and bike racks.

18) Accessible and prominent space shall be made available for bike share stations within Parcel 1 or at the transit center as part of the interim and final design.

19) The parking plan shall be updated to include compact spaces located along the west side of the delivery route. Convert as many of the spaces on the east side to conventionally sized parking spaces as can be done within the site parameters. The Planning Commission is agreeable to a reduction of a few of the required parking spaces to meet this condition.

20) The parking plan shall be updated to include no less than 3 EV charging stations and shall accommodate the expansion of EV spaces in the future as needed.

21) Any future building permit submittal shall include a wayfinding and detailed lighting plan and must be approved by the Community Development Department prior to issuance of a building permit.

22) A detailed landscaping plan shall be included with any future building permit submittal with the intention of aesthetically enhancing the project while, screening the development, parking areas, loading areas, vehicles, and retaining walls as seen from Brush Creek Road. The plan shall be intentional as it pertains to water filtration and providing safety buffers as needed.

23) The veneer of the retaining walls associated with the new Upper Kearns and transit center shall match the roundabout (at the bottom of Upper Kearns, with Brush Creek) and be shown on revised PUD documents prior to submitting for a building permit.

24) 4,000 square feet of space shall be reserved for exclusive use by the U.S. Postal Service for as long as the federal government chooses to locate at the Snowmass Center.

25) At least two of the new commercial spaces in the redeveloped Snowmass Center shall be ready equipped for restaurant operation upon Certificate of Completion/Occupancy.

26) Town Hall Road Intersection – In order to ensure this development does not negatively impact surrounding development, this intersection with Upper Kearns Road shall be approved to the satisfaction of the Town Manager or their designee and all plans revised to show such improvements prior to recording of final plat documents.

27) The applicant shall pay cash-in-lieu for the construction the soft "Rim Trail" connector for the actual construction cost determined at building permit submittal.

28) The boundaries between Parcels 1 and 6 shall be adjusted to include the entirety of the Rim Trail connector within Parcel 6 (dedicated open space).

29) All utilities shall be sized to accommodate the connection to any future residential development on Parcels 2, 3, and 4 not to exceed 130 residential units.

30) The applicant shall provide one-way traffic and explore angled parking along through the upper parking deck and access lane. Should one-way traffic be implemented and result in a reduced drive width, the applicant shall widen the pedestrian streetscape in front of the grocery store as afforded by the shortened lane width.

31) The applicant shall provide a covered connection between the grocery store and post office. This area shall include pedestrian and landscape elements such as outdoor seating, fire pit, public art space, etc. to encourage connectivity between these areas. Plans for this area shall be submitted to the Community Development staff for approval prior to the Building Permit. If such plans are not approved administratively the applicant may appeal the decision to the Town Council.

32) Prior to building permit submittal, the applicant shall provide updated documents as amended by this Minor PUD Amendment to be reviewed and accepted by the Community Development Department.

33) Any condition approved by the existing PUD approval (Ordinance No. 17 of 2020) and not modified by this approval, shall remain an obligation of the applicant or subsequent owners.

34) Should outstanding issues arise from this expedited planning review process (i.e. plans or documents), the Town of Snowmass Village reserves the right to require changes from the applicant. Should the applicant disagree with said changes, they reserve the right to appeal the decision to the Town Council for further consideration.

35) Vested rights shall be granted for this Site-Specific Design Review for a period not exceeding 6 years from the date of recordation of this resolution of approval.

INTRODUCED, READ, AND ADOPTED by the Planning Commission of the Town of Snowmass Village, Colorado on this 4th day of December 2024, with a motion made by Commission member ____Dube__and a second by Commission member_____Seglin_____, by a vote of 4_in favor and 0 opposed.

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION

Brian Marshack (Dec 9, 2024 15:57 MST)

Brian Marshack, Chairperson

ATTEST:

Ashleigh Huff

Ashleigh Huff, Secretary

Exhibits:

A. Proposed parcel reconfiguration plan
B. Amended Dimensional Matrix
C. Public Works memo – 10/31/2024
D. Dunlop Consulting letter – 11/11/2024

Attachment C

MEMORANDUM

TO: Planning Commission

FROM: Community Development Department – Brian McNellis, Senior Planner

DATE: November 13, 2024

SUBJECT: Snowmass Center – MINOR AMENDMENT TO A PLANNED UNIT DEVELOPMENT (PUD), Faraway Ranch Subdivision

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I. General Information:

- Owner/Applicant: Eastwood Snowmass Investors
- Property: Newly configured Parcels 1- 6 Faraway Ranch North Subdivision:
- Representative: Design Workshop, Inc.

II. Project Summary: The owners of the Snowmass Center propose a reduction in the scope of work for the approved Faraway Ranch North - Planned Unit Development (PUD) adopted by way of Ordinance No. 17 of 2020.

The Minor PUD Amendment is intended to separate the commercial and residential components of the project and help accommodate the potential acquisition of Parcels 2, 3, and 4 by the Town of Snowmass Village for the development of future Workforce Housing. The application is specific to commercial development within Parcel 1 (Clark's Market, Post Office, etc.). The Minor Amendment will not change the allowable 58,344 square feet of commercial space approved as part of the PUD. However, it will remove all residential units (free market and deed restricted) from the Snowmass Center as currently required.

Note: It was established during the 2017 Sketch Plan Review that the applicant has satisfied the Restricted Housing mitigation for the approved commercial space by nature of a previous land dedication (Parcel C) upon which Town Hall was built (Resolution No. 34 of 1988).

The reduced parking plan includes 200 spaces (of which only 38 are subgrade). The proposal eliminates Building 6A and 6B as part of the site plan as well as the underground parking situated beneath those structures. A newly configured Transit Center is also included as part of the Minor Amendment to accommodate alternative transportation options at the Snowmass Center. Town staff were instrumental in the newly proposed design that has been included in the revised site plan.

Finally, the application includes an adjustment to the property line between Parcels 1 and 2 to allow the inclusion of 27 parking spaces (previously associated with Snowmass Center) for the benefit of future residential development on Parcel 2 (as requested by the Town).

III. PUD Preliminary Plan Process and Review by Decision-Makers: Pursuant to Section 16A-5-390(3) of the Land Use Code, the items the Planning Commission and Town Council should consider during the review of a Minor PUD Amendment inlcude the following:

a. Consistent with original PUD. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

Staff Response: *The proposal is consistent with the original PUD from a retail and office standpoint since the overall amount of previously approved commercial area will not change. However, the mixed-use character of the original PUD approval has been highly modified with the removal of residential units on Parcel 1. Also, the revised site plan eliminates the "Main Street" aspects of Upper Kearns with the removal of Buildings 6A and 6B.*

The Minor Amendment significantly reduces the amount of underground parking. That said, the revised parking numbers appear to satisfy the newly adopted off-street parking standards.

The application has removed the park space from the revised site plan to accommodate snow storage. The applicant is still offering public amenity space on the roof of the redesigned Snowmass Center building.

Any future change to previously approved residential areas associated with Lots 2, 3, and 4 will require a separate land use application for future consideration by the Planning Commission.

b. No substantially adverse impact. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

Staff Response: *Since the residential components have been eliminated and underground parking minimized, the overall construction time could be reduced.*

c. Not change character. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

Staff Response: *From an architectural standpoint, the character of the development (materiality and general vernacular) will remain consistent with the original approval. The loss of Buildings 6A and 6B will substantially change the original intent of the PUD by eliminating the double-sided streetscape, thereby abandoning the "Main Street" component of the original design.*

d. Comply with other applicable standards. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development, including but not limited to Section 16A-5-300(c), General Restrictions, and Section 16A-5-310, Review Standards.

Staff Response: *The Minor Amendment is consistent with other applicable code sections in accordance with the original PUD approval (see applicant responses in application submittal).*

IV. Issues for Planning Commission Considerations & Discussion

- The applicant has an opportunity to design an iconic architectural feature to make Snowmass Center an identifiable landmark (much like the Tower on the Snowmass Mall). A PUD allows for variations in height to accommodate these types of creative elements which should be considered by the applicant. One location possibility is the second level above the "atrium" (main entry to Clark's) and perhaps enclose this area during inclement weather to provide a public gathering place as a community benefit.

- Should the finished veneer of new retaining walls associated with Upper Kearns match those of the roundabout?

- The uncovered sidewalk in front of Clark's new storefront should be at least 12 feet wide to allow for unobstructed pedestrian movement along the streetscape.

- Are compact parking spaces (25) adequate to satisfy the overall parking requirements of the development? Will these impede the functionality of the loading docks?

- Should at least two of the new street level commercial spaces of the Snowmass Center be ready equipped for restaurant operation upon Certificate of Completion?

- Should Parcel 6 (dedicated open space) be expanded to include the proposed trail currently included as part of Parcel 1?

- Comments from the Transportation & Parking Department, Public Works, and the Roaring Fork Fire District (Attachments E - G) should be taken into consideration by Planning Commission.

V. Recommendation: In addition to other discussion items, Staff recommends the Planning Commission consider the items identified in Section IV above. If the Planning Commission is supportive of the Minor PUD Amendment, direct staff to craft a resolution of approval (with conditions) for review at a subsequent meeting recommend 12/04/2024.

ATTACHMENTS:

A. Application Letter and Code Section Responses
B. Subdivision Plan reconfiguration
C. Architectural Plans
D. Landscape Plans
E. Construction Management Plan
F. Transportation & Parking referral memo
G. Roaring Fork Fire District referral memo
H. Public Works referral memo
I. Ordinance No. 17 of 2020

Attachment D

Design Workshop, Inc.
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road #1
Basalt, Colorado 81621
970.925.8354
designworkshop.com

September 27, 2024

Mr. Dave Shinneman and Mr. Brian McNellis
Community Development Department
Town of Snowmass Village
Kearns Road
Snowmass Village, CO 81615

RE: The Snowmass Center Redevelopment PUD Minor Amendment Application.

Dear Dave and Brian:

The Eastwood Snowmass Investors LP (the Applicant) have entered into a preliminary purchase agreement with the Town of Snowmass Village for Parcels 2, 3 and 4 of the Snowmass Center Planned Unit Development subject to approval of a Minor PUD Amendment. The enclosed application includes proposed modifications to bifurcate the Project into separate residential and commercial components with development rights that would allow for separate development on different timelines. Lot Line adjustments are included to facilitate the sale of Parcels 2-4 and related requests in the contract purchase agreement.

The PUD Minor Amendment application has been prepared in accordance with Town of Snowmass Village Land Use Code Section 16A-5-390, consistent with the Pre-application meetings the team has had with Community Development Department staff. In addition, because lot line adjustments are proposed, the application includes responses to the Subdivision Exemption Application, as identified by staff during pre-application meetings.

In addition to this letter summarizing the elements of the PUD that are proposed to be modified, the following updated documents are included in the application which supports the modifications.

- Planned Development Guide Amendment
- Updated Lotting Plan and Plat Redlines
- Subdivision Improvement Agreement
- Development Agreement

Summary of Proposed PUD Amendments:
The Snowmass Center PUD is still considered to be a mixed-use development with community commercial and residential uses. The commercial and residential development are proposed to be separated to enable the Town to develop housing at a separate time. Parcel 1 is the heart of the Snowmass Center and will include a total of 58,433 sq ft of commercial space, as approved in the original PUD.

1. **Separation of Residential and Commercial Land Uses**
   To create two separate projects with different development timelines, residential uses have been removed as a proposed land use on Parcel 1. Redevelopment of the Snowmass Center proposes commercial-only land uses and is described in more detail below. As part of the contract purchase agreement, the town has requested the ability to develop up to 130 residential units on Parcels 2-4. This is incorporated in the application. Changes to the residential land uses on Parcels 2, 3, or 4 are not contemplated in this amendment application. Table 1 identifies the dimensional changes. These are all related to the bifurcation of uses.

2. **Reconfiguration of Commercial Land Uses on Parcel 1**
   The Center, previously referenced as Building 1A is proposed to be reconfigured with no net increase to the previously approved total commercial area of 58,433 sq ft. Buildings 6A and 6B are removed from Parcel 1. The reconfigured building includes three levels of commercial unified by pedestrian spaces on the ground and second level. The north wing of the building has been removed as part of this amendment (this area previously included residential units), which creates space for a new rooftop gathering area on the second level.

   The proposed ground floor uses have not changed and include a community atrium, grocery store, liquor store, two other leasable spaces, and a 4,000 square foot post office. Level 2 includes commercial uses which are expected to be compatible with the rooftop gathering spaces. Level 3 is expected to be office spaces. A pedestrian staircase between the east and west wing connect the ground floor uses to the rooftop gathering space on the second level and continues up to connect to a sidewalk on Rim Court. Offices on level 3 are accessed from vertical circulation cores from either the ground floor or the second level rooftop.

3. **Reconfiguration of Commercial Parking**
   As part of reconfiguration of Parcel 1 buildings, the below grade-parking structure has been removed. Using the existing grades on the site, a partial subgrade garage that is significantly smaller than the original approval is included. A combination of 162 surface parking spaces and 38 underground parking spaces supports the commercial land uses on Parcel 1. These 200 total spaces include a combination of standard spaces, compact spaces, and ADA spaces.

   Lower Kearns Road continues to be looped along the main frontage of the Center, and a new lower tier of surface parking has been added in place of buildings 6A and 6B. The below grading parking structure is accessed from this lower surface parking area and is to the benefit of the commercial uses. The structure is anticipated to be open air along the south façade. The below grade and surface parking will be managed together, as identified in the Parking Plan.

   The approved PUD includes 27 spaces behind the Center, access off of Rim Court. As requested by the town in the contract purchase agreement, a lot line adjustment is proposed to include these spaces on Parcel 2, to the benefit and use of the Town. The PUD Guide has been updated to reflect this adjustment.

   There are two loading and unloading spaces located in a pull-out along Lower Kearns Road. There is no change to management of short-term spaces (up to 5), maximum allocation of

parking time, and approach to staff monitoring of parking areas. The management approach for special events remains the same. (See Parking Plan included with the PUD Guide)

4. **Transit Area Improvements and Phasing Plan**
The design team has met a number of times with Town staff to review potential adjustments to site access and the location of a transit center. Based on these conversations, an updated access plan from Upper Kearns to the Center is proposed. An area for buses in an updated transit area is also included. This area has been designed based on conversations with the Town engineering and transportation teams, and our team remains a willing to refine roadway and transit design as part of the process. The updated design can be seen on the Site Plan in the Landscape Plan set (Sheet L-1.1 and 1.2). As discussed in meetings with town staff in September, the Civil Plan set will be submitted as a supplement to this application and will include detail related to these areas.

   To allow for a flexible timeline for the residential development above the Center, an interim transit plan has been developed for the Center, which is seen in the Construction Management Plan and on Sheet L-1.12 in the Landscape Plan Set. The interim plan provides circulation and pedestrian connectivity to the Center. It also accommodates several phasing goals:
   - The existing building is a Type V-B construction which requires emergency access along the front and rear side of the building. The roadway grading and layout of the interim transit plan preserves the emergency access to the building until the final improvements are made by the Town along Parcel 2.
   - The interim plan allows for construction of the new commercial parking for the Center and maintains access to the Town Hall access drive.
   - Allows for separate timelines for the Center and the residential projects.
   - Allows the western side of the building to remain and function for tenants. Once the eastern addition of the redeveloped building is complete and tenants are in place, the western portion of the Center will be demolished, freeing up the land for the long-term roadway and transit center improvements to be constructed.

5. **Rooftop Gathering and Playground Relocation**
As part of the amendment, a new outdoor space is proposed on the roof of the Center (second level). This is located on the roof of Clark's and will provide an active park-like space for the development. Because the residential units are relocated from Parcel 1, the playground use on Parcel 5 is removed, with the intention that this new space on Building 1 will function as a community gathering place, and can be seen in the Landscape Plan Set (Sheets L-1.1, 1.4 and 1.8.1).

6. **Reconfiguration of Parcel 1**
Parcel 1 is proposed to be modified to accommodate requests related to the contract purchase agreement. The changes are a result of the following:
   - At the Town's request, the parcel line along Rim Court has been shifted south include 27 parking spaces into the Town's right-of-way. These spaces are to benefit of the Town and do not contribute to commercial parking for the Center.

- With omission of the residential uses on Parcel 1, less land area is needed to maintain the approved floor area ratio for the project. The northern area wrapping around Parcel 4 has been removed from Parcel 1 and assigned to Parcels 2 and 4.
- The parcel line along the western side of the Center's parking lots has been straightened to account for a direct roadway connection to Alpine Bank's property.
- Reduction in below grade parking and an increase in surface parking necessitates additional snow removal. This is accounted for with additional area on the east side of the Center's parking (south of the loading dock turnaround), reallocating lot area from Parcel 5 to Parcel 1.
- Reduction in parcel sizes for Parcels 1 and 6 are also included and are a result of moving parcel area into road rights of way to accommodate the alternative transit center location.

7. Construction Management Plan, Construction Easements and Phasing

A new construction management and phasing plan has been prepared for redevelopment of the Center (Refer to Exhibit F). Phase 1A and 1B construct the interim transit improvements, utilities, parking structure and surface parking which is used to access the garage. This approach maximizes parking early in project for the existing tenants. Phase 2A and 2B includes lower Kearns Road, the eastern surface parking lots, the loading dock and the east building expansion. Once Phase 2 is complete, tenants on the west side of the building can be relocated to the new addition. Phase 3A and 3B completes the parking plan and connects the east building expansion to the rest of the building. Phase 4 demolishes and rebuilds the south building frontage, allowing the grocery store to continue operations from the new space while the existing space is rebuilt (Phase 5).

8. Parcel 1 Storm Water Management Plan

The stormwater management plan has been slightly modified for the new roadways, building footprint and site features. Water quality treatment devices are shifting in location, however the concept for treating stormwater remains the same overall.

The proposed debris flow and rockfall mitigation plan remains the same for the residential parcels. The existing berm and runoff swale above the Center will remain in place until the mitigation plan can be implemented for the residential parcels. Please refer the debris flow and rockfall mitigation analysis for the Center from Tetra Tech in Exhibit E.

9. Parcel 1 Infrastructure and Roadway Improvements Plan

The infrastructure plan has been slightly modified to reflect the reduced parking structure, surface parking lots and new building footprint. To allow the residential parcels to develop on a separate timeline, utilities are routed and stubbed to allow for future connections without rework on Parcel 1.

Roadways remain the same except for internal parking circulation within Parcel 1, and refinements related to the relocation of the transit center on the uphill side of Upper Kearns Road. Access to the Alpine Bank parking lot has been slightly modified with a more direct access drive alignment. Retaining walls have been modified to the parking areas.

10. Summary of Agreement Modifications

Draft updates to the Development Agreement, Subdivision Improvement Agreement, and PUD Guide are included. These edits facilitate the bifurcation of the residential and commercial uses. In addition, per Section 29.6.3.2 of the Contract Purchase Agreement, the developer obligation for restricted housing is removed if development on Parcel 1 does not exceed 58,433 sq ft. For this reason, an updated deed restriction framework is not provided and is referenced as being removed as a requirement in the Development Documents.

Thank you for your time reviewing the materials associated with this proposed PUD Amendment. The proposed adjustments are consistent with the intent of the contract purchase agreement. Please reach out if you have any questions or require any additional information.

Best Regards,



Jessica Garrow, FAICP
Principal, Design Workshop



Darla Callaway, AICP, PLA
Principal, Design Workshop

Table 1: Snowmass Center PUD Amendment Dimensional Changes												
	Parcel 1		**Parcel 2**		**Parcel 3**		**Parcel 4**		**Parcel 5**		**Parcel 6**	
	Approved	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**
Parcel Size (sq ft)	211,830	180,000	22,007	31,507	40,330	40,330	63,681	105,396	92,624	71,837	912,458	910,233
Parcel Size (acres)	4.86	4.13	0.51	0.72	0.93	0.93	1.46	2.42	2.13	1.65	20.95	20.95
Maximum FAR (ratio)	0.43:1	0.43:1	0.98:1	0.98:1	0.67:1	0.67:1	0.91:1	0.91:1	N/A	N/A	N/A	N/A
Maximum Commercial Space (sq ft)	58,344 (Building 1A: 47,404; Building 6A: 3,952; Building 6B: 6,988)	Building 1A: 58,433	None	None	None	None	None	None	None	None	None	None
Residential Units	Building 1A: 9 Free-Market Units and 10 Restricted Units; Building 6B: 5 Free-Market Units	None*	10 Free-Market Units	10 Free-Market Units*	10 Free-Market Units	10 Free-Market Units*	30 Free-Market Units	30 Free-Market Units*	N/A	N/A	N/A	N/A
Parking (spaces)	237 spaces (136 spaces in subgrade garage, 117 surface spaces; 202 Commercial, 16 Free-Market Residential, 19 Deed Restricted)	200 spaces (includes 29 compact spaces)	22 spaces	49 spaces (22 spaces approved in garage, plus 27 spaces behind the center)	23 spaces	23 spaces	66 spaces	66 spaces	N/A	N/A	N/A	N/A
Building Height (feet)	Building 1: 43 feet; Building 6A: 40 feet; Building 6B: 47 feet	Building 1A: 43 feet	46 feet	46 feet	Building 3A: 43 feet; Building 3B: 45.5 feet	Building 3A: 43 feet; Building 3B: 45.5 feet	Building 4A: 54 feet; Building 4B: 63 feet	Building 4A: 54 feet; Building 4B: 63 feet	N/A	N/A	N/A	N/A
Setbacks (feet)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	N/A	N/A	N/A	N/A
Minimum Open Space (%)	25%	25%	25%	25%	25%	25%	25%	25%	Active Park: 0.96 acres; Open Space: 1.17 acres	Open Space / Park: 1.65 acres	Open Space: 20.95 acres	Open Space: 20.95 acres
* No Residential units are proposed on Parcel 1. Pursuant to the Contract Purchase Agreement, this Amendment includes the ability to construct up to 130 residential units on Parcels 2 - 4.												
**27 total parking spaces located behind the Center are relocated to Parcel 2 through the lot line adjustment.												

Sec. 16A-5-390. Amendment of final PUD.

(3) Review standards. An application for a minor amendment to a final PUD shall comply with the following standards:

a. Consistent with original PUD. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

Response to Criteria

The proposed amendment is focused on Parcel 1 to enable the sale of other parcels to the Town of Snowmass Village (TOSV) for deed-restricted housing. The amendment proposes that Parcel 1 become entirely commercial space, with no more commercial square footage than was included in the original PUD approval (58,344 sq ft). Existing free-market (14 units) and deed restricted (10 units) housing is removed from Parcel 1.

The approved PUD included three different commercial buildings on Parcel 1 – a remodel and expansion of the existing Center (Building 1), and two new buildings (Buildings 6A and 6B), with a subgrade parking garage under the new commercial buildings. As part of this amendment, Buildings 6A and 6B and the parking garage are eliminated. The proposal includes an open-air partial garage to accommodate sufficient parking spaces, but parking is primarily accommodated as surface spaces. With the removal of Buildings 6A and 6B, all the commercial space is moved to the remodeled and expanded existing Center building (Building 1A).

The update also includes prosed parcel line adjustments to accommodate adequate snow storage and to enable the approved 27 space parking in the area accessed from Rim Court and behind the Center to be moved to Parcel 2 as requested as part of the contract agreement with TOSV.

Existing approved community benefits are maintained as part of this amendment, including dedicated space for the US Post Office, space for community gathering, an improved Transit Center, guaranteed lease extension offers for tenants with at least 1,500 sq ft of space in the Center, and financial support for the Rim Connector Trail and a soft surface connector trail. Commitments to construct the Center to LEED Silver standards also remain in place.

b. No substantially adverse impact. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed, or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

Response to Criteria

The proposed amendment is consistent with the approved uses and will not have an adverse impact on the neighborhood. The entire PUD remains mixed use, with the main adjustment being the location of all residential uses to Parcels 2 – 4, and

the use of Parcel 1 as commercial only. Parcel 5 remains useable as open space and includes trail connections to Woodbridge immediately to the east. A new community gather space is proposed on the roof (second level) of the Center.

As part of the original PUD, access to Alpine Bank was reconfigured. With this amendment, the access remains substantially similar to the approval, and the applicant commits to ensuring continued vehicular access to the Alpine Bank parcel throughout construction. Additionally, the original approval included a trail connection and associated subdivision of the Alpine Bank parcel. This trail configuration is maintained as part of this amendment.

The approved PUD maintained access to Town Hall while adding a Transit Center, and included provision for a new sidewalk along the Conoco parcel within TOSV right-of-way. These transportation-related items remain in the proposed PUD Amendment.

c. Not change character. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

Response to Criteria

The proposed amendment is consistent with the character of the PUD and the surrounding areas. The Center currently acts as a key commercial core within the Town, and will remain so as part of this amendment. The approved PUD includes a mix of uses, including commercial and residential uses, as well as open spaces. These uses remain in this amendment.

d. Comply with other applicable standards. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development, including but not limited to Section 16A-5-300(c), General Restrictions, and Section 16A-5-310, Review Standards.

Response to Criteria

The proposed PUD amendment is consistent with these other applicable review criteria. See responses to these criteria below.

Sec. 16A-5-300. Purpose; overview; general restrictions.

(c) General Restrictions. Although one (1) of the purposes of these PUD regulations is to provide flexibility in the land development process, this Section is intended to define the limits of that flexibility. The following restrictions shall apply to all PUDs:

(1) Minimum land area. There shall be no minimum land area qualification in order to be eligible to apply for a PUD, provided that PUD approval shall not be granted solely to permit variations to develop a single lot, building or use.

Response to Criteria

The total area of the PUD is unchanged as part of this amendment.

(2) Location. A PUD may be developed on any land located within the Town.

Response to Criteria

The location of the PUD is unchanged as part of this amendment.

(3) Uses. The land uses permitted in a PUD shall be limited to those uses that are allowed, or are allowed by special review, in the underlying zone district.

Response to Criteria

The proposed PUD amendment removes residential uses from Parcel 1, making it an entirely commercial parcel. Parcel 1 is located in the MU-2 zone district, and all land uses will comply with the requirements and limitations of the zone district, as may be amended. This is memorialized in the proposed PUD Agreement.

(4) Maximum buildout. The Comprehensive Plan contains an analysis of future buildout of single-family subdivisions and other developments within the Town limits. It identifies the maximum number of future lots/units and commercial/other space that may be developed within each subdivision, parcel or other development. The Unit Equivalency Chart, found in Table 5-4, defines what constitutes a unit by distinguishing between the various dwelling types and sizes and specifying an equivalency factor to be utilized to establish the number of existing units within a currently developed parcel and/or the future buildout units that will be generated by the proposed new development. The buildout analysis, for the purpose of determining maximum buildout, shall be conducted as follows:

a. Undeveloped parcels. For undeveloped parcels containing no dwelling units, the Comprehensive Plan future buildout chart shall be used to establish the maximum number of future lots/units and commercial/other space that may be developed within the parcel, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.

b. Partially developed parcels. For partially developed parcels, each existing dwelling unit or residential lot shall first be counted as one (1) unit. The total number shall then be subtracted from the future buildout number specified within the Comprehensive Plan buildout chart to establish the available buildout unit amount. The Unit Equivalency Chart shall then be used to evaluate the existing development and to establish the existing buildout unit amount. The total of the available and existing unit/lot amounts shall then be considered as the future buildout unit amount used for determining maximum buildout, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.

c. *Fully developed parcels. For parcels where the total number of the existing dwelling units, where each dwelling unit or residential lot is counted as one (1) unit, equals the future buildout number specified within the Comprehensive Plan buildout chart, the Unit Equivalency Chart shall be used to evaluate the existing development and to establish the existing buildout unit amount. The existing buildout unit amount shall then be considered as the future buildout unit amount for determining maximum buildout, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.*

Response to Criteria

The amendment proposes to make Parcel 1 entirely commercial, with no more than 58,344 sq ft of commercial space. This is the same limitation as in the approved PUD. There are no additional development requests related to the commercial center.

As part of the contract purchase agreement, the town requested the applicant to include a request for up to 130 total residential units on Parcels 2, 3, and 4 (Section 29.6.3.10 of the Agreement Addendum).

The approved PUD included 10 deed restricted and 14 free-market residential units on Parcel 1, and a total of 50 free-market residential units on Parcels 2, 3, and 4. This results in a total residential density of 74 units in the approved PUD. The request in the purchase agreement would increase this by 56 units for a total of 130 residential units. This ability has been incorporated into the relevant development documents.

If the Town Council determines that the PUD complies with the applicable provisions of this Subsection (c), General Restrictions, the standards of Section 16A-5-310, Review Standards, and any other applicable provisions of this Code, then a PUD may develop up to, but not more than, sixty-five percent (65%) of the maximum number of future lots/units and commercial/other space identified for that subdivision or other development in the buildout analysis. The Town Council may approve a buildout that is less than or greater than sixty-five percent (65%), based on the following standards:

a. *Lesser buildout. A lesser buildout may be approved by the Town if, during the evaluation of the compliance of the PUD with the applicable review standards, it is determined that there are site specific physical constraints on the property that would limit its appropriateness for buildout (such as the presence of wetlands, flood plains, steep slopes or wildlife habitat), or the applicant has been unable to adequately provide public improvements or services necessary for the development, or the buildout would be incompatible with surrounding land uses or with the character of the community as described in Section 16A-4-340, Building Design Guidelines to Preserve Community Character, or if other pertinent limitations are identified.*

b. Greater buildout. A greater buildout may be approved if the Town Council finds that the PUD achieves one (1) or more of the purposes described in Subsection (c)(6), Community Purposes for PUDs, and the PUD complies with the other applicable provisions of this Subsection (c), General Restrictions, the standards of Section 16A-5-310, Review Standards, and any other applicable provisions of this Code. No buildout may be permitted to exceed one hundred percent (100%) of the maximum number of future lots/units and commercial/other space listed for that subdivision, parcel or other development, except that under unique and exceptional circumstances where it can be sufficiently demonstrated by the applicant that the resulting development will, for good cause shown, exceed the PUD review criteria standards, a reconsideration and amendment of the future buildout analysis chart allocation for that subdivision, parcel or other development may be considered. The Town Council shall then adopt an ordinance, approved by at least three-quarters (¾) of the members of the Town Council present and voting, amending the future buildout analysis chart and identifying the reasons why the amendment is warranted.

TABLE 5-4
UNIT EQUIVALENCY

CATEGORIES	***SQUARE FOOTAGE***	***UNIT EQUIVALENT***
MULTI-FAMILY I	*Less Than 1,000 s.f.*	***0.5***
MULTI-FAMILY II	*1,000 s.f. - 1,500 s.f.*	***0.50*** *+ .05 Per Each Additional 100 s.f. Above 1,000 s.f.*
MULTI-FAMILY III	*1,501 s.f. - 2,500 s.f.*	***0.75*** *+ .10 Per Each Additional 100 s.f. Above 1,500 s.f.*
MULTI-FAMILY IV	*More Than 2,500 s.f.*	***1.75*** *+ .25 Per Each Additional 100 s.f. Above 2,500 s.f.*
SINGLE-FAMILY I	*Less Than 2,500 s.f.*	***1***
SINGLE-FAMILY II	*2,500 s.f. - 4,500 s.f.*	***1.0*** *+ .10 Per Each Additional 100 s.f. Above 2,500 s.f.*
SINGLE-FAMILY III	*More than 4,500 s.f.*	***3.0*** *+ .50 Per Each Additional 100 s.f. Above 4,500 s.f.*
HOTEL/LODGING I	*Less Than 500 s.f.*	***0.25***
HOTEL/LODGING II	*500 s.f. - 1,000 s.f.*	***0.25*** *+ .10 Per Each Additional 100 s.f. Above 500 s.f.*
HOTEL/LODGING III	*More than 1,000 s.f.*	***0.75*** *+ .25 Per Each Additional 100 s.f. Above 1,000 s.f.*

Response to Criteria

The size of the potential 130 units on Parcels 2, 3, and 4 is not known at this time, and it was not included in the contract purchase agreement; therefore, a calculation is not possible at this time. The request for 130 total units (56 more than approved) is an increase of approximately 75%.

(5) Dimensional limitations. Certain dimensional limitations applicable to the property may be varied within a PUD. The limitations that may be varied are those of the underlying zone district; or, for properties for which a PUD or other development plan has previously been approved, the limitations set by that approval. For any property designated PUD or SPA without an underlying zone district, the applicant shall submit an application for an amendment to the Official Zone District Map to designate the underlying zone district for the property. This application shall be submitted in conjunction with the preliminary PUD application and shall be used to rezone the property at the time of final PUD approval to a zone district containing dimensional limitations in order to establish the applicable dimensional limitations for the property. Only the following dimensional limitations may be varied:

a. Maximum allowable height of any structure within the PUD;

b. Minimum open space requirement for the PUD;

c. Maximum allowable floor area of the PUD;

d. Minimum area of lots within the PUD; and

e. Minimum setbacks for buildings within the PUD.

A dimensional limitation may be varied when the Town Council finds that the PUD achieves one (1) or more of the applicable purposes listed in Subsection (c)(6), Community Purposes for PUDs, that granting of the variation is necessary for that purpose to be achieved, and that the resulting development will be consistent with the provisions of Subsection (c)(7), Standards for Granting of Variations, and Section 16A-5-310, Review Standards.

Response to Criteria

The approved PUD identified the dimensional requirements for the PUD. Table 2, below, identifies the approved dimensions for Parcel 1 and the proposed dimensions. These dimensions are consistent with the underlying MU-2 zone district and the approved PUD.

Table 2: Snowmass Center Parcel 1 Dimensions

	Parcel 1		
	Approved	**Proposed**	**Change**
Parcel Size (sq ft)	211,830	180,000	-31,830
Parcel Size (acres)	4.86	4.13	-0.73
Maximum FAR (ratio)	0.43:1	0.43:1	None

Maximum Commercial Space (sq ft)	58,344 (Building 1A: 47,404 Building 6A: 3,952 Building 6B: 6,988)	Building 1A: 58,433	None
Residential Units	Building 1A: 9 Free-Market Units and 10 Restricted Units; Building 6B: 5 Free-Market Units	None*	Removes 24 Residential Units*
Parking (spaces)	237 spaces (136 spaces in subgrade garage, 117 surface spaces; 202 Commercial, 16 Free-Market Residential, 19 Deed Restricted)	200 spaces (includes 29 compact spaces)**	-37 Spaces (associated with Residential Use removal and relocation of 27 spaces behind Center to Parcel 2)**
Building Height (feet)	Building 1: 43 feet Building 6A: 40 feet Building 6B: 47 feet	Building 1A: 43 feet	None
Setbacks (feet)	0 feet (all sides)	0 feet (all sides)	None
Minimum Open Space (%)	25%	25%	None
* No Residential units are proposed on Parcel 1. Pursuant to the Contract Purchase Agreement, this Amendment includes the ability to construct up to 130 residential units on Parcels 2 - 4.			
**27 total parking spaces located behind the Center are relocated to Parcel 2 through the lot line adjustment.			

In addition, because parcel lines are proposed to be adjusted to facilitate the reallocation of parking spaces above the Center to Parcel 2 and to accommodate snow storage requirements, Table 3, below, identifies the proposed parcel areas. The overall size of Parcel 1 is reduced to move the upper parking to Parcel 2, increasing the size of Parcel 2. Parcel 5 is reduced to provide additional space on Parcel 1 for snow storage. Parcel 4 is increased to accommodate the required stormwater detention basins for the housing units, moving this from Parcel 1 to Parcel 4. Parcel 6 is reduced in size due to the relocation of the transit area – this area is added to the right of way.

Table 3: Snowmass Center PUD Parcel Sizes			
	Approved Parcel Size	**Proposed Parcel Size**	**Net Change**
Parcel 1	211,830	180,000	-31,830
Parcel 2	22,007	31,507	9,500
Parcel 3	40,330	40,330	0
Parcel 4	63,681	105,396	41,715
Parcel 5	92,624	71,837	-20,787
Parcel 6	912,458	910,233	-2,225

(6) *Community purposes for PUDs. The Comprehensive Plan identifies certain purposes the community intends to achieve as it develops. The following purposes shall be used in determining whether the buildout for a PUD may exceed sixty-five percent (65%) of that identified in the buildout analysis and whether any of the parcel's dimensional limitations should be varied:*

Response to Criteria

Dimensional variations are not required or requested for Parcel 1. As mentioned above, the town included language in the contract purchase agreement to enable a total of 130 dwelling units to be developed on Parcels 2, 3, and 4. The sale of the property to the town will likely result in the conversion of the approved free-market units (64 total in the approved PUD) to deed-restricted units. The project, if amended, will enable the town to contribute significantly to the affordable housing stock in the community.

Responses to these criteria are included, but the applicant does not believe the criteria are applicable to Parcel 1 given the fact that the proposed amendment complies with the dimensions in the original PUD.

a. *Provision of restricted housing. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to offer an incentive to applicants to provide more restricted housing within the PUD than would otherwise be required by this Development Code, particularly in those priority locations for such housing identified within the Comprehensive Plan.*

Response to Criteria

This criterion is not applicable. This PUD amendment is requested in order to facilitate the sale of Parcels 2 – 4 to TOSV for use as restricted housing. The sale of the Parcels 2, 3, and 4 to the town will likely result in the conversion of the approved free-market units (64 total in the approved PUD) to deed-restricted units. The project, if amended, will enable the town to contribute significantly to the affordable housing stock in the community.

All residential units are proposed to be removed from Parcel 1, making the parcel entirely commercial. As identified in the original PUD, no housing mitigation is required for the commercial square footage increase. In addition, the contract

agreement with TOSV includes a provision requesting removal of all residential units from Parcel 1.

b. *Encourage sustainable development. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to encourage sustainable development within the Town that diversifies the mix of lodging, retail and dining uses and that is consistent with the intent of the Comprehensive Plan. Sustainable development may be of the type that creates a sense of place where one can live and work within a small defined service area as well as where recreation, public transportation, open space, personal services and shopping are within reasonable walking distance. It may also be where the development includes positive social, environmental or economic benefits that significantly contribute to, greatly enhance or are determined necessary for the sustainability of the community as a whole.*

Response to Criteria

The proposed development aligns with the Town's vision for sustainable growth by creating a vibrant, mixed-use community hub that integrates commercial spaces while providing 4,000 sq ft of space for USPS and retaining the community's only grocery store. This development located key transportation improvements and commercial spaces in proximity to existing and anticipated residential areas. The design emphasizes a sense of place by creating a community center and gathering place that fosters social interaction and community engagement. This is seen in the updates to the interior gather space by the grocery store and USPS, as well as expanded outdoor spaces on the second level.

In addition, the Development Agreement has been updated to require any tenant renting 1,500 sq ft or more at the Center be guaranteed an offer to have their lease extended by a period of 10 years. This will help ensure that existing tenants have a long-term future at the Center.

c. *Provide open space and/or avoid wildlife habitat. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to provide necessary site planning flexibility to enable the development to provide more and higher quality open space or to conserve critical wildlife habitat lands. This shall be accomplished in such a way as to maintain these lands as large, contiguous areas. Such lands shall not be fragmented into small, unconnected areas by development, unless the applicant demonstrates that this arrangement will result in the most suitable development pattern for the property, and that the lands providing valued open space or critical wildlife habitat have been protected. Where applicable, connections of such lands on the site to such lands on adjacent properties shall be accomplished.*

Response to Criteria

The PUD Amendment is focused on Parcel 1, and all previously approved improvements and land dedications will remain in place.

d. *Encourage better design. A parcel's dimensional limitations may be varied (but its maximum buildout may not be achieved) to allow for greater variety in the type, design and layout of buildings. Structures shall be designed to be compatible, in terms of height, mass, scale, orientation and configuration, with other buildings in the PUD and with surrounding uses, yet shall avoid uniformity of design. Various types of residential uses may be combined within the PUD (when allowed by the underlying zone district), to promote more efficient land use patterns and increased open space.*

Response to Criteria

The proposed development features a thoughtfully designed building that accommodates key commercial tenants, including USPS, the grocery store, the liquor store, and other community-focused businesses. At the heart of the design is an internal atrium, a central gathering space that fosters community interaction and provides a welcoming environment for residents and visitors alike. The building's layout also includes versatile spaces on both upper and lower levels, ideal for cafes or coffee shops, further enhancing the building's role as a vibrant social hub. This design approach not only meets the needs of essential services but also creates a dynamic, engaging space that strengthens the community's sense of place.

e. *Develop necessary public facilities. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to provide an incentive for an applicant to develop, or contribute to the development of, necessary public facilities, such as public parking and transportation facilities, public recreation facilities and other public facilities consistent with the intent of the Comprehensive Plan and the Town's goals and objectives. The facilities may be located within or outside of the PUD, but shall be facilities beyond the required mitigation for the project that meet the needs not only of project residents, but also of other residents of and visitors to the Town and shall promote, generally, the public health, safety and welfare.*

Response to Criteria

The project includes 200 parking spaces to support commercial uses, ensuring convenient access for customers and employees. Additionally, the proposed amendment allows for continued transportation access with a transit center, reinforcing the site's role as a key transportation hub. Existing approved trail connections are preserved, while new sidewalks are incorporated into the design, providing high-quality, safe connections for pedestrians and bicyclists. These elements work together to create a well-integrated, accessible environment that

supports multiple modes of transportation and encourages sustainable mobility within the town.

Achieving one (1) or more of the applicable purposes listed above does not, by itself, grant any development entitlement for the buildout of a PUD to exceed sixty-five percent (65%) of that identified in the buildout analysis or for any of the parcel's dimensional limitations to be varied.

Response to Criteria

This criterion is not applicable, as the total number of residential units is not changed by the PUD amendment.

(7) Standards for granting of variations. Any PUD dimensional limitation variation authorized in Subsection (c)(5), Dimensional limitations, may be granted by the Town Council, provided that it complies with the following standards:

a. Height. Variations to increase the maximum allowable height of structures may be obtained pursuant to the following provisions:

1. A request to grant a variation to increase the maximum allowable height for any individual structure may be granted by the Town Council, provided that at least fifty percent (50%) of the structure for which the variation is sought, as measured utilizing the structure's footprint, conforms to the height limits of the underlying zone district, provided further that no portion of the structure exceeds the height limit of the underlying zone district by more than seventy-five percent (75%).

2. In exceptional and special circumstances, a request to grant a variation to increase the maximum allowable height for individual structures may be permitted to exceed the fifty-percent or seventy-five-percent limitation described in the preceding paragraph, if the applicant is able to sufficiently demonstrate to the satisfaction of the Town Council that:

a) Views from surrounding properties, as determined through the use of detailed view plane analysis, which may include computer-generated visualizations, story poles and other methods acceptable to the Planning Director, will not be substantially adversely affected. The surrounding properties to be considered will include those immediately adjacent to the PUD and those that are identified by the Planning Commission and the Town Council during their respective review and public comment periods.

b) The proposed structure will be compatible, in terms of height, mass, scale, orientation and configuration, with other structures in the PUD and with adjacent structures.

If the variation exceeds the fifty-percent or seventy-five-percent limitations described in the preceding paragraph, the variation and the Preliminary PUD

Plan resolution must be approved by at least three-quarters (¾) of the Town Council members present and voting, for good cause shown and by identifying the reasons why the height variation is warranted.

3. *For the purposes of administering paragraph (7)a, the Town Council may grant by simple majority vote, a height variation for certain structures, such as flagpoles, antennas and other similar structures which have only a nominal footprint. Ski-lift towers and related facilities are exempt from requiring height variation approval.*
4. *In circumstances where two (2) structures have been connected by an enclosed walkway, corridor, atrium or other enclosed space whose width or height is less than fifty percent (50%) of either the width or height of either of the otherwise separate structures measured from the side being connected, the provisions of paragraph (7) shall be applied to each structure separately rather than as one (1) structure.*

Response to Criteria

This criterion is not applicable, as no dimensional variations are proposed.

b. Open space and minimum lot area. A variation to reduce the minimum open space requirement or to reduce minimum lot area (in order to cluster lots) may be permitted if:

1. *Such variation will not be detrimental to the character of the proposed development or to surrounding properties;*
2. *The proposed development shall include open space for the mutual benefit of the entire development; and*
3. *The open space that is provided is accessible and available to at least all dwelling units and lots for which the open space is intended.*

Response to Criteria

As part of the original PUD, significant open space was provided, including nearly 23 acres of Open Space that has been dedicated to the town. In addition, the commitment for 25% of each parcel to be open space remains.

c. Minimum building setbacks. Minimum building setbacks shall be established by the PUD plan, provided adequate distance shall be left between buildings for necessary access and fire protection, and to ensure proper ventilation, light, air and snowmelt between buildings, and to minimize the effects of transmission of noise between units and between buildings.

Response to Criteria

Zero (0) foot setbacks were established as part of the original PUD. These are unchanged as part of this amendment.

(8) Parking. The number of parking spaces in the PUD shall be that required for the underlying zone district, unless a reduction in that requirement is granted, pursuant to Section 16A-4-310(c), Reduction of Required Parking.

Response to Criteria

The PUD amendment updates the overall parking configuration and provides 200 spaces for the commercial uses. The original PUD included parking above the Center, accessed off of Rim Court, in surface spaces in front of the Center along the new main street, and in a subgrade parking garage. This PUD amendment consolidates the parking in front of the Center and removes the large parking garage. In order to respond to the requirements of the purchase agreement and the town's request to utilize the parking spaces accessed from Rim Court, the parking configuration is relocated entirely to the front of the center and consists of 200 parking spaces. Given the grades on the site, the parking is a combination of surface spaces and a small parking garage. The parking changes are identified in Table 4, below.

Table 4: Snowmass Center Parcel 1 Parking

Parcel 1	Approved	Proposed
Total Parking Spaces	237 spaces (202 commercial; 35 residential)	200 spaces (all commercial)
Parking Location - Parking Garage	136 spaces (subgrade parking structure under Buildings 6A and 6B; 120 commercial, 16 residential)	38 spaces (anticipated to be open-air)
Parking Location - Surface Spaces	101 spaces (82 commercial, 19 residential)	162 spaces
Parking Location - Rim Court	27 spaces (19 deed-restricted, 8 commercial)	0 spaces All removed to transfer to Parcel 2, at the town's request

Based on Section 16A-4-310, the development in the original PUD and in this amendment is 201 parking spaces, as divided in Table 5, below. Given the requested adjustments to remove parking access off of Rim Court to the town, as well as snow storage requirements, a total of 200 parking spaces are able to be accommodated on the site. A Parking Plan was included in the approved PUD and is proposed to be updated to reflect the updated parking configuration.

Table 5: Snowmass Center Parcel 1 Parking

	Space	Parking Requirement	Rounded Total Requirement
Commercial Space	52,043	173.48	
Restaurant Seats	110	27.5	
Total Commercial Requirement		200.98	**201**

(9) Road standards. A PUD may be permitted to deviate from the Town's road standards, to enable the development to achieve greater efficiency of infrastructure design and installation through clustered or compact forms of development or to achieve greater sensitivity to environmental features, when the following minimum design principles are followed:

a. Safe, efficient access. The circulation system shall be designed to provide safe, convenient access to all areas of the proposed development using the minimum practical roadway length. Access shall be by a public right-of-way, private vehicular or pedestrian way or a commonly owned easement.

b. Internal pathways. Internal pathways shall be provided to form a logical, safe and convenient system for pedestrian access to dwelling units and common areas, with appropriate linkages off-site.

c. Emergency vehicles. Roadways shall be designed to permit access by emergency vehicles to all lots or units. An access easement shall be granted for emergency and utility vehicles, as applicable, to use private roadways in the development for the purpose of providing emergency services and for installation, maintenance and repair of utilities.

d. Principal access points. Principal vehicular access points shall be designed to provide for smooth traffic flow, minimizing hazards to vehicular, pedestrian or bicycle traffic. Where a PUD abuts a major collector, arterial road or highway, direct access to such road or highway from individual lots, units or buildings shall be prohibited when other reasonable access options are available.

e. Snow storage. Adequate areas shall be provided to store snow removed from the internal street network and from off-street parking areas.

Response to Criteria

The proposal meets road requirements for the town in the phasing plan and in the final proposal. There are internal pathways that are provided on Parcel 1 to ensure access from surrounding trails and through the parking area.

Emergency access is provided for as required in the interim and final condition. Snow storage meets town requirements and is accommodated in the parking areas, and in lot area added from Parcel 5 to Parcel 1.

(10) Adequate public facilities. A final plan shall not be approved unless the Town Council determines that public facilities will be adequate to support and service the area of the proposed development or that needed public facilities and services will be made available concurrently to offset the potential impacts of such development. Public facilities and services to be examined will include, but not be limited to: storm drainage, roads and their maintenance, public transportation service and facilities, pedestrian circulation, sewerage and sanitary facilities, water availability and

serviceability, solid waste disposal, fire and emergency medical services and electrical service. The applicant shall show that:

a. Adequate facilities and carrying capacity exist at the time of development or will be provided to the PUD and affected areas prior to completion of each building or phase of the development necessitating the demand for said facilities or capacity;

b. The PUD has been located so as to be reasonably convenient in relation to police and fire protection, emergency medical services and schools;

c. The PUD will accommodate the efficient provision of local and regional transit facilities and services.

Response to Criteria

The Center is served by public facilities, and as determined in the original PUD process there are adequate public facilities to service the development. In addition, the amendment preserves the transit center, ensuring adequate transportation facilities are located at the Center into the future.

Sec. 16A-5-310. Review standards.

In addition to demonstrating compliance with the provisions of Section 16A-5-300(c), General Restrictions, and with all other applicable provisions of this Code, a proposed PUD shall also comply with the following review standards.

(1) Consistency with Comprehensive Plan. The PUD shall be consistent with the intent of the Town's Comprehensive Plan.

Response to Criteria

The Snowmass Center PUD is consistent with the Comprehensive Plan. The Executive Summary of the plan states "Although many actions are identified in the 2018 Comprehensive Plan, there are several strategic initiatives contained in the Plan that should be the primary focus and be fully embraced." The PUD and this subsequent amendment meets all of these strategic initiatives, including the protection and preservation of open spaces, economic and environmental sustainability and resiliency, multi-modal connections, managed parking, updated to older buildings, and support of workforce housing.

- **Preserve and protect open spaces and our environment**

The PUD preserved 20.95 sq ft of open space. This represents nearly 75% of the overall PUD. It includes solar panels to help off-set energy usage in the development, and it implements an extensive stormwater system that will improve the overall health of Brush Creek.

- **Promote environmental and economic sustainability and resiliency**

The PUD increases the total leasable square footage by 40% to 58,433 sq ft through a combination of new commercial space and updates to decades old space that includes significant amounts of non-leasable circulation space and rentable spaces that no longer meet the expectations of a business owner or customer. The project will update all mechanical systems within the building, making them more energy efficient and in line with current building and energy codes. The approved PUD required that the Center be developed to a LEED Silver standard. This requirement remains in this proposed amendment.

The proposal reserves 4,000 sq ft of space for a right-sized and modern post office and preserves the only grocery store in the community. The phasing plan is proposed to minimize disruption to Center tenants, enabling them to remain in existing spaces while the remodel and expansion is being completed with a goal of requiring each tenant to move once, if they are relocating. The construction plan also seeks to ensure Clarks Market can remain open throughout construction.

- **Focus on improved access and safety to make Snowmass Village more walkable and bikeable**

The PUD implements key bike and pedestrian connections, creating a complete connection from the Snowmass Center to Melton Ranch via the Rim Connector Trail and the rebuilding of the Melton Trail. As part of this amendment, extensive streetscape improvements are included that will make the Center easily navigable as a pedestrian or bicyclist.

- **Continue to improve the multi-modal connections between Base Village, the Mall and the Snowmass Center**

The approved transit center remains as part of this amendment. This creates a dedicated area for transit service that no longer has to complete with vehicle, shuttle, or delivery traffic. As an interim condition while construction is underway, bus spaces are reserved to enable easy bus loading and unloading for both up valley and down valley town routes.

- **Manage parking and transit to encourage efficient, effective, and sustainable mobility choices**

The project includes parking that meets the town's shared paring requirements. A detailed parking study was completed as part of the original PUD to understand the anticipated traffic patterns and parking needs for the commercial uses. The overall parking spaces provided exceed the peak demand identified in the parking and traffic study. A total of 200 parking spaces are provided for the commercial space, at a ratio of 1 parking space per approximately 292 sq ft of commercial space.

- **Focus new development and/or redevelopment within the identified CPAs.**

The project is located in the Snowmass Center CPA identified in the Comprehensive Plan.

• Encourage the update and renovation of older buildings in the Village

The Snowmass Center is over 40 years old, and is showing its age. Critical systems are in need of being updated and will be improved and right-sized as part of this remodel and redevelopment. The ceiling heights in the second floor are around eight (8) feet, which is much lower than modern standards. When the HVAC ducting is accounted for, the spaces are closer to seven (7) feet in height. A series of sloping hallways and staircases creates a confusing space that is difficult to fill with tenants. Updating and modernizing this building will provide an improved commercial experience for customers and tenants alike.

• Continue to support a viable workforce and our commitment to workforce housing by exploring opportunities that best balance the character and resources of the Town

The PUD Amendment is proposed as part of the contract purchase agreement with the Town. If it moves forward, it will enable the Town to process a future PUD Amendment for the approved residential parcels to be converted from free-market residential to deed-restricted residential.

• Strengthen local economic opportunities to assure vibrancy

This proposal focuses on creating a vibrant space that is connected to Snowmass through multiple modes of transportation. It creates new and improved commercial and for local residents and enables long-time tenants to remain at the Center.

(2) Preservation of community character. The development proposed for the PUD shall be consistent with the standards of Section 16A-4-340, Building Design Guidelines to Preserve Community Character, shall be compatible with, or an enhancement of, the character of existing land uses in the area and shall not adversely affect the future development of the surrounding area.

Response to Criteria

Responses to Criteria in Section 16A-4-340 are included in this application.

(3) Creative approach. The development proposed for the PUD represents a creative approach to the development and use of land and related physical facilities to produce better developments and to provide amenities for residents of the PUD and the public in general.

Response to Criteria

This PUD amendment provides an opportunity to creatively plan for the future of the Snowmass Center. This amendment makes Parcel 1 entirely commercial, allowing for the town to pursue a potential purchase of the parcels above for community deed restricted housing. The Center includes significant improvements to community infrastructure,

including opportunities to maintain and improve crucial community-serving commercial spaces.

(4) Landscaping. Proposed landscaping for the PUD shall provide sufficient buffering of uses from one another (both within the PUD and between the PUD and surrounding lands) to minimize noise, glare and other adverse impacts, shall create attractive streetscapes and parking areas and shall be consistent with the character of the Town.

Response to Criteria

A detailed Landscaping Plan is included in the application. It identifies extensive improvements to the streetscape through plantings and community gathering spaces.

(5) Comply with development evaluation standards. The PUD shall comply with all applicable provisions of Article IV of this Development Code, Development Evaluation Standards.

Response to Criteria

The application includes responses to all applicable review standards, as identified by staff during the pre-application conference.

(6) Suitability for development. The property proposed for the PUD shall be suitable for development, considering its topography, environmental features and any natural or man-made hazards that affect its development potential.

Response to Criteria

This parcel, as identified in the approved PUD, is suitable for development. All necessary mitigation for rockfall and erosion are addressed in the plan, as detailed in the Civil Sheets and Engineering Report.

(7) Spatial pattern shall be efficient. The PUD shall be located to avoid creating spatial patterns that cause inefficiencies in the delivery of public services, or that require duplication or premature extension of public facilities.

a. Roads. Any new road developed to serve the PUD shall be continuous and in alignment with existing platted streets to which the street is to be connected. Where appropriate, new streets shall be planned so that they can create an interconnected Town road network, with provision for adequate road and utility easements. Where cul-de-sacs are used in the development, the applicant is encouraged to provide a trail or similar pedestrian link between them.

b. Water and sewer lines. Any water or sewer line extension necessary to serve the PUD shall be consistent with the Snowmass Water and Sanitation District's service plan and the Town's Comprehensive Plan.

Response to Criteria

All roads within the subdivision are continuous. The inefficient parking area drive lanes that exist today are removed and replaced with a completed street system. This includes a vehicular connection connecting Lower Kearns Road and Upper Kearns Road. Fire access and emergency access is provided on roads, and all roads include necessary utility easements. Upper and Lower Kearns Roads are to be dedicated to the Town, pursuant to the approved PUD.

All water and sewer lines meet SWSD requirements, and TOSV Comprehensive Plan. The Civil Engineering plans outline all water and sewer lines.

(8) Phasing. If the PUD is to be developed in phases, then each phase shall contain the required streets, utilities, landscaping and other public facilities or improvements that are necessary and desirable for residents of the project. If the PUD incorporates any amenities for the benefit of the Town, such as trail connections, these shall be constructed within the first phase of the project, or, if this is not possible, then as early in the project as is reasonable. The pace and phasing shall be evaluated with regard to construction impacts along with possible interruption of construction as it would affect the community as a whole.

Response to Criteria

Development phasing for Parcel 1 is required in order to maintain access to the Center throughout construction and to minimize impacts to tenants. Additionally, maintaining fire access is required if the Center is to remain in operation during construction, including for the grocery store and USPS. The following phased construction approach is proposed and shown in more detail in the Construction Phasing Plan. A total of four phases of construction are included in the draft CMP. In addition, a request for a total of ten years of vested rights from the date of the PUD approval is requested.

- Phase 1A and 1B will include site preparations. These ensure safe site and traffic flow, as well as the creation of an interim bus location. Initial infrastructure improvements are anticipated in this phase of work, including a looped waterline.
- Phase 2A and 2B focuses on improvements to the eastern side of the site. Construction will first begin on the eastern addition. This will include the new loading dock and the USFS space. A temporary construction and staging easement will be required on Parcel 2 to enable the completion of the eastern addition.
- Phase 3A and 3B will include roadway and building improvements to complete the new space for tenant relocations.
- Phase 4 includes the removal of the existing western annex and construction of the addition to the front of the building.
- Phase 5 is construction of spaces above the grocery store.
- The existing annex, or a portion thereof, will remain in place until such time as the Town is ready to move forward with construction of the residential units above. This

is required because the annex acts as a retaining wall for the existing road behind the Center. Once the Town moves forward with the residential units, updates to retaining areas will be required to maintain grades and access. (See Phase 4 of CMP.)

- The road behind the Center will remain in place for fire access only until Rim Court is constructed.
- A temporary bus drop off will be located on the western portion of the site, near the existing annex. This can accommodate two buses – one for down valley and one for up valley drop offs and pick ups – and will require the buses to circulate through the Center to avoid a left hand turn from Lower Kearns onto Brush Creek Road. (See Phases 1 – 3 of CMP.)
- Once the town moves forward with construction of Rim Road and Rim Court, the existing annex and fire lane can be removed. The existing west and north walls of the Center will remain in place to accommodate phasing between the Center and the parcels anticipated for sale to the town.

(9) Construction interruptions. The development application shall provide a reasonable restoration and/or remediation contingency plan to mitigate impacts resulting from any potential extended interruption of construction affecting the community as a whole. Surety or security may be necessary to ensure implementation of the plan.

Response to Criteria

Phases 1 – 3 of the construction require the existing annex to remain in place to support fire access and enable streamlined tenant relocation. The proposed CMP will result in the construction of the new eastern annex (location of new loading dock and USPS space) in the initial phases, and will likely result in a period of time when there is more than 58,433 sq ft of space on the site. Once the western annex is demolished, the approved total of 58,433 sq ft of commercial space will be developed and occupied. During construction, reasonable closures may be required. To the extent possible, these will be limited to partial closures. More detail is included in the draft development documents and PUD Guide.

Sec. 16A-4-340. Building design guidelines to preserve community character.

(c) Building Design Guidelines.

(1) Site integration. Building design shall be influenced by, and shall respond to, the natural features and mountain setting that surround the property. Structures shall be designed so they do not overwhelm the surrounding mountain environment.

a. Minimize modification. Developments should be planned to minimize the extent to which it is necessary to modify the natural terrain and natural watercourses. Where earthmoving techniques are necessary, man-made forms should be soft and natural in appearance. Natural water features should be preserved and enhanced.

b. Indigenous details. Indigenous details and landscape accents, such as streams, boulders, trees and wildflowers, should be used to connect the development to natural conditions.

c. Complement natural landforms. New buildings should be designed to complement natural landforms, by setting them into the slope, or by reflecting the angles and shapes found in the natural landscape. Building massing should be broken up or stepped along a slope, to conform to the shape, aspect and scale of the natural terrain.

d. Signs. Interpretive information and signs should be used to draw attention to nature and mountain ecology.

e. Grade. Awkward changes of grade in public spaces should be avoided. Natural grade changes should be used to separate and define activity areas. The needs of disabled persons should be considered in the layout of uses and in circulation patterns, as circulation on sloping terrain can be an obstacle to the disabled.

Response to Criteria

The development area for the proposed amendment to Parcel 1 is unchanged from the original PUD. The development has been designed to be sensitive to the natural environment and integrate into existing site conditions. There are significant grades on the site, and updated site circulation and construction phasing has taken this into consideration, seeking to minimize the impact to areas in steep slopes.

(2) Scale and mass. Buildings shall be designed to ensure that they are not perceived as being monumental in scale.

a. Relation to scale of surrounding buildings. The height and mass of new buildings should be related to the prevailing scale, form and proportion of surrounding buildings, to avoid overwhelming or dominating the existing character of the area.

b. Design articulation. Groups of buildings should be located to avoid creating a "wall" or "row" effect. Individual buildings should incorporate offsets or projections that relieve the visual effect of a single long wall, help to articulate individual units or groups of units and give the appearance the building is made up of a collection of smaller structures. Buildings should be sited so their longest frontages are not on their most visible sides.

c. Human scale. People spaces should respect human scale. The design should include articulated building and roof configurations; staggered roof lines; sloping roof forms with overhangs; setbacks of upper stories; variations in grade level, floor plane and wall textures; spatial enclosure; and the use of design elements that break up the volume of space.

d. Screen mechanical equipment. The roofs of structures containing nonresidential or multi-family uses should be designed to screen heating, ventilation and

mechanical equipment from view from neighboring properties and public rights-of-way.

Response to Criteria

The proposed updates to Building 1A have been designed to be sensitive to the mass and scale of the area, and to be consistent with the allowances of the existing PUD. The height limit of 43 feet is maintained, and the overall design is substantially similar to the approved massing. Additional articulation to Building 1A to add fenestration and create a visual entry element near the grocery store has been incorporated into the design.

In an effort to create a human scale to the development, the design includes generous sidewalks that allow for landscaping and spill out seating to encourage dwell time. This includes an atrium and interior space, similar to what exists today, and the creation of outdoor seating areas and ample sidewalk spaces for a café and/or restaurant seating. The design includes street trees that reflect a Main Street design, as well as incorporates signage and lighting details to extend the environment of the Snowmass Center.

In addition, there are significant amenity spaces on the second level of the building. The updates to the second level seek to maintain views to the south and the ski area, taking advantage of areas of sun on the site.

The Architectural sheets illustrate this in more detail.

(3) Building materials. Buildings shall be designed with natural materials and details that are indigenous to Colorado and that are nonreflective.

a. Authenticity. Materials should be predominantly authentic in their appearance, with natural textures and weathering.

b. Materials. The indigenous materials of the surrounding mountains should be conveyed by integrating heavy timbers, natural siding materials and rock into the building design.

Response to Criteria

Building materials proposed for the PUD Amendment are consistent with the existing approvals. Therefore, these building materials have been carefully chosen to respond to the tones and textures of the natural environment in Snowmass Village. Durable, rugged, and low maintenance building materials are characteristic qualities of these selections with a proven track record of performance in Colorado. For example, the project uses natural types of stone veneer, weathered metals, and heavy timber wood detailing toward this end. Considering the requirement for non-combustible materials and fire mitigation techniques, particular attention has been paid to balance the look and feel of these materials within a natural color palette that complements the surrounding mountain landscape. The Architectural sheets and the PUD Guide describe this approach in greater detail.

(4) Climate/solar orientation. Buildings should be located to maximize their exposure to winter sun and natural light, and for protection from wind and temperature extremes.

The sizing, height and placement of windows should take advantage of the sun's seasonal track and the intensity of solar radiation that is found in the area.

Response to Criteria

As with the existing approval, the PUD Amendment is positioned to take advantage of the passive solar orientation and expansive view to the south of Snowmass Ski Area. Roof overhangs, horizontal projections, and trim details modulate the solar gain appropriately throughout the year- allowing sunlight into the building during the winter while shielding it during the summer. On the northside of the project, glazing is used more sparingly to acknowledge the performance challenges associated with shade and shadow inherent with this exposure. Further, with this passive solar approach to design, the east and west sides of the building footprint are minimized relative to the long axis as well as the low-angle sun. The Architectural Solar Diagrams graphically illustrates these attributes.

(5) Views. Buildings should be oriented to take advantage of views and view corridors, and to frame views and enclose open space, but should also preserve important sight lines, overlooks and landmarks as viewed from public roadways and other public spaces, and as viewed from neighboring developments. Buildings shall be located to comply with the provisions of Section 16A-4-50(f), Ridgeline Protection Areas.

Response to Criteria

The building placement and Ridgeline Protection was completed as part of the original PUD review, and all buildings in the PUD were found to comply. This amendment removes two buildings (Buildings 6A and 6B), which reduces the overall impact of the project on views. The site design and public open plazas have been designed to capitalize on the views to the ski mountain, Mt. Daly, and down valley. Parcel 5 remains undeveloped, maintaining views from Woodbridge. The Site Plan and Architectural plans further illustrate compliance with this standard.

Sec. 16A-4-50. Geologic hazard areas, steep slopes and ridgeline protection areas.

(f) Ridgeline Protection Areas.

(1) Ridgeline protection areas. Ridgeline protection areas are those 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. These lands frame the natural mountain setting within the Town and include lands outside the Town boundary. It is the intent of the Town to ensure that the mountaintops surrounding Snowmass Village retain their natural appearance by preventing structures from being built at or near the crest of a ridge or hillside.

(2) Ridgeline penetration prohibited. Except as provided in subparagraph (f)(3) below, no development of new structures shall be designed or located within a ridgeline protection area in such a way that it will appear to penetrate above the crest of a ridgeline protection area as seen from Brush Creek Road, Owl Creek Road or the

Town Community Park when viewed from within the park or road surface edge at a height of five (5) feet. In addition, any existing structure that is located within a ridgeline protection area that is demolished may only be rebuilt if its design complies with the standards of this Subsection (f).

Response to Criteria

The building placement and Ridgeline Protection was completed as part of the original PUD review, and all buildings in the PUD were found to comply. This amendment focuses on removing residential development from Parcel 1 and maintaining Parcel 1 as an entirely commercial parcel. The development is substantially similar to that approved for Building 1A in the original PUD. The requirements of this standard to maintain views is met as part of the redesigned commercial building.

Sec. 16A-4-310. Off-street parking standards.

(c) Reduction of Required Parking. Parking may be proposed to be reduced by one (1) or more of the following options:

(1) Shared parking. Off-street parking facilities for separate uses may be provided collectively, if the total number of spaces provided is not less than the sum of the separate requirements of each such use. However, no parking space or portion thereof shall serve as the required space for more than a single use, unless the Town specifically authorizes a shared parking arrangement. In order to obtain approval of a shared parking arrangement, the applicant shall be required to show in a Parking Management Plan that the peak use period for the uses will not overlap with one another, that the uses are located on the same or adjoining sites, and that the total number of spaces that would be required for all uses has not been reduced by more than twenty percent (20%).

Response to Criteria

The approved PUD included a shared parking plan. With the removal of residential uses from Parcel 1, a shared parking plan is no longer proposed. The Parking Plan has been updated to reflect this change.

(2) Alternative parking plan. The Comprehensive Plan recommends that day skier parking be reduced west of the Woodbridge pedestrian bridge and be increased east of that bridge. In order to accomplish this recommendation, applicants proposing development that will be located west of the Woodbridge Bridge are encouraged to, but applicants proposing development that will be located east of said pedestrian bridge may propose to, develop fewer spaces on site than would be required by Table 4-3, both subject to the submission of a Parking Management Plan. For the number of required parking spaces to be reduced, the applicant shall comply with one (1) or a combination of the following options:

a. Create parking in desired location. The applicant may develop that parking which would have been required on site in a location that is consistent with the

recommendations of Chapter 8, "Future Transportation Plan," of the Comprehensive Plan. The Town may place appropriate limitations on the approval of the development to ensure the off-site spaces are available for use by the public no later than the time the development receives its certificate of occupancy;

Response to Criteria

As was the case in the approved PUD, the parking spaces are conveniently located adjacent to the commercial center of the community.

b. *Offer options to automobile usage. The applicant may commit to offering transportation options to residents, visitors or guests of the development that will reduce or eliminate the need for parking on site. Such options may include provision of limousine or van services, payment for enhanced transit services by the Town or RFTA, purchase of transit passes for employees and similar approaches, shared vehicle(s), commonly shared drop-off, pick-up or pull out space, E-bikes, cycling, equestrian (such as a hitching rail provision), and other transportation modes over and above the minimum standard; or*

Response to Criteria

As was the case in the approved PUD, this PUD amendment includes alternative transportation improvements. A transit center creates an improved transit facility at the Center and is located in close proximity to the grocery store and USPS. Previously approved trail connections remain in place, and the required sidewalk improvement along the Conoco property line remains in the approval. The parking configuration includes a mix of standard parking spaces and compact parking spaces, as well as the required number of handicapped spaces. Two dedicated spaces for shuttles are included near the entrance to USPS, as was the case in the original PUD approval. Additional details on parking can be seen in the Parking Site Plan (see the Landscape Set) and the written Parking Plan.

c. *Provide compact size parking spaces. The applicant may propose, within a predominantly enclosed parking structure and in conjunction with at least one (1) of the other options, to include compact size parking spaces as part of the required parking, up to a maximum of fifteen percent (15%) of the total enclosed parking being provided. Said spaces will only be considered within portions of the structure sufficiently enclosed or screened to prevent fallen, plowed or windblown snow from accumulating within the compact size parking spaces. The appropriate number of compact spaces will be determined based upon the nature of the proposed uses, public/private parking and access requirements, parking lot management, signage, location and grouping of the compact spaces, design, layout and vehicular circulation patterns within the proposed parking structure.*

Response to Criteria

Compact parking spaces are proposed as part of the updated plan. Additional details can be seen in the Parking Site Plan (see the Landscape Set) and the written Parking Plan.

d. Tandem/stacked parking. The applicant may propose, in conjunction with at least two (2) of the other options, to include tandem/stacked parking spaces as part of their required parking. Tandem/stacked parking will only be considered in conjunction with the overall parking management plan and may only be allowed if there will be valets or other persons employed to assist in the parking of automobiles. A suitable form of guarantee must be provided, ensuring that a valet or other persons will always be available when the parking lot is in operation. The appropriate number of tandem/stacked parking spaces will be determined based upon:

1. The operational nature and parking requirements of the residential project being served;

2. The parking lot management plan; and

3. The tandem/stacked parking location, design, layout and vehicular circulation patterns within the proposed parking lot or structure.

Response to Criteria

Tandem parking spaces are not proposed.

e. Contribute cash-in-lieu. The applicant may make a one-time cash payment to the Town, in the amount of twenty-five thousand dollars ($25,000.00) per space. Approval of the payment-in-lieu shall be at the option of the Town Council.

1. Payment due at building permit. The payment shall be due and payable at the time of the issuance of a building permit.

2. Use of funds. All funds collected by the Building and Planning Department shall be deposited in a separate interest-bearing account. Monies in this account shall be used solely for the planning, design and construction of new public parking spaces in locations that are consistent with the recommendations of the currently adopted Comprehensive Plan.

3. Refund. Any payment made for a project for which a building permit is not issued or is cancelled may be refunded if the current owner of the property submits a request for a refund to the Finance Director. All requests for refunds shall be accompanied by a copy of the receipt issued for payment of the fee.

4. Review of fee schedule. In order to ensure that the payment-in-lieu schedule is fair and represents current cost levels, it shall be reviewed within two (2) years of its effective date, and every two (2) years thereafter. Any necessary

amendments to this Section shall be initiated by the Town Council to address the results of the review.

Response to Criteria

Cash-in-lieu is not proposed as part of the updated parking design. The proposal includes removal of 27 total parking spaces from Rim Court at the request of the town.

Attachment E

SNOWMASS CENTER

TOWN OF SNOWMASS VILLAGE, COLORADO

PUD AMENDMENT PLAN SUBMITTAL

ISSUED: September 27, 2024

VICINITY MAP



SCALE: 1"= 2500'-0" APPROXIMATELY

NORTH



SHEET INDEX

Sheet No.	Sheet Title	September 27, 2024 Revised PUD Submittal		
Landscape Drawings:				
GENERAL SERIES				
L-1.1	Illustrative Plan	●		
L-1.2	Site Plan Plan	●		
L-1.3	Landscape Plan	●		
L-1.4	Rooftop Landscape Plan	●		
L-1.5	Tree Mitigation Plan	●		
L-1.6.1	Lighting Plan	●		
L-1.6.2	Lighting Plan	●		
L-1.7	Parking Plan	●		
L-1.8.1	Urban Design & Programming Plan	●		
L-1.8.2	Urban Character Perspective	●		
L-1.9	Retaining Walls Plan	●		
L-1.10	Solid Waste Management Plan	●		
L-1.11	Open Space Plan	●		
L-1.12	Interim Construction Access and Transit Plan	●		
L-1.13	Parcel Revisions	●		

PROJECT TEAM

OWNER
EASTWOOD SNOWMASS INVESTORS, LP.
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Aspen, CO 81611
Tel: 970-925-9817

PLANNERS AND LANDSCAPE ARCHITECT
DESIGNWORKSHOP
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Tel: 970-925-8354

ARCHITECT
CCY ARCHITECTS
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Tel: (970) 927-4925

CIVIL ENGINEER
SOPRIS ENGINEERING
502 Main St Ste A3,
Carbondale, CO, 81623
Tel: 970-704-0311

DW PROJECT NUMBER: 5446



NORTH

0 30' 60' 120'

ORIGINAL SCALE: 1"=60'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: SEPTEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

ILLUSTRATIVE PLAN

SHEET NUMBER

L-1.1

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NORTH 0 25' 50' 100'
ORIGINAL SCALE: 1"=50'

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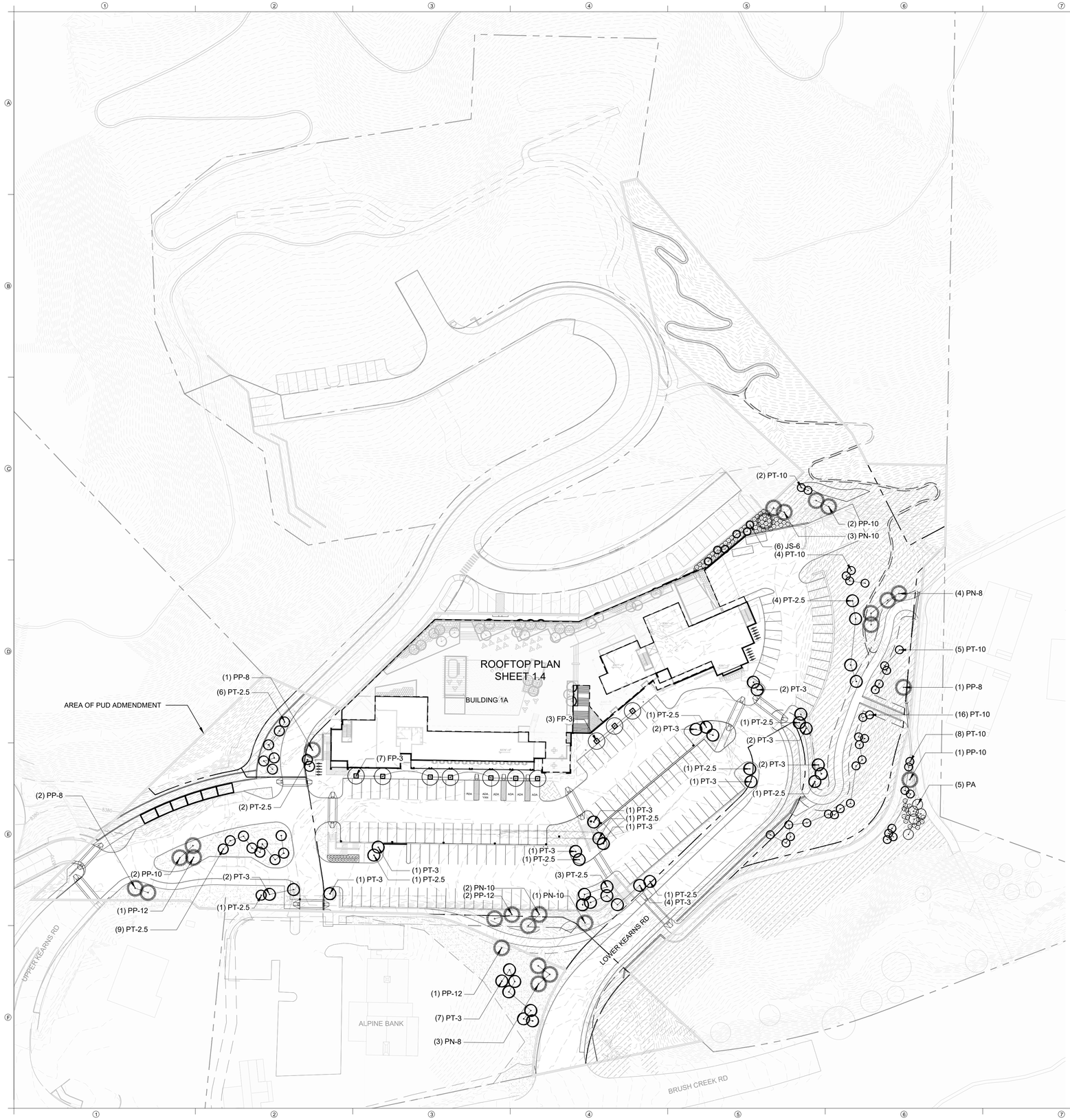
SITE PLAN

SHEET NUMBER

L-1.2

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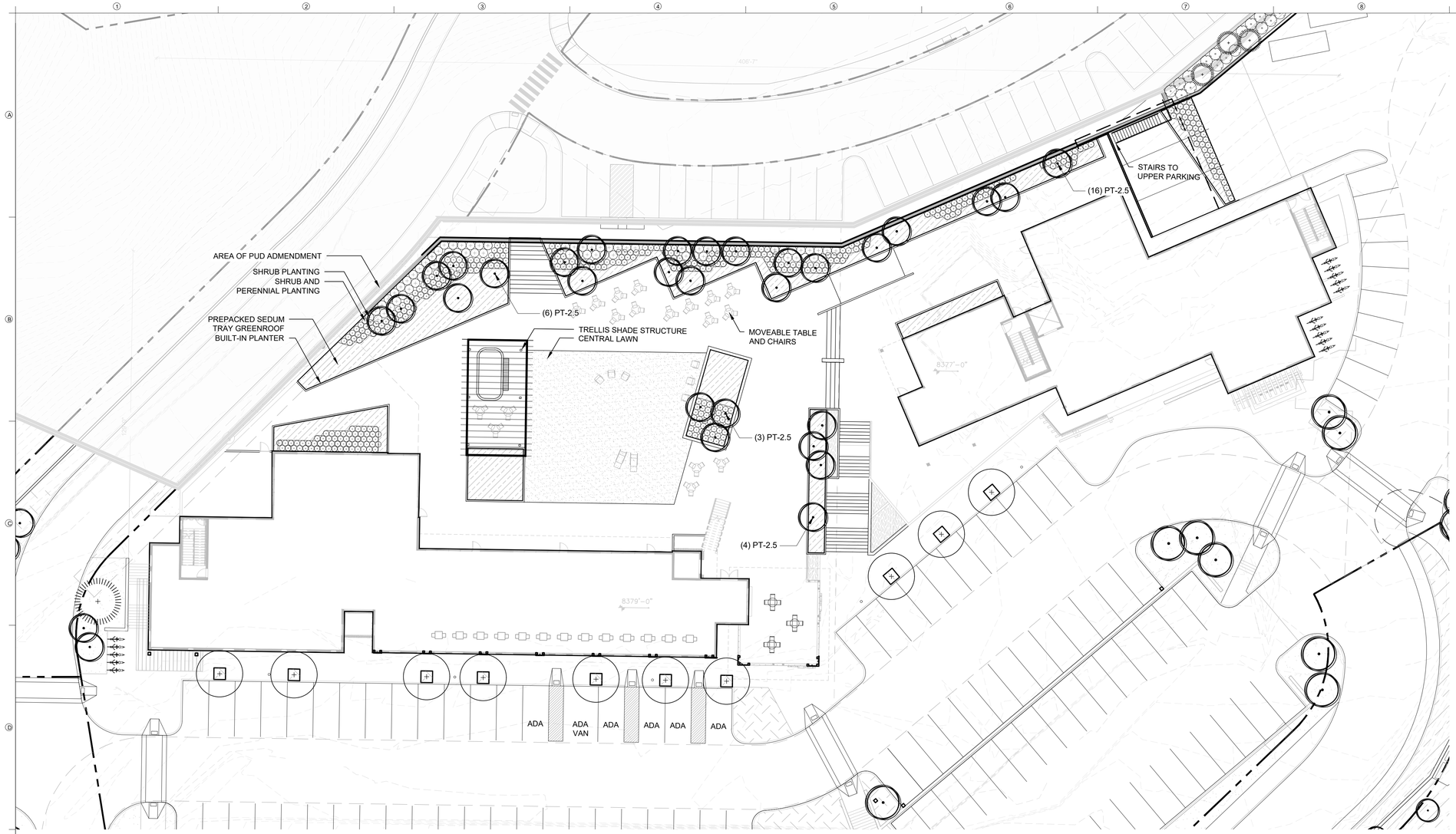
LANDSCAPE PLAN

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L-1.3

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

ROOFTOP LANDSCAPE PLAN

SHEET NUMBER

L-1.4

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TREE REMOVAL LEGEND

EXISTING DECIDOUS TREES 4" CALIPER OR GREATER AS IDENTIFIED IN FIELD OBSERVATION AND AERIAL PHOTOGRAPH (ASPEN AND COTTONWOOD)

EXISTING CONIFER TREES 4" CALIPER OR GREATER AS IDENTIFIED IN FIELD OBSERVATION AND AERIAL PHOTOGRAPH (SPRUCE)

TREES TO BE REMOVED AND MITIGATED WITH NEW LANDSCAPE PLAN. 160 NEW TREES WILL BE REPLACED.

AREA OF PUD ADMENDMENT

BUILDING 1A

ALPINE BANK

UPPER KEARNS RD

LOWER KEARNS RD

BRUSH CREEK RD

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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COLORADO, 81654

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DW. PROJECT NUMBER:5446

TREE MITIGATION PLAN

SHEET NUMBER

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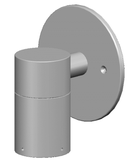


EXTERIOR LIGHT KEY

SYMBOL	TYPE
	Pole Light
	Wall or Step Light
	Soffit Down Light
	Signage Light
	Wall-Mounted Patio Light



POLE LIGHT
COMPANY: STRUCTURA, INC
PRODUCT: TANDEM ORTHO 14
TYPE: FLUSH MOUNT 14' HEIGHT POLE LIGHT
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE
NOTE: LUMINAIRE BY LANDFORMS, LINEAR OR SLOPE LED FIXTURE: 1FC 2700K TEMPATURE BULBS



WALL LIGHT / WALL-MOUNTED PATIO LIGHT
COMPANY: HEVI LITE, INC.
PRODUCT: HL-340
TYPE: WALL MOUNT MR16 ACCENT FIXTURE
WATTAGE: 8W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE



STEP LIGHT
COMPANY: TARGETTI
PRODUCT: ZEDGE LINE
TYPE: PROFESSIONAL SMALL SCALE LED STEPLIGHT
WATTAGE: 9W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE



SOFFIT DOWN LIGHT
COMPANY: LUCIFER LIGHTING COMPANY
PRODUCT: PULKED LPK
TYPE: SEMI-RECESSED LED LUMINAIRE
WATTAGE: 4.3W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE





SIGNAGE LIGHT
NOTE: FOR IDENTIFICATION PURPOSES, LIGHTING WILL OCCUR SPECIFICALLY AT THE BUSINESS. THESE ARE TYPICAL EXAMPLES, BUT LIGHT FIXTURE WATTAGE AND TYPE WILL VARY. ANY

NORTH
0 25' 50' 100'
ORIGINAL SCALE: 1"=50'

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LIGHTING PLAN

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EXTERIOR LIGHT KEY

SYMBOL	TYPE
	Pole Light
	Wall or Step Light
	Soffit Down Light
	Signage Light
	Wall-Mounted Patio Light

EXTERIOR LIGHT FOOT CANDLES

SYMBOL	TYPE
	.1 Foot Candles
	.2 Foot Candles
	.5 Foot Candles
	1 Foot Candles
	2 Foot Candles
	4 Foot Candles



POLE LIGHT
COMPANY: STRUCTURA, INC
PRODUCT: TANDEM ORTHO 14
TYPE: FLUSH MOUNT 14' HEIGHT POLE LIGHT
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE
NOTE: LUMINAIRE BY LANDFORMS, LINEAR OR SLOPE LED FIXTURE: 1FC 2700K TEMPATURE BULBS



SOFFIT DOWN LIGHT
COMPANY: LUCIFER LIGHTING COMPANY
PRODUCT: PULKED LPK
TYPE: SEMI-RECESSED LED LUMINAIRE
WATTAGE: 4.3W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE



STEP LIGHT
COMPANY: TARGETTI
PRODUCT: ZEDGE LINE
TYPE: PROFESSIONAL SMALL SCALE LED STEPLIGHT
WATTAGE: 9W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE

NORTH
0 25' 50' 100'
ORIGINAL SCALE: 1"=50'

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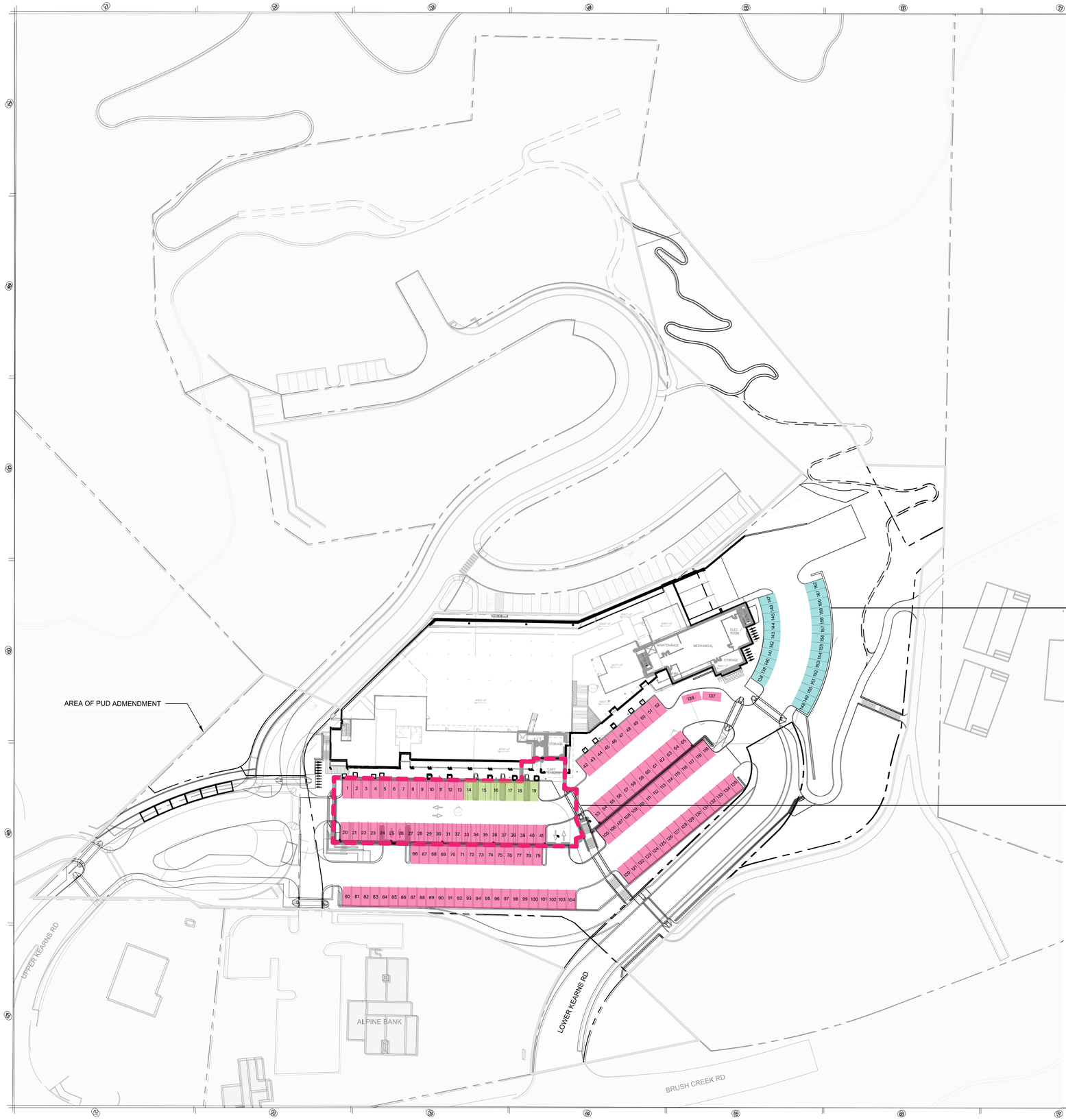
LIGHTING PLAN

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Commercial Parking - Standard

Commercial Parking - ADA

Commercial Parking - Compact

PUD PARKING SUMMARY

COMMERCIAL PARKING

Parking Garage **38 spaces**
- 2 ADA Spaces
- 4 Compact Spaces
- 32 Standard Spaces

Surface Parking **162 spaces**
- 6 ADA Spaces
- 25 Compact Spaces
- 131 Standard Spaces

TOTAL **200 spaces**

SURFACE PARKING
162 commercial surface parking spaces

GARAGE PARKING
38 commercial surface parking spaces

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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TOWN OF SNOWMASS VILLAGE
COLORADO, 81654

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ISSUE DATE: SEPTEMBER 27, 2024

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DRAWN: TB REVIEWED: RS
REVIEWED: RS

PARCEL 1 PUD FINAL PUD PLAN AMENDMENT

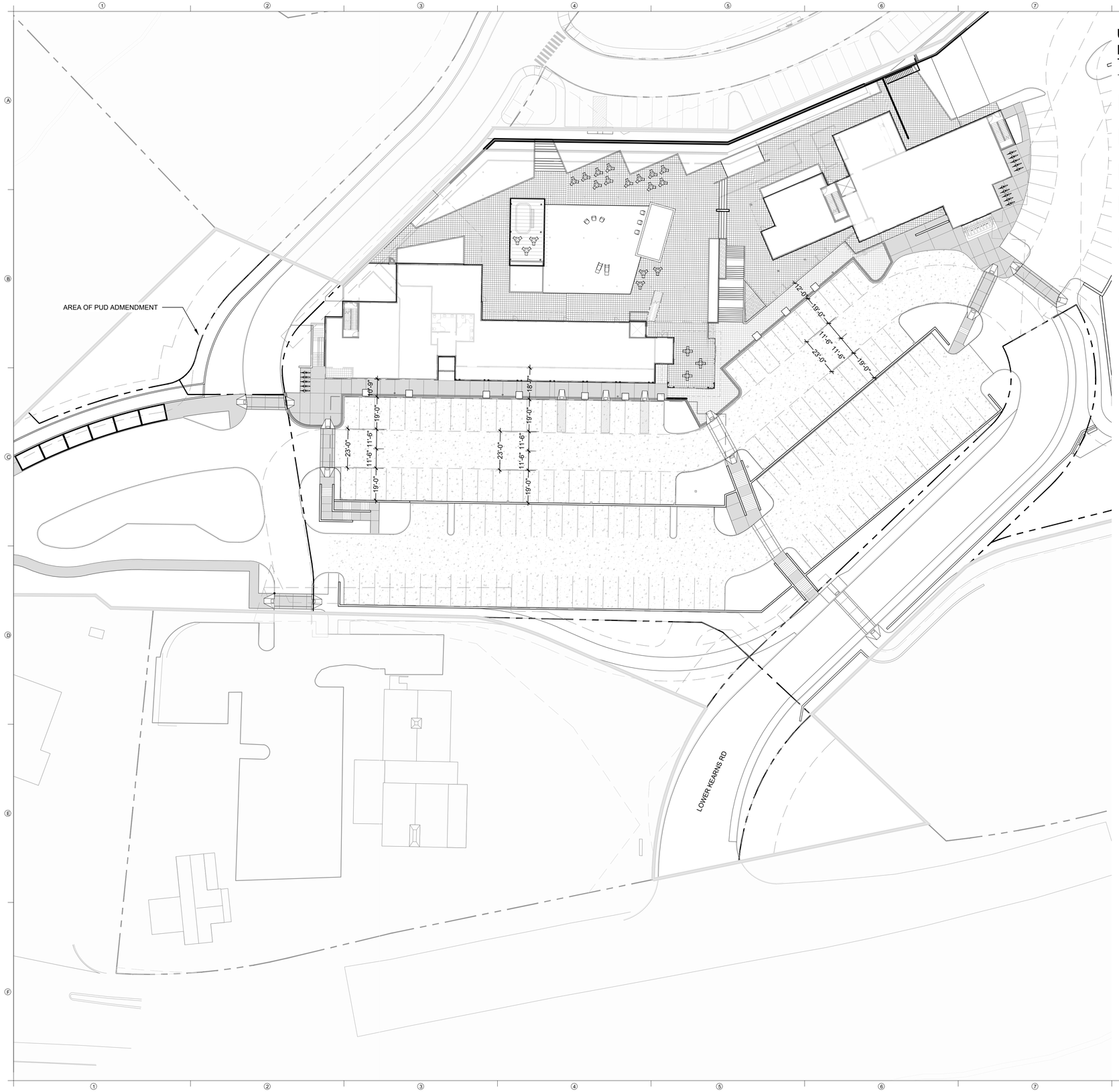
DW PROJECT NUMBER 5446
DW PROJECT NUMBER 5446

PARKING LAYOUT PLAN

SHEET NUMBER
SHEET NUMBER

L-1.7

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URBAN DESIGN & PROGRAMMING MATERIALS KEY

SYMBOL	TYPE
	Plaza Pavement - Modular Concrete Pavers
	Broom-finish Concrete Road Surface
	Textured Concrete Crosswalk and Pedestrian Sidewalk Pavement. Intergratal Color on Crosswalk Bands.
	Texture Concrete Band

Note: All other roadway surfaces to be asphalt.

NORTH

0 15' 30' 60'

ORIGINAL SCALE: 1"=30'

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SNOWMASS CENTER REDEVELOPMENT

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URBAN DESIGN & PROGRAMMING PLAN

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

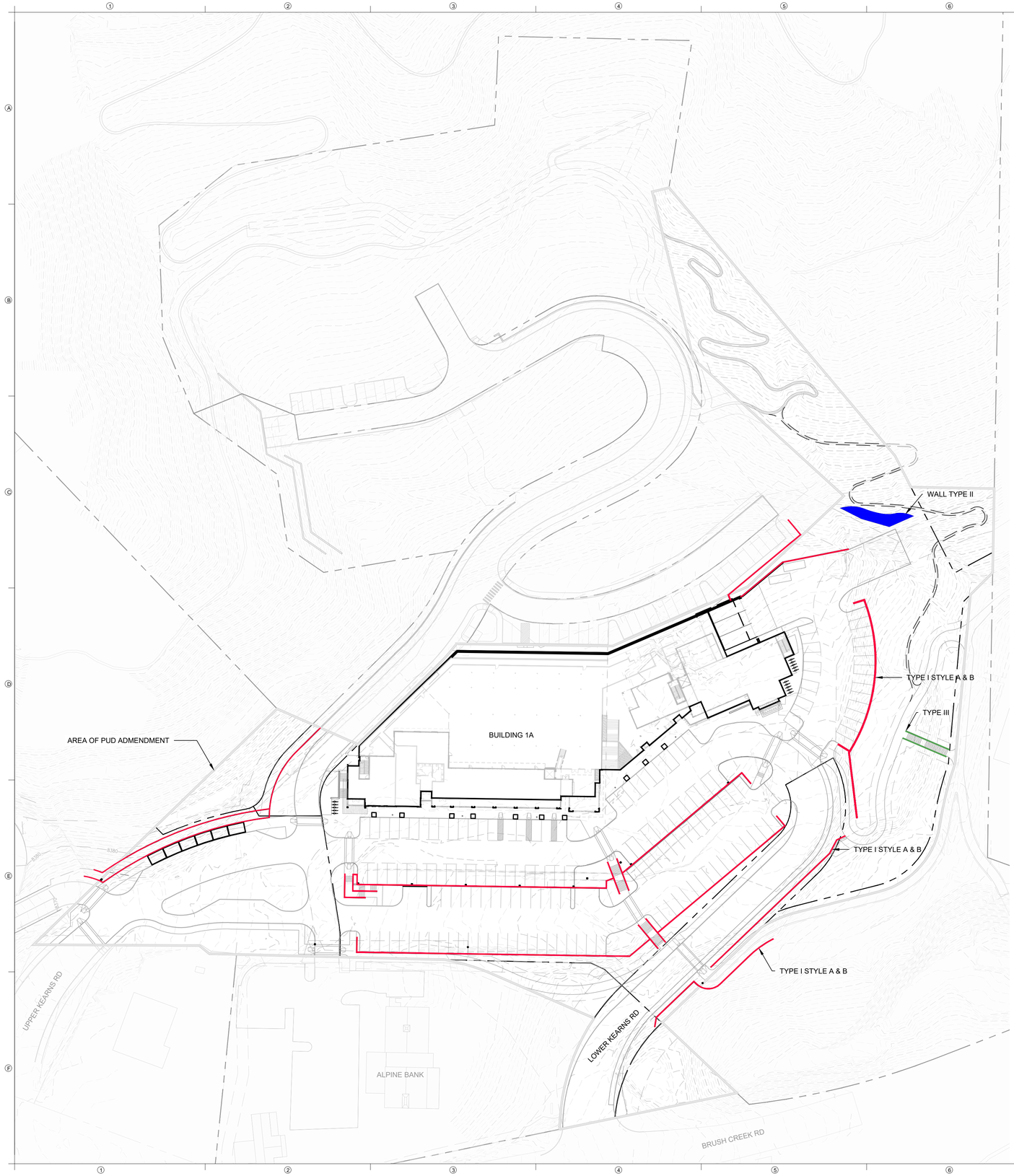
URBAN CHARACTER PERSPECTIVE

SHEET NUMBER

L-1.8.2

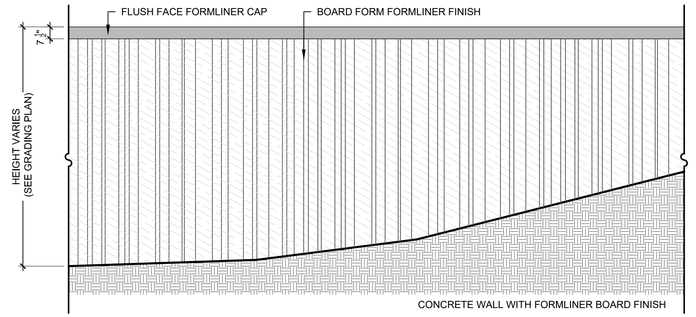
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Sep 27, 2024 - 12:13pm
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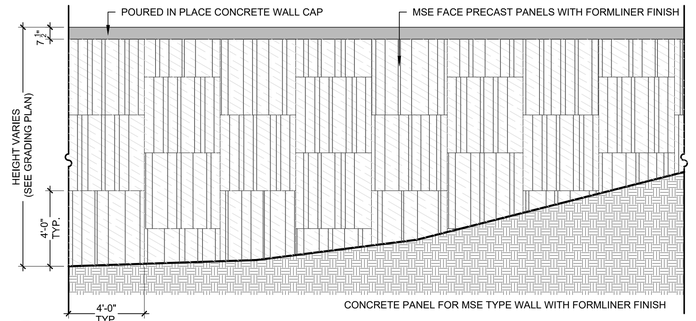
ROAD RETAINING WALL KEY

SYMBOL	TYPE
	Retaining Walls Type I Style A & B
	Retaining Walls Type II
	Type III - Open Grate Stairs



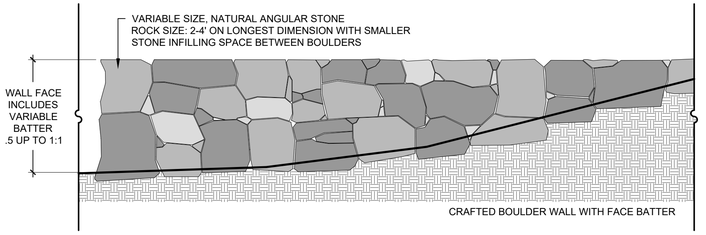
1 RETAINING WALL - TYPE I STYLE A

1/4" = 1'-0"



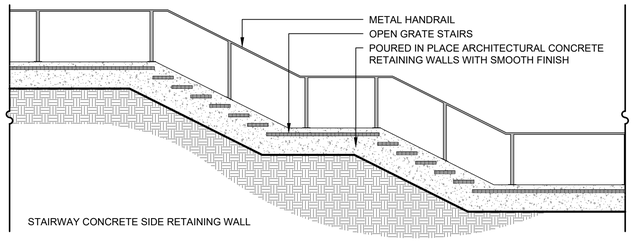
2 RETAINING WALL - TYPE I STYLE B

1/4" = 1'-0"



3 RETAINING WALL - TYPE II

1/4" = 1'-0"



4 TYPE III - OPEN GRATE STAIRS

1/4" = 1'-0"

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: SEPTEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

DRAWN: TB REVIEWED: RS

PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

RETAINING WALLS PLAN

SHEET NUMBER

L-1.9

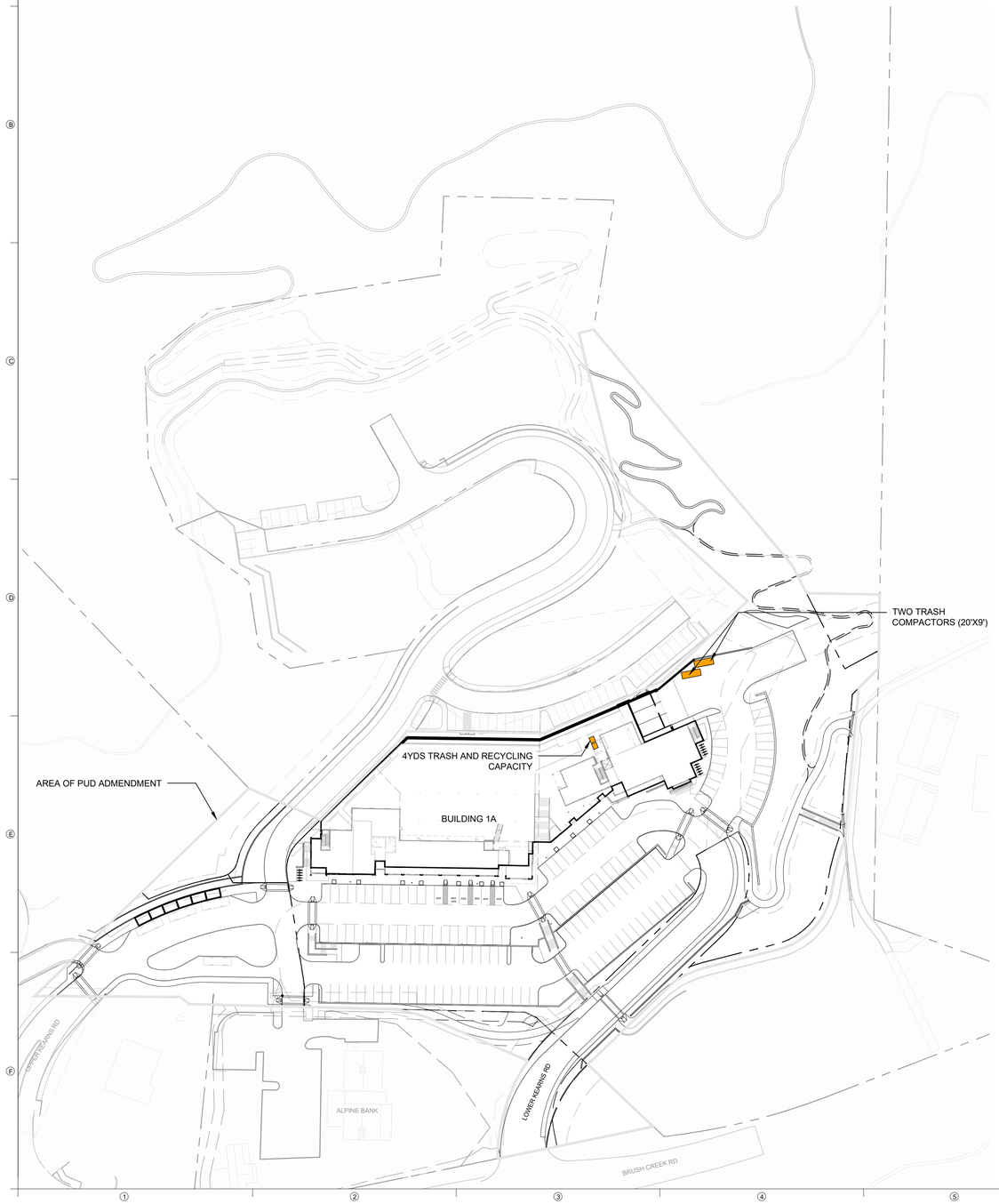
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WASTE MANAGEMENT KEY

SYMBOL	TYPE
	Trash and Recycling Receptacles

NOTES:
1. TRASH AND RECYCLING STATIONS ARE GROUPED TOGETHER FOR EACH LOCATION IDENTIFIED ON THIS PLAN



SNOWMASS CENTER PUD AMENDMENT

Solid Waste Generation by Land-Use

Land Use Code Section 16A-5-340 (c-2-h)

Solid waste disposal plan. A proposed solid waste disposal plan, including the anticipated volume (cubic yards) of solid waste that will be generated by the development, proposed trash container size and location of said facilities.

By Building and Parcel

Parcel	Building	Use	Square Footage	Residential Units	Meals Served per Week	Cubic Yard Per Week Total by Use	Building Total (Cubic yards)	Land Uses Total (Cubic yards)	Parcel Total (Cubic yards)	Building Container Need	Location on Solid Waste Plan
Parcel 1	Building 1A	Supermarket	19,584			109.7	138.6	109.7		Two trash compactors (20' x 9')	Loading Dock Area for Trash Compactors. Internal transfer station by loading dock with 4-yard capacity.
		Main Level Retail (includes Post Office)	10,037			6.0		11.6			
		Second Level Retail	9,294			5.6					
		Main Level Restaurant (Full Service)			500	10		10.8			
		Second Level Café			150	0.75					
		Third Level Office	13,128			6.6		6.6			
TOTAL						138.6		138.6	138.6		

NOTES
Restaurants assumed 6 days per week
Retail assumed 6 days per week
Office assumed 5 days per week
Currently trash is picked up once per week per Town of Snowmass Village Public Works
Trash and Recycling facilities same size as approved PUD

Solid Waste Generation Guidelines

Classification	Use	Quantities of Waste Generated
Apartments	*Single*	1 cu. yd. per unit per month
	Family	1.5 cu. yd. per unit per month
Commercial	*Office*	1 cu. Yd. per 10,000 sq. ft. per day
	*Retail**	1 cu. Yd. per 2,500 sq. ft. per day
	Supermarket	1 cu. Yd. per 1,250 sq. ft. per day
	Restaurants	0.02 cu. Yd. per meal served
	Restaurants	0.005 cu. Yd. per meal served

NOTES
All quantities based on Town of Snowmass Village Solid Waste Generation Guideline (1984) unless
*Uses department store building type
^1 pound (full service) and 0.2 pound (café/deli) per person per meal, divided by 175 pounds per yard times 7 days per week to calculate cubic yards per person each week. Zender Environmental Research Group (2008)

NORTH 0 35' 70' 140'
ORIGINAL SCALE: 1"=70'

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SNOWMASS CENTER REDEVELOPMENT
TOWN OFSNOWMASS VILLAGE COLORADO, 81654

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

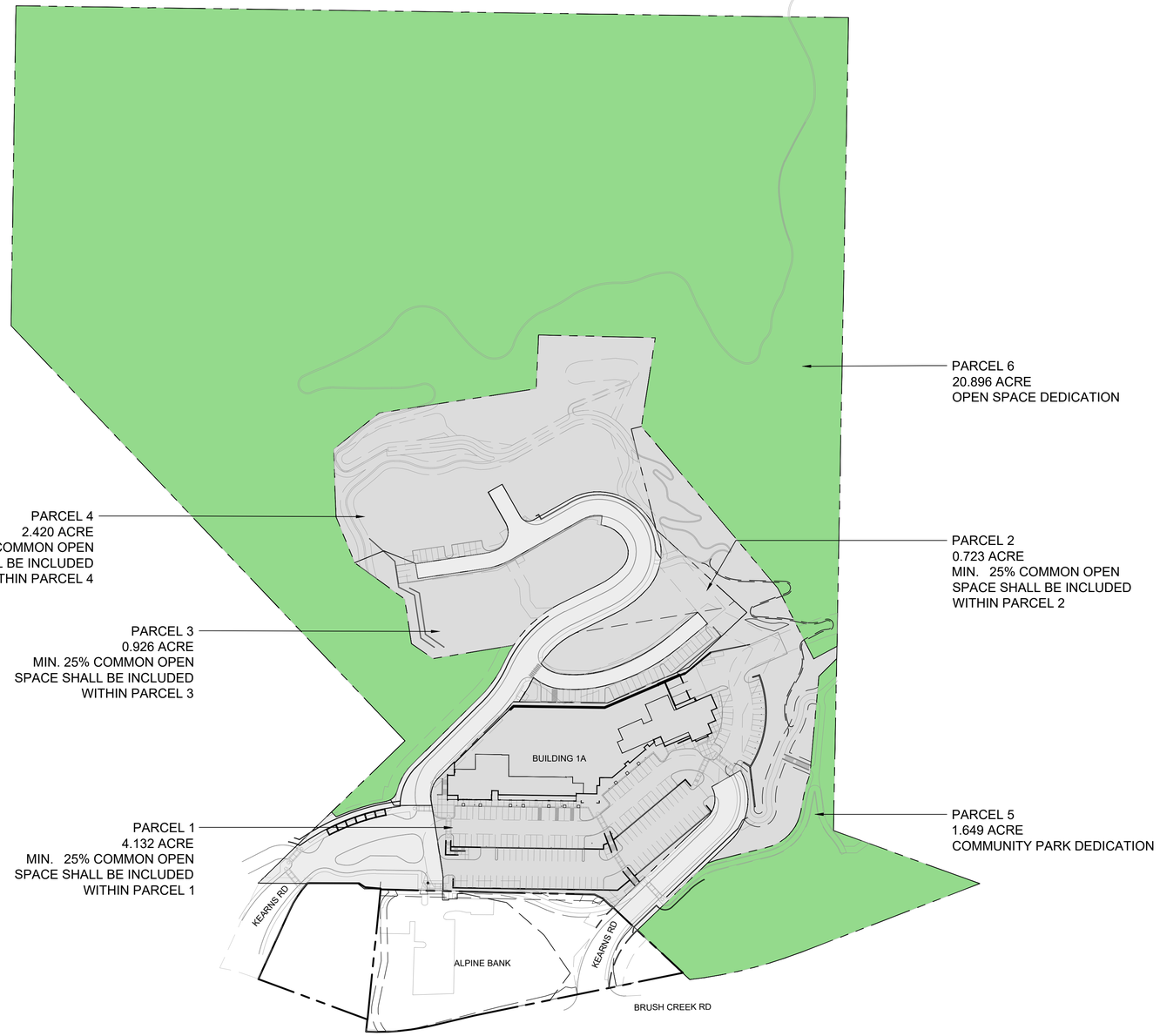
SOLID WASTE MANAGEMENT PLAN

SHEET NUMBER

L-1.10

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NORTH

0 50 100 200
ORIGINAL SCALE: 1"=100'

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TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

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OPEN SPACE PLAN

SHEET NUMBER

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

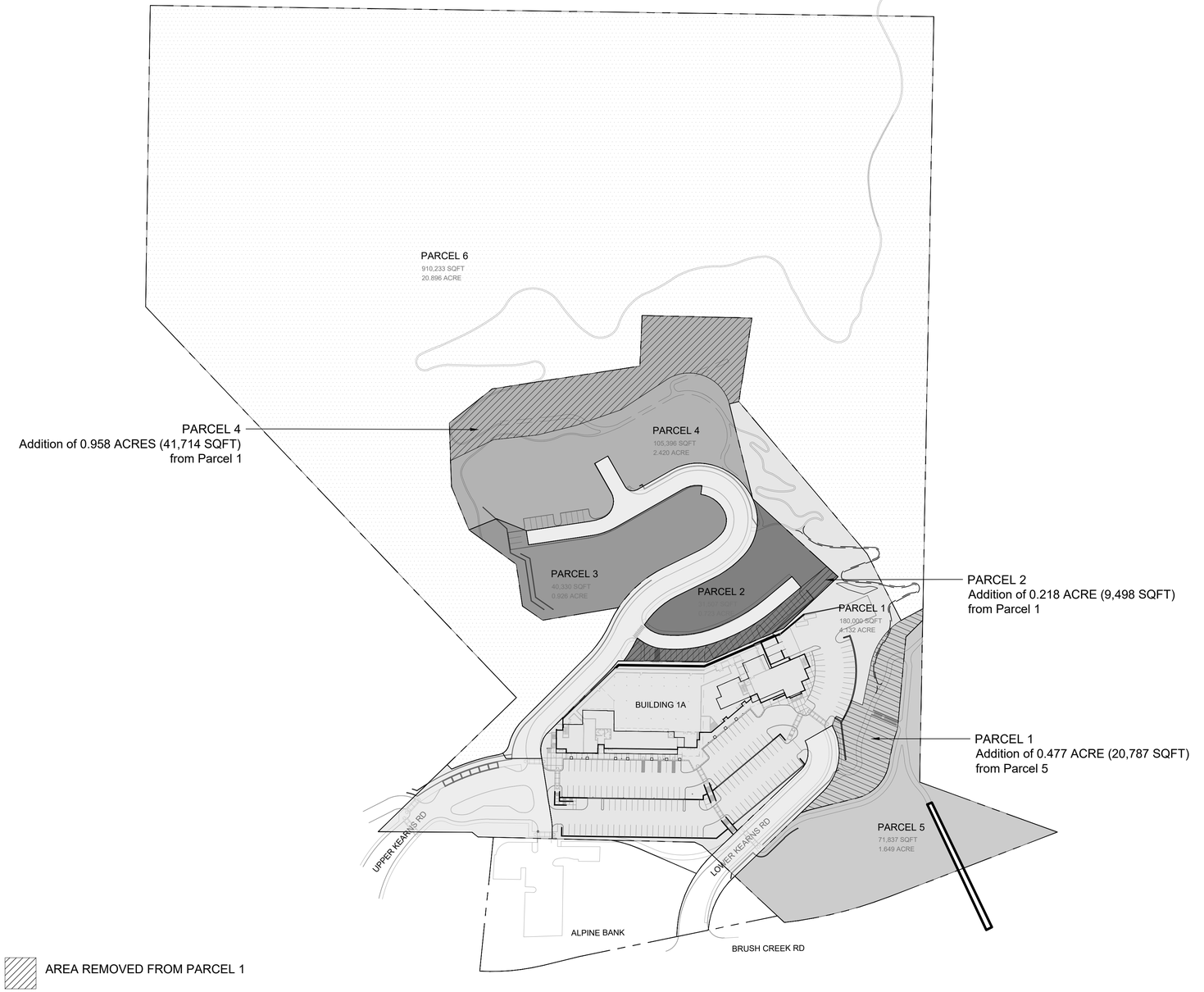
INTERIM CONSTRUCTION ACCESS AND TRANSIT PLAN

SHEET NUMBER

L-1.12

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NORTH

0 50 100 200
ORIGINAL SCALE: 1"=100'

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TOWN OFSNOWMASS VILLAGE COLORADO, 81654

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PARCEL REVISIONS

SHEET NUMBER

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SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615



PROJECT DIRECTORY

OWNER

EASTWOOD DEVELOPMENTS INC.
0133 PROSPECTOR ROAD, #4102
ASPEN, CO 81611
416-445-9920
CONTACT: JORDAN SARICK

ARCHITECT

CCY ARCHITECTS, LTD.
228 MIDLAND AVENUE
P.O. BOX 529
BASALT, CO. 81621
970-927-4925 FAX 970-927-8578
CONTACT: CHRIS TOUCHETTE (CTOUCHETTE@CCYARCHITECTS.COM)

PLANNER / LANDSCAPE ARCHITECT

DESIGN WORKSHOP
120 EAST MAIN STREET
ASPEN, CO 81611
970-925-8354
CONTACT: JESSICA GARROW (JGARROW@DESIGNWORKSHOP.COM)

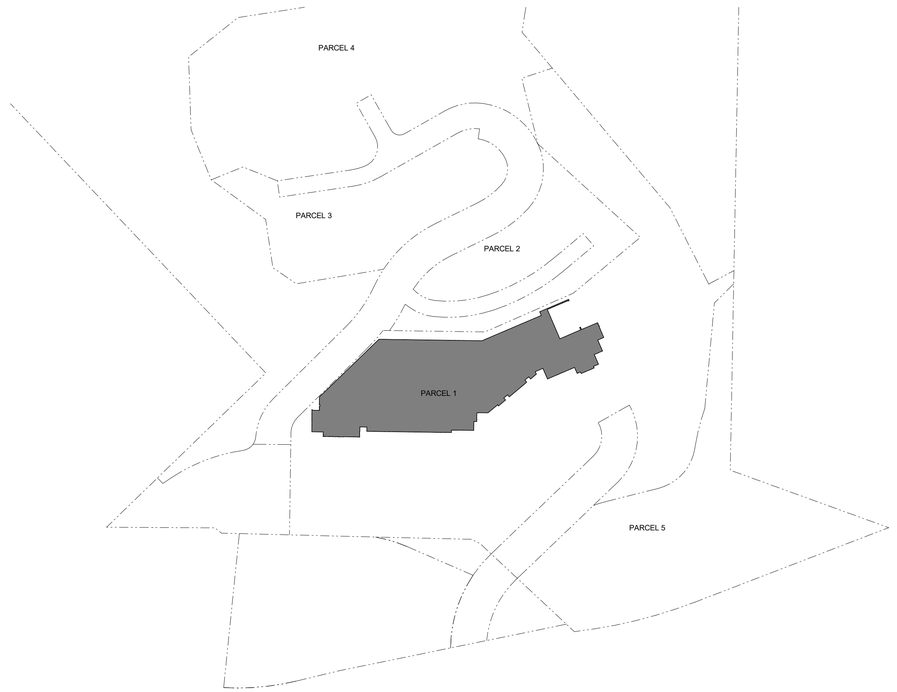
BUILDER

HASELDEN CONSTRUCTION
2520 SOUTH GRAND AVE., #204
GLENWOOD SPRINGS, CO 81601
970-366-4633

SURVEYOR

SOPRIS ENGINEERING LLC
502 MAIN ST # A-3
CARBONDALE, CO 81623
970-704-0311
CONTACT: COLBY CHRISTOFF (CCHRISTOFF@SOPRISENG.COM)

BUILDING KEY PLAN



SHEET INDEX

A-001	OVERALL SITE
A-002	SOLAR DIAGRAMS
A-003	SNOWMELT PLAN
A-004	AREA PLANS - FAR
A-005	AREA PLANS - NET
A-006	1A - OVERALL LOWER LEVEL 00
A-007	1A - OVERALL MAIN LEVEL 01
A-008	1A - OVERALL LEVEL 02
A-009	1A - OVERALL LEVEL 03
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A-014	1A ENLARGED LEVEL 02 - WEST
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A-016	1A ENLARGED LEVEL 03 - WEST
A-017	1A ENLARGED ROOF - EAST
A-018	1A ENLARGED ROOF - WEST
A-020	1A ELEVATIONS
A-021	1A ELEVATIONS
A-022	1A ELEVATIONS
A-023	1A ELEVATIONS
A-024	1A COLOR & MATERIALS
A-025	1A COLOR & MATERIALS
A-026	PARKING ELEVATIONS
A-030	1A SECTIONS

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SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

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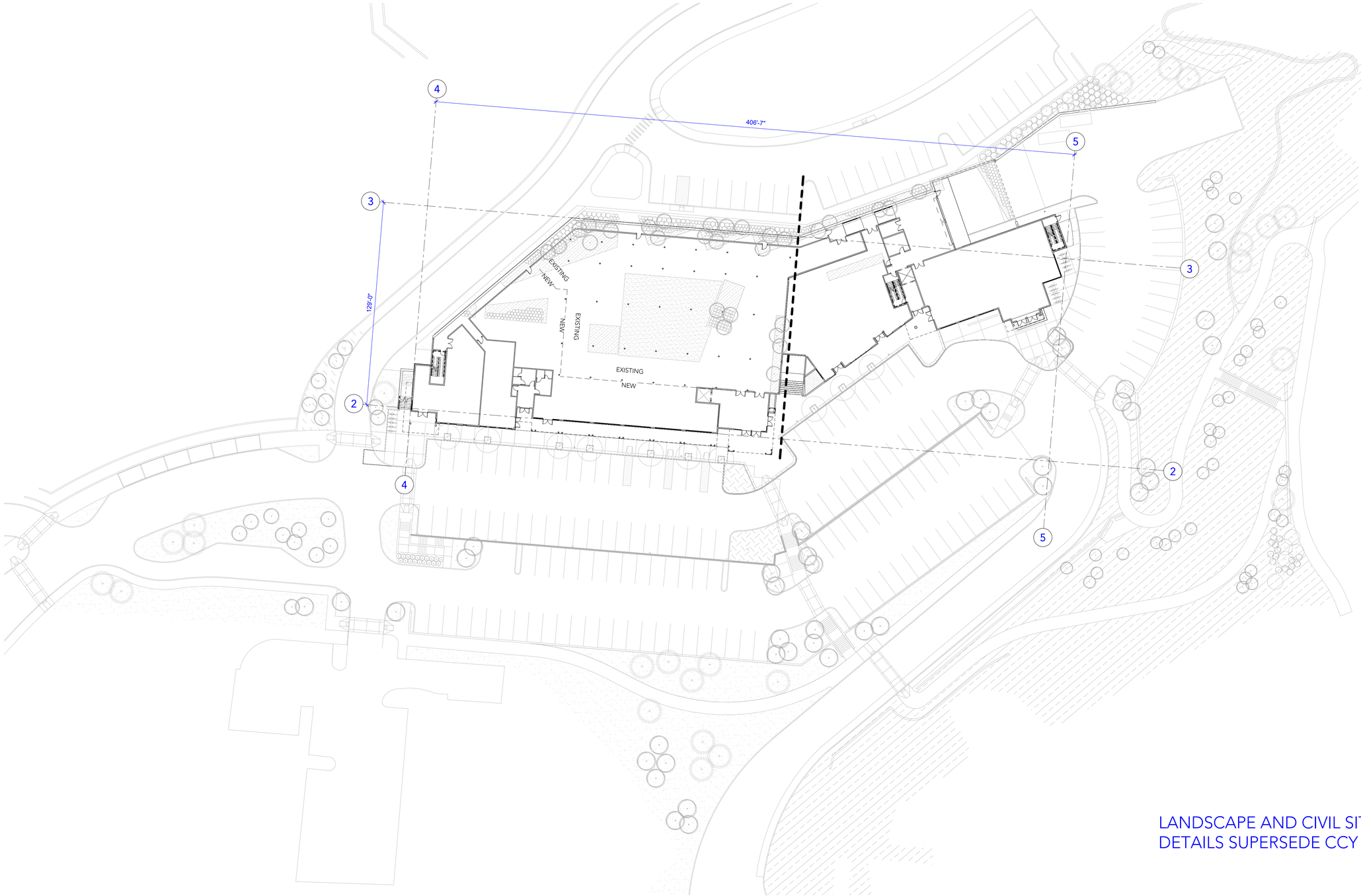


COVER SHEET

SCALE: 1" = 100'-0"

COVER

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LANDSCAPE AND CIVIL SITE
DETAILS SUPERSEDE CCY

SMC SITE PLAN | 1
1" = 30'-0"

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16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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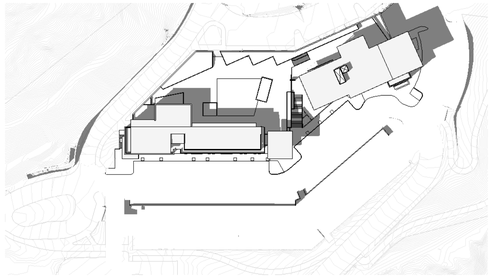


OVERALL SITE

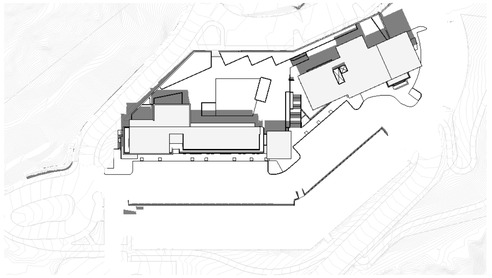
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A-001

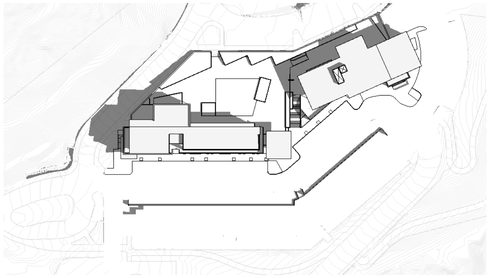
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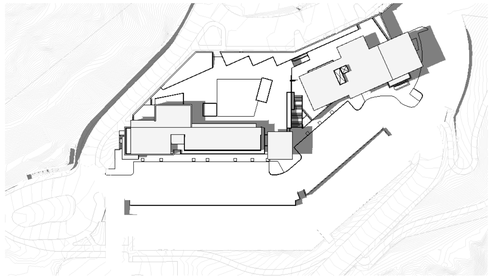
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03/21 3P | 3
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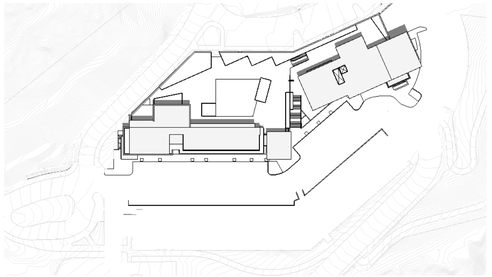
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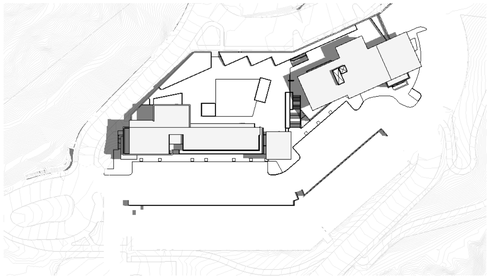
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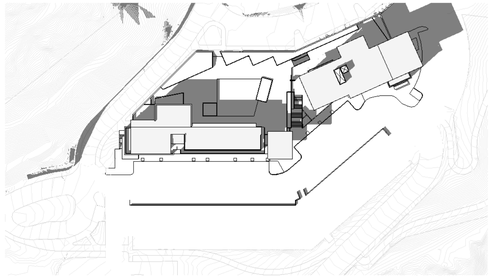
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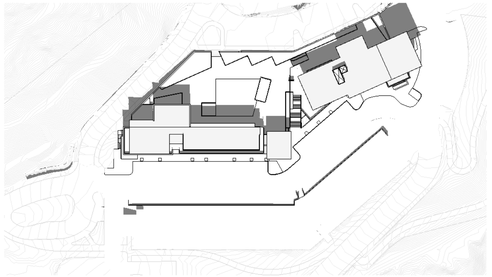
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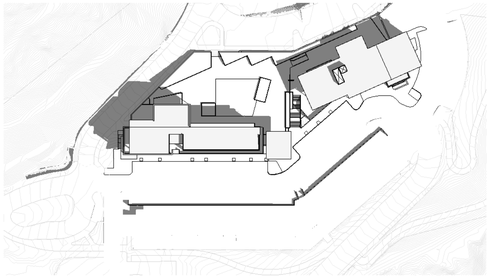
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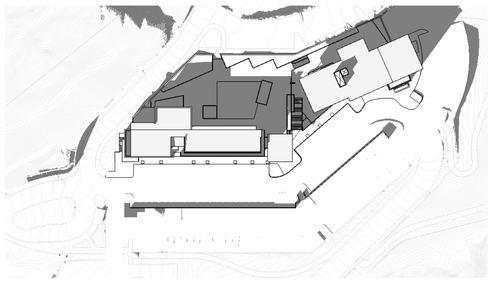
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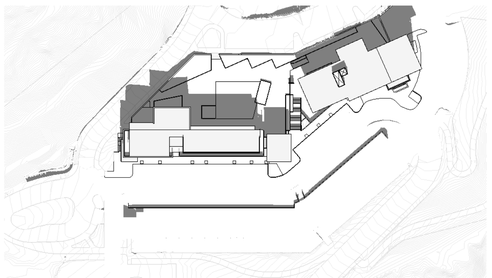
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10/16 12P | 8
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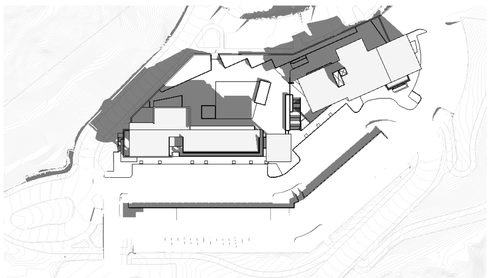
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10/16 9A | 7
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SMC EXISTING FINISH FLOOR
12/21 3P | 9
1" = 100'-0"



SMC EXISTING FINISH FLOOR
12/21 12P | 12
1" = 100'-0"



SMC EXISTING FINISH FLOOR
12/21 9A | 11
1" = 100'-0"

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SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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AMENDMENT APPLICATION

PROJECT NUMBER:
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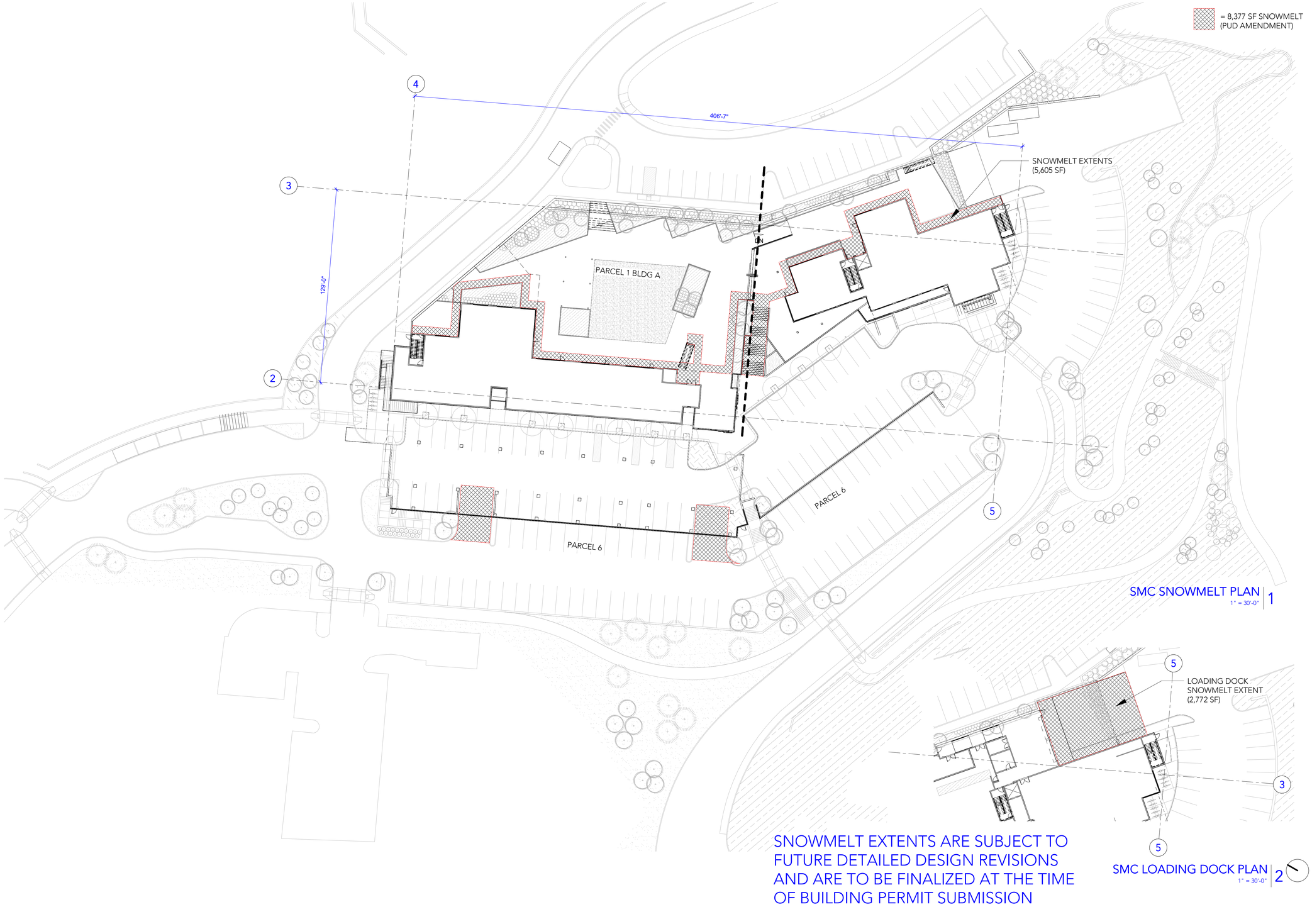


SOLAR DIAGRAMS

SCALE: 1" = 100'-0"

A-002

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SMC SNOWMELT PLAN | 1
1" = 30'-0"

SMC LOADING DOCK PLAN | 2
1" = 30'-0"

SNOWMELT EXTENTS ARE SUBJECT TO FUTURE DETAILED DESIGN REVISIONS AND ARE TO BE FINALIZED AT THE TIME OF BUILDING PERMIT SUBMISSION

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SMC BUILDING 1A
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DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
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KEY PLAN:



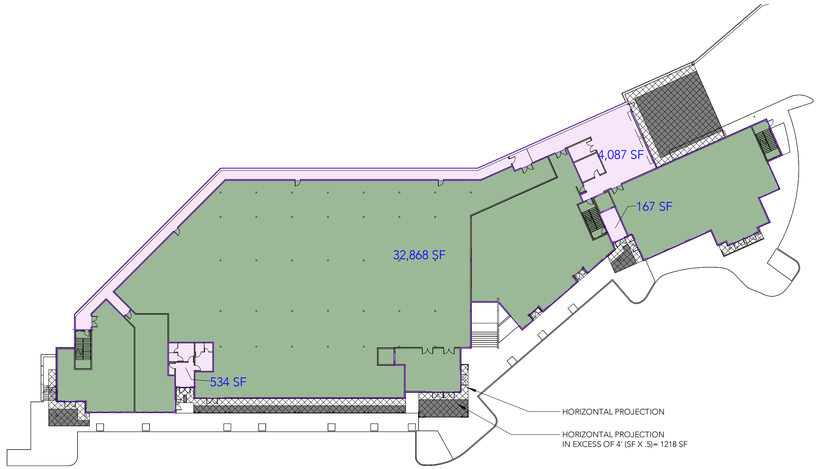
SNOWMELT PLAN

SCALE: 1" = 30'-0"

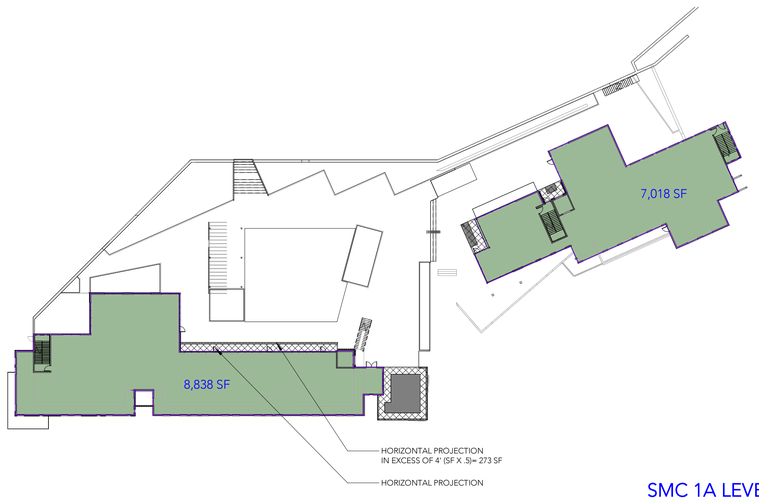
A-003

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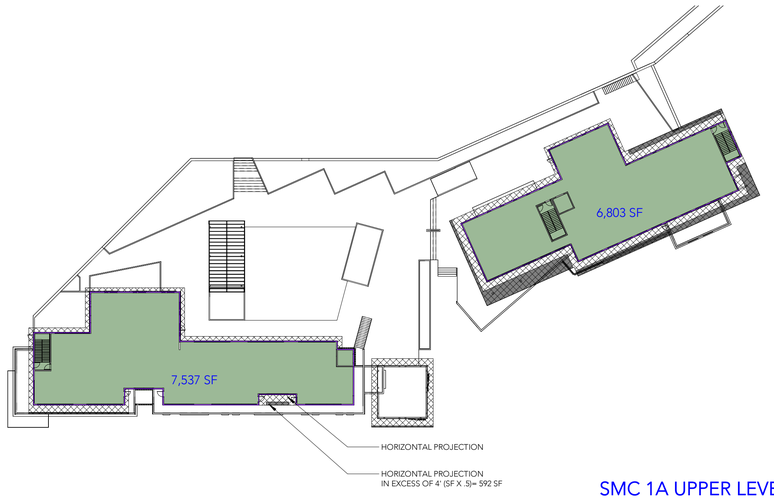
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SMC 1A EXISTING FINISH FLOOR | 4
1" = 40'-0"



SMC 1A LEVEL 2 | 3
1" = 40'-0"



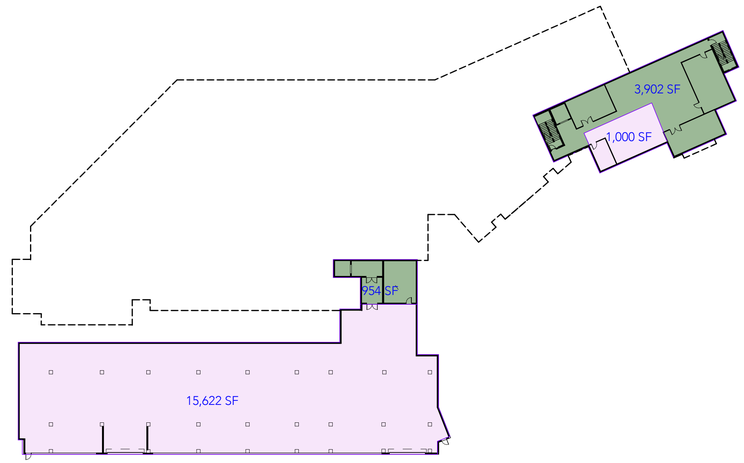
SMC 1A UPPER LEVEL | 2
1" = 40'-0"

Gross Building Area Legend

- Exempt
- Gross Building Area

Snowmass Center Redevelopment
Minor PUD Amendment
September 5, 2024

Area Calculations	Gross	FAR	Net Commercial
Lower Level			
East Basement	4,902	3,902	
West Basement	954	954	
Parking Structure	15,622		
Main Level	37,656	32,868	
Clark's Market			19,584
Sundance			4,257
US Post Office			4,005
Retail-1			1,775
Retail-2			1,102
Horizontal Projections		1,218	
Second Floor			
East Commercial	7,018	7,018	6,286
West Commercial	8,838	8,838	8,296
Horizontal Projections		273	
Third Floor			
East Office	6,803	6,803	6,091
West Office	7,537	7,539	7,037
Horizontal Projections		592	
	89,330	**70,005**	**58,433**



SMC 1A PARKING LEVEL | 1
1" = 40'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

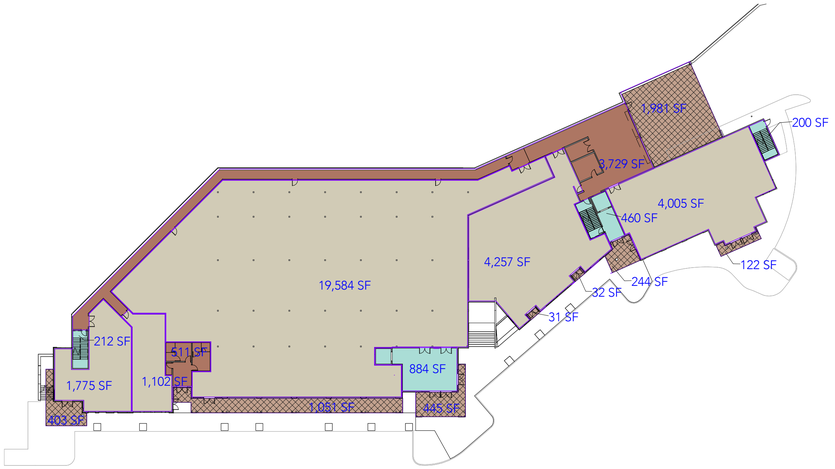


AREA PLANS - FAR

SCALE: 1" = 40'-0"

A-004

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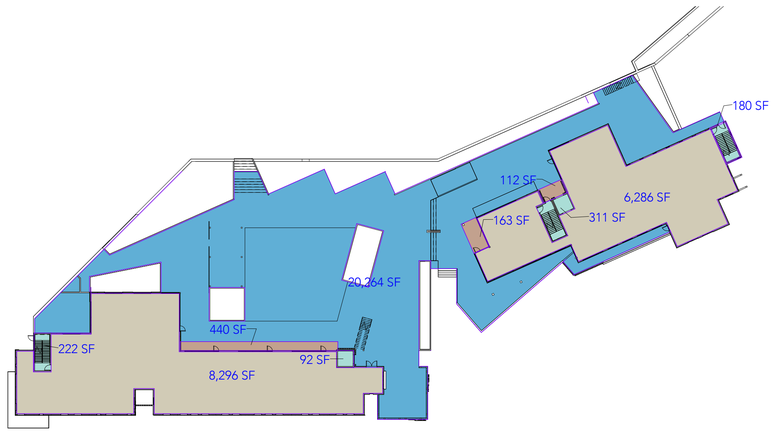
Building Classification Legend

- CIRCULATION SPACE
- COMMERCIAL COMMON AREA
- COVERED AREA
- RETAIL NET LEASABLE

SMC EXISTING FINISH FLOOR | 4
1" = 40'-0"

Snowmass Center Redevelopment
Minor PUD Amendment
September 5, 2024

Area Calculations	Gross	FAR	Net Commercial
Lower Level			
East Basement	4,902	3,902	
West Basement	954	954	
Parking Structure	15,622		
Main Level	37,656	32,868	
Clark's Market			19,584
Sundance			4,257
US Post Office			4,005
Retail-1			1,775
Retail-2			1,102
Horizontal Projections		1,218	
Second Floor			
East Commercial	7,018	7,018	6,286
West Commercial	8,838	8,838	8,296
Horizontal Projections		273	
Third Floor			
East Office	6,803	6,803	6,091
West Office	7,537	7,539	7,037
Horizontal Projections		592	
	89,330	**70,005**	**58,433**



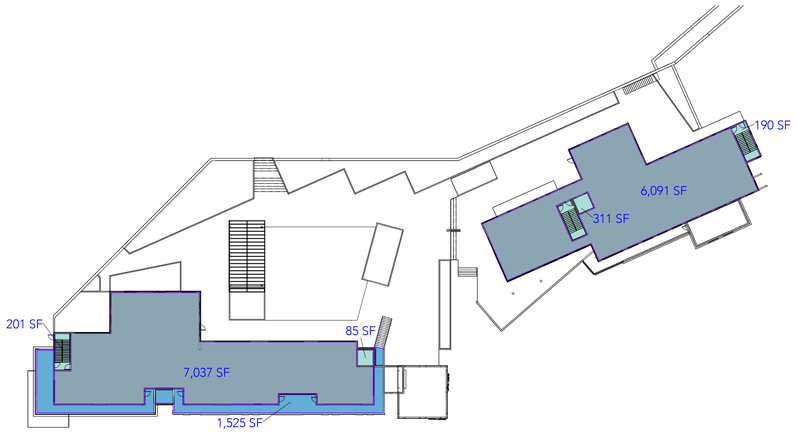
Building Classification Legend

- CIRCULATION SPACE
- COVERED AREA
- EXTERIOR BALCONY
- RETAIL NET LEASABLE

SMC P1 LEVEL 2W | 3
1" = 40'-0"

Building Classification Legend

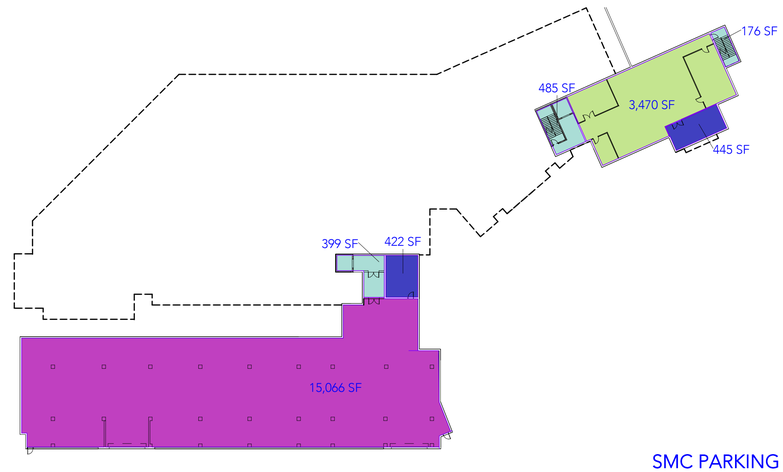
- CIRCULATION SPACE
- MECHANICAL
- PARKING EXEMPT
- STORAGE



Building Classification Legend

- CIRCULATION SPACE
- EXTERIOR BALCONY
- OFFICE SPACE NET LEASABLE

SMC P1 UPPER LEVEL-W | 2
1" = 40'-0"



SMC PARKING LEVEL | 1
1" = 40'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
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HISTORY:

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KEY PLAN:

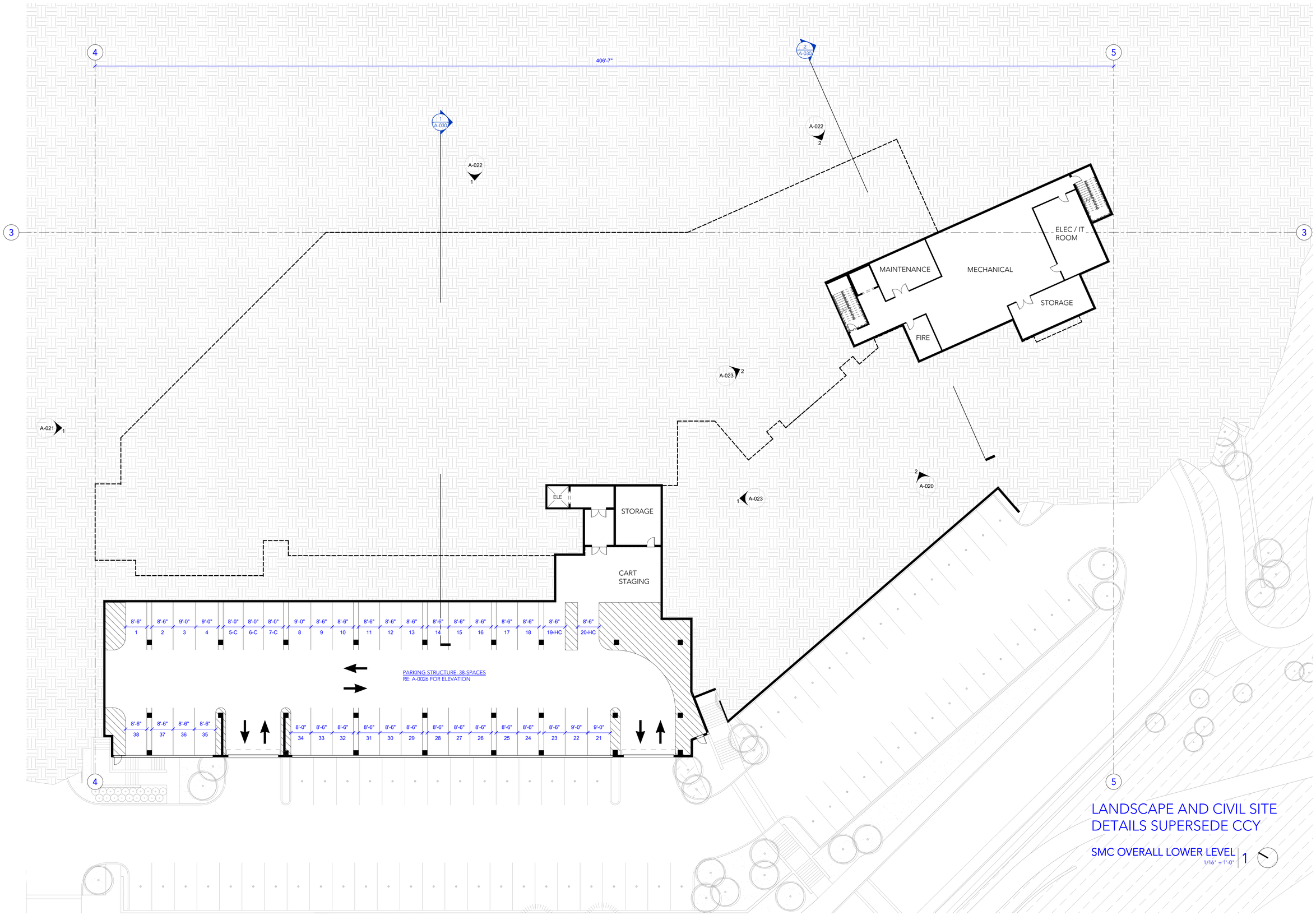


AREA PLANS - NET

SCALE: 1" = 40'-0"

A-005

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PROJECT NUMBER:
18014

DRAWN BY: AuthorHECKED BY: Checker

HISTORY:

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KEY PLAN:

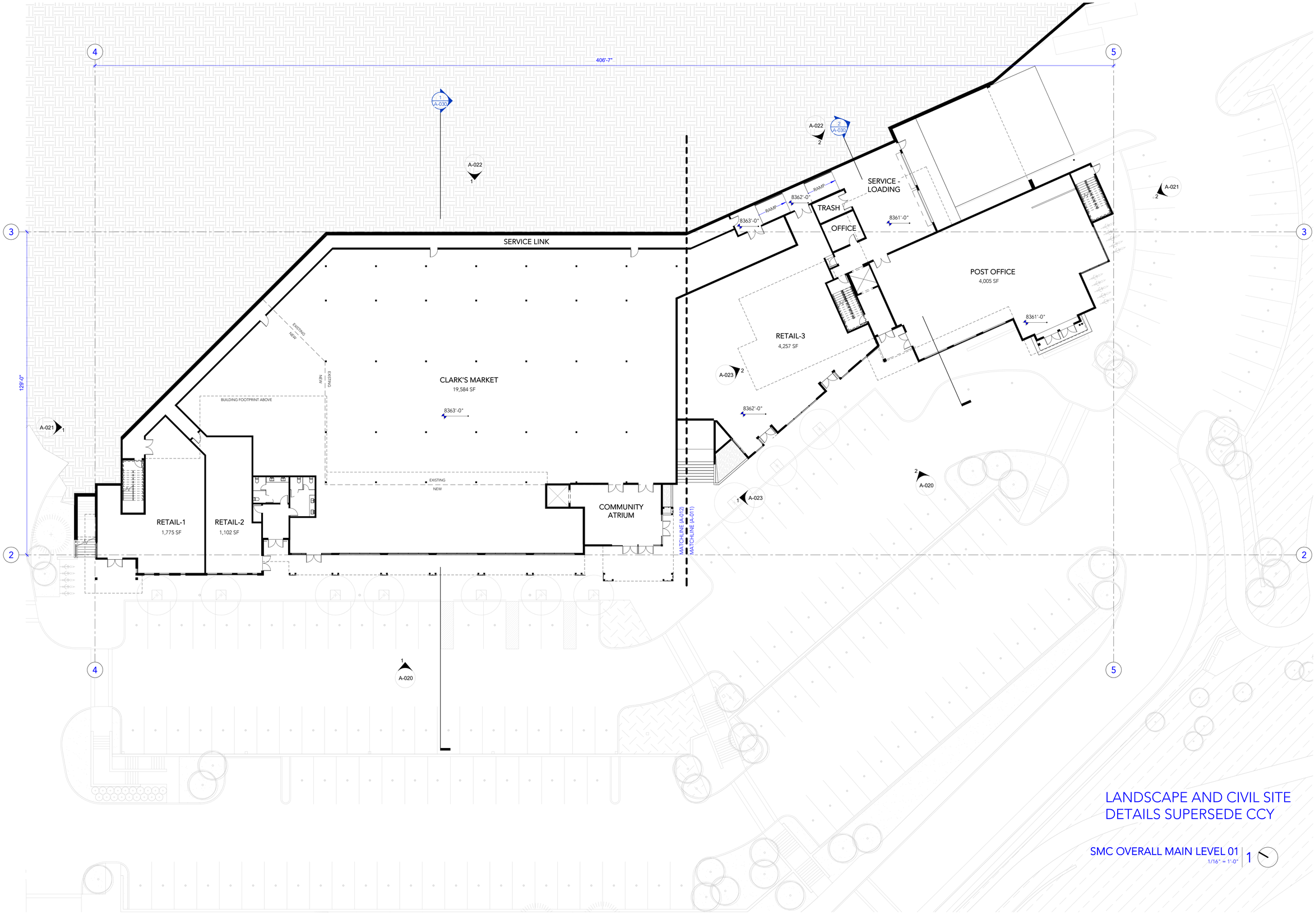


1A - OVERALL LOWER LEVEL 00

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

A-006

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC OVERALL MAIN LEVEL 01 | 1
1/16" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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KEY PLAN:

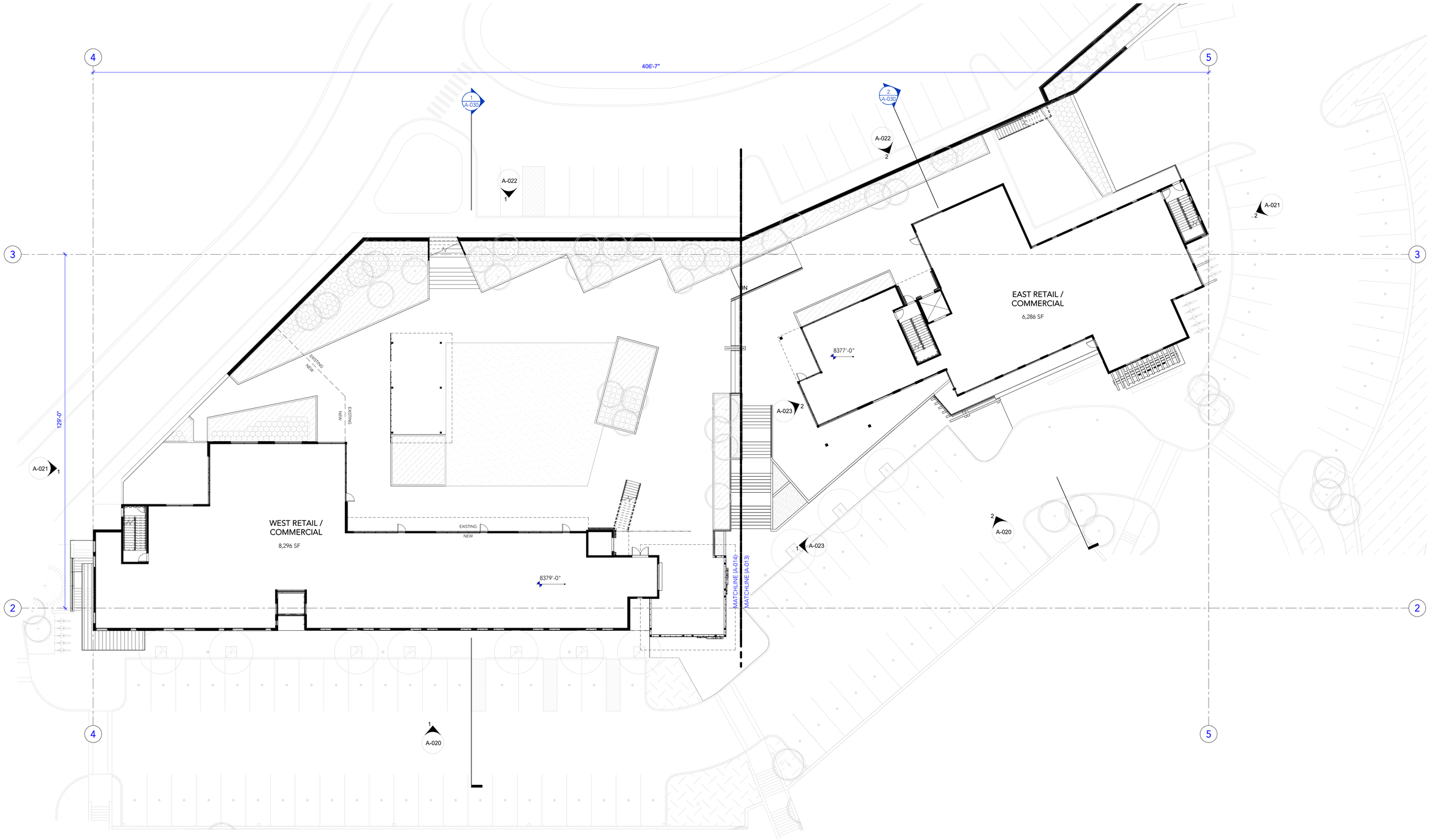


1A - OVERALL MAIN LEVEL 01

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

A-007

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC OVERALL LEVEL 02 | 1
1/16" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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ISSUE:
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KEY PLAN:

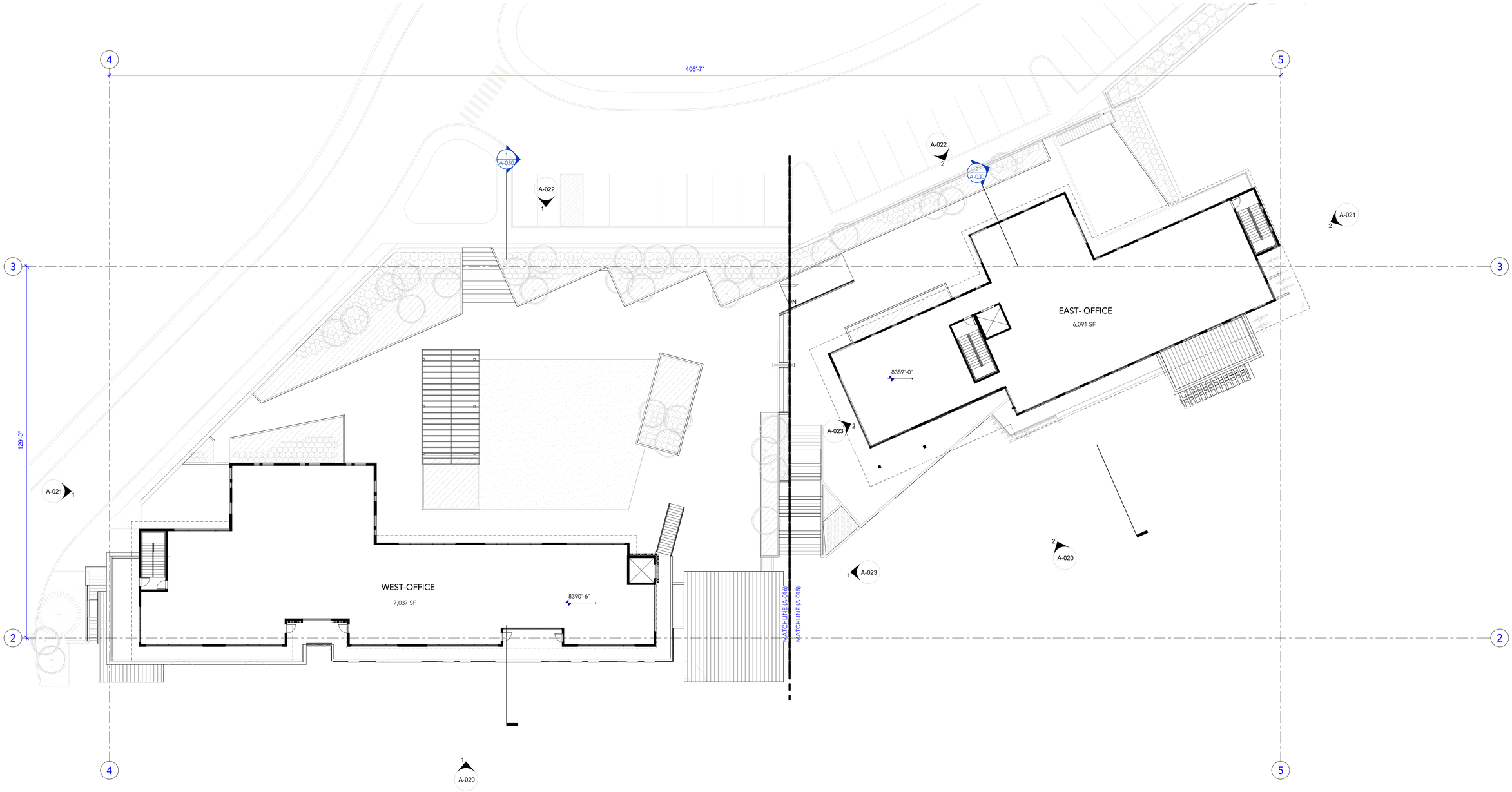


1A - OVERALL LEVEL 02

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

A-008

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC OVERALL LEVEL 03 | 1
1/16" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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ISSUE:
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REDEVELOPMENT PUD MINOR
AMENDMENT APPLICATION

PROJECT NUMBER:
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KEY PLAN:

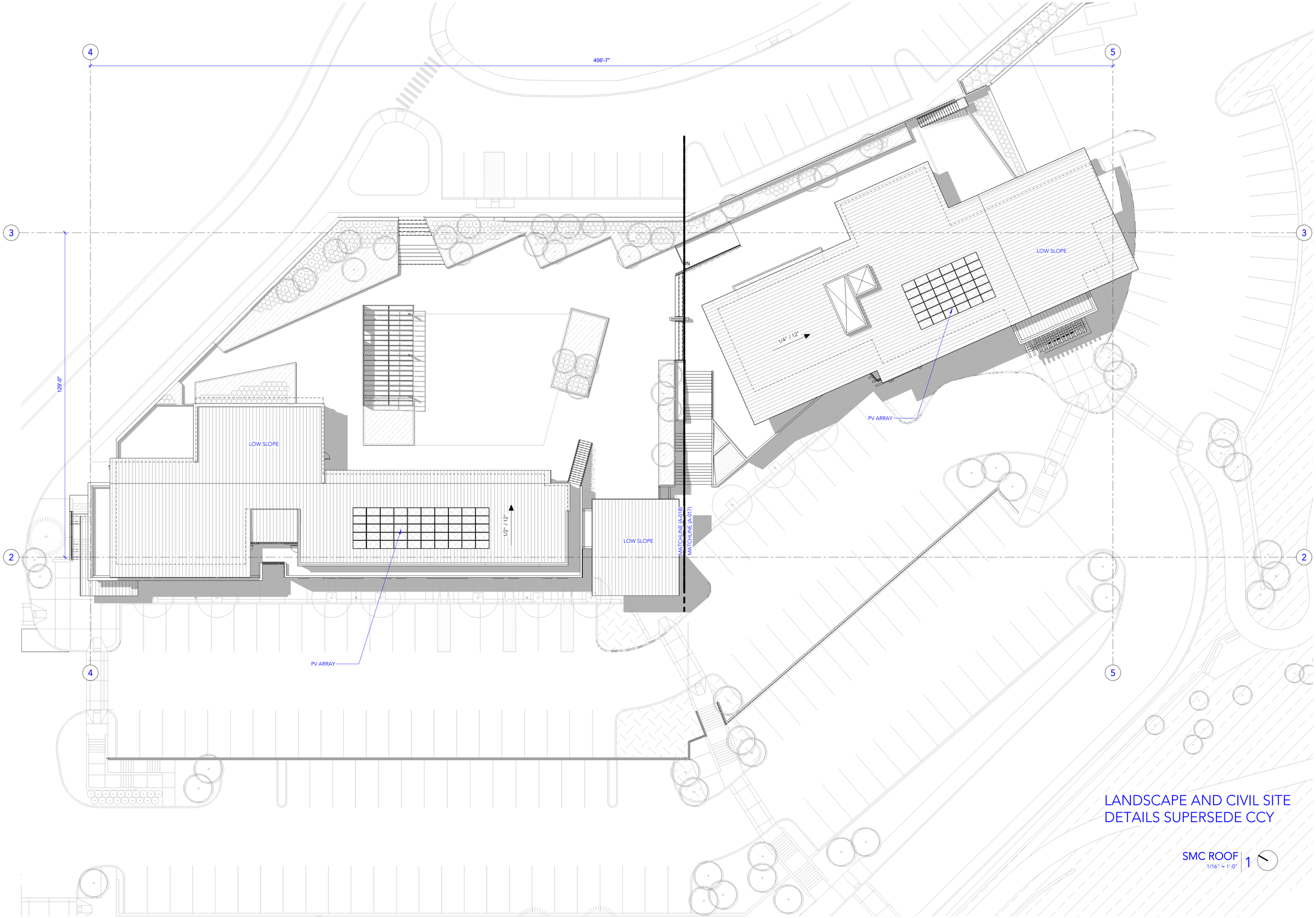


1A - OVERALL LEVEL 03

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

A-009

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CCY ARCHITECTS

SMC BUILDING 1A

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DATE:
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REV. #	DATE	DESCRIPTION

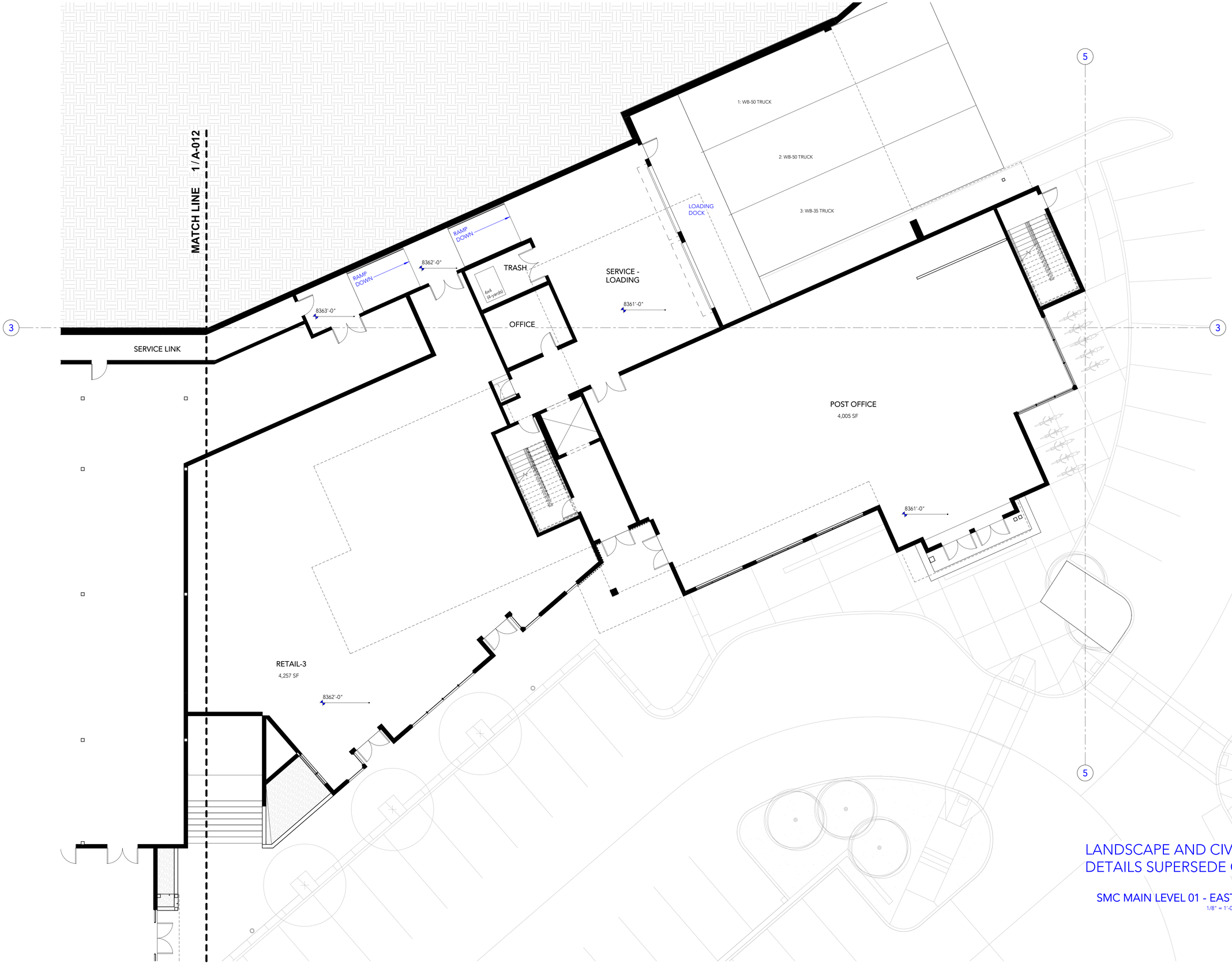
KEY PLAN:

1A - OVERALL ROOF

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

A-010

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SMC MAIN LEVEL 01 - EAST
1/8" = 1'-0" | 1

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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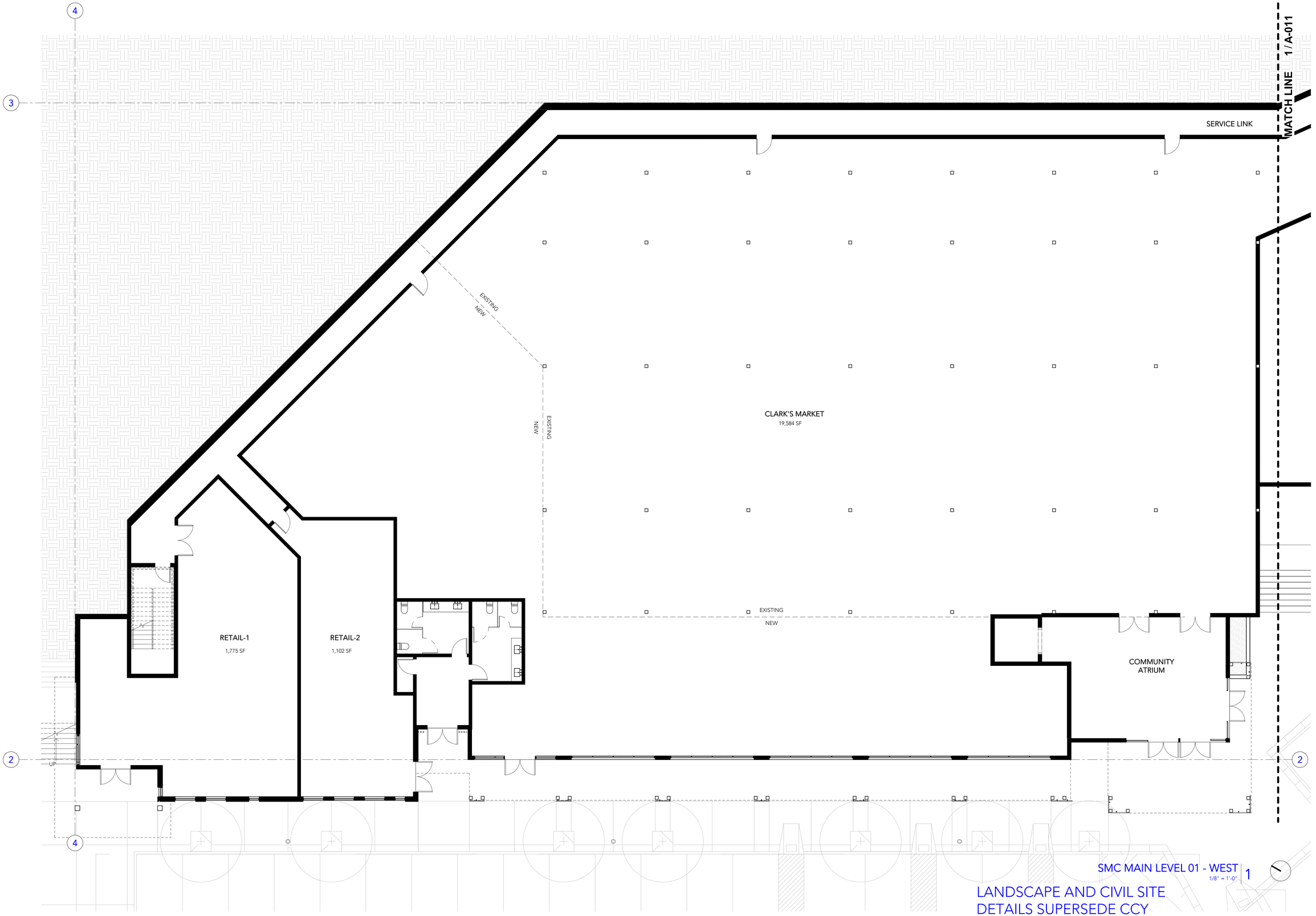


1A ENLARGED MAIN LEVEL 01 - EAST

SCALE: 1/8" = 1'-0"

A-011

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SMC MAIN LEVEL 01 - WEST 1
1/8" = 1'-0"

LANDSCAPE AND CIVIL SITE
DETAILS SUPERSEDE CCY

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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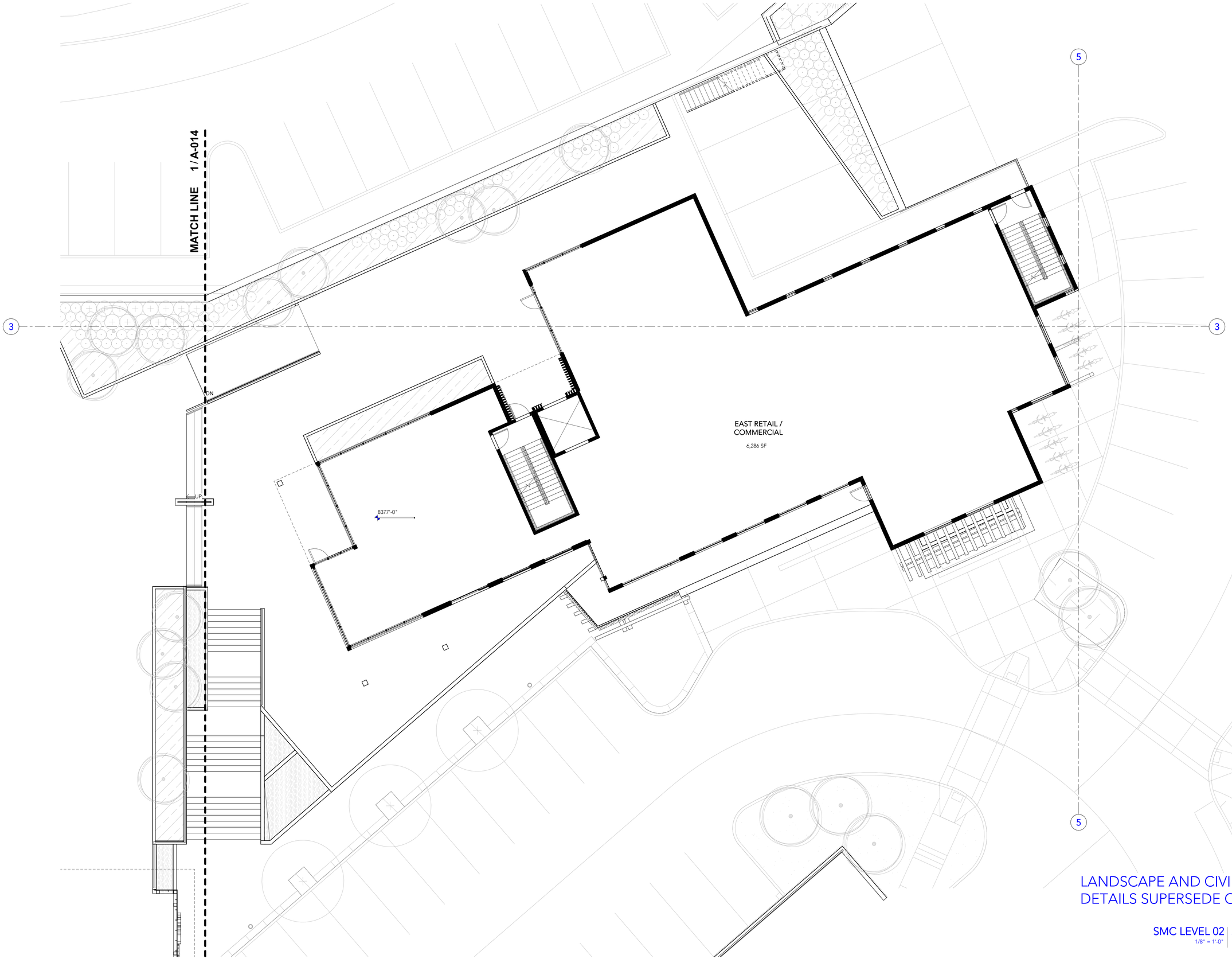


1A ENLARGED MAIN LEVEL 01 - WEST

SCALE: 1/8" = 1'-0"

A-012

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC LEVEL 02
1/8" = 1'-0"
1

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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KEY PLAN:



1A ENLARGED LEVEL 02 - EAST

SCALE: 1/8" = 1'-0"

A-013

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4

3

2

MATCH LINE 1/A-013

DN

UP

UP

UP

WEST RETAIL /
COMMERCIAL

8,296 SF

8379'-0"

LANDSCAPE AND CIVIL SITE
DETAILS SUPERSEDE CCY

SMC 1A LEVEL 02 - WEST
1/8" = 1'-0"

1

CCY ARCHITECTS

SMC BUILDING 1A

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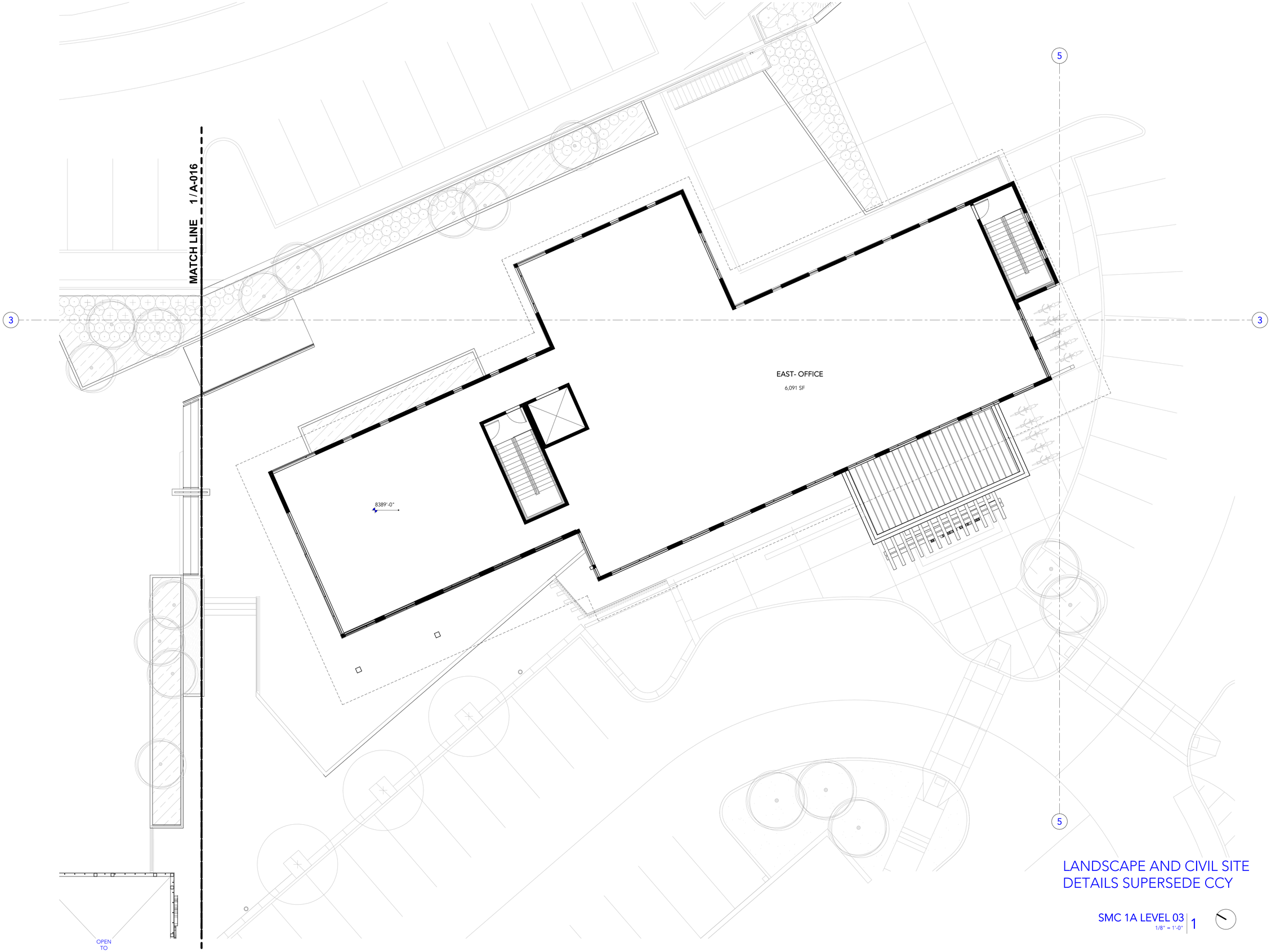


1A ENLARGED LEVEL 02 - WEST

SCALE: 1/8" = 1'-0"

A-014

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC 1A LEVEL 03
1/8" = 1'-0" | 1

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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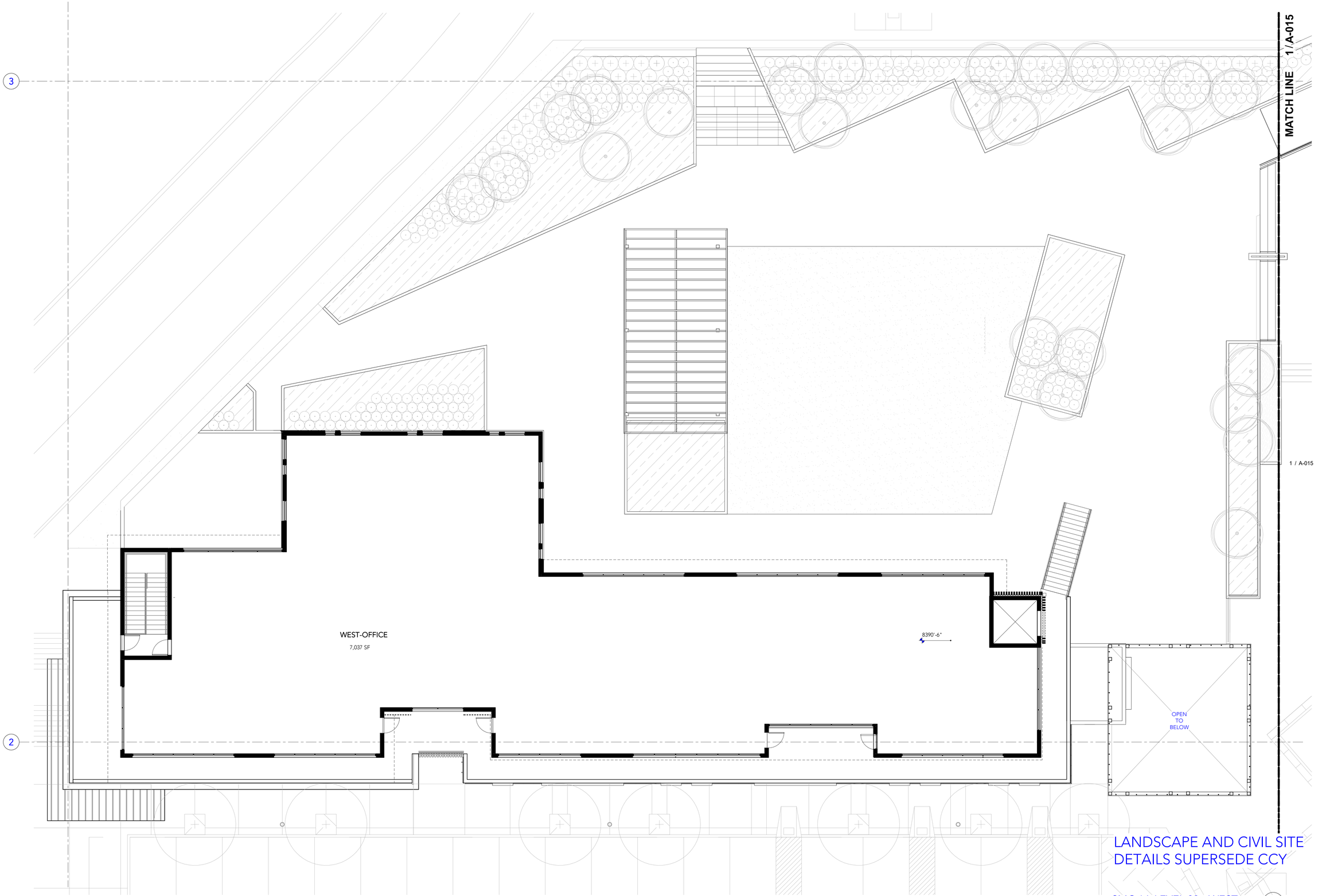


1A ENLARGED LEVEL 03 - EAST

SCALE: 1/8" = 1'-0"

A-015

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC 1A LEVEL 03 - WEST
1/8" = 1'-0" | 1

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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SNOWMASS CENTER
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PROJECT NUMBER:
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HISTORY:

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KEY PLAN:

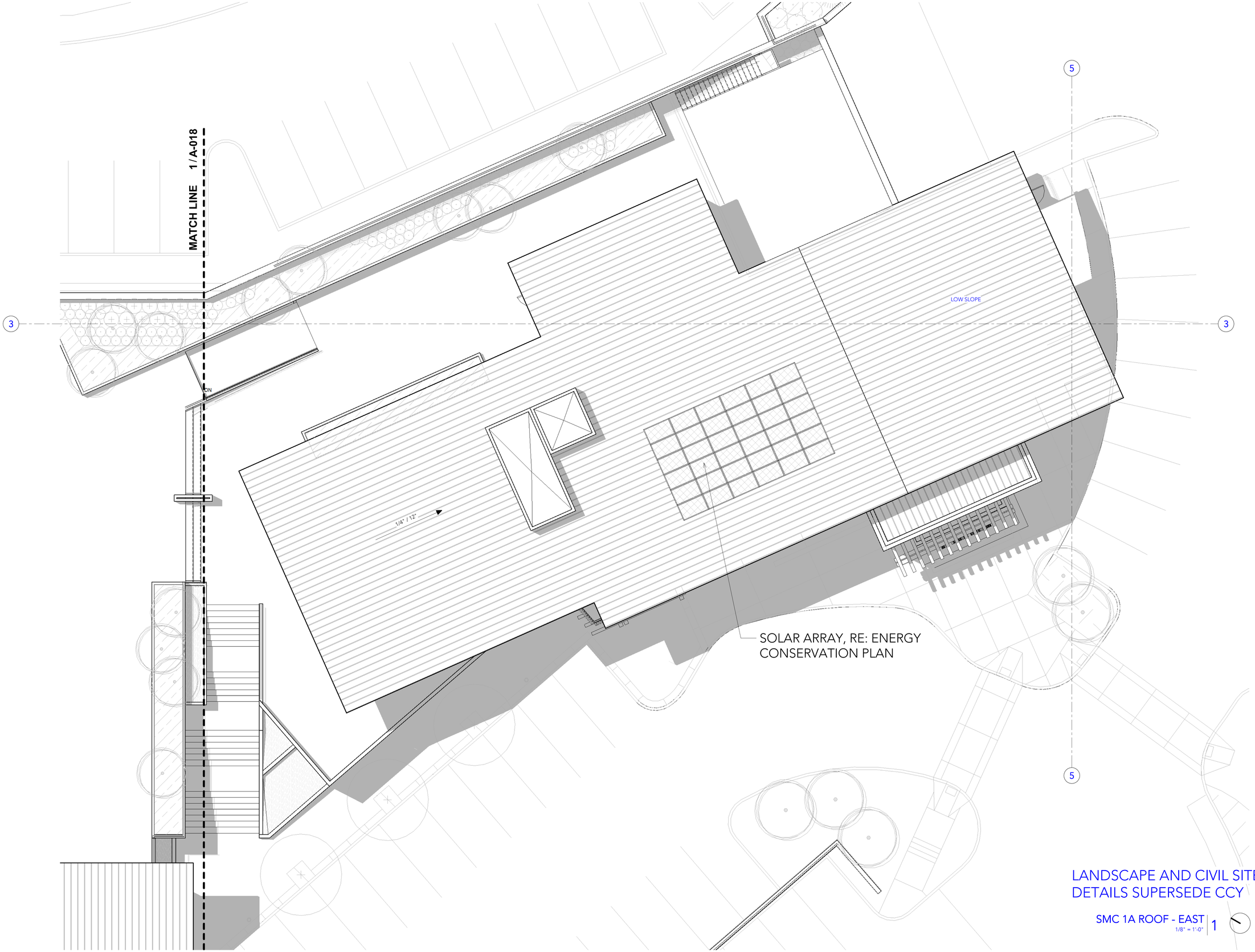


1A ENLARGED LEVEL 03 - WEST

SCALE: 1/8" = 1'-0"

A-016

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC 1A ROOF - EAST
1/8" = 1'-0" | 1

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

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SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

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18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

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KEY PLAN:

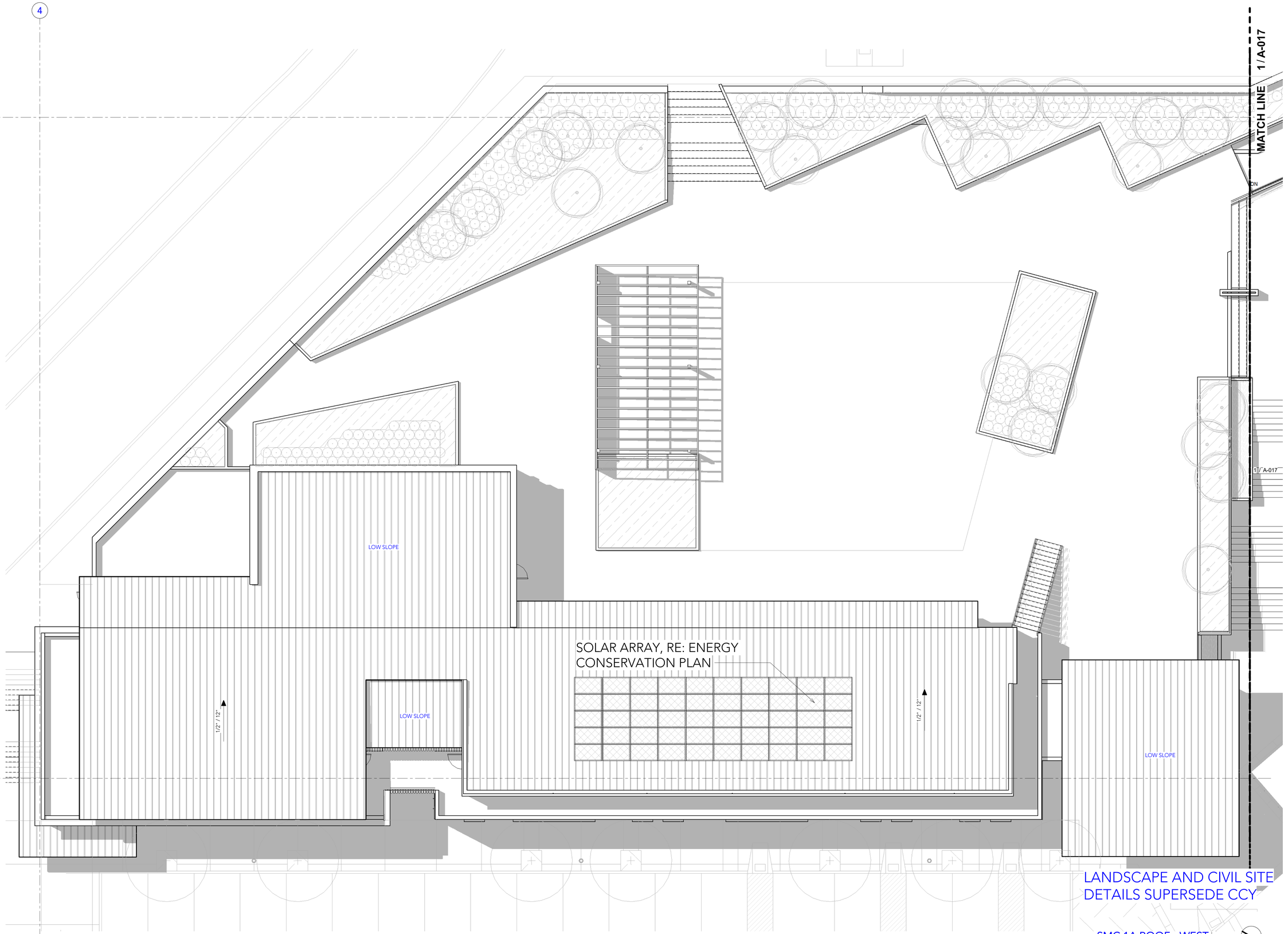


1A ENLARGED ROOF - EAST

SCALE: 1/8" = 1'-0"

A-017

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LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC 1A ROOF - WEST 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
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ISSUE:
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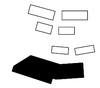
PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

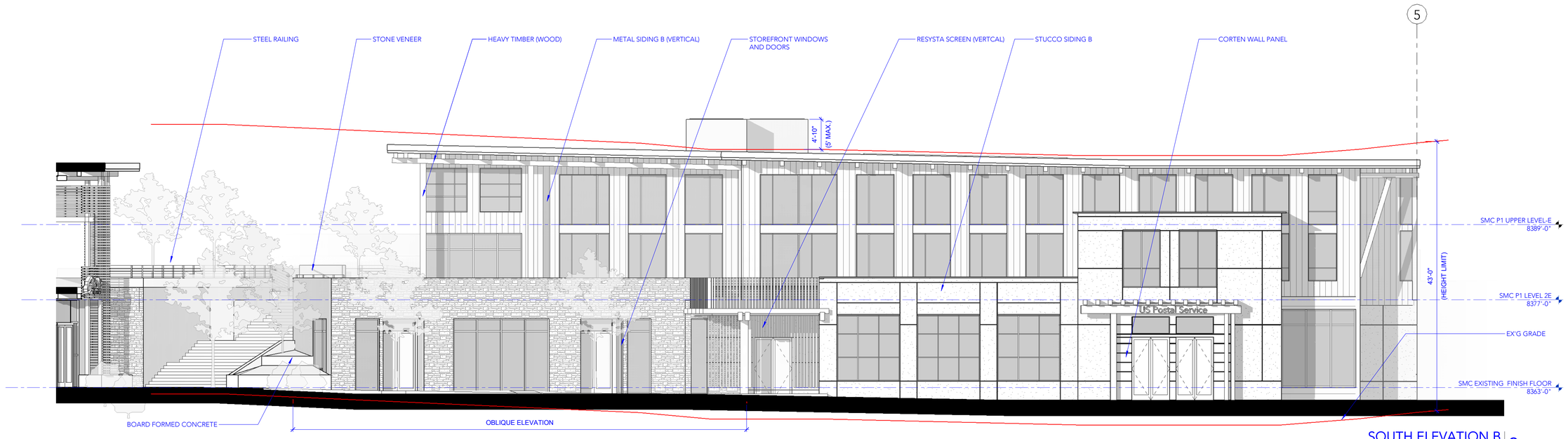


1A ENLARGED ROOF - WEST

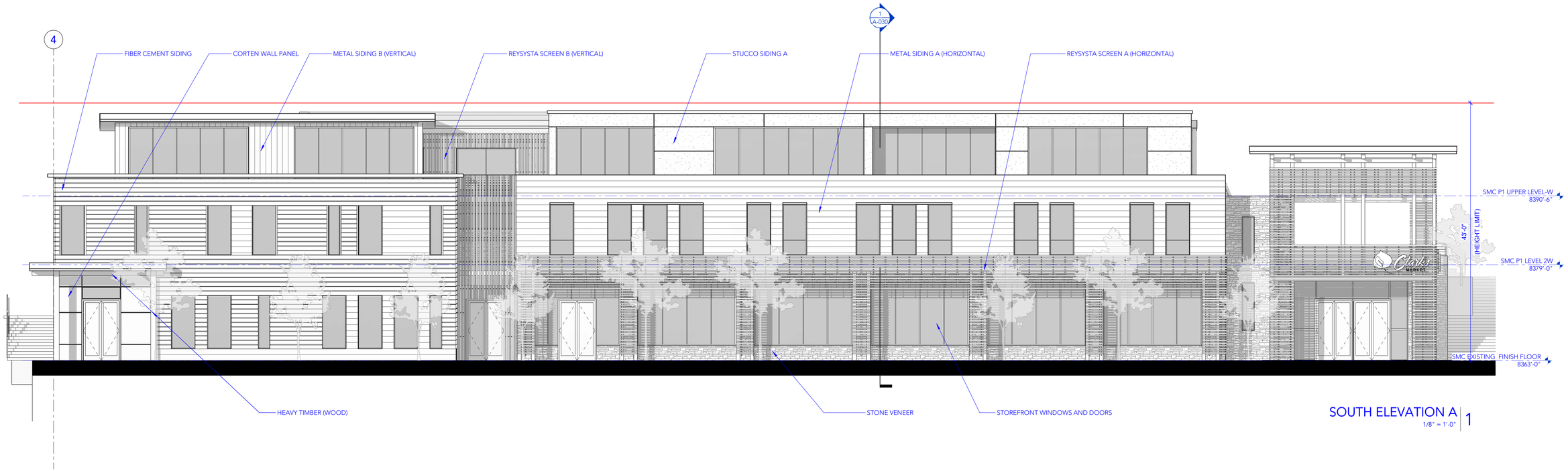
SCALE: 1/8" = 1'-0"

A-018

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SOUTH ELEVATION B 2
1/8" = 1'-0"



SOUTH ELEVATION A 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

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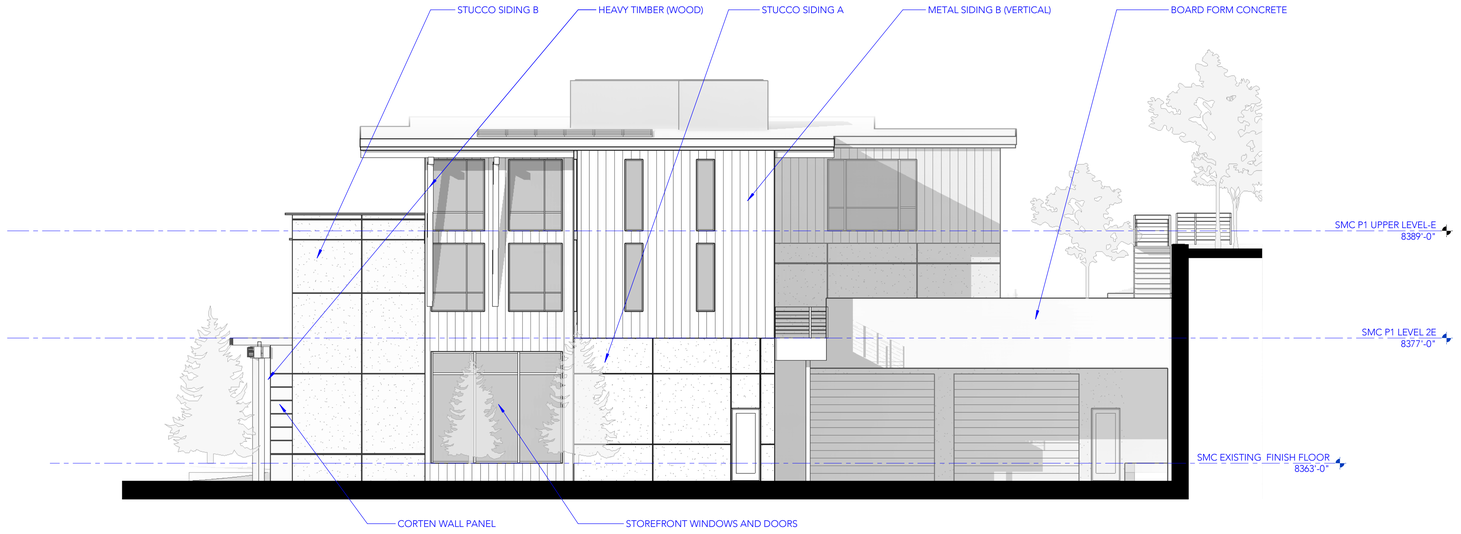


1A ELEVATIONS

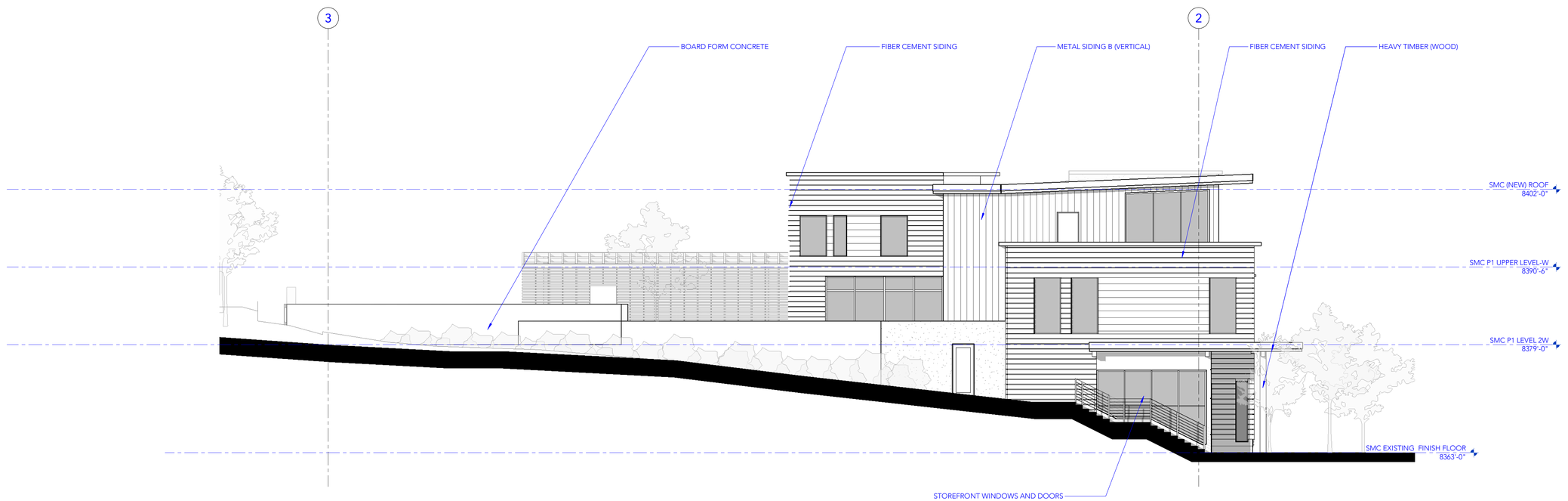
SCALE: As indicated

A-020

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EAST ELEVATION 2
1/8" = 1'-0"



WEST ELEVATION 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

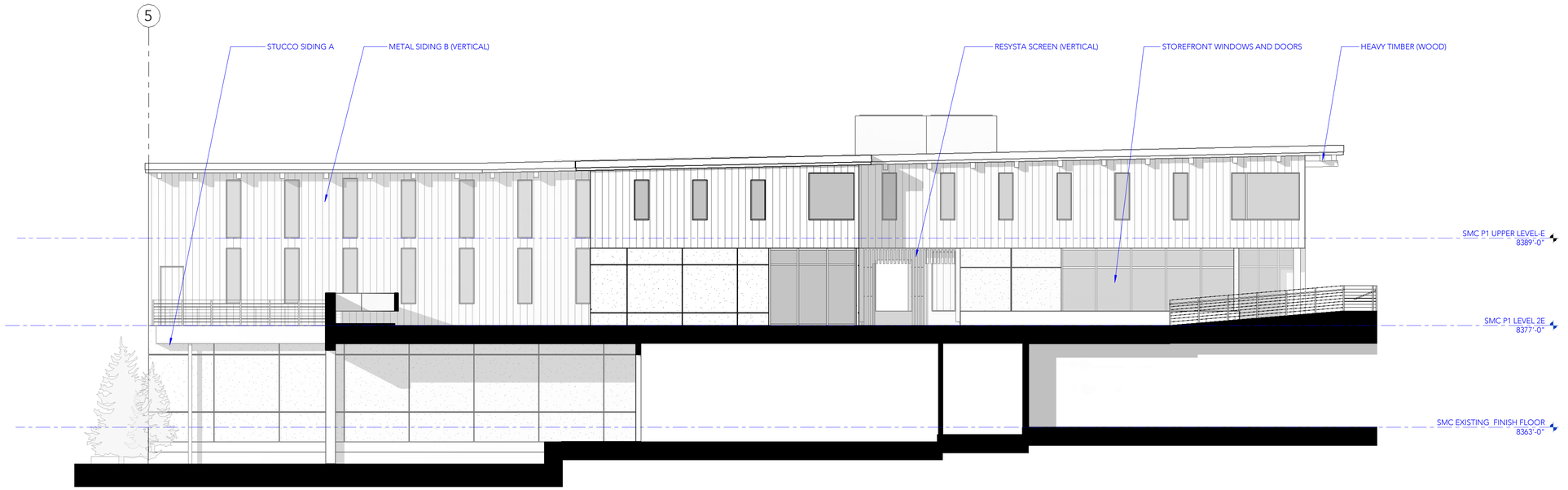


1A ELEVATIONS

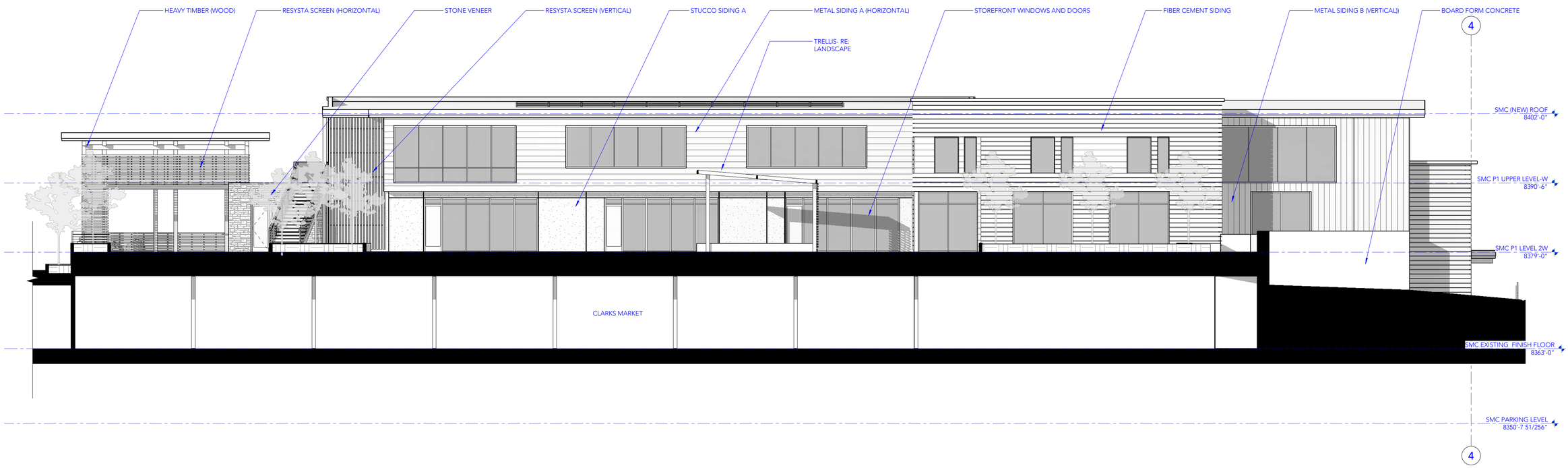
SCALE: 1/8" = 1'-0"

A-021

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NORTH ELEVATION B | 2
1/8" = 1'-0"



NORTH ELEVATION C | 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

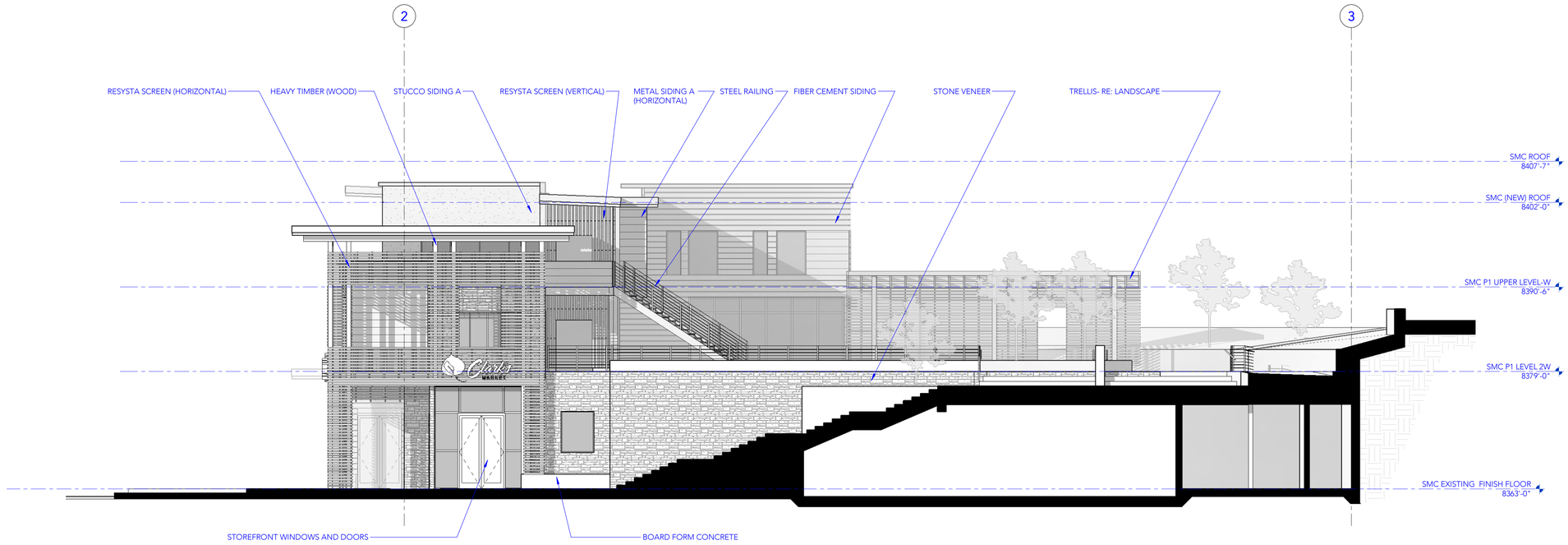


1A ELEVATIONS

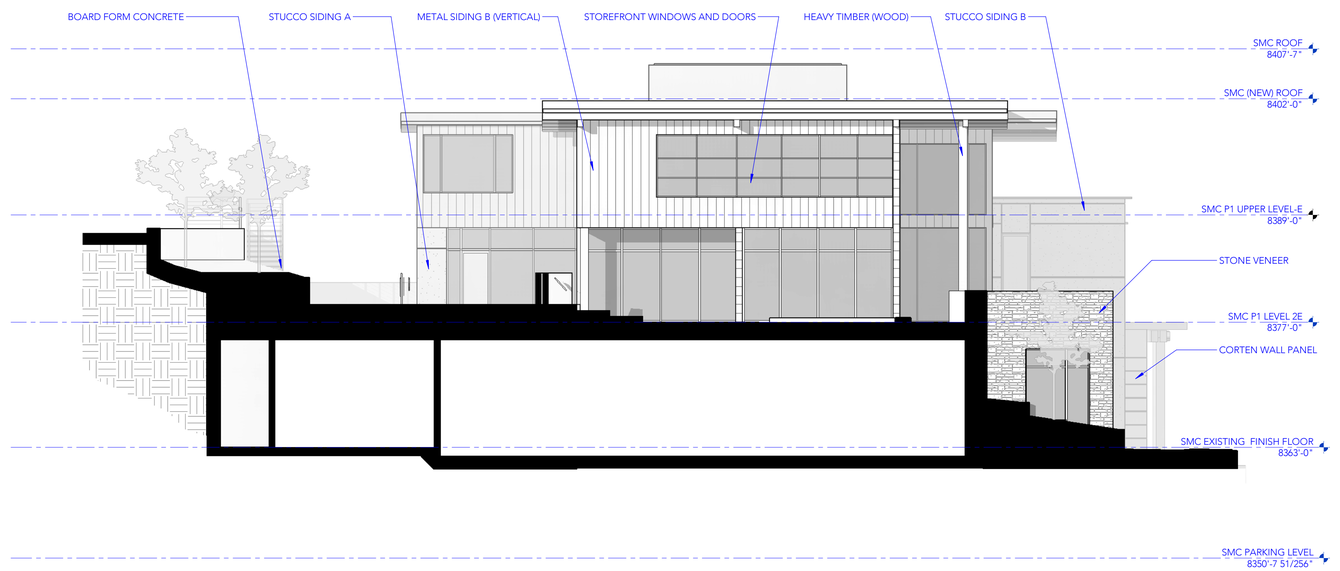
SCALE: As indicated

A-022

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EAST ELEVATION @ STAIR | 1
1/8" = 1'-0"



WEST ELEVATION @ STAIR | 2
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:



1A ELEVATIONS

SCALE: 1/8" = 1'-0"

A-023

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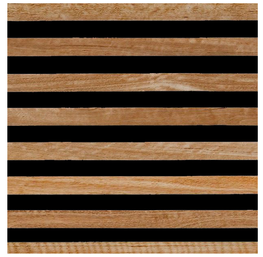
STEEL RAILING



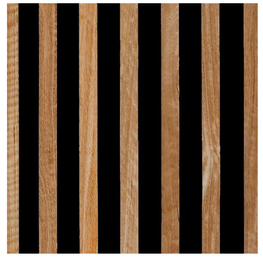
HEAVY TIMBER (WOOD)



FIBER CEMENT SIDING



RESYSTA SCREEN A
(HORIZONTAL)



RESYSTA SCREEN B
(VERTICAL)



STUCCO SIDING A



STUCCO SIDING B







METAL SIDING A
(HORIZONTAL)



METAL SIDING B
(VERTICAL)



CORTEN WALL
PANEL



BOARD FORM CONCRETE



STONE VENEER



STORE FRONT WINDOWS
AND DOORS

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER
REDEVELOPMENT PUD MINOR
AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:



1A COLOR & MATERIALS

SCALE:

A-024

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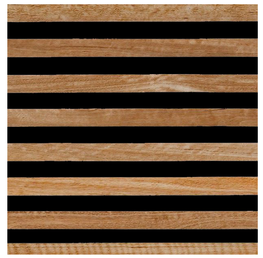
STEEL RAILING



HEAVY TIMBER (WOOD)



FIBER CEMENT SIDING



RESYSTA SCREEN A
(HORIZONTAL)



RESYSTA SCREEN B
(VERTICAL)



STUCCO SIDING A



STUCCO SIDING B







METAL SIDING A
(HORIZONTAL)



METAL SIDING B
(VERTICAL)



CORTEN WALL
PANEL



BOARD FORM CONCRETE



STONE VENEER



STORE FRONT WINDOWS
AND DOORS

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER
REDEVELOPMENT PUD MINOR
AMENDMENT APPLICATION

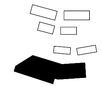
PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

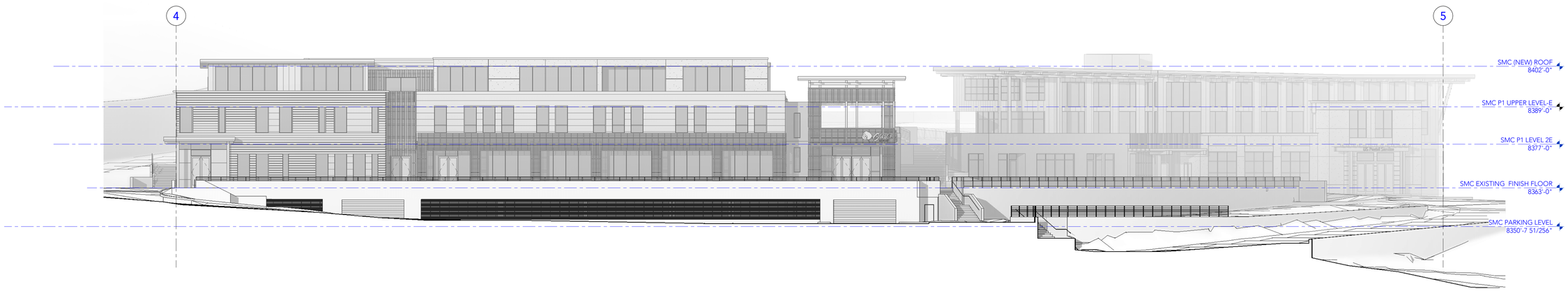


1A COLOR & MATERIALS

SCALE:

A-025

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OVERALL SOUTH ELEVATION 1
1/16" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER
REDEVELOPMENT PUD MINOR
AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

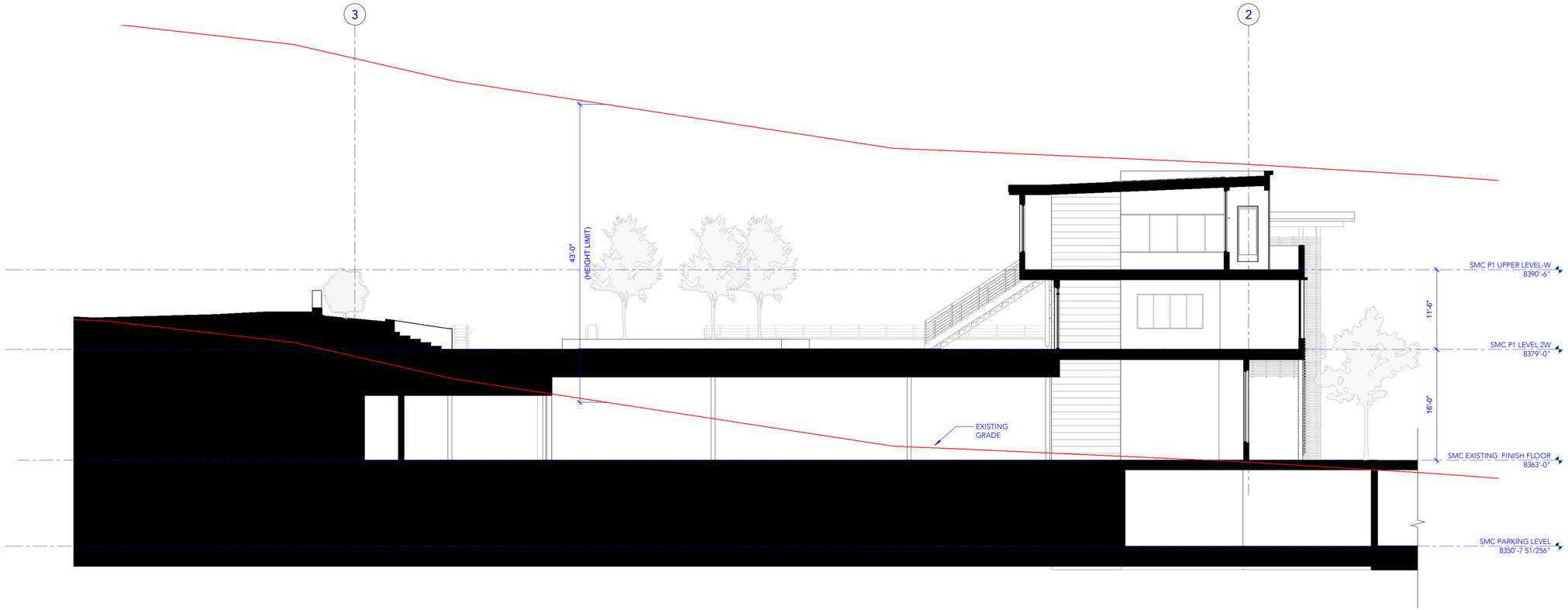


PARKING ELEVATIONS

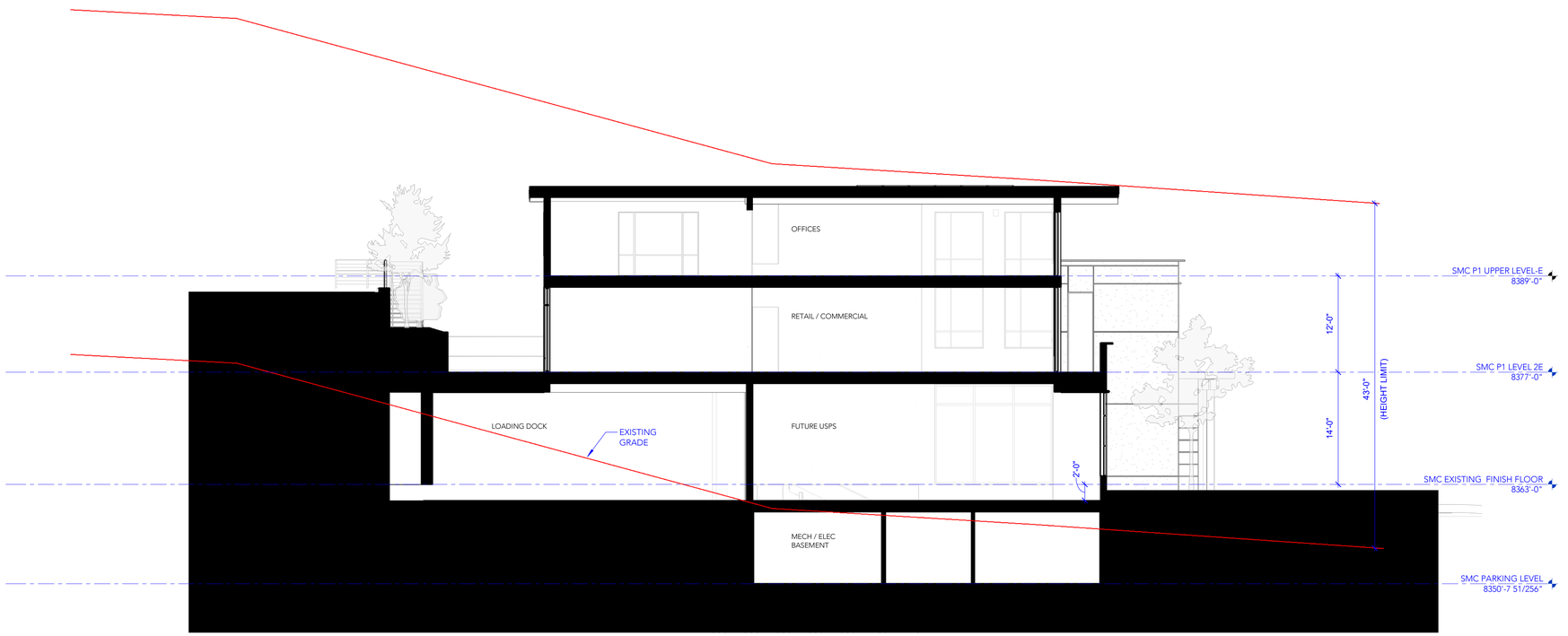
SCALE: 1/16" = 1'-0"

A-026

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NORTH-SOUTH SECTION | 1
1/8" = 1'-0"



NORTH-SOUTH SECTION 2 | 2
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:



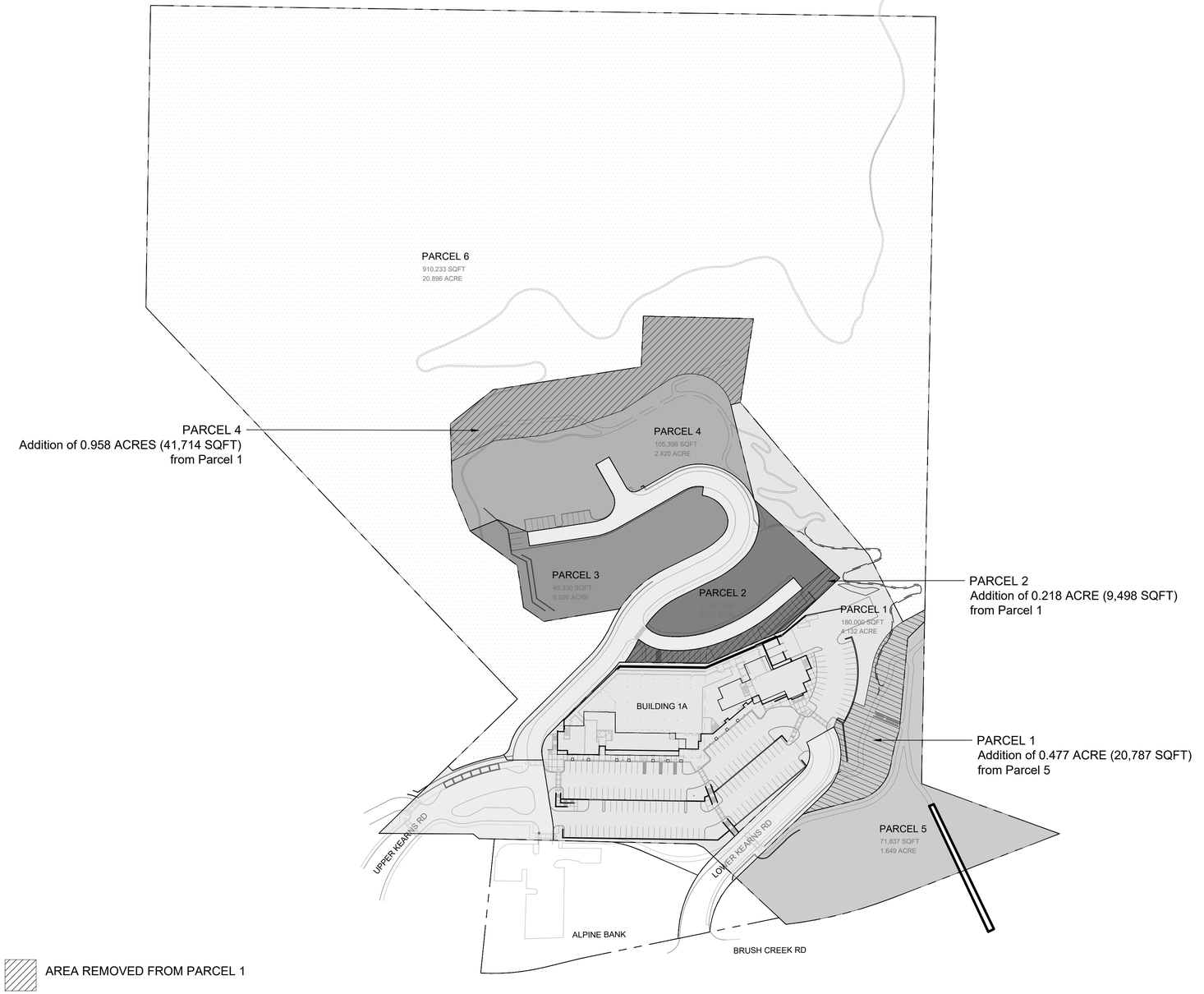
1A SECTIONS

SCALE: 1/8" = 1'-0"

A-030

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Attachment F



NORTH

0 50 100 200
ORIGINAL SCALE: 1"=100'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: SEPTEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

DRAWN: TB REVIEWED: RS

PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER:5446

PARCEL REVISIONS

SHEET NUMBER

L-1.13

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Sep 27, 2024 - 11:47am
C:\Users\tbloom\Help\Data\Acumen\p\AAP-Public_30509\cw-5446-Parcel Diagram.dwg

Attachment G

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 17
SERIES OF 2020

AN ORDINANCE APPROVING WITH CONDITIONS THE FINAL PUD PLAN, REZONING, AMENDMENT OF A FINAL PLAT (SPA), AND SUBDIVISION FOR THE FARAWAY NORTH SUBDIVISION (SNOWMASS CENTER) AS SUBMITTED BY EASTWOOD SNOWMASS INVESTORS.

WHEREAS, the Town Council authorized Eastwood Snowmass Investors LP, hereinafter referred to as the "Applicant", to submit a Final PUD application for Snowmass Center by adopting Resolution No. 19, Series of 2020 on May 18, 2020, thereby approving the Preliminary PUD Plan application submitted by the Applicant, with conditions; and

WHEREAS, on July 15, 2020, the Applicant submitted a PUD Final Plan application that was updated on July 30, 2020 for the redevelopment of the Snowmass Center which entailed a mixed-use project for the Faraway North Subdivision more fully described in the legal description attached as part of the revised plat (draft) hereto as **Exhibit "A"** and incorporated herein; and

WHEREAS, as permitted by Section 16A-5-360 of the Municipal Code, the Final PUD Application was submitted requesting the reconfiguration of lots within the Property and to allow for multi-family residential development as well as expanded commercial development and redevelopment; and

WHEREAS, the Final PUD application was determined to be complete for purposes of review as required by Section 16A-5-360 of the Municipal Code by the Planning Director; and

WHEREAS, the Final PUD application was processed pursuant to the procedures outlined in Section 16A-5-360, 'Final PUD,' Section 16A-5-360 "Purpose; overview; general restrictions,' Section 16A-5-310 'Review standards,' and Section 16A-5-360, 'Final plan,' of the Municipal Code; and

WHEREAS, the Subdivision was processed in accordance with Section 16A-5-440" and the Rezoning in accordance with Section 16A-5-220 of the Municipal Code; and

WHEREAS, the Planning Commission recommended that the Town Council approve the Snowmass Center Preliminary PUD by adopting Planning Commission Resolution No. 05 Series of 2019; and

WHEREAS, the Town Council has reviewed the Final PUD application, considered the recommendations of Town Staff, and received public comment thereon at the public meetings and hearings scheduled or held on November 2nd (1st Reading) and November 9th (2nd Reading), 2020; and

WHEREAS, the Applicant submitted a first amendment package to the Final PUD Plan on October 21, 2020, pursuant to Section 16A-5-70 "Action by decision-making body" of the municipal code, as included in the Town Council packet for the November 2, 2020, which

amendment was accepted for discussion and consideration as noted in **Section Three** 'Action' of this ordinance; and

WHEREAS, this Ordinance is the final approval of the Final PUD application process by the Town Council;

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

Section One: Findings. Based upon the information contained in the Major PUD Amendment Final Plan application, including the subdivision exemptions, supplemental information submitted to Town Staff and documentation and testimony in the record, the Town Council finds as follows:

1. **Application material sufficiency**. The Applicant has submitted sufficient information pursuant to Section 16A-5-360 of the Municipal Code to permit the Town Staff and Town Council an adequate review of the proposed Major PUD Final Plan application.

2. **Public Hearing Notices**. The Applicant met the minimum public hearing notice requirements outlined in Section 16A-5-60, 'Notice of public hearing' in the Municipal Code.

3. **Conformance with Municipal Code Requirements**. The application is generally in compliance with Section 16A-5-220, 'Amendments to Official Zone District Map,' Section 16A-5-300(c), 'General Restrictions,' Section 16A-5-310, 'Review Standards,' 16A-5-360, 'Final plan, including Subsection (3) 'Review Standards', and Section 16A-5-440 Subdivision 'Review procedures', with exceptions as noted as conditions in **Section Four** below.

Section Two: Specific Findings. For a Final level of review, and subject to the Applicant implementing the conditions in **Section Four** of this ordinance, the Town Council more specifically finds that:

1. The subject area is identified on the Comprehensive Plan' s Environmental Sensitivity Map as being within the Brush Creek Impact Area. The development proposal will be located outside the Brush Creek floodplain and wetlands (with the exception of water quality improvements). Improvements to infrastructure associated with the Snowmass Center redevelopment will improve the quality of storm water entering Brush Creek.

2. The Preliminary Plan identifies land proposed for development or redevelopment which are entirely outside Wildlife Sensitive Areas identified in the Comprehensive Plan.

3. To the extent necessary for and pertinent to a Preliminary Plan level of evaluation and review, the application is generally consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this ordinance.

4. To the extent necessary for and pertinent to a Final Plan level of evaluation and review, the application is generally consistent with the provisions of Section 16A- 5- 310, Review Standards, of the Development Code, subject to satisfying the applicable conditions contained within Section Four of this resolution.

5. The Final PUD Plan proposes the reconfiguration of the existing Faraway Ranch SPA (Parcels 1A, A, B, F, G, I) to be comprised of newly created Parcels 1 through 6 as summarized herein and as detailed in the revised plant as shown in **Exhibit A.**

6. The Final Plan application includes variations from required "Mixed-Use-2" zone district standards (underlying zoning) and/or the existing PUD standards, involving:

    a) An increase in the project's maximum buildout/unit by more than 100% of the 2018 Future Buildout Chart (estimated to be combined 32 units as approved by the Town Council). The 64 residential units proposed is well above the 100% build-out for the respective Comprehensive Planning Areas (CPAs) which triggers a review of benefits or "Community Purpose" associated with the application pursuant to Section 16A-5-300 (C)(6), unique and exceptional circumstances, and exceedance of the PUD review standards.

    b) An increase in the maximum height limit for residential and commercial structures from 38 vertical feet to no more than 63 vertical feet as further described in the amended application dated October 21, 2020.

    c) Expansion in to limited slopes of 30% or greater as detailed in **Exhibit D**.

7. The variances identified above require a super majority (75%) vote of approval from the Town Council in accordance with Section 16A-5-300 of the Land Use Code.

8. For the granting of the variations specified above, the Town accepts the Community Purpose offerings, including:

    a) The dedication of approximately 21 acres of open space.
    b) The conveyance and construction of a 2.1 acres community park.
    c) The construction and conveyance of a shuttle transit center consisting of approximately ½ acre. The applicant shall provide a $50,000 one-time payment towards maintenance of that transit facility.
    d) The construction of 4,000 square feet of new Post Office space.
    e) A $750,000 cash contribution to be used at Town's discretion.
    f) The construction of Restricted Housing that exceeds the mitigation requirement by 2,744 square feet.
    g) Improvement to the existing trail will be constructed by the applicant on an easement dedicated by Alpine Bank on their property for the benefit of the Town.
    h) The construction of over a mile of soft surface trail within and adjacent to the development.

Section Three. Action. The Town Council hereby approves the following:

1. **Amendment Package dated October 21, 2020**. The acceptance of the amendment for discussion and consideration purposes specified in **Exhibit B** subject to compliance with the conditions in **Section Four 'Conditions'** of this ordinance.

2. **Final Approval**. The Final PUD Amendment Application, as described in the record of proceedings before the Town Council including the testimony of the Applicant and the documentation contained therein and as more particularly described in the PUD Guide, as included in the amended application as Exhibit B is approved subject to the conditions set forth in **Section Four 'Conditions'**.

3. **Development Parameters**. The approval grants parameters of the development, as the terms are defined in the Snowmass Center PUD Guide as provided in **Exhibit B**.

    a. **Residential Units**. The Project may contain a maximum of 64 Free-Market, multi-family units and 10 Restricted Housing units.

    b. **Commercial Space**. The project may expand up to a total of 58,344 max net leasable space which may consist of but not limited to, community-based retail, service, and office-oriented space that may include the following:

        1. Medical and dental offices;
        2. Professional offices;
        3. Real estate offices;
        4. Grocery stores;
        5. Post Office;
        6. Drug stores and pharmacies;
        7. Cleaners;
        8. Liquor stores;
        9. Hardware stores;
        10. Restaurants, cafes, coffee shops;
        11. Financial institutions;
        12. Other professional and service- based retail, services and offices;
        13. Other similar types of community-based uses.

    f. **Parking Management Plan**. The Parking Management Plan consisting of residential and commercial spaces comprising no less than 348 parking spaces and submitted as part of the Final Plat application submittal included as the Parking Management Plan and included in **Exhibit B**.

4. **Dimensional Limitation Modifications**. The variations described in **Section Two** Specific Findings, above, are accepted and approved.

5. **Agreement Approval**. The entrance into and execution on behalf of the Town by the Town Manager of the following agreements, in a form and content approved by the Town Attorney:

    a. Snowmass Center Development Agreement **(Exhibit C)**;
    b. Restricted Housing Agreement **(Exhibit D)**;

c. Subdivision Improvements Agreement **(Exhibit E)**;
d. Snowmass Center HOA documents (i.e. Declarations, Covenants, Conditions & Restrictions, etc. **(Exhibit F)**;

The terms and conditions of the foregoing documents, are considered to be provisions of the approval granted herein and this Ordinance, requiring timely compliance with their respective terms by the Applicant.

6. **Delegation of Authority to Planning Director**. The Planning Director is hereby delegated the authority to process, with Town Council's approval, the final architectural plans for Buildings 1A, 2 A&B, 3 A&B, 4 A&B, and 6 A&B, details for the Community Park, and final Landscape Plan. Other modifications, as may be eligible under the Planning Director Review Procedures contained in the Snowmass Center PUD Guide by way of Administrative Modification pursuant Section 16A-5-250 of the Land Use Code.

7. **Subdivision**. The reconfiguration of Parcels 1A, A, B, F, G, and I as newly identified Parcels 1-6 (subject to plat review, execution and recordation – **Exhibit A**); the condominiumization of residential units throughout subject to Building and Zoning review as necessary as well as conditions of approval include herein.

Section Four. Conditions. As conditions of the final approvals granted herein, the Applicant will comply with the following:

- **General:**
  1. As included in the Parking Management Plan, residents of the development will not be eligible to utilize the "numbered lots" that are managed by the Town.
  2. As part of the building permit submittal, a MEP report shall be provided that addresses air quality impacts from vehicle emission sources from the loading dock areas, parking garages, and commercial food preparation entities.
  3. The Town reserves the right to further review and approve the amount of credit offered and associated with pending improvements detailed in the Subdivision Improvements Agreement (Exhibit B) prior to or as part of building permit submission. The applicant shall secure the faithful and diligent performance of its obligations under such agreement with a pledge of security sufficient to provide a reasonable guaranty of not less than one hundred percent (100%) of the current estimated cost of the improvements described in the agreement, which estimate shall be approved by the Town Engineer.

- **Design:**
  4. The sub-grade parking associated with building 1A will accommodate the expansion of electric vehicle stations as future needs dictate.
  5. The width of "Main Street" shall be reduced to no less than 66.5 feet to accommodate the widening of the sidewalks on either side of the roadway. This detail shall be incorporated into the refined Civil Engineering drawing to be included as part of the building permit submittal.
  6. All ramps throughout the development shall incorporate truncated domes and meet ADA as well as M&S standards.
  7. The Applicant shall offer design strategies to soften the appearance of retaining walls throughout the development. Softening methods may include but are not limited

terracing and vegetation (as depicted in Exhibit G). The retaining wall designs shall be reviewed by the Town and approved by the Community Development Director prior to building permit submission.

- **Construction:**
  8. As part of the building permit submittal, the approved Construction Management Plan will be further detailed to address removal of dirt, dust, and mud from construction vehicles, specifying the most appropriate method for each stage of construction. This may include but not limited to sprinkler systems, water trucks, seeding or mulching areas, stabilized haul roads, tracking pads, and the like.
  9. The construction on site will be reviewed and inspected to the provisions of the adopted and amended 2015 series of the International Codes and, by reference, ICC/ANSI A117.1 -2009. The exception will be that the adopted and amended provisions of the 2012 International Green Construction Code will be applied to the project. All new construction plans for this site, submitted and approved after the adoption of subsequent versions of the International series of codes, will be reviewed and inspected to the 2015 series of the International Codes.
  10. As stated in Section 5 of the Development Agreement, the project will be constructed to a LEED standard of Silver or above, but that the official certification will not be sought or required. The Chief Building Official will confirm compliance to this standard based on documentation completed by the project architect and contractor.
  11. The development team will work closely with the Town Transportation Department during construction to assure that locations for temporary TOSV shuttle stops meet the needs of the community during construction.
  12. A detailed plan detailing construction parking shall be included as part of the final Construction Management Plan to be submitted as part of the building permit submittal.
  13. The building permit submittal shall address impacts from proposed "chillers" detailing noise mitigation techniques to assure conformance to local noise ordinances.
  14. The revised Construction Management Plan shall include a statement of conformance with Ordinance 12, Series of 2007 as it pertains to construction within the Town.
  15. As part of the building permit submittal, the Applicant shall provide a Weed Mitigation Plan to ensure all best practices and management are employed during construction and into the future.
  16. The building permit submittal shall include details for the replacement of the existing light at the corner of Lower Kearns and Brush Creek Road.

- **Civil Engineering:**
  17. Subsequent to approval by the Town Council, all Civil plans are subject to review and approval by TOSV Staff prior to building permit.
  18. A revised and refined storm sewer plan shall be included as part of the updated Civil Engineering plan to be included as part of the building permit submittal. The plan shall detail but not be limited to sand/oil separation, storm drain/basin location and detail, and culvert replacement through the development. A maintenance manual for all storm sewer systems shall be included as part of the submittal.
  19. Prior to building permit submission, the Applicant shall coordinate with the Snowmass Water & Sanitation District to ensure proper discharge and connection to existing systems as well as on-going maintenance of infrastructure. These details shall be incorporated into refined Civil Engineering drawings as part of the building permit submission.

20. All easement throughout the development shall be further detailed (including beneficiaries, purpose, responsibilities, rights, and maintenance) and submitted in legal documentation form for recordation prior to building permit submission.
21. As part of the building permit submission, refined Civil Engineering drawings will detail all snow storage, drainage, and detention areas. All snow melt shall be captured by storm drain systems and treated for water quality (or drain across vegetated areas via adequate drainage swales) before leaving the site.
22. Blank conduit needs to be provided transversely and lateral to Upper and Lower Kearns Road. A detailed conduit plan shall be provided on the Civil Drawings provided as part of building permit submission.
23. Prior to building permit submission, the Applicant shall coordinate with TOSV Staff and the Fire District to identify street names throughout the development. The names of streets shall be incorporated on official plat names as part of the recorded document set. Street details shall include alignment calculations and curve tables.
24. The retaining wall included in the private right-of-way north of the existing Snowmass Center shall be the responsibility of the developer to construct and maintain.

- **Community Purpose:**

25. The design of the Transit Shelter will accommodate all necessary ADA and building permit requirements, which will be verified as part of the permit submission process.
26. Upon final design of the Mountain View Connection trail (upper trail to Melton Ranch), Short Cut trail (east of Building 4B), and Park Connection trail (from the community park to the Short Cut trail) the Applicant shall coordinate with the Town to contract with a Professional Trail Builder (PTB) at a cost to the developer. The PTB shall construct said soft surface trails at a time deemed appropriate by the Town. All soft surface trails shall be designed and flagged by TOSV Staff prior to construction and may or may not meet town grade standards depending upon topography.
27. No snow storage shall occur within the dedicated community park.
28. Final engineering and design details of the stairway and play structures within the park shall be provided with the building permit submission for approval by the Community Development Director.
29. As part of the building permit submittal, the Applicant shall provide a map delineating trails and sidewalks connections and detailing whether maintenance is the obligation of the Town or HOA.
30. A detailed irrigation system plan for the community park shall incorporated into the Landscape Plan and included in the building permit submission. The irrigation needs to be separated from the master system and provide dedicated water. The electrical source shall be maintained by the town.
31. The Town will accept conveyance of ownership of the Transit Shelter upon completion (C of O) for the structure. At time of building permit submittal, the Applicant shall make a one-time payment of $50,000 to the Town for ongoing maintenance of the Transit Shelter.

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

INTRODUCED, READ, AND APPROVED, as amended, on first reading by the Town Council of the Town of Snowmass Village on November 2nd, 2020 upon a motion by Council member

Goode, the second of Council member Madsen, and upon a vote of 4 in favor and 0 against.

APPROVED, READ AND ADOPTED on second reading by the Town Council of the Town of Snowmass Village on November 16, 2020 upon a motion by Council Member Sirkus, the second by Council Member Goode, and upon a vote of 3 in favor and 0 against.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

Bill Madsen, Mayor

ATTEST:

Rhonda Coxon, Town Clerk

Exhibits incorporated herein:

A. Proposed Plat
B. Amended Application 10/21/2020
C. Development Agreement
D. Restricted Housing Agreement
E. Subdivision Improvement Agreement
F. HOA Documents
G. Retaining wall proposal (re-design)

Exhibit A

FIRST AMENDED PLAT OF

FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I & EXISTING SNOWMASS CENTER PARCEL

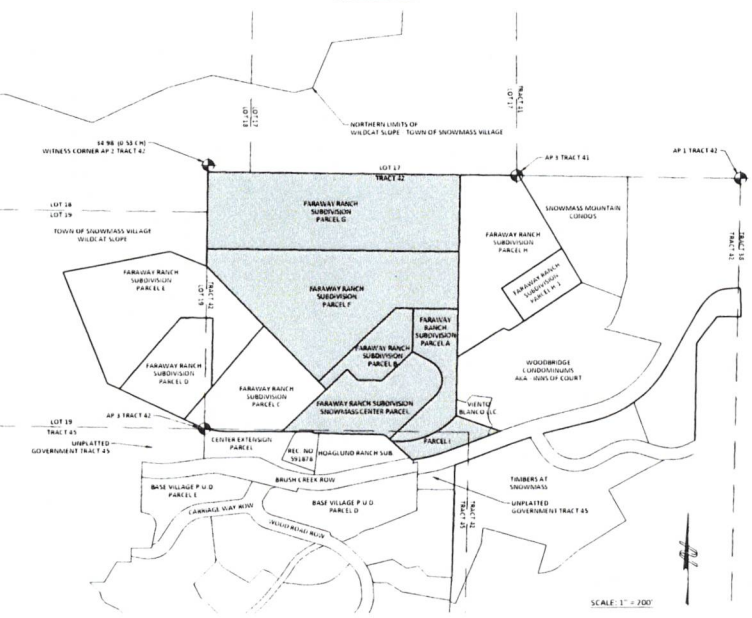
BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 85 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 1 OF 4

PURPOSE STATEMENT

THE PURPOSE OF THIS AMENDED PLAT IS TO VACATE CERTAIN EASEMENTS OF RECORD AS SHOWN ON SHEET 2, REPLAT THE BOUNDARIES OF PARCELS A, B, F, G, I, & EXISTING SNOWMASS CENTER PARCEL INTO PARCELS AS SHOWN ON SHEET 3, AND TO DEDICATED NEW EASEMENTS AND RIGHTS OF WAY AS SHOWN ON SHEET 4.

AREA MAP



VICINITY MAP



SCALE: 1" = 2000'

PLAT NOTES:

1. DECLARATIONS. THE OWNERSHIP, USE, AND OPERATION OF PARCELS 1 THROUGH 4 AND 6 DEPICTED ON THIS PLAT WILL BE GOVERNED BY, AND SUBJECT TO, THE TERMS AND CONDITIONS OF THAT CERTAIN MASTER PLANNED COMMUNITY DECLARATION FOR SNOWMASS CENTER (THE "MASTER DECLARATION") AND EACH SUCH PARCEL, EXCLUDING PARCEL 6, SHALL ALSO BE GOVERNED BY A CONDOMINIUM DECLARATION SPECIFIC TO SUCH PARCEL (THE "CONDOMINIUM DECLARATIONS") (THE MASTER DECLARATION AND THE CONDOMINIUM DECLARATIONS ARE COLLECTIVELY REFERRED TO HEREIN AS THE "DECLARATIONS"). THE DECLARATIONS SET FORTH VARIOUS RIGHTS AND RESPONSIBILITIES FOR OWNERS AND USERS OF PROPERTY THAT IS SUBJECT TO THE TERMS OF THE DECLARATIONS AND REFERENCE TO THE DECLARATIONS IS HEREBY MADE FOR FURTHER INFORMATION REGARDING THE FOREGOING.
2. DECLARANT RIGHTS. THE DECLARATIONS SET FORTH VARIOUS SPECIAL RESERVED DECLARANT AND DEVELOPMENT RIGHTS IN FAVOR OF THE "DECLARANT" (AS DEFINED IN THE DECLARATIONS), WHICH RIGHTS MAY INCLUDE, WITHOUT LIMITATION, THE RIGHT OF DECLARANT TO ADD, WITHDRAW, AND FURTHER SUBDIVIDE PROPERTY SUBJECT TO THE TERMS OF THE DECLARATION. UNTIL A PARCEL IS CONVEYED TO A PARTY WHO IS NOT DECLARANT OR IS OTHERWISE CONVEYED OR DEDICATED TO THE SNOWMASS CENTER MASTER ASSOCIATION, INC. (THE "MASTER ASSOCIATION") AS A COMMON ELEMENT, SUCH PARCEL SHALL BE SUBJECT TO ALL OF THE DEVELOPMENT RIGHTS RESERVED TO DECLARANT SET FORTH IN THE DECLARATIONS.
3. PUBLIC ROADS. THE PORTIONS OF LOWER KEARNS ROAD AND UPPER KEARNS ROAD DESCRIBED HEREON AS "PUBLIC RIGHTS-OF-WAY" ARE HEREBY DEDICATED AND CONVEYED TO THE TOWN OF SNOWMASS VILLAGE (THE "TOWN") FOR THE FOLLOWING PURPOSES: (A) PUBLIC VEHICULAR, PEDESTRIAN AND BICYCLE INGRESS AND EGRESS; (B) EMERGENCY VEHICLE AND PERSONNEL INGRESS AND EGRESS; AND (C) THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, REPLACEMENT, ENLARGEMENT AND EXTENSION OF UTILITIES. ALL COSTS, LIABILITIES, MAINTENANCE, REPAIR AND REPLACEMENT OF SUCH PUBLIC RIGHTS OF WAY SHALL BE THE RESPONSIBILITY OF THE TOWN.
4. PRIVATE ROADS. THE PRIVATE ROADS AND RIGHTS-OF-WAY SHOWN HEREIN WILL BE GRANTED IN FEE SIMPLE TO THE MASTER ASSOCIATION AS A GENERAL COMMON ELEMENT PRIOR TO TIME ANY CONDOMINIUM UNIT CREATED PURSUANT TO ANY OF THE CONDOMINIUM DECLARATIONS IS CONVEYED TO A PURCHASER. THERE ARE HEREBY GRANTED PERPETUAL NONEXCLUSIVE EASEMENTS IN THE PRIVATE RIGHTS OF WAY FOR (A) THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, REPLACEMENT, ENLARGEMENT AND EXTENSION OF UTILITIES, AND (B) EMERGENCY VEHICLE AND PERSONNEL INGRESS AND EGRESS. THE PRIVATE RIGHTS-OF-WAY SHALL BE MAINTAINED BY THE MASTER ASSOCIATION PURSUANT TO THE TERMS OF THE MASTER DECLARATION.
5. PARCEL 5 DEDICATION. PARCEL 5 DESCRIBED HEREON SHALL BE DEDICATED AND CONVEYED TO THE TOWN FOR USE BY THE PUBLIC AS A PUBLIC PARK AND RECREATION AREA. UPON DEDICATION OF PARCEL 5, THE TOWN SHALL BE RESPONSIBLE FOR ALL MAINTENANCE, LIABILITIES, REPAIRS, REMOVAL, REPLACEMENT AND OPERATION OF PARCEL 5 AND ANY IMPROVEMENTS THEREON.
6. PARCEL 6 DEDICATION. PARCEL 6 DESCRIBED HEREON IS HEREBY DEDICATED AND CONVEYED TO THE TOWN FOR USE AS OPEN SPACE AND PUBLIC RECREATION TRAILS, SUBJECT TO THE RIGHT OF THE MASTER ASSOCIATION TO USE AND OPERATE DRAINAGE IMPROVEMENTS, BASINS AND DETENTION PONDS TO BE CONSTRUCTED WITHIN PARCEL 6, ALL OF WHICH SHALL BE PART OF THE "DRAINAGE IMPROVEMENTS" DEFINED BELOW. THE MASTER ASSOCIATION SHALL HAVE A PERPETUAL, NON EXCLUSIVE EASEMENT OVER, ACROSS, THROUGH AND UNDER PARCEL 6 FOR THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, REPLACEMENT, ENLARGEMENT AND EXTENSION OF ANY DRAINAGE IMPROVEMENTS CONSTRUCTED OR TO BE CONSTRUCTED ON PARCEL 6 PURSUANT TO THE TOWN APPROVED ENGINEERING PLANS FOR THE SNOWMASS CENTER PROJECT. THE MASTER ASSOCIATION WILL MAINTAIN SUCH DRAINAGE IMPROVEMENTS AS GENERAL COMMON ELEMENTS PURSUANT TO THE MASTER DECLARATION. EXCEPT FOR ANY OBLIGATIONS OF THE MASTER ASSOCIATION RELATED TO THE DRAINAGE IMPROVEMENTS, THE TOWN SHALL BE RESPONSIBLE FOR ALL COSTS, MAINTENANCE AND LIABILITIES ASSOCIATED WITH PARCEL 6 AND THE TRAILS AND OTHER OPEN SPACE IMPROVEMENTS CONSTRUCTED THEREON. DEDICATION OF PARCEL 6 SHALL OCCUR WITHIN 180 DAYS OF ACCEPTANCE AND RECORDATION OF THIS PLAT.
7. UTILITY EASEMENTS. THE AREAS LABELED AS "UTILITY EASEMENT" HEREON, OR ANY AREA ON THE PROPERTY WHEREIN UTILITIES ARE LOCATED, ARE HEREBY GRANTED AS A PERPETUAL NONEXCLUSIVE EASEMENTS (A) TO THE DECLARANT AND THE MASTER ASSOCIATION FOR THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, REPLACEMENT, AND EXTENSION OF UNDERGROUND UTILITIES AND DRAINAGE IMPROVEMENTS; AND (B) TO THE APPLICABLE UTILITY PROVIDERS OR PRIVATE USERS FOR THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, REPLACEMENT, ENLARGEMENT AND EXTENSION OF UNDERGROUND UTILITIES.
8. EASEMENT TO PARCELS H AND H-1. DECLARANT HEREBY GRANTS TO THE TOWN A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PORTION OF PARCEL 1 LABELED "TOWN ACCESS TO FARAWAY PARCELS H AND H-1" FOR INGRESS TO, AND EGRESS FROM, SUCH PARCELS H AND H-1. THE EASEMENT GRANTED HEREIN SHALL NOT BE FOR PUBLIC ACCESS PURPOSES.
9. DRAINAGE IMPROVEMENTS EASEMENT. THE AREA AROUND, UPON, ACROSS AND UNDER ALL OF THE "DRAINAGE IMPROVEMENTS" DEPICTED HEREON, INCLUDING INGRESS AND EGRESS TO SUCH AREAS, ARE GRANTED AS NON EXCLUSIVE PERPETUAL EASEMENTS FOR STORM WATER CONVEYANCE, DRAINAGE AND RETENTION PURPOSES FOR THE BENEFIT OF THE PARCELS. THESE DRAINAGE IMPROVEMENTS WILL BE MAINTAINED BY THE MASTER ASSOCIATION AS GENERAL COMMON ELEMENTS IN ACCORDANCE WITH THE MASTER DECLARATION AND SUBJECT TO ANY SEPARATE AGREEMENT BETWEEN THE APPLICABLE PARTIES.
10. SNOW STORAGE EASEMENT. THE DECLARATION HEREBY RESERVES FOR THE BENEFIT OF THE MASTER ASSOCIATION AND THE PARCELS A PERPETUAL NON-EXCLUSIVE EASEMENT FOR SNOWPLOWING AND SNOW STORAGE ALONG THE SIDES OF THE PRIVATE ROADS, RIGHTS-OF-WAY, AND OVER THE OPEN SPACES ON PARCELS 1 THROUGH 4 AS REASONABLY REQUIRED TO ACCOMMODATE AND PROVIDE FOR ADEQUATE PLACEMENT AND STORAGE OF SNOW PLOWED FROM SUCH PRIVATE ROADS AND RIGHTS-OF-WAY. SUCH EASEMENT SHALL NOT ENCUMBER ANY PARKING AREAS OR PARKING SPACES.
11. PUBLIC RIGHTS-OF-WAY CONNECTOR. THERE IS HEREBY GRANTED A PERPETUAL NONEXCLUSIVE SURFACE EASEMENT ACROSS THE PRIVATE RIGHT-OF-WAY CONNECTOR EASEMENT CONNECTING THE LOWER KEARNS AND UPPER KEARNS PUBLIC RIGHTS-OF-WAY FOR EMERGENCY VEHICLE AND PERSONNEL INGRESS AND EGRESS.
12. VACATION OF EASEMENTS. DECLARANT AND THE TOWN DO HEREBY FULLY AND FOREVER VACATE, TERMINATE AND REVOKE IN THEIR ENTIRETY THE FOLLOWING UTILITY, ACCESS AND ROADWAY EASEMENTS AS SHOWN ON SHEET __ OF THIS PLAT:
- BK 451 PG99 REC 252759 ACCESS DRAINAGE AND UTILITY EASEMENT
- BK 17 PG 5 & BK 483 PG 34 R266784 24' RESERVED EASEMENT
- BK 452 PG 156 REC 253275 BICYCLE PATH, PARCOURS, & PEDESTRIAN EASEMENT

SUCH VACATIONS NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE RELOCATED UTILITIES AND RECONSTRUCTED ROADWAYS, AS THE CASE MAY BE.

SURVEYOR CERTIFICATE

I, MARK S. BECKLER, DO HEREBY STATE THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF THE FIRST AMENDED PLAT PLAT AMENDMENT OF FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I, & EXISTING SNOWMASS CENTER PARCEL AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT MEETS THE REQUIREMENTS OF A LAND SURVEY PLAT AS SET FORTH IN C.R.S. SECTION 38-51-106, WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, EASEMENTS AND STREETS OF SAID SUBDIVISION AS THE SAME ARE STAKED UP THE GROUND IN COMPLIANCE WITH STATE REGULATIONS COVERING THE SUBDIVISION OF LAND. RECORDED EASEMENTS, RIGHTS OF WAY AND RESTRICTIONS ARE SHOWN HEREON AND ARE THE SAME AS THOSE SET FORTH IN THE TITLE COMMITMENT PREPARED TITLE COMPANY OF THE ROCKIES COMMITMENT NUMBER 0706274 C2, EFFECTIVE DATE JUNE 5TH, 2020

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS ____ DAY OF _____, 2020.

MARK S. BECKLER, L.S. #28641

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS, EASTWOOD SNOWMASS INVESTORS, LP, A COLORADO LIMITED PARTNERSHIP BEING THE OWNER OF THE FOLLOWING DESCRIBED REAL PROPERTY SITUATED IN THE TOWN OF SNOWMASS VILLAGE, PITKIN COUNTY, COLORADO, TO WIT

PARCEL 1:
EXISTING SNOWMASS CENTER PARCEL, A REPLAT AS SHOWN ON THE FARAWAY RANCH SUBDIVISION, SNOWMASS VILLAGE, COLORADO, GROSS PARCEL PLAT, RECORDED MARCH 18, 1985 IN PLAT BOOK 17 AT PAGES 5 & 6 AT RECEPTION NO. 266782. TOGETHER WITH A NON-EXCLUSIVE RIGHT-OF-WAY AS SET FORTH IN DEED OF EASEMENT RECORDED APRIL 7, 1971 IN BOOK 254 AT PAGE 545 AS RECEPTION NO. 145056, AND SHOWN ON THE AMENDED FINAL PLAT OF SNOWMASS VILLAGE NORTH SUBDIVISION FILED SEPTEMBER 27, 1978, IN PLAT BOOK 7 AT PAGE 12, AT RECEPTION NO. 207704; ACCESS, DRAINAGE AND UTILITY EASEMENT AS SET FORTH IN INSTRUMENT RECORDED AUGUST 30, 1983 IN BOOK 451 AT PAGE 94 AS RECEPTION NO. 252758; AND AN EASEMENT FOR DRAINAGE PURPOSES AS SET FORTH IN INSTRUMENT RECORDED AUGUST 30, 1983 IN BOOK 451 AT PAGE 107 AS RECEPTION NO. 252760; AND THOSE EASEMENTS AS SET FORTH IN DEED RECORDED MARCH 18, 1985 IN BOOK 481 AT PAGE 34 AS RECEPTION NO. 266784

PARCEL 2:
PARCELS A, B, F, G AND I, FARAWAY RANCH SUBDIVISION, AS SHOWN ON THE GROSS PARCEL PLAT OF FARAWAY RANCH SUBDIVISION RECORDED MARCH 18, 1985 IN PLAT BOOK 17 AT PAGE 5 AT RECEPTION NO. 266782.

PARCEL 3:
NONEXCLUSIVE PERPETUAL EASEMENT FOR TRAMWAY TRANSIT SYSTEM AS SET FORTH IN EASEMENT AGREEMENT RECORDED SEPTEMBER 18, 2006 AS RECEPTION NO. 528714. EASEMENTS AND RIGHTS OF WAY FOR ACCESS, DRAINAGE AND UTILITIES AS SET FORTH IN EASEMENT AGREEMENT RECORDED AUGUST 30, 1983 IN BOOK 451 AT PAGE 99 AS RECEPTION NO. 252759 AND DRAINAGE EASEMENTS AGREEMENT RECORDED AUGUST 30 1983, IN BOOK 451 AT PAGE 107 AS RECEPTION NO. 252760 EASEMENT AND RIGHT OF WAY FOR BICYCLE PATH AND OTHER FORMS OF PEDESTRIAN TRAVEL AS SET FORTH IN EASEMENT AND VACATION OF EASEMENT AGREEMENT RECORDED SEPTEMBER 19, 1983 IN BOOK 452 AT PAGE 156 AS RECEPTION NO. 253215. EASEMENTS AND RIGHTS OF THAT BENEFIT THE SUBJECT PROPERTY AS SET FORTH IN WARRANTY DEED RECORDED MARCH 18, 1985, IN BOOK 483 AT PAGE 34 AS RECEPTION NO. 266784, COUNTY OF PITKIN, STATE OF COLORADO.

HAS BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO PARCELS AND RIGHTS OF WAY AS SHOWN ON THIS AMENDED PLAT UNDER THE NAME AND STYLE OF FIRST AMENDED PLAT OF FARAWAY RANCH SUBDIVISION - PARCELS A,B,F,G, I AND EXISTING SNOWMASS CENTER PARCEL

OWNER: EASTWOOD SNOWMASS INVESTORS, LP, A COLORADO LIMITED PARTNERSHIP

BY _____

AS _____

STATE OF COLORADO)
) SS
COUNTY OF)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____ A.D. 20___
BY _____ AS _____ FOR EASTWOOD SNOWMASS INVESTORS, LP, A COLORADO LIMITED PARTNERSHIP

MY COMMISSION EXPIRES _____

WITNESS MY HAND AND OFFICIAL SEAL _____
NOTARY PUBLIC

TOWN COUNCIL'S APPROVAL AND ACCEPTANCE

THIS PLAT, AND THE DEDICATION TO THE PUBLIC OF THE ROADS AND STREETS SHOWN HEREON ARE HEREBY ACCEPTED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE AND THE VACATION DESCRIBED HEREIN ARE HEREBY APPROVED. THE TOWN COUNCIL OF SNOWMASS VILLAGE, EACH SUBJECT TO THE CONDITIONS NOTED HEREON. THE PLAN, DEDICATIONS, AND VACATIONS ARE EACH SO ACCEPTED AND APPROVED THIS _____ DAY OF _____, A.D., 20___

ATTEST: _____
TOWN CLERK - RHONDA COXON MAYOR - MARKEY BUTLER

TOWN OF SNOWMASS VILLAGE APPROVAL

THIS FIRST AMENDED PLAT OF FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I, & EXISTING SNOWMASS CENTER PARCEL IS ACCEPTED BY THE TOWN OF SNOWMASS VILLAGE FOR RECORDING AS BEING CONSISTENT WITH TOWN OF SNOWMASS VILLAGE ORDINANCE NO. ____ SERIES OF 20 __, AS RECORDED IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO ON _____, 20__ AS RECEPTION NO. _____

APPROVAL AS TO CONTENT

BY _____
_____, COMMUNITY DEVELOPMENT DIRECTOR

DATED _____, 20__

APPROVAL AS TO FORM

BY _____
JOHN C. DRESSER JR., TOWN ATTORNEY

DATED _____, 20__

TITLE COMPANY CERTIFICATE

THE UNDERSIGNED, A DULY AUTHORIZED AGENT OF TITLE COMPANY OF THE ROCKIES, REGISTERED TO DO BUSINESS IN COLORADO UNDER THE TITLE INSURANCE CODE OF COLORADO, DOES HEREBY CERTIFY THAT TITLE TO THE SUBJECT PROPERTY IS VESTED IN EASTWOOD SNOWMASS INVESTORS, LP, A COLORADO LIMITED PARTNERSHIP, AND IS FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES EXCEPT AS SHOWN ON SCHEDULE B PART 1 OF THE COMMITMENT NUMBER 0706274 C2 WITH AN EFFECTIVE DATE OF JUNE 5, 2020.

_____ _____
BY TITLE

STATE OF COLORADO)
) SS
)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 20__, BY _____ AS _____ OF TITLE COMPANY OF THE ROCKIES.

WITNESS MY HAND AND OFFICIAL SEAL
MY COMMISSION EXPIRES _____

_____
NOTARY PUBLIC

CONSENT OF DEED OF TRUST BENEFICIARY

THE UNDERSIGNED, BEING THE BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST, RECORDED ON APRIL 1, 2016, AT RECEPTION NO. 628285 AND RE RECORDED MAY 11, 2016, AT RECEPTION NO. 629272 AND THE ASSIGNMENT OF LEASES AND RENTS RECORDED ON APRIL 1, 2016, AT RECEPTION NO. 628286 AND RE RECORDED MAY 11, 2016, AT RECEPTION NO. 629273 ALL IN THE REAL PROPERTY RECORDS OF PITKIN COUNTY, COLORADO HEREBY EXPRESSLY COVENANTS TO AND JOINS IN THE EXECUTION AND RECORDING OF THIS FIRST AMENDED PLAT AND AGREES THAT THE LIEN OF THE ANB BANK SHALL BE AND HEREBY IS MADE SUBORDINATE, SECONDARY AND SUBJECT TO THIS PLAT, AS IT MAY BE AMENDED AND SUPPLEMENTED FROM TIME TO TIME

ANB BANK,

BY: _____

PRINT NAME _____

TITLE _____

STATE OF COLORADO)
) SS
COUNTY OF PITKIN)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____ 20___ BY _____ AS _____ OF ANB BANK.

MY COMMISSION EXPIRES _____

WITNESS MY AND HAND AND OFFICIAL SEAL

_____
NOTARY PUBLIC

CONSENT OF DEED OF TRUST BENEFICIARY

THE UNDERSIGNED, BEING THE BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST, RECORDED ON MARCH 31, 2016, AT RECEPTION NO. 628298 IN THE REAL PROPERTY RECORDS OF PITKIN COUNTY, COLORADO HEREBY EXPRESSLY COVENANTS TO AND JOINS IN THE EXECUTION AND RECORDING OF THIS FIRST AMENDED PLAT AND AGREES THAT THE LIEN OF THE SAMUEL SARICK LIMITED, AN ONTARIO CORPORATION SHALL BE AND HEREBY IS MADE SUBORDINATE, SECONDARY AND SUBJECT TO THIS PLAT, AS IT MAY BE AMENDED AND SUPPLEMENTED FROM TIME TO TIME.

SAMUEL SARICK LIMITED,

BY _____

PRINT NAME _____

TITLE _____

PROVIDENCE OF ONTARIO)
) SS
)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____ 20___ BY _____ AS _____ OF SAMUEL SARICK LIMITED.

MY COMMISSION EXPIRES _____

WITNESS MY AND HAND AND OFFICIAL SEAL

_____
NOTARY PUBLIC

CLERK AND RECORDER'S ACCEPTANCE

THIS FIRST AMENDED PLAT OF FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I, & EXISTING SNOWMASS CENTER PARCEL IS ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO AT _____ O'CLOCK ____ M., THIS _____ DAY OF _____, 20___ IN PLAT BOOK _____ AT PAGES _____ RECEPTION NO. _____

_____
PITKIN COUNTY CLERK AND RECORDER

DRAFT

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

FIRST AMENDED PLAT OF

FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I & EXISTING SNOWMASS CENTER PARCEL

BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 85 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

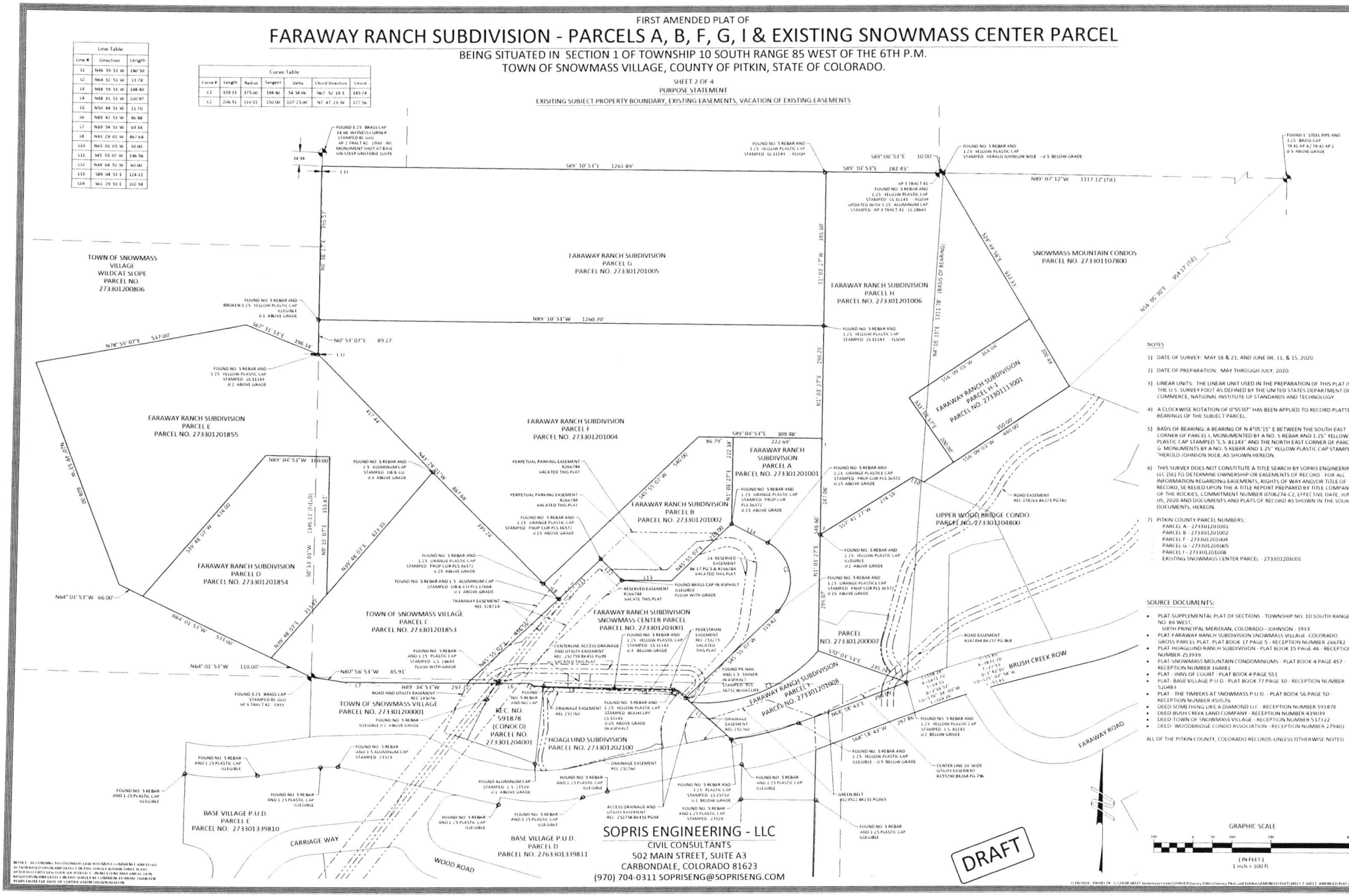
SHEET 2 OF 4

PURPOSE STATEMENT

EXISITING SUBJECT PROPERTY BOUNDARY, EXISTING EASEMENTS, VACATION OF EXISTING EASEMENTS

Line Table		
Line #	Direction	Length
L1	N46° 55' 51" W	180.50
L2	N64° 32' 51" W	13.78
L3	N68° 19' 51" W	148.40
L4	N68° 31' 51" W	200.97
L5	N50° 44' 51" W	11.70
L6	N89° 42' 51" W	86.88
L7	N89° 34' 51" W	69.34
L8	N41° 29' 01" W	867.68
L10	N65° 01' 05" W	30.00
L11	S45° 55' 07" W	146.56
L12	N44° 04' 51" W	60.00
L13	S89° 04' 53" E	124.12
L14	S61° 29' 51" E	102.58

Curve Table						
Curve #	Length	Radius	Tangent	Delta	Chord Direction	Chord
C1	359.13	375.00	194.80	54°54'06"	N67° 52' 19" E	345.74
C2	206.51	110.15	150.00	107°25'00"	N7° 47' 23" W	177.56



NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

NOTES

1) DATE OF SURVEY: MAY 18 & 21, AND JUNE 04, 11, & 15, 2020.
2) DATE OF PREPARATION: MAY THROUGH JULY, 2020.
3) LINEAR UNITS: THE LINEAR UNIT USED IN THE PREPARATION OF THIS PLAT IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.
4) A CLOCKWISE ROTATION OF 0°55'07" HAS BEEN APPLIED TO RECORD PLATTED BEARINGS OF THE SUBJECT PARCEL.
5) BASIS OF BEARING: A BEARING OF N 4°05'15" E BETWEEN THE SOUTH EAST CORNER OF PARCEL I, MONUMENTED BY A NO. 5 REBAR AND 1.25" YELLOW PLASTIC CAP STAMPED "L.S. 31143" AND THE NORTH EAST CORNER OF PARCEL G MONUMENTS BY A NO. 5 REBAR AND 1.25" YELLOW PLASTIC CAP STAMPED "HEROLD JOHNSON 9018, AS SHOWN HEREON.
6) THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY SOPRIS ENGINEERING, LLC (SE) TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS OF WAY AND/OR TITLE OF RECORD, SE RELIED UPON THE A TITLE REPORT PREPARED BY TITLE COMPANY OF THE ROCKIES, COMMITMENT NUMBER 0706274-C2, EFFECTIVE DATE: JUNE 05, 2020 AND DOCUMENTS AND PLATS OF RECORD AS SHOWN IN THE SOURCE DOCUMENTS, HEREON.
7) PITKIN COUNTY PARCEL NUMBERS:
   - PARCEL A - 273301201001
   - PARCEL B - 273301201002
   - PARCEL F - 273301201004
   - PARCEL G - 273301201005
   - PARCEL I - 273301201008
   - EXISTING SNOWMASS CENTER PARCEL - 273301203001

SOURCE DOCUMENTS:

- PLAT-SUPPLEMENTAL PLAT OF SECTIONS - TOWNSHIP NO. 10 SOUTH RANGE NO. 86 WEST, SIXTH PRINCIPAL MERIDIAN, COLORADO - JOHNSON - 1933
- PLAT-FARAWAY RANCH SUBDIVISION SNOWMASS VILLAGE, COLORADO, GROSS PARCEL PLAT, PLAT BOOK 17 PAGE 5 - RECEPTION NUMBER 266782
- PLAT-HOAGLUND RANCH SUBDIVISION - PLAT BOOK 15 PAGE 48 - RECEPTION NUMBER 253939
- PLAT-SNOWMASS MOUNTAIN CONDOMINIUMS - PLAT BOOK 4 PAGE 457 - RECEPTION NUMBER 164881
- PLAT - INNS OF COURT - PLAT BOOK 4 PAGE 551
- PLAT- BASE VILLAGE P.U.D - PLAT BOOK 77 PAGE 30 - RECEPTION NUMBER 520483
- PLAT - THE TIMBERS AT SNOWMASS P.U.D. - PLAT BOOK 56 PAGE 50 - RECEPTION NUMBER 450576
- DEED-SOMETHING LIKE A DIAMOND LLC - RECEPTION NUMBER 591878
- DEED-BUSH CREEK LAND COMPANY - RECEPTION NUMBER 439039
- DEED-TOWN OF SNOWMASS VILLAGE - RECEPTION NUMBER 517322
- DEED- WOODBRIDGE CONDO ASSOCIATION - RECEPTION NUMBER 279401

ALL OF THE PITKIN COUNTY, COLORADO RECORDS-UNLESS OTHERWISE NOTED

FIRST AMENDED PLAT OF

FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I & EXISTING SNOWMASS CENTER PARCEL

BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 85 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 3 OF 4

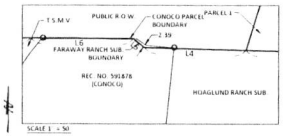
PURPOSE STATEMENT

AMENDED PARCEL BOUNDARY DEFINITION AND RIGHTS OF WAY

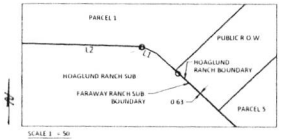
Line Table		
Line #	Direction	Length
L1	N64° 32' 53" W	13.78'
L2	N88° 39' 47" W	148.40'
L3	N88° 31' 53" W	114.70'
L4	N88° 31' 53" W	86.26'
L5	N30° 44' 53" W	11.70'
L6	N89° 42' 53" W	86.88'



DETAIL 1



DETAIL 2



GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

DRAFT

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

NOTE 1: ALL CONDOMINIUM DEVELOPMENT LAW REQUIREMENTS COMMENCE AND LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON

FIRST AMENDED PLAT OF

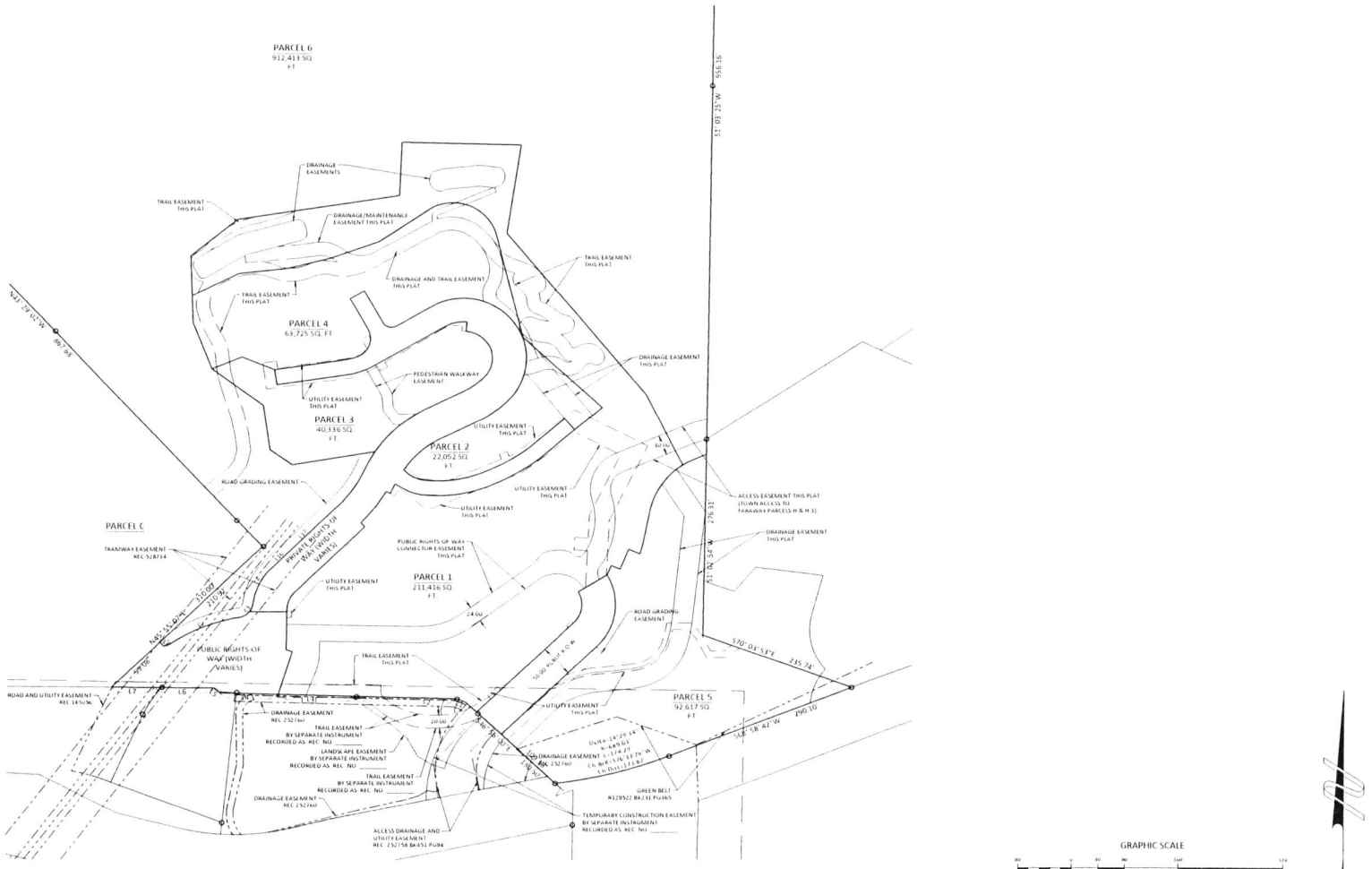
FARAWAY RANCH SUBDIVISION - PARCELS A, B, F, G, I & EXISTING SNOWMASS CENTER PARCEL

BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 85 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 4 OF 4

PURPOSE STATEMENT

EXISTING AND DEDICATED EASEMENTS



DRAFT

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Roaring Fork Fire Rescue Authority
1089 JW Drive
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roaringforkfire.org

ROARING FORK FIRE RESCUE

SCOTT THOMPSON
FIRE CHIEF

October 23, 2024

Mr. Dave Shinneman and Mr. Brian McNellis
Community Development Department
Town of Snowmass Village
Kearns Road
Snowmass Village, CO 81615

RE: The Snowmass Center Redevelopment PUD Amendment Application dated September 27, 2024.

Dave and Brian,

The above referenced PUD Minor Amendment Application includes serious implications for our ability to provide adequate fire and life safety protection for the Snowmass Center Redevelopment. Roaring Fork Fire Rescue Authority has reviewed the submitted amendment thoroughly and wish to address critical proposed changes that would severely compromise our ability for the "Interim" phasing schedule that is proposed.

1. Water Supply. The proposed 58,433 sq. ft of mixed type V-B and V-A construction for the Snowmass Center building will require an approximate fire flow of 5,000 gallons a minute with a minimum of 4 fire hydrants placed in our approved locations. We have not seen any revised building plans or civil documents at this time but we anticipate that at least two of these fire hydrant locations would be located on the North and West side exposures of the Snowmass Center along Rim Road.

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The timing and responsibility of providing adequate firefighting water supply and fire apparatus access roads are International Fire Code requirements and... "shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction." Furthermore, the timing of installation is required... "prior to and during the time of construction except when approved alternative methods of protection are provided" (IFC Chapter 5, 2015)

Should this amendment proposal be implemented, the required fire hydrant water supplies for the Snowmass Center, along with the installation of a water line main, would be located on future Town of Snowmass Village property and could possibly be delayed indefinitely after the Snowmass Center Redevelopment has already been completed. These critical infrastructure requirements are being proposed as an "Interim" condition only after the Town of Snowmass Village decides to develop Parcels 2, 3, and 4. This is unacceptable and also counters the intentions of Snowmass Village adopted Municipal Codes 16A-4-240

Sec. 16A-4-240. - Fire protection.

(a) Service by Fire Authority. Developments and new construction on existing lots shall be located and designed in a manner that enables them to be served by the Roaring Fork Fire Rescue Authority and complies with the adopted standards of said Fire Authority.

Unusual Fire Hazards. No future development and construction on existing lots shall be approved that, due to design, size (including height) or building materials, could present unusual fire hazards that are beyond the fire-fighting capability of the Roaring Fork Fire Rescue Authority.

Location. Development and new construction on existing lots shall not be located in such a way as to adversely affect the capability of the fire authority or other public service entities to respond to fires or other non-fire emergencies in any other structure or area of the Town.

Fire Access. Fire lanes, emergency access and fire apparatus access roads shall conform to the provisions of the Fire Code, as set forth in Chapter 18, Article VII of the Municipal Code.

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To be clear, the proposed Interim Construction Access and Transit Plan (L-1.12) will not meet currently adopted emergency access and fire protection water supply requirements as defined in the International Fire Codes and further fails the Municipal Fire Protection codes adopted by the Town of Snowmass Village.

2. Fire Protection.

As was originally presented in the Snowmass Center Redevelopment Sketch Plan Application… (Page 46, 3. Utilities) "Construction techniques for the Snowmass Center redevelopment will meet all requirements contained in the current editions of the International Building Code. (IBC), International Fire Code (IFC), and all other applicable Code requirements in effect at the time of building permit, or requirements otherwise agreed upon with Snowmass/Wildcat Fire protection District. "

Roaring Fork Fire Authority is not sure when a "lock down" of future Snowmass Center Redevelopment reviews and inspections for new construction plans using the current 2015 International Building and Fire Codes was dictated and included in the Snowmass Center Development Agreement. (Snowmass Center PUD Guide, C. Building Code Applicability and Fire Protection. Page 2 of 9, Amended September 27, 2024).

This inclusion and limiting factor of tying this future project to 2015 Code reviews should unequivocally be reverted back to the original wording in the Sketch Plan Application. The Snowmass Center Redevelopment should be required to apply the adopted International Building and Fire Codes or any and all other applicable Code requirements in effect for Snowmass Village at the time of building permit submittal.

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ROARING FORK FIRE RESCUE

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FIRE CHIEF

In conclusion, the proposed amendment does not provide for adequate established firefighting water supply for the Snowmass Center Redevelopment project as a whole. Most concerning, is the fact that proposed "Interim" conditions may remain until such time that the Town elects to proceed with development of parcels 2, 3, and 4. This uncertainty leaves the required necessary emergency access or pressurized fire hydrant systems in "limbo" for an undetermined amount of time. This is not acceptable nor wise for a building of this magnitude, construction type, or implied importance to the community.

The Roaring Fork Fire Rescue Authority can not provide adequate fire and life safety for the Snowmass Center under the proposed amendments for the Snowmass Center Redevelopment PUD Amendment Application dated September 27, 2024.

We ask to reserve our opportunity at a later date to further comment on the Draft Construction Management Plan for Snowmass Center dated September 27, 2024 within the Application.

Sincerely,

John T. Mele
Fire Marshal / Deputy Chief
Roaring Fork Fire Rescue Authority

Dunlop Environmental Consulting
Environmental Public Health Planning for the Future

November 11, 2024

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

Re: Snowmass Center Redevelopment PUD Minor Amendment Application

Dear Mr. McNellis,

At your request, Dunlop Environmental Consulting, Inc (DEC) has reviewed the above mentioned application. This review is focused on a comparison of this application to previous PUD approvals of findings DEC provided to the TOSV in the past, the most recent on September 20, 2020.

The current application is proposing to remove residential development from consideration and focus on commercial development on Parcel 1, building 1A. Included in the commercial spaces for example will be the post office, grocery store, atrium, liquor store, office spaces and a roof top gathering area. Compared to previous submittals, vehicle parking has been modified to remove an underground parking structure and replace it with surface parking and a three sided sub-surface parking lot that is open to the outside.

Construction will be in five phases. The first; transit, parking, and utilities. The second; lower Kearns Road, parking, the loading dock and East Building expansion. The third; parking completion, connect the East building to the existing building. The fourth; demolishing and rebuilding the south face of the existing building. The fifth; complete office spaces above the grocery store.

In considering this application in comparison to previous plans from an environmental position, DEC does not have substantive issues to consider above those stated in earlier reviews. Referencing DEC's September 20, 2020 letter to you, the following will be restated as remaining points to consider.

1) Provide a statement on contributions to air quality impacts from vehicle emissions from the loading dock area. Idling trucks and refrigeration units for example. This is requested due to the close proximity of the loading dock to occupied spaces.

2) Provide a statement of recognition that commercial food service preparation may require further study and remediation relative to air quality impacts. Specific attention to food grilling emissions near occupied spaces is the concern.
3) Provide information from Sopris Engineering regarding parking garage and loading dock drainage, capture, treatment and discharge of snow melt, rain, and other liquids that may discharge from vehicles. This might include installation of oil/sand separator vaults.
4) Earlier development plans for this property included installation of a "chiller" unit located on building 4B. Should this device still be proposed in a new location a noise impact statement is suggested as these devices can generate objectionable levels of noise.
5) Provide indoor air quality protection detail during remodel of existing structures and business while they remain occupied by staff and open to the public. This discussion is necessary to protect occupants and visitors from dust, odors, fumes, and possibly asbestos if it is present. Should asbestos be identified it must be removed by personnel qualified to enter those work zones. The Construction Management Plan (CMP), bullet 30, mentions dust will be the only environmental hazard. The CMP references OSHA compliance for this project. OSHA sets standards for workplace safety, but is not specific for occupied space protections for non-workers.

In the Review Criteria Response, the following appears on page 15, Preserve Open Space, *"The PUD preserved 20.95 sq ft of open space,"* It appears the units of measure might need to be changed.

There is mention of updating mechanical systems in the existing building, but no reference to the existing plumbing system. I have been involved in the past responding to wastewater backup conditions in ground floor retail spaces of the existing building. Conclusions causing these events was blamed on poor conditions of subsurface plumbing collection systems. This type of failure is an environmental concern for anyone in the space. This observation was many years ago and the sysetm may have been updated. However, it is recommended the applicant provide a statement regarding the condition of this utility.

The applicant states that a more detailed CMP will be provided prior to building permits being issued. The CMP included with this application covers many points DEC made in past reviews of this project, but more detail will be helpful.

This concludes DEC findings of this review.

Sincerely,

Thomas S Dunlop, MPH, REHS

President

TRANSPORTATION DEPARTMENT MEMO

To: Brian McNellis

From: Sam Guarino

CC: Dave Shinneman

Date: 11/5/2024

Re: SMC Minor PUD Amendment Application

Find below Transportation Department comments as it relates to the SMC Minor PUD Amendment Application

- **EV Parking:** The application makes no mention of electric vehicle charging infrastructure being installed in any location. With the increasing adoption of electric vehicles, it would be worth considering installing Level 3 “Fast Chargers” within the parking lots. Not only would these stations improve the network of charging stations within the Town, but it would also promote commercial use by customers while waiting for their cars to charge.
- **Deliveries:** Attention should be paid to the lack of delivery infrastructure on the West side of the development. While the loading dock may be large enough to support deliveries to the entire facility, proximity of the access road, commercial parking, and bus stops may encourage vehicles to park illegally to access these businesses. Care should be taken to plan for this use in these areas, which may include signage indicating no delivery, parking and/or landscaping preventing this use.
- **Pedestrian/Bicycle Access:** The Construction Management Plan should include a plan for pedestrian and bicycle access to the Center during construction. This could be through detours or safe access through the site. Pedestrians and cyclists need to continue to have safe access while the Center remains open, particularly from Transit facilities.
- **Bike Share Access:** In both the temporary and final transit center designs space for a WE-cycle bike share station should be considered. This will be an integral part of the Town’s transportation system and will provide a needed alternative to driving and parking, particularly during construction.

- **Transit Access from Town Hall Road:** It would be ideal for the road coming down from the Town Hall Road to line up directly with access to the “Bus Only” lane on Kearns Rd. Creating a four-way intersection.
- **ADA Access to/from Transit:** Ensure, to the extent possible, that ADA access to and from the Transit stations exists in both the temporary and the final Transit Center Designs.
- **Bus Turning Movements:** Provide bus turning movements based on Snowmass Village Shuttles for both the temporary and the final transit center designs that ensure adequate spacing/sizing.
- **Transit Center Timeline:** Provide a timeline for the construction of the final transit center design as shown in the architectural set. This should be done as part of the SMC commercial redevelopment rather than during a future Town construction project. The temporary design, while workable in the short term, is not an adequate long-term transit center design.
- **Signage and Wayfinding:** Ensure adequate signage and wayfinding for pedestrians, cyclists, and transit users. Include in signage/wayfinding plan “bus only” signage that prevents private vehicle usage of bus infrastructure.
- **Lighting:** While remaining within town lighting codes, ensure that the bus stop and pedestrian paths are adequately lit to promote safety and wayfinding.

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C
P.O. Box 5875
Tahoe City, CA 96145
530-583-4053 ▲ FAX: 530-583-5966
info@lsctahoe.com ▲ www.lsctrans.com

TECHNICAL MEMORANDUM

DATE: November 19, 2024

TO: Jessica Garrow, FAICP, Design Workshop

FROM: Leslie Suen, PE, and Sierra Brown, PE, LSC Transportation Consultants, Inc.

SUBJECT: Snowmass Center Intersection Analysis

LSC Transportation Consultants, Inc. has performed an intersection analysis for the Snowmass Center Redevelopment. This work builds upon the work conducted by LSC as a part of the 2018 traffic and parking study, the 2019 traffic counts analysis, and the 2020 Final PUD Application. This evaluation addresses the change in land uses from the 2020 analysis and the impacts to the Upper Kearns Road/Main Street/Transit Center/Upper Residential Access intersection. The study intersection is circled in the Figure 1 Site Plan.

Land Uses

In the 2020 analysis, the land uses analyzed were as follows:

- 66 Free-Market Residential Units
- 10 Restricted-Housing Units
- 54.63 KSF of Mixed-Use Commercial Land Uses

For the 2024 analysis, the land uses analyzed were modified as follows:

- 0 Free-Market Residential Units
- 130 Affordable-Housing Units
- 54.63 KSF of Mixed-Use Commercial Land Uses (unchanged from 2020 analysis)

In addition to the land use changes, in the 2020 analysis, the Upper Kearns Road/Main Street/Transit Center/Upper Residential Access intersection was analyzed as a two-way stop-controlled intersection. In the 2024 analysis, the intersection is analyzed as an all-way stop-controlled intersection.

Trip Generation of Affordable Housing Units

Trip generation is the evaluation of the number of vehicle trips that will either have an origin or destination at the project site. Peak-hour vehicle trips need to be determined to analyze the potential impacts of the proposed project. The 2020 analysis was performed using the standard daily trip-generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition Manual* (ITE, 2017). To provide an accurate comparison, the updated 2024 analysis uses the same rates.

Reduction for Internal

Internal trips for the affordable-housing units are applied using the same methodologies used in the 2018 TIA. The affordable-housing units are calculated to have approximately 22 percent of trips stay internal. The proposed development as a whole is calculated to have approximately 14 percent internal trips.

Trip Generation of Affordable-Housing Units

Multiplying the land-use quantities by the trip rates yields the vehicle trips generated at the site driveways for proposed project conditions. The proposed land uses are forecast to generate a total of approximately 55 AM peak-hour vehicle trips (14 inbound plus 41 outbound) and 49 PM peak-hour vehicle trips (31 inbound plus 18 outbound).

Trip Generation Net Impact

As calculated in the previous 2018 TIA, the residential land uses were forecast to generate a total of approximately 29 AM peak-hour vehicle trips (8 inbound plus 21 outbound) and 24 PM peak-hour vehicle trips (15 inbound plus 9 outbound). Subtracting the 2018 residential-units trip generation from the 2024 residential trip generation results in a net impact of 26 AM peak-hour vehicle trips and 25 PM peak-hour vehicle trips at the study intersection.

Trip Distribution and Assignment

The affordable-housing units will be located north of the Snowmass Center. Access to the housing units will be located off of the Upper Residential Access Road (Rim Road). As the trips going to the Snowmass Center are included in the internal trip reduction, all vehicle trips associated with the affordable-housing units are assigned to use Upper Kearns Road and Upper Residential Access Road.

Upper Kearns Road/Main Street/Transit Center/Upper Residential Access Intersection

With addition of the affordable-housing units and subtraction of the free-market residential and restricted-housing units, the total traffic volume through this intersection during the future winter AM and PM peak hours is estimated to be about 210 to 260 vehicles in the AM and PM peak hours, respectively (a slight increase from the 2020 analysis). Intersection Level of Service (LOS) was evaluated at this intersection, assuming the intersection is all-way stop controlled. The results indicate the intersection will operate at LOS A. As this meets the Town's standard of LOS C, no LOS concerns are identified.

Conclusions

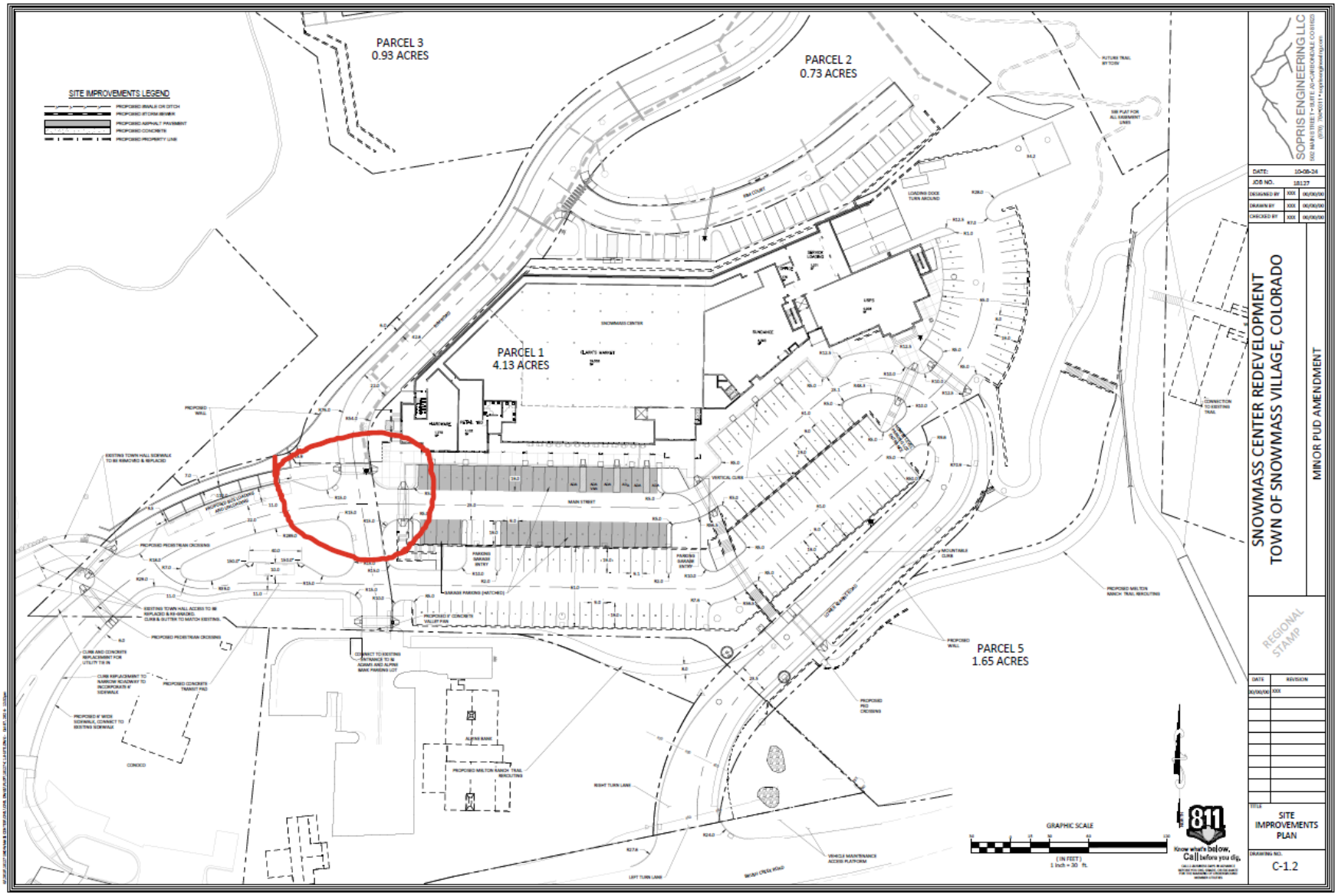
The following conclusions are made based on this analysis:

- The affordable housing units would generate approximately 55 AM peak-hour vehicle trips and 49 PM peak-hour vehicle trips. Removing the 2018 residential-units trip generation from the 2024 residential trip generation results in a net impact of 26 AM peak-hour vehicle trips and 25 PM peak-hour vehicle trips at the study intersection.
- Adding the affordable-housing-unit trips and subtracting the free-market and restricted-housing unit trips from the study intersection will result in about 210 to 260 vehicles in the AM and PM

peak hours, respectively, traveling through the Upper Kearns Road/Main Street/Transit Center/Upper Residential Access intersection.

- The intersection of Upper Kearns Road/Main Street/Transit Center/Upper Residential Access will operate at an acceptable LOS A with the 130 affordable-housing unit project.

Figure 1: Site Plan



INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
SUBJECT: MINOR PUD AMENDMENT REVIEW – SNOWMASS CENTER COMMENTS
DATE: OCTOBER 31, 2024

These comments are in response to the proposed Design Workshop's application (dated September 27, 2024) for a Minor PUD Amendment Review for the redevelopment of the Snowmass Center.

1. ROAD ALIGNMENT AND INTERSECTION REQUIREMENTS

- **Town Hall Road Intersection**: Improve intersection alignment to 80–90 degrees with Upper Kearns with a max slope of 5% for 20 feet approaching the downhill stop sign.
- **Bus Lane Alignment**: Align the bus-only lane from Upper Kearns with Town Hall Road centerlines to be within 10 feet of each other, maintaining a max slope of 7% and a cross slope of 2% on the bus only lane for future bus route compatibility.
- **Alpine Bank Intersection**: Adjust design to ensure the bus lane intersects with the road to Alpine Bank at 90 degrees.
- **Access Road Intersection**: Ensure Access Road aligns at 90 degrees to Upper Kearns and clarify access alignment details for Alpine Bank.

2. DEEP UTILITIES

- **Hydrant Relocation**: Address hydrant placement on Sheet C-2.0 to ensure it's not within the road or pedestrian path.

3. RETAINING WALLS

- **Aesthetic:** Provide detailed wall types and match finishes to those near the Wood Rd roundabout.
- **Wall Locations:** The wall behind the bus shelter on Upper Kearns must integrate with the existing railroad tie wall along the access road. The bottom of the railroad tie wall at the bottom of the hill is approximately 8372.5'. The bottom of the proposed wall is proposed at 8367.55'. Therefore, replacing the entire current railroad tie wall to accommodate final access road requirements is necessary.
- **Constructability:** Bottom of wall in the temporary construction layout if 8370' while the bottom of the wall at the final Transit Center is as low as 8366.74'. Final wall layout will need to be constructed as part of temporary construction layout.

4. COST AND PRICING ADJUSTMENTS

- **Material Pricing**: Update cost estimates to align with the Town of Snowmass Village and SWSD 2024 pricing:
    - Class 6 ABC: $140/CY
    - Class 2 ABC: $150/CY
    - Curb & Gutter: $70/LF
    - Mobilization: 7-10%
    - Sidewalk: $45/LF
    - 8" DIP: $350/LF
    - 8" SDR 35: $330/LF
- **Missing Costs**: Ensure estimates cover additional elements like ADA ramps, crosswalks, striping, milling for T-top, culverts, shallow utility conduits, and lighting for Upper & Lower Kearns and Melton Trail EOPC's.
- **Storm Line Costs**: Include Storm D in cost estimates as it serves Transit Center and is required as part of redevelopment of Parcel 1.

5. STORMWATER AND DEBRIS FLOW

- **Debris Flow Infrastructure**: Ensure debris flow solutions are incorporated within EOPC.
- **Debris Flow Accommodations**: Install a box culvert to manage debris flow under the new road section.
- **Inlets & Manholes**: Replace and adjust inlets and manholes to match the proposed road elevation at the bottom of Town Hall Road.
- **Valley Pan Drainage**: Account for drainage from the 3-foot valley pan at Alpine Bank's entrance, ensuring it redirects drainage appropriately on-site.

6. TRANSIT AND ACCESS REQUIREMENTS

- **Bus and Emergency Access**: Provide turning movement and grading analysis for TOSV buses across the full route from Upper Kearns, ensuring temporary signage, grading, and emergency vehicle access are feasible during construction phases.
- **Temporary Access Points**: Clarify temporary tie-in point on Upper Kearns and the access road to assist in understanding EOPC's and temporary access conditions.
- **Temporary Pedestrian Access**: Pedestrian access from Upper Kearns Rd needs to be accommodated during the temporary construction layout
- **Lane Widening**: Widen the bus-only lane before the bus pull-off by at least 2 feet for improved maneuverability.

7. SUBDIVISION AGREEMENT & DEVELOPMENT TIMELINE

- **Easement Grants**: Amend agreements to specify Developer's responsibility for granting easements for trails, utilities, and stormwater to Town once development of uphill parcels is complete.
- **Transit Center Completion**: Include timelines in Section 6.1 for the Transit Center, with explicit completion requirements within Phase 4 or 5, not at time of Town development of uphill parcels.

- **Stormwater Maintenance**: Outline responsibilities for shared utility maintenance and replacement.

8. LIGHTING AND SIGNAGE PLANS

- **Lighting Plan**: Include a lighting plan to cover all required areas.
- **Signage and Striping**: Develop a comprehensive striping and signage plan to support traffic flow and bus priority at Upper Kearns and access road intersection.

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

DESIGNWORKSHOP
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

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Basalt, Colorado 81621
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MEMORANDUM

To:	TOSV Community Development and Public Works Departments
From:	Design Workshop and Sopris Engineering, on behalf of Snowmass Eastwood Investors.
Date:	November 12, 2024
Project Name:	Snowmass Center PUD Amendment
Project #:	5446
Subject:	Public Works Comment Responses

The Memorandum provides responses to the referral comments received from the Public Works Department. The Snowmass Center team has worked to address the comments as possible, and as outlined below. We look forward to continued work with the Town to move the PUD Amendment application and contract for purchase of the upper Snowmass Center parcels forward.

In addition to the responses below, the Applicant and Town's engineering team has continued to work on an updated design for the final Transit Center, roadway grades and intersection details. Included as an attachment is a rendering and site plan of the refined design for the town's consideration. The design includes a covered bus stop, integrated into the retaining walls. Landscape planters and the bus shelter design help to minimize the overall appearance of the walls. The transit center is proposed to accommodate trash and recycle bins, newspaper racks, and seating.

1. **Road Alignment and Intersection Requirements**
    - Town Hall Road Intersection
        - In early September, the Applicant and Town's engineering team developed the Snowmass Center Access, Circulation and Transit Objectives which included goals for the Town Hall intersection and clarified the proposed design would attempt to avoid existing structural features such as the parking area and retaining walls. The team prepared a summary of these Objectives and shared them with staff following the meeting. A copy of this is attached to the memo, inclusive of the redlines provided by staff to those Objectives.
        - Modification to the existing alignment of the Town Hall intersection has significant impacts to existing parking and retaining walls. To avoid these impacts, the proposed design ties into the existing intersection with a revised grading plan to allow for 2% cross slope of the intersection, 5% for 20 feet for cars stopped at the intersection, and a maximum grade of 14% to connect to existing conditions. Please refer to Civil Sheet C2.4.
        - The Applicant understands the Town may consider a reconfigured access alignment as part of future development of the Draw site.
    - Bus Lane Alignment
        - The proposed design has been modified to position the bus lane centerline to be within 10 feet of the centerline of town hall access. The bus lane does not exceed 7% slope and 2% cross slope.

- Alpine Bank Intersection
  - The proposed design has been modified to allow the bus lane to intersect the road to Alpine Bank at 90 degrees.
- Access Road Intersection
  - The team has explored the potential to align Rim Road at 90 degrees with Upper Kearns Road. There is not enough space to accommodate a 90 degree intersection, a transit center for three buses, and an on-grade connection to Alpine Bank.

2. Deep Utilities

- Hydrant Relocation
  - The team has worked with the Fire Department as well as town staff on the fire hydrant locations, and has provided an update to the CMP showing these locations.
  - We have established that in the interim condition a hydrant is needed at both the top and bottom of the existing access on the west side of the Snowmass Center. Those locations are not favorable for the final condition so the plan will be to abandon those locations once we move to the final condition and reset the hydrants in the new locations, as included on the Civil Plans.

3. Retaining Walls

- Aesthetic
  - The proposed wall veneer matches the existing approvals for the PUD. This includes three different wall types, which are shown on Landscape Sheet L-1.9.
- Wall locations
  - Sopris Engineering has created an updated interim transit with a wall and grading plan. This includes a temporary wall with a boulder wall in front of it to help reduce overall height. The wall design includes a pocket for the proposed interim fire hydrant location.
- Constructability
  - The proposed design anticipates the full wall height will be constructed for the interim condition and then backfilled. This allows the final transit walls to be constructed in the interim condition, without rework at future phases of the Town's housing development.

4. Cost and Pricing Adjustments

- Material Pricing, Missing Costs, and Storm Line Costs
  - The estimates have been updated per the SWSD 2024 pricing allowances provided by the town.

5. Stormwater and Debris Flow

- Debris Flow Infrastructure
  - The estimates have been updated to include interim debris flow improvements.
- Debris Flow Accommodations

        - The team reviewed this comment with staff. The swale in question is temporary until the town develops uphill and installs the debris flow basins further up slope. Therefore, the culvert is not needed.
        - The debris flow exhibit is updated to show the interim condition with the debris flow grading.
    - Inlets & Manholes
        - Notes have been added to the proposed civil plan to adjust inlets and manholes (C2.4)
    - Valley Pan Drainage
        - There is an inlet at the east side of the valley pan to pick up drainage so that it does not go onto Alpine Bank property. This inlet connects to the storm D system.

6. Transit and Access Requirements

- Bus and emergency access
    - The roads in all phases have been designed to accommodate TOSV buses and emergency vehicles.
    - The temporary emergency access behind the Center in the interim condition can accommodate a Fire Truck. This is illustrated in the updated CMP and updated comments provided to the Fire Department.
    - Refer to turning movement diagrams included in the civil plans.
- Temporary Access Points
    - An updated interim grading sheet/exhibit shows the grading and the tie-in to the existing road as well as the wall locations.
- Temporary Pedestrian Access
    - This requirement is acknowledged, and temporary pedestrian pathways during construction will be provided and shown on the final CMP.
- Lane Widening
    - The proposed design has been modified to account for the requested additional 2 feet of lane width on the bus only lane.

7. Subdivision Agreement and Development Timeline

- Easement Grants
    - The team is aware there will need to be future easements dedicated for drainage. As part of the final development documents and plat, the applicant can with the town to establish easements for drainage
- Transit Center Completion
    - Completion of the final transit center location is possible only when the final road grades for Rim Road are completed. This will occur as part of the town's residential project. When the road is completed, the new transit center can be constructed.
    - All phases of work include an area for buses to enable multi-modal access to the Center. The interim condition includes space for buses to complete drop off and pick up on the western side of the Center.
    - The applicant cannot commit to completing the final transit center until Rim Road is graded and completed. A timeline in Section 6.1 can be included to tie completion of the Transit Center to completion of Rim Road by the Town.

        - Sheet L-1.14 identifies the interim condition with the final transit solution to illustrate the difficulty in completing the transit center prior to completion of Rim Road.
    - Stormwater Maintenance
        - Please refer to the updated stormwater maintenance plan which outlines responsibility of maintenance. The updated plan substantially consistent with the previous maintenance exhibit provided as part of the original PUD.

8. Lighting and Signage

- Lighting Plan
    - A Lighting Plan is provided in the Landscape Sheets – Sheets L-1.6.1 and L-1.6.2. Additionally, once the final transit design is determined, appropriate lighting that complies with the code will be included.
- Signage and Striping
    - These requirements are acknowledged and will be included as part of the Access and Infrastructure permit.
    - Drawing notes have been added to indicate intersection signage intent, including a four-way stop.

Attachments:

- Memo outlining Applicant and TOSV staff transit center objectives
- Transit Center Renderings
- Interim and Transit Overlay Comparison
- L1.2 Site Plan with residential removed and updated access / roads
- L1.8.1 Urban Design Plan with updated access / roads
- L1.12 Phasing Plan
- Interim condition grading Exhibit
- C0.0 Bus Lane Exhibit
- C0.0 Storm Maintenance Exhibit
- C2.4 Road Exhibit
- Debris Flow Exhibit

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MEMORANDUM

To:	Jordan Sarick, Eastwood Snowmass Clint Kinney, Town Manager, TOSV
From:	Design Workshop (Richard Shaw, Darla Callaway) Representing Eastwood Snowmass Investors
Date:	September 9, 2024
Project Name:	Snowmass Center Eastwood
Project #:	5446
Subject:	Snowmass Center Access, Circulation and Transit Objectives

---

Representatives from the Town of Snowmass and Snowmass Center Eastwood met on September 9th to discuss objectives for access, circulation, parking, pedestrians and transit improvements to the Snowmass Center and the residential parcels 2, 3 and 4. Representatives included:

Town of Snowmass
Public Works Director, Anne Martens
Town Engineer, Mike Horvath

Snowmass Center Eastwood
Design Workshop, Richard Shaw and Darla Callaway
Sopris Engineering, Colby Cristoff

Design Criteria, Constraints and Objectives
The following project objectives and existing conditions were discussed and clarified to guide evaluation of alternatives prepared on behalf of the TOSV and the redevelopment of the Snowmass Center.

Access, Circulation and Parking

1. Create a main street concept with the a ~~main~~ road leading to the core area where it naturally allows convenient trips to the grocery store and post office. The location of parking and amount of climbing to access entries should be considered.

2. Provide favorable access at intersections to the land use with the most trips generated per engineering standards.

3. Provide access to the Snowmass Center which is an existing use and an approved expanded project. The road network provides access to parcels 2, 3, and 4 residential sites. The road network provides access to the Town Hall and the Draw residential sites.

4. Organize the traffic flow to allow parking to fill in an intuitive way for the commercial land uses and take into consideration the limitations of the grade on the site.

5. Provides access to the Alpine bank consistent with the current easement and matching the property line at elevation 58.5.

6. Provide approximately~~t least~~ 200 parking spaces to serve the Snowmass Center. ~~without increasing the number of structured parking spaces or cost~~. Shared parking will be considered.

7. Provide the separation of the auto traffic and transit traffic and minimize traffic interactions for buses.

8. Provide for intersections and road grades standards found in the land use code with some exception allowed when beneficial. Town hall access should not exceed 14% (with snowmelt). Intersections grades should not exceed 5% and 8% at the approach. Winter maintenance will be necessary. Walls more than approximately 20' are not desired. Wall heights and character should be similar or better than the existing roundabout walls (soil nail with veneer). Deviations from town standards will be considered if beneficial to the long-term function of the commercial and residential uses.

9. Provide accessibility to the transit stop for the Draw site, Parcels 2,3,4, and the Snowmass Center. Limits to the uphill climb from the transit to the residential sites need to be realistically evaluated.

10. Separate pedestrian and auto/bus conflicts as much as is possible. Pedestrian movement should be prioritized over vehicle. The speed limit in the Center will be between 10 and 15 mph per previous approval and current experience.

11. Stay within the existing property boundaries adjacent to the Conaco property matching grades at the property line as much as possible. ~~The TOSV is willing to revisit~~ M~~m~~inor encroachments with the adjacent property owners should be revisted, if there is a public benefit and a better long-term solution.

~~12.~~ Attempt to avoid the structural features of Town Hall that a new access is likely to alter. ~~to the greatest extent possible.~~

12.

13. Two-way circulation and 90 degree parking generates a greater number parking spaces for the Snowmass Center. It also allows for the 22' fire lane along the front of the Snowmass Center.

14. Organize long-term safe access for all stakeholders.

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Pedestrians and Transit

15. Transit serves everyone and all land uses including the commercial and residential. The TOSV may consider a combined transit node with the Snowmass Center redevelopment as opposed to adding a new transit route to the residential but routing for new routes should be considered for possible future expansion. ~~.~~

16. Provides bus loading for 3 town shuttle buses (4 is preferred) with space accommodated waiting enroute. Buses should not be waiting in traffic. Transit should not drive through parking lots in permanent or interim construction conditions. It is preferred that pedestrians access transit without crossing traffic. If crossings are necessary, crossing the residential road is preferred because it generates fewer trips per day.

17. Provide bus transportation that avoids the left turn on Brush Creek Road during peak hours where the level of service is poor.

18. Meets the sidewalk grades and pedestrian bus loading desirable grade standards. Provide enough pedestrian waiting area for the forecast volume of bus riders.

Construction and Phasing

19. Provide for independent developments to allow for orderly construction and occupancy with separate timing. As understood today, the SMC would likely be the first project undertaken. Construction impacts and temporary conditions should be safe for all users and provide a level of service no less than exists in today's condition.

20. Identify an interim transit solution that allows the TOSV to construct the road network to the residential in a later phase.

21. To keep existing tenants in place, the Annex will remain in an interim condition while the eastern building is constructed. Provide for the possibilities of phasing that allows the logical construction and management of the tenants moves. This is a limiting factor with the remodeling of the existing uses and available space to maintain parking during on-going construction. Phasing shall be examined to achieve final transit layout as soon as possible within the project.

22. Provide fire protection to the Center with access compatible with the Type IV construction standard for the front and rear of the center. This will be required throughout construction and final operation of the Center.

23. Avoid excessive additional costs for the road network with alignment that involves excessive grading and retaining walls. There is both cost and visual appearance that need to be balanced with topographic disturbance.


L10 AIRPORT – CITY CENTER


SNOWMASS CENTER

PROPOSED FINAL CONDITION OF TRANSIT CURB LINES AND SIDEWALKS CONFLICTS WITH INTERIM EMERGENCY ACCESS ROUTE

PROPOSED FINAL CONDITION OF TRANSIT SHELTER CONFLICTS WITH INTERIM EMERGENCY ACCESS ROUTE

PROPOSED FINAL CONDITION OF TRANSIT CURB LINES CONFLICT WITH EXISTING BUILDING TO REMAIN UNTIL TENANTS ARE RELOCATED

PROPOSED FINAL CONDITION OF TRANSIT LANE CONFLICTS WITH INTERIM EMERGENCY ACCESS ROUTE

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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ISSUE DATE: SEPTEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

DRAWN: TB REVIEWED: RS

PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER:5446

OVERLAY INTERIM CONDITION W/ FINAL TRANSIT PLAN

SHEET NUMBER

L-1.14

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NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

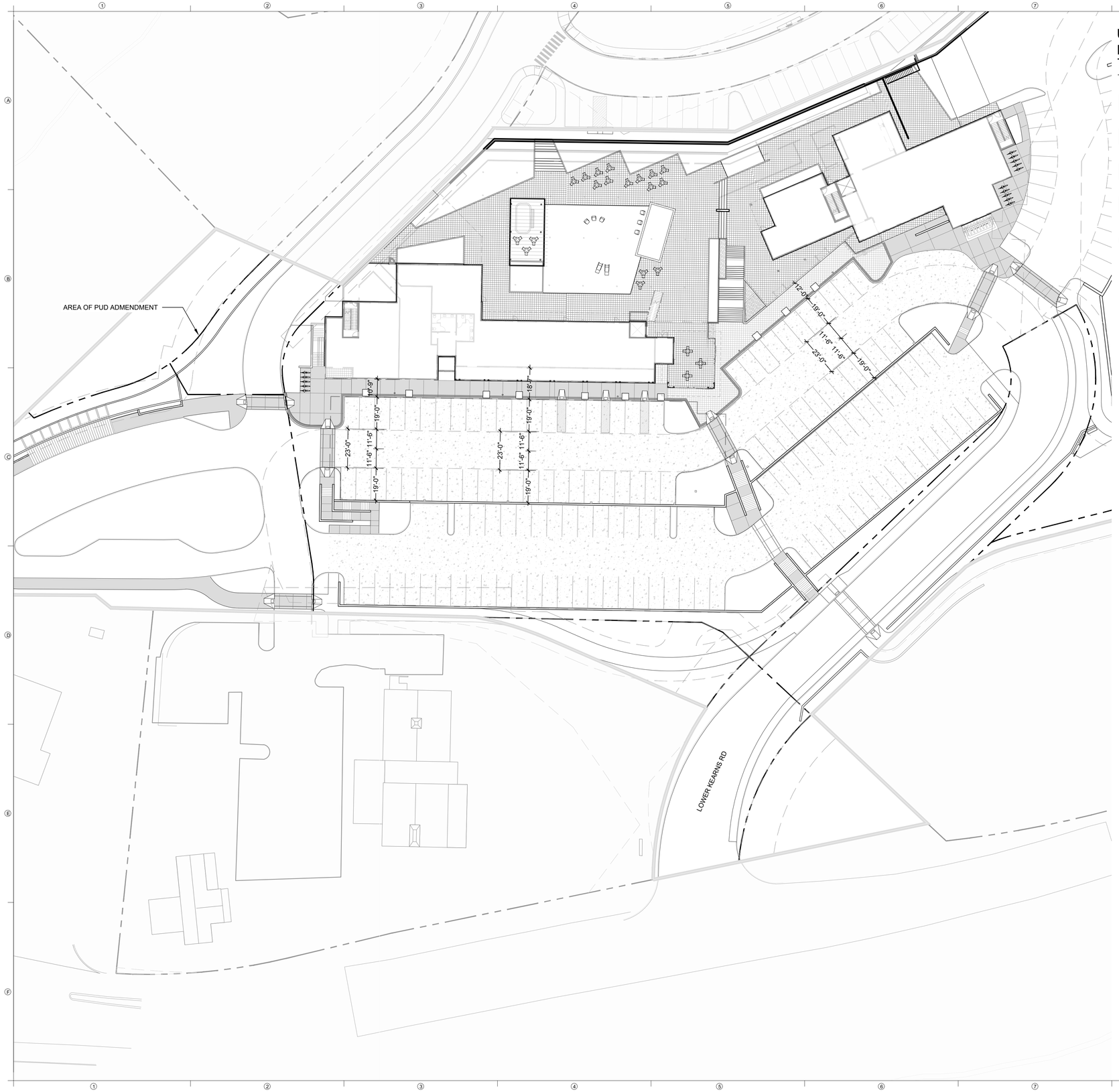
SITE PLAN

SHEET NUMBER

L-1.2

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URBAN DESIGN & PROGRAMMING MATERIALS KEY

SYMBOL	TYPE
	Plaza Pavement - Modular Concrete Pavers
	Broom-finish Concrete Road Surface
	Textured Concrete Crosswalk and Pedestrian Sidewalk Pavement. Intergratal Color on Crosswalk Bands.
	Texture Concrete Band

Note: All other roadway surfaces to be asphalt.

NORTH

0 15' 30' 60'

ORIGINAL SCALE: 1"=30'

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PARCEL 1 PUD AMENDMENT

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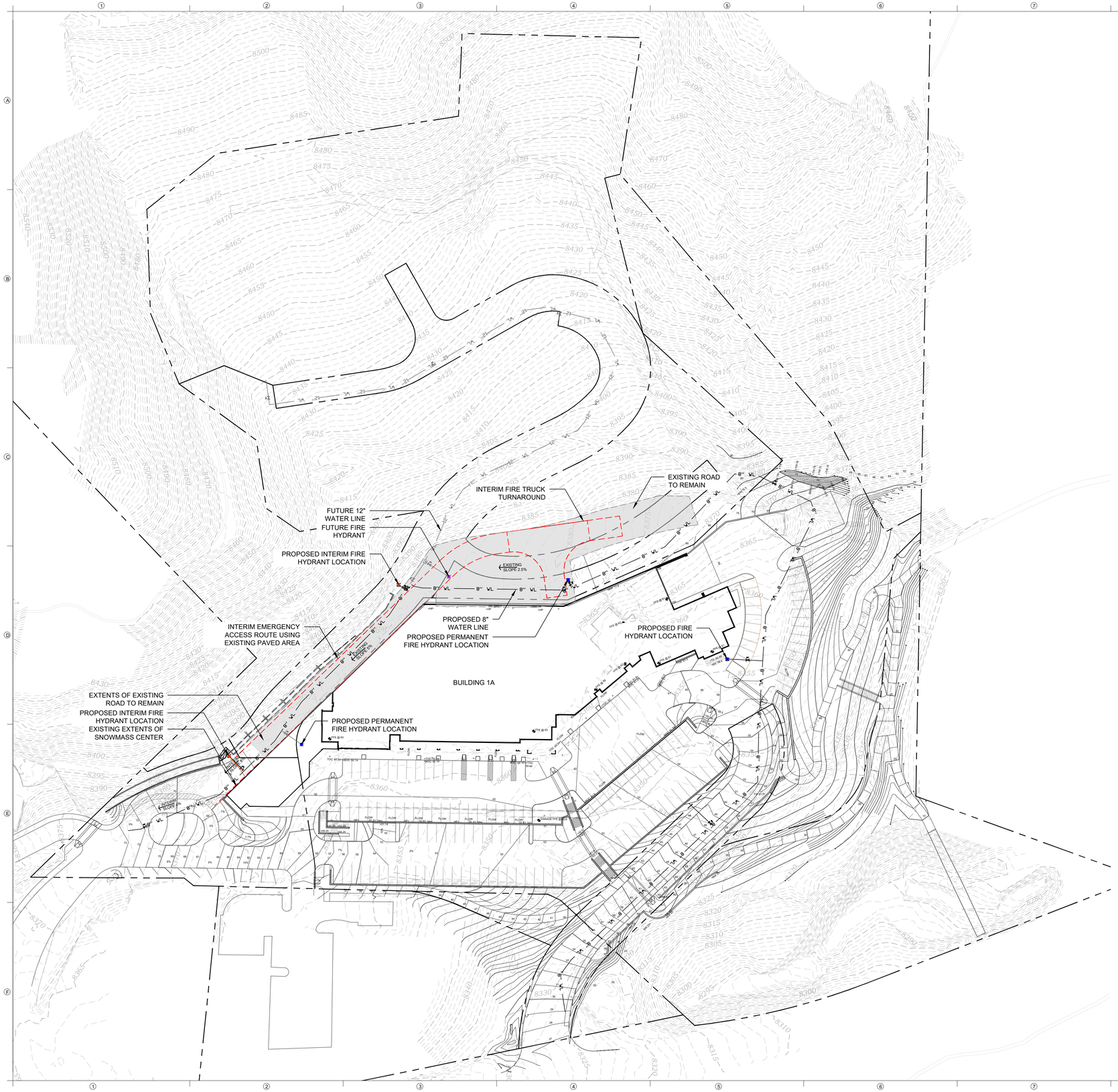
URBAN DESIGN & PROGRAMMING PLAN

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ISSUE DATE: SEPTEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

INTERIM CONSTRUCTION ACCESS AND TRANSIT PLAN

SHEET NUMBER

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EXISTING ASPHALT TO BE REMOVED BEYOND THIS POINT

EXISTING ASPHALT TO REMAIN FOR INTERIM CONDITION

PROPOSED CONSTRUCTION & FIRE ACCESS FOR INTERIM CONDITION

EXISTING RAILROAD TIE WALLS TO REMAIN FOR INTERIM CONDITION

PROPOSED TEMPORARY LOWER WALL TO TIE INTO TOP OF RAILROAD TIE WALL FOR INTERIM CONDITION

PROPOSED TEMPORARY UPPER WALL PORTION TO TIE INTO TEMPORARY LOWER WALL FOR INTERIM CONDITION

UPPER WALL TO BE CUT BACK TO THIS POINT FOR FINAL WALL CONSTRUCTION

LOWER WALL TO BE CUT BACK TO THIS POINT FOR FINAL WALL CONSTRUCTION

UPPER & LOWER WALLS TO REMAIN & BE EXTENDED FOR TOWN HALL ACCESS PORTION OF FINAL CONSTRUCTION PHASE

PROPOSED TEMPORARY TRANSIT CENTER FOR INTERIM CONDITION

EXISTING ANNEX TO REMAIN FOR INTERIM CONDITION

PROPOSED TEMPORARY BOULDER WALL TO COVER BOTTOM OF TEMPORARY LOWER WALL

CLARK'S MARKET
19,558 SF
FFE = 8363.00'

HARDWARE
1,775 SF

RETAIL TBD
1,102 SF

SERVICE LOADING
1,271 SF

OFFICE
175 SF

USPS
4,005 SF
FFE = 8361.00'

SUNDANCE
4,293 SF
FFE = 8362.00'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NORTH

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TOWN OF SNOWMASS VILLAGE, COLORADO

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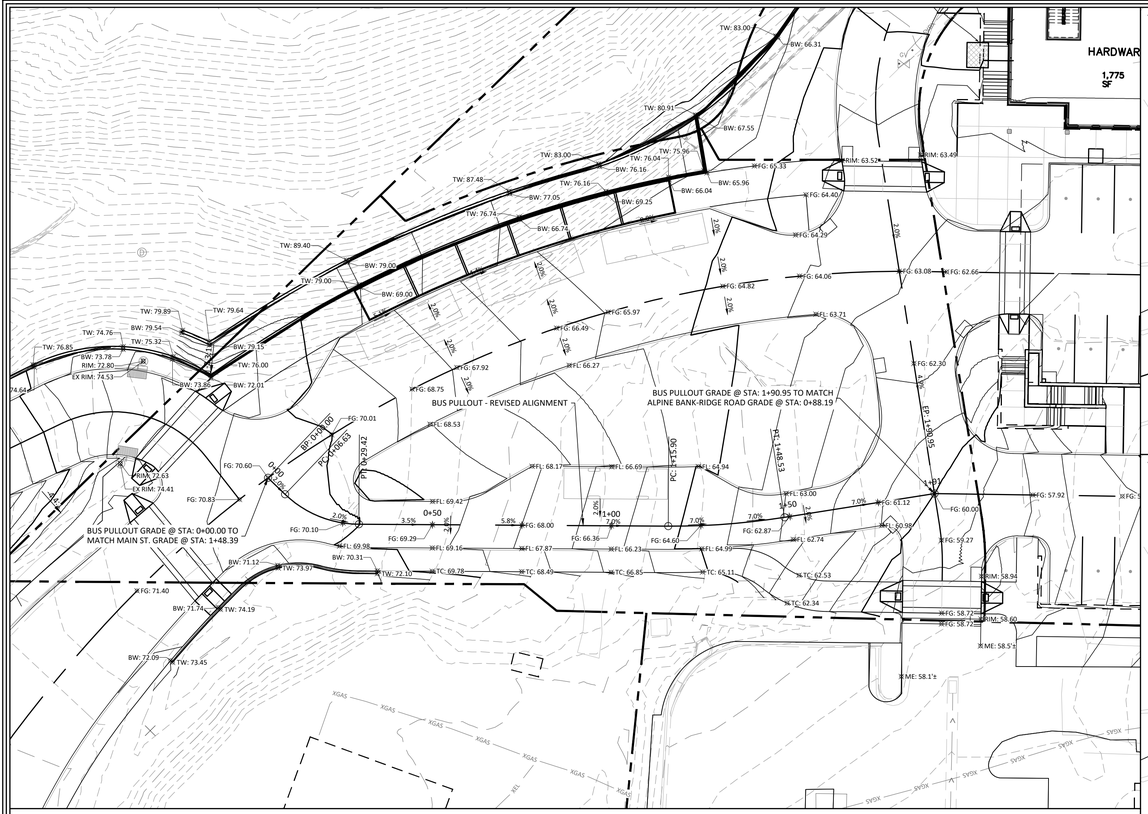
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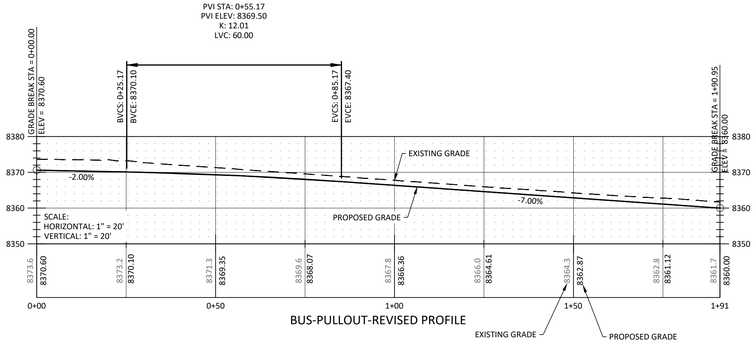
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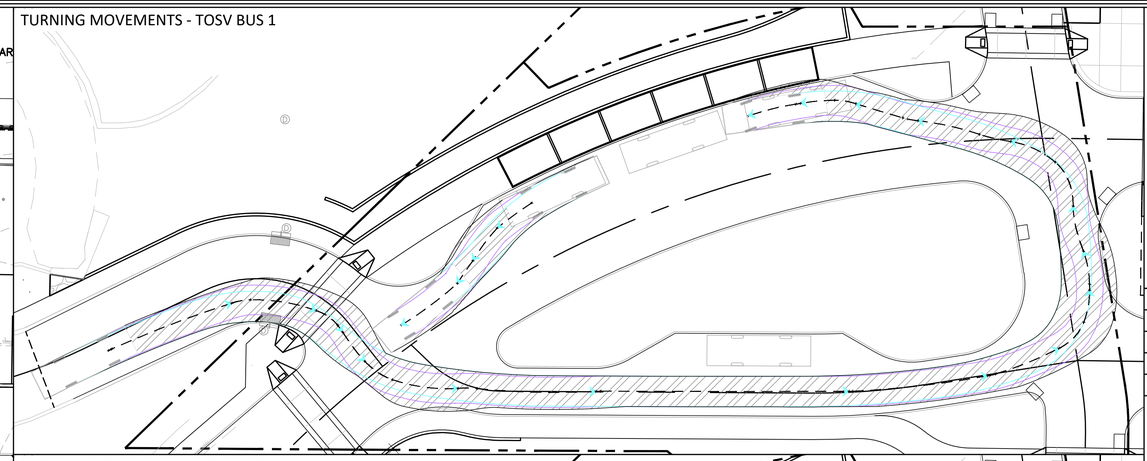
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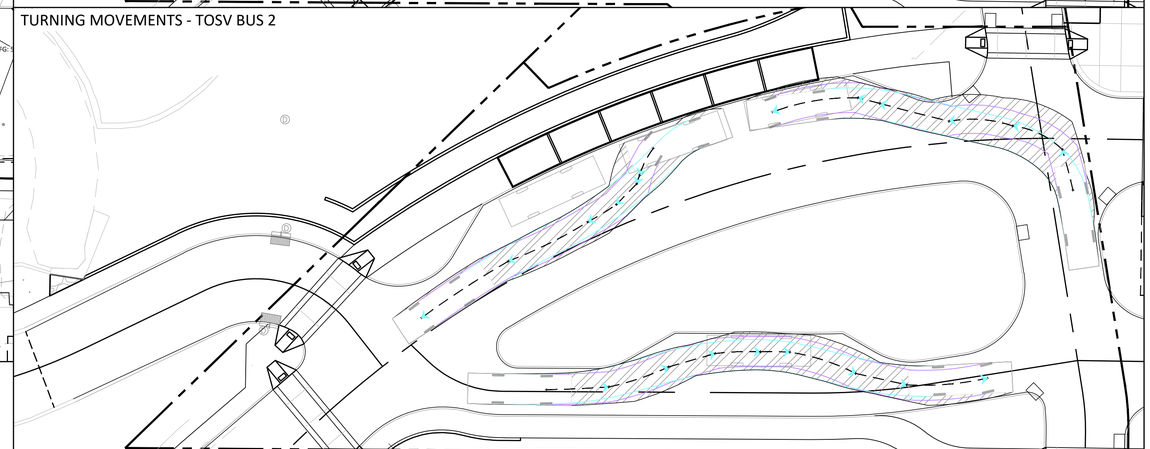


BUS-PULLOUT-REVISED PROFILE

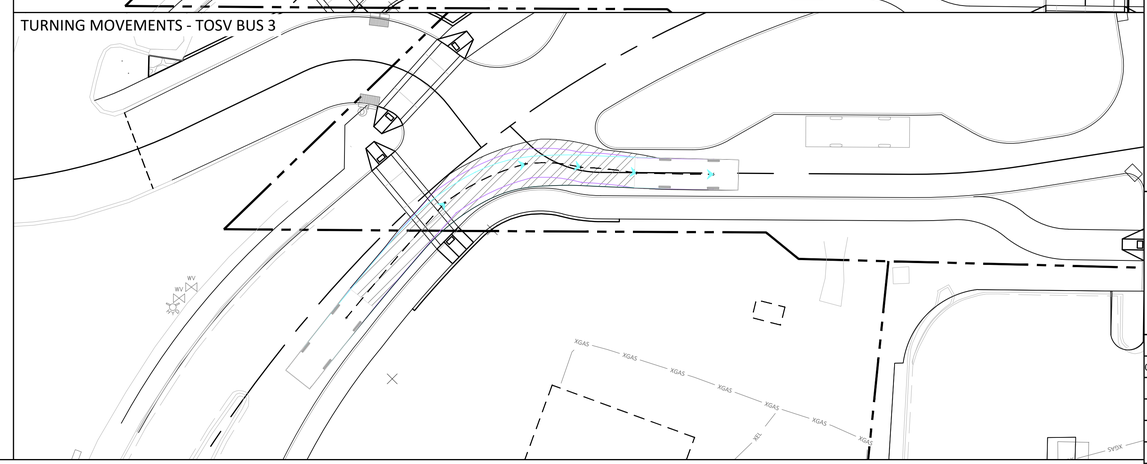
TURNING MOVEMENTS - TOSV BUS 1



TURNING MOVEMENTS - TOSV BUS 2



TURNING MOVEMENTS - TOSV BUS 3



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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CHECKED BY	XXX	00/00/00

EXHIBIT

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TOWN OF SNOWMASS VILLAGE, COLORADO

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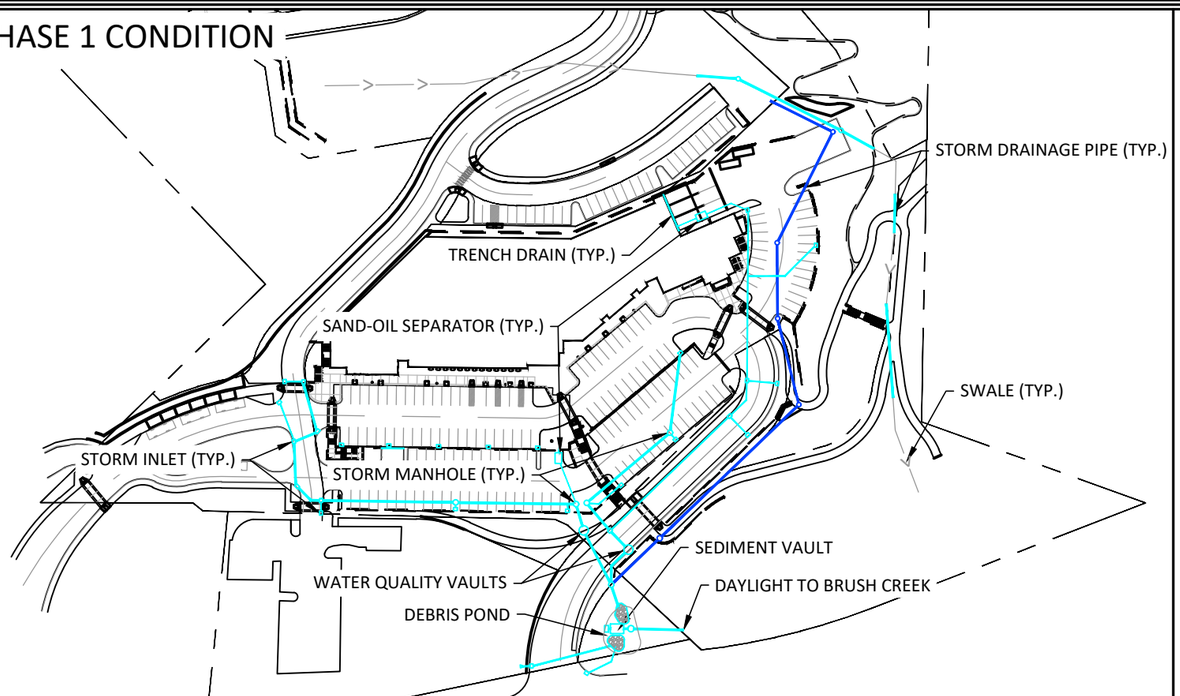
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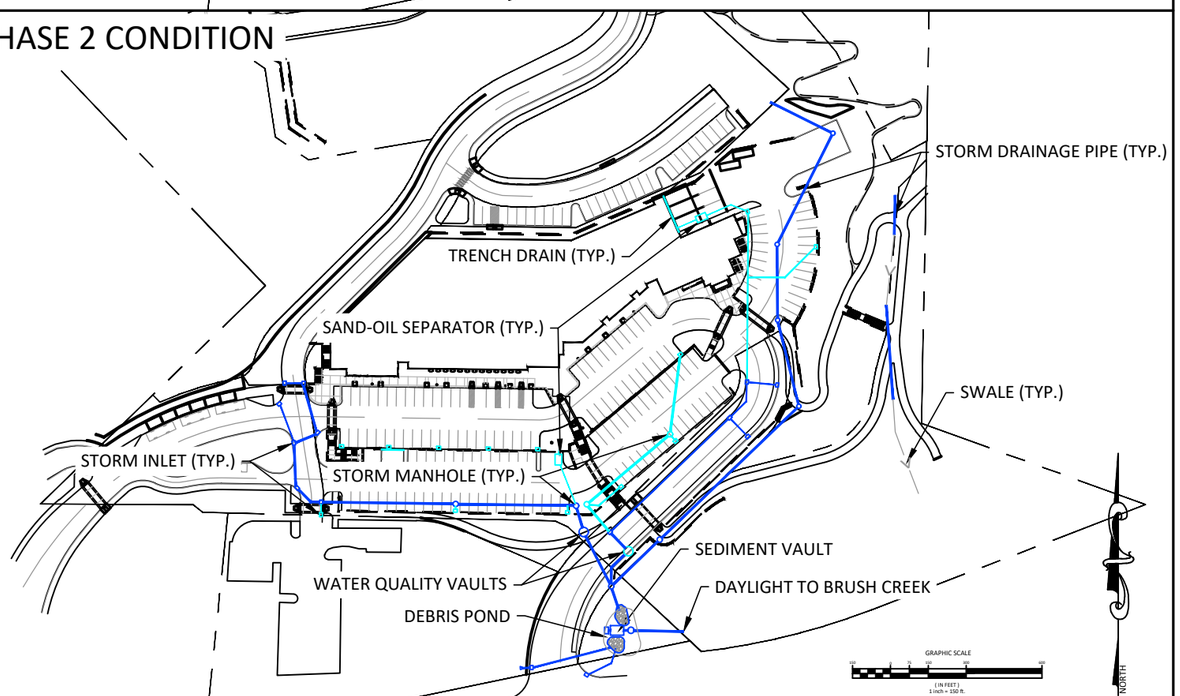
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PHASE 1 CONDITION



PHASE 2 CONDITION



Storm Maintenance - Phase 1		
Operation	SMC Responsibility (# Units)	Town Responsibility (# Units)
Inlets	28	0
Manholes	8	5
Sand-Oil Separators	2	0
WQ Treatment Vaults	2	0
Sediment Vault	1	0
Trench Drain	2	0
Debris Flow Swale	1	0
Debris Pond	1	0

STORM MAINTENANCE NOTES:

STORM LINE A IS TO BE INSTALLED FOR FUTURE DEBRIS FLOW PONDS UPON HOUSING DEVELOPMENT UPHILL OF SMC. LINE WILL BE INSTALLED AS PART OF PHASE 1 INFRASTRUCTURE TO STUB TO PARCEL LINE BETWEEN PARCELS 1 AND 2. LINE TO BE PLUGGED AT TERMINAL POINT FOR FUTURE EXTENSION. LINE A TO BE MAINTAINED BY THE TOWN ONCE COMPLETED.

STORM LINE B IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. FOLLOWING PHASE 2 CONSTRUCTION, PORTIONS OF THIS LINE AND ITS ACCOMPANYING INLETS AND WATER QUALITY TREATMENT VAULT WITHIN THE TOWN RIGHT-OF-WAY WILL BE MAINTAINED BY THE TOWN.

STORM LINE C IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. IT WILL CONTINUE TO BE MAINTAINED AS PART OF PHASE 1.

STORM LINE D IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. IT WILL BE INSTALLED UP TO THE BOTTOM OF RIM ROAD FOR FUTURE CONNECTION DURING PHASE 2 CONSTRUCTION. FOLLOWING PHASE 2 CONSTRUCTION, THIS LINE AND ITS ACCOMPANYING INLETS, MANHOLES, AND WATER QUALITY TREATMENT VAULT ARE TO BE MAINTAINED BY THE TOWN. STORM LATERALS OFF OF STORM LINE D WITHIN THE PARKING AREA ARE TO BE MAINTAINED BY SMC.

THE DEBRIS FLOW SWALE AND ACCOMPANYING CULVERTS ARE TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1. UPON BEGINNING PHASE 2 CONSTRUCTION, THE UPPER PORTION OF THE SWALE IS TO BE REMOVED ALONG WITH THE UPPER PIPES AND MANHOLES. THE REMAINING LOWER SWALE & CULVERT PORTIONS WILL THEN BE MAINTAINED BY THE TOWN.

ALL OTHER STORM INFRASTRUCTURE WITHIN PARCEL 1 IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. THIS INCLUDES LATERAL STORM LINES, INLETS, TRENCH DRAINS, AND SAND-OIL SEPARATORS.

SEE CIVIL PLAN SHEET C3.0 "MASTER STORM DRAINAGE PLAN" FOR STORM A-D ALIGNMENT LOCATIONS.

Storm Maintenance - Phase 2		
Operation	SMC Responsibility (# Units)	Town Responsibility (# Units)
Inlets	16	12
Manholes	3	8
Sand-Oil Separators	2	0
WQ Treatment Vaults	1	1
Sediment Vault	0	1
Trench Drain	2	0
Debris Flow Swale	0	1
Debris Pond	0	1

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NO.	REVISION	BY	DATE

SNOWMASS CENTER
TOWN OF SNOWMASS VILLAGE, COLORADO

STORM MAINTENANCE

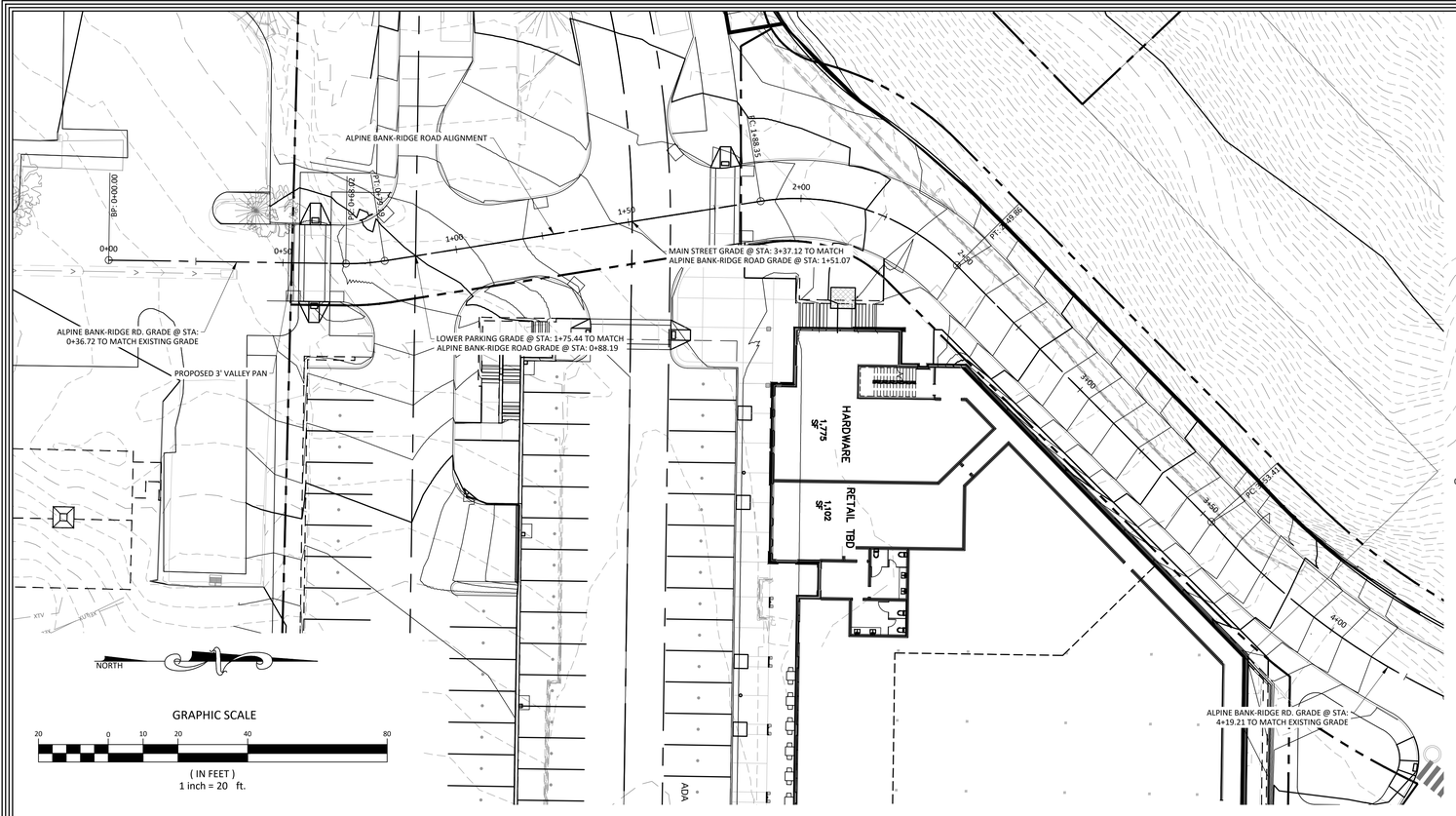
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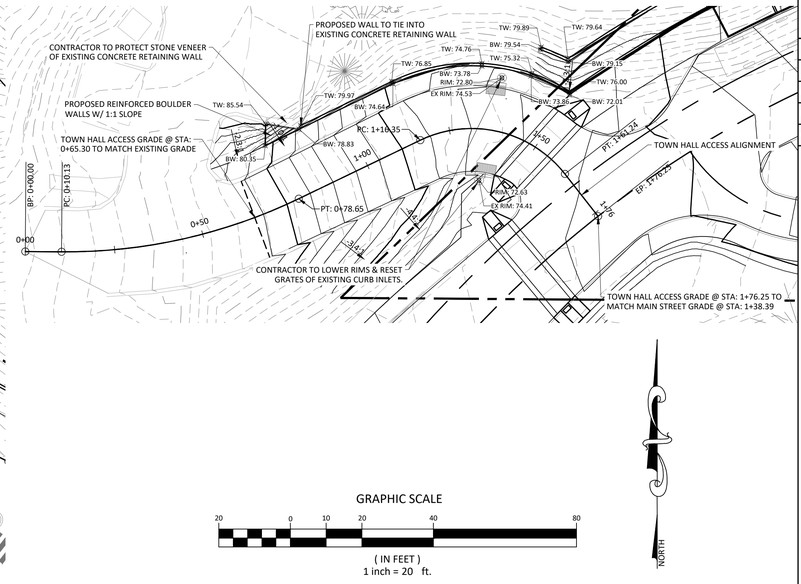
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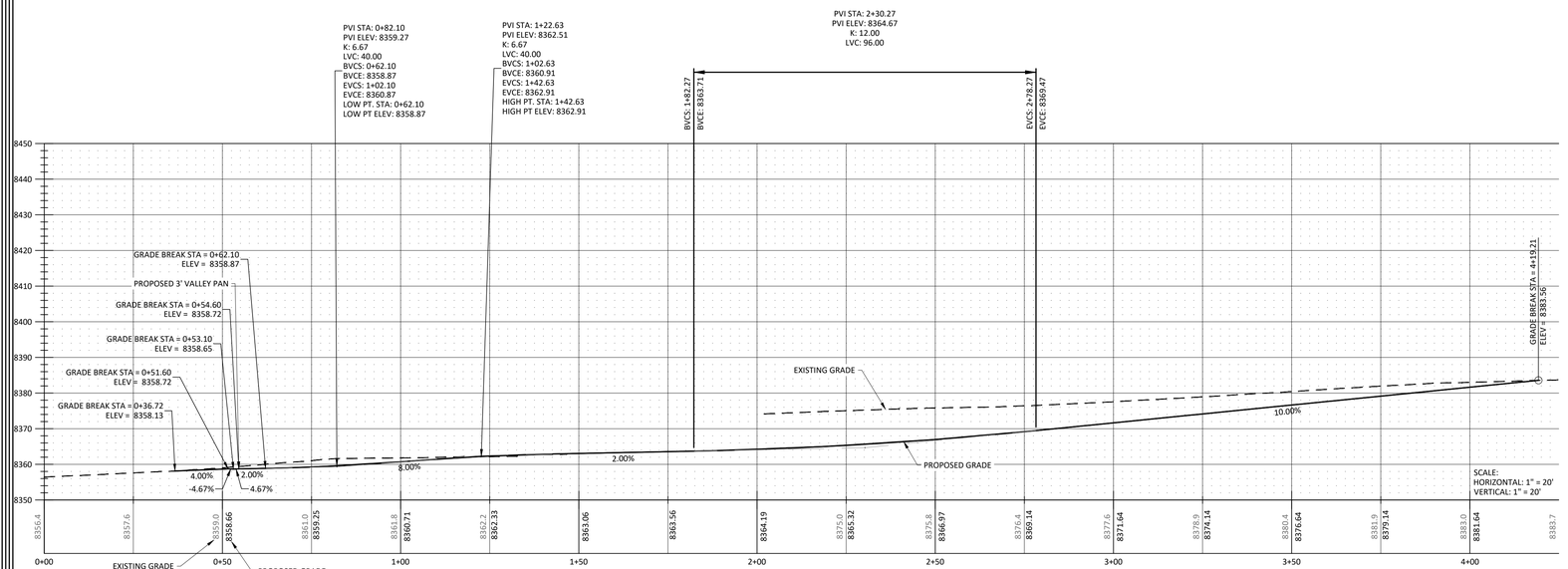
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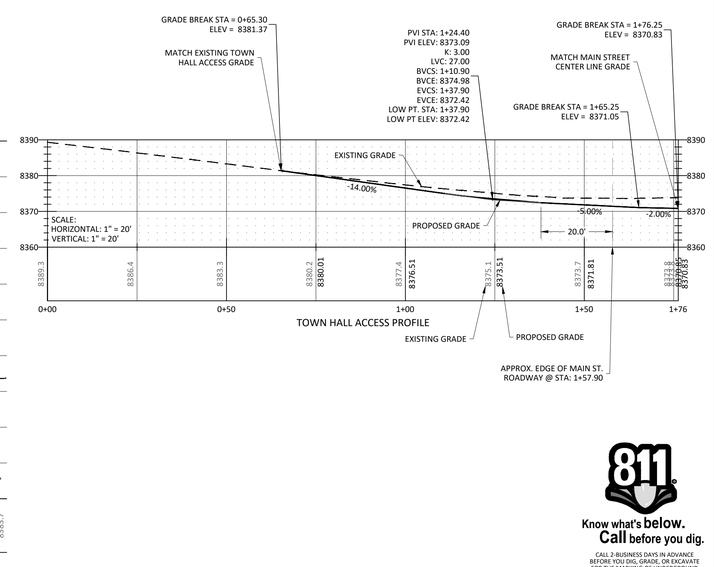
SHEET 1 OF 1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\EXHIBITS\2024\STORM MAINTENANCE\18127-STORM MAINTENANCE.DWG - Nov 12, 2024 - 12:15pm









SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	11-11-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO
MINOR PUD AMENDMENT

REGIONAL STAMP

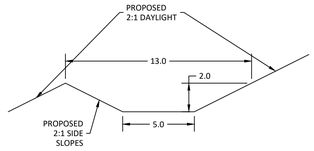
DATE	REVISION
00/00/00	XXX

TITLE
ROAD PLAN & PROFILE 4

DRAWING NO.
C-2.4

Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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PROPOSED DEBRIS FLOW SWALE

PROPOSED 5' WIDE 2' DEEP WITH 2:1 SIDE SLOPE SWALE FOR DEBRIS FLOW

PROPOSED MANHOLE

PROPOSED CONVEYANCE PIPE

PROPOSED MANHOLE

PROPOSED CONVEYANCE PIPE

PROPOSED 5' WIDE 2' DEEP WITH 2:1 SIDE SLOPE SWALE FOR DEBRIS FLOW

PROPOSED CONVEYANCE PIPE

PROPOSED SWALE TO DAYLIGHT INTO EXISTING VEGETATION

FFE = 8363.00'
CLARK'S MARKET

FFE = 8362.00'
SUNDANCE

FFE = 8361.00'
USPS

SERVICE LOADING

OFFICE

HARDWARE

RETAIL 180



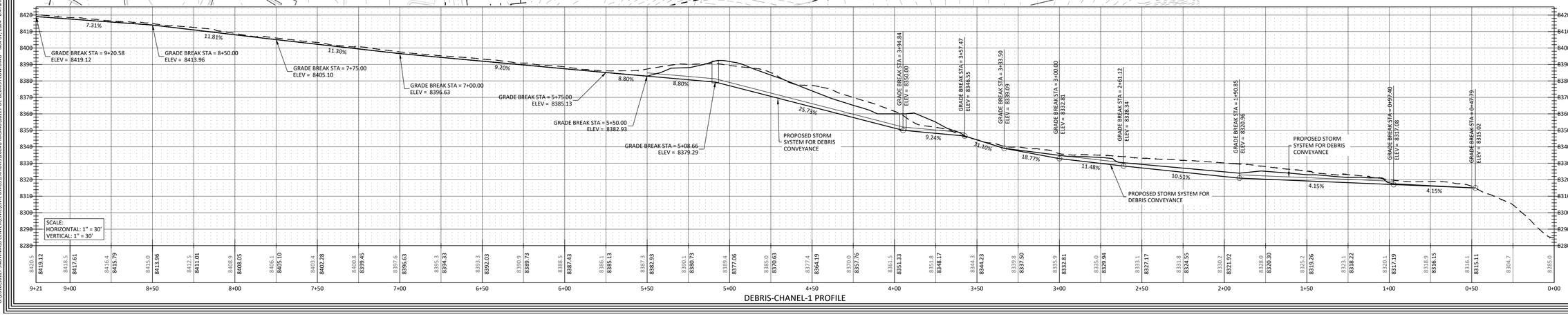
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES



SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	11-07-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

EXHIBIT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
DEBRIS FLOW

DRAWING NO.
C-0.0

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Attachment I

Design Workshop, Inc.
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road #1
Basalt, Colorado 81621
970.925.8354
designworkshop.com

Mr. Dave Shinneman and Mr. Brian McNellis
Town of Snowmass Village Community Development Department
130 Kearns Road
P.O. Box 5010
Snowmass Village, CO 81615

December 11, 2024

RE: Snowmass Center Application and Council Ordinance

Dear Mr. Shinneman and Mr. McNellis,

On behalf of Eastwood Snowmass Investors, please accept this letter outlining responses to questions raised during the Planning Commission's review of the Snowmass Center Minor PUD Amendment. As you know, the applicant team has been working diligently with town staff to address questions and work toward solutions to enable the eventual sale of the land above the Center to the Town for the purposes of affordable restricted housing. This letter provides additional information for you and Town Council related to the review of the land use application on December 16, 2024. To ensure each item is addressed, we have provided a response to each condition of approval identified in Section Three of the approved Planning Commission Resolution.

1) *Any building permit submitted prior to July 1, 2025 shall be subject to the 2015 International Building and Fire codes as determined in the Final PUD approval. After July 1, 2025 the most recent and updated codes adopted by the Town shall apply.*

   This condition is understood and will be incorporated into the Amended PUD Guide and other Development Documents as required by the Town and the Fire District to ensure it is memorialized for the entire PUD.

2) *The uncovered sidewalk in front of the new Clark's storefront shall be no less than 10' wide with bollards or another separation system to accommodate unobstructed pedestrian movement along the streetscape.*

   This condition is understood and is met in the proposed condition of head-in parking and a 23-foot drive lane. This 10-foot sidewalk is in addition to the 8-foot covered area outside of Clarks Market. We believe this sidewalk and outdoor space will provide an exciting and well-used amenity space for the community at the Center.

   Condition 30 requires the applicant to review the possibility of angled parking and an adjustment to one-way traffic. As discussed below, if angled parking is required, this 10-foot sidewalk condition cannot be met due to the required parking space and drive lane dimensions. Exhibit 1, attached to this letter, illustrates these dimensions.

3) *The applicant shall introduce an architectural element that is iconic in nature to define the Snowmass Center as a significant landmark that enhances and blends with the existing character of Snowmass Village as a world class ski destination - for review and consideration by the Town Council.*

   As discussed in the Planning Commission meetings, we believe the new Center with a two-story atrium provides an iconic architectural element. The centrally located atrium tower is prominently positioned on site and distinctive in its program and aesthetic. The atrium provides a public gathering space that embraces the scenic views and three hundred days of sunshine. This space sets the Center apart from other resort communities and the other commercial areas within Snowmass Village. The team is working on potential alterations to this element to share with Council at the December 16 meeting, which includes increasing the height of this tower to provide a more prominent feature.

4) *The 2nd story of the main entry vestibule shall incorporate the ability to enclose the space as needed during inclement weather.*

   This condition is understood and the ability to enclose the space with coverings of some form is anticipated to be incorporated into the design. This detail will be provided as part of the building permit application.

5) *The final design of the interim and final transit center shall be reviewed and approved by the Town of Snowmass Village prior to recording of final plat documents.*

   This condition is understood and is consistent with the ongoing conversations our team has had with staff. In early September, the Applicant and Town's engineering team developed the Snowmass Center Access, Circulation and Transit Objectives which included goals for the transit center. These objectives were developed in collaboration, and a copy of this included as Exhibit 3, inclusive of the redlines provided by staff to those Objectives.

6) *The applicant shall continue to work with the Public Works Department to sufficiently address the issues raised in their October 31, 2024 memorandum and attached as Exhibit B.*

   The applicant team has had consistent communication with staff regarding these items and is continuing to work with Public Works to ensure these items are adequately addressed. We believe the comments in the letter have been addressed through these conversations and detailed updates of the plan documents.

7) *The transit center shall be constructed and completed by the applicant as part of the Snowmass Center redevelopment approved hereto and completed prior to Temporary or Final Certificate of Completion/Occupancy for phases 4 or 5 of the development as agreed to by the Town Manager or their designee. Until such time that the Town (or other ownership) improves Parcels 2, 3, and 4, the applicant shall grade the initial length of "Rim Road" behind the Snowmass Center during construction and of the final transit center to meet the eventual grade of the current access – not to exceed 10 percent grade.*

   This is a condition of approval that is being addressed as part of ongoing conversations with the Public Works staff, Town Manager, and Town Attorney. We believe that we will have an update related to the phasing of the Transit Center construction at the December 16 meeting that includes an updated understanding of the cost sharing required to ensure this condition can be met.

8) *It shall be the obligation of the applicant to maintain "Rim Road" behind the Snowmass Center (as well as the hammerhead turnaround) during and after construction of Parcel 1 for the purpose of fire access.*

   This condition is understood and is incorporated into the construction phasing plan. This condition requires emergency and fire access to all sides of the Center during construction and before Rim Court is constructed. Once the Town proceeds with development of any of Parcels 2, 3 or 4, this condition would no longer apply, and the Town would become responsible for maintaining Rim Road along with Rim Court.

9) *The applicant shall provide monetary security acceptable to the Town for the entirety of the utility improvements detailed and approved in the Subdivision Improvements Agreement and subject to the approval of the Public Works Department. Utilities shall be sized to accommodate no less than 130 units on Parcels 2, 3, and 4.*

   This condition is understood, and the utilities are sized to meet the 130 residential units outlined in the contract purchase agreement.

10) *The construction management plan shall further detail the phasing of the project with the Community Development Department for review by the Town Council. The plan shall allow for the continuous and on-going operation of the grocery store during and throughout construction. The plan shall allow for partial closures as required by OSHA to ensure safety of employees and customers.*

    The Construction Management Plan provides detail about the different phases of work and is attached to this letter as Exhibit 2. Representatives from Haselden will be available at the December 16 meeting to answer any specific questions related to the construction management plan.

11) *The required Construction Management Plan shall address the mitigation of noise and air pollution during and after development as requested in the letter by Dunlop Environmental Consulting dated November 11, 2024 (Exhibit C).*

    This is understood and the updated requirements identified by Dunlop Environmental Consulting will be incorporated into the final CMP.

12) *The applicant shall continue working with the Roaring Fork Fire Authority to address interim fire protection needs during and after construction. These requirements shall be specified in a document approved by the Fire Authority and shall be finalized at recording of the final plat documents.*

    Conversations with the Fire Authority have continued throughout the process and the interim fire and emergency access plan, as well as fire hydrant locations, have been updated based on those conversations. We believe this condition has been met through these updates and anticipate they will be included as an exhibit in the amended PUD Guide.

13) *Town shuttle and delivery vehicle turning movements shall be approved by the Town of Snowmass Village prior to the recording of the final plat documents.*

This is understood and all turning movements have been reviewed prior to the application submission. Additional turning movement documentation, as needed by Public Works or the Transportation Departments can be provided as part of the recorded documents.

14) *Screening of headlights from delivery vehicles shall be incorporated in the west side delivery bays for the benefit of adjacent Woodbridge residents.*

To address this condition, the team reviewed the grade difference between the Woodbridge and the delivery area. The site plan, shown below in Image 1, illustrates the location of the Woodbridge in relationship to the loading dock. Vehicles parked in the loading dock will face north of rather than toward the Woodbridge buildings. In addition, the bottom of the stairs at the Woodbridge is located approximately at elevation 8,317. These are three story buildings, so are at an approximate height of 28 to 40 feet in height, meaning the highest point of the buildings are at an elevation of approximately 8,357. The grade of the loading dock is at 8,360, three feet higher than the highest roofs of the Woodbridge. This means that headlights will project well above the highest windows of the Woodbridge.

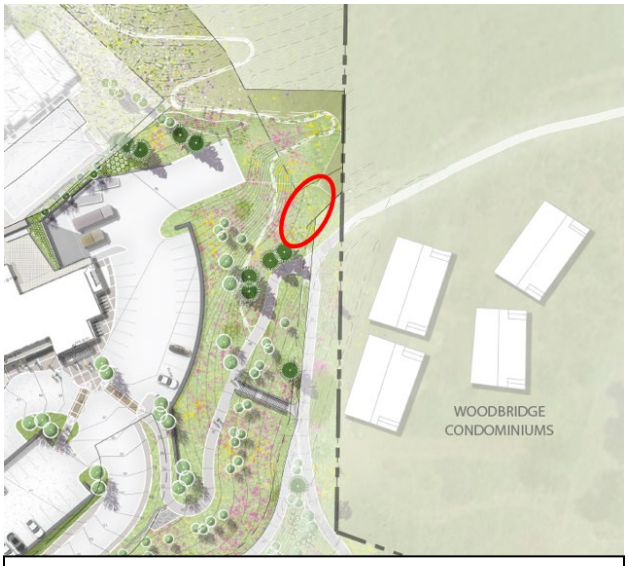


Image 1: Site Plan

However, the team understands the concerns expressed by the Planning Commission and is able to provide additional landscape screening in the areas circled in Image 1 in order to meet this condition. In addition, the areas immediately between the loading dock and the Woodbridge will be utilized for code required snow storage in the winter, which will provide additional screening.

15) *Safe pedestrian and bicycle access to the commercial entities in the Snowmass Center shall be provided throughout the duration of construction.*

This is understood and included in the CMP.

16) *The applicant shall ensure ADA access to and from the Transit stations in both the temporary and the final Transit Center Designs.*

This is understood and is included in the transit center design, as previously reviewed with staff.

17) *The interim and final transit center design shall incorporate space for shopping cart collection and bike racks.*

While the team is in conversation with the grocery store regarding the operational needs of the store in the updated design, the level of detail related to shopping cart storage has not been determined at this time. It is possible that Clarks Market will not want its grocery carts to be brought off property the property. Additionally, the transit center is designed with a ten-foot sidewalk to enable bus loading and queuing,

creating a potential design constraint for cart storage. This area could not act as the primary cart storage given the primary focus as a transit area. Because the grocery cart operational aspect has not been determined, we request the condition be removed or re-written to state:

> "The applicant shall coordinate with the grocery store to ensure grocery cart storage is provided at the Center and that operational measures are taken to address shopping carts that patrons may try to take to the transit center. If the grocery store wants its customers to be able to take shopping carts to the transit center as part of the operations, space for shopping cart collection shall be provided at the transit center as possible given the space requirements and limitations at the center. Bike racks shall be incorporated into the interim and final transit center designs."

18) *Accessible and prominent space shall be made available for bike share stations within Parcel 1 or at the transit center as part of the interim and final design.*

This condition is understood, and Eastwood is already in communication with WeCycle about adding facilities to the existing Center.

19) *The parking plan shall be updated to include compact spaces located along the west side of the delivery route. Convert as many of the spaces on the east side to conventionally sized parking spaces as can be done within the site parameters. The Planning Commission is agreeable to a reduction of a few of the required parking spaces to meet this condition.*

An updated parking plan was shared at the Planning Commission and is included as page 1 in Exhibit 1. This includes a conversion of some of the compact spaces to conventional parking spaces and a reduction from 200 spaces to 198 spaces.

20) *The parking plan shall be updated to include no less than 3 EV charging stations and shall accommodate the expansion of EV spaces in the future as needed.*

This is understood and will be included in the building permit.

21) *Any future building permit submittal shall include a wayfinding and detailed lighting plan and must be approved by the Community Development Department prior to issuance of a building permit.*

This is understood and will be included in the building permit.

22) *A detailed landscaping plan shall be included with any future building permit submittal with the intention of aesthetically enhancing the project while, screening the development, parking areas, loading areas, vehicles, and retaining walls as seen from Brush Creek Road. The plan shall be intentional as it pertains to water filtration and providing safety buffers as needed.*

A landscaping plan was included with the initial application, and additional landscaping to screen these areas as viewed from Brush Creek is possible. However, it is important to note that the proposed parking area is consistent in grading to what exists today, and the area includes a trail connection which limits the area available for additional landscaping. Image 2 identifies the anticipated additional landscaping to address this condition.



Image 2: Landscaping as seen from Brush Creek

23) *The veneer of the retaining walls associated with the new Upper Kearns and transit center shall match the roundabout (at the bottom of Upper Kearns, with Brush Creek) and be shown on revised PUD documents prior to submitting for a building permit.*

The existing approval for the Snowmass Center included extensive requirements related to retaining walls, and an approved set of board form concreate retaining walls. These are maintained in the proposed design. It is important to the applicant that the design and appearance of the retaining walls be consistent throughout the Snowmass Center project, as originally approved. The applicant remains opposed to changing the design of some of the walls to match the Brush Creek roundabout.

24) *4,000 square feet of space shall be reserved for exclusive use by the U.S. Postal Service for as long as the federal government chooses to locate at the Snowmass Center.*

This condition is required as part of the contract purchase agreement and updates the commitment from four years to as long as USPS wants to be a tenant at the Center.

25) *At least two of the new commercial spaces in the redeveloped Snowmass Center shall be ready equipped for restaurant operation upon Certificate of Completion/Occupancy.*

The applicant will not agree to this condition, as it is inconsistent with the existing approvals and is too vague to be clearly understood. Does this mean a kitchen hood? Would a café that does not require a cooking surface be required to have a hood to meet this condition? Does the fact that Clarks will likely have expanded food service and expanded kitchen as part of the remodel meet this condition? Who will determine what is sufficient to meet "ready equipped?"
As discussed in the original PUD review, conditions related to commercial tenants make securing financing for construction very difficult and more expensive, potentially increasing the costs of rent for all

tenants. As part of its purchase contract with the Town, the applicant has committed to offer each existing tenant with a space of at least 1,500 sq. ft. an option to extend their lease (whether in the existing Center or for a new space in the new Center) for not less than 10 years at fair market rental rates. This commitment is addressed in the proposed Amended and Restated Development Agreement submitted as part of the application. In addition, the existing PUD and zoning addresses the types of businesses, including restaurants, which are permitted at the Center. We believe these requirements adequately address the future of the Center and ask that this condition be removed in its entirety.

26) *Town Hall Road Intersection – In order to ensure this development does not negatively impact surrounding development, this intersection with Upper Kearns Road shall be approved to the satisfaction of the Town Manager or their designee and all plans revised to show such improvements prior to recording of final plat documents.*

The proposed roadways provide updated access to Town Hall. This was a comment from Public Works, and the applicant team has worked to improve access to Town Hall. In early September, the Applicant and Town's engineering team developed the Snowmass Center Access, Circulation and Transit Objectives which included goals for the Town Hall intersection and clarified the proposed design would attempt to avoid existing structural features such as the parking area and retaining walls. The team prepared a summary of these Objectives and shared them with staff following the meeting, which is included as Exhibit 3 in this letter. In addition. Civil Sheet C2.4 addresses this intersection and is included as Exhibit 4.

Modification to the existing alignment of the Town Hall intersection has significant impacts on existing parking and retaining walls. To avoid these impacts, the proposed design ties into the existing intersection with a revised grading plan to allow for 2% cross slope of the intersection, 5% for 20 feet for cars stopped at the intersection, and a maximum grade of 14% to connect to existing conditions. The applicant is willing commit to a final design that meets these parameters, but is opposed to an open-ended condition that makes the entire design of this intersection subject to further approval based on non-specific and subjective criteria. Additionally, these parameters meet the goal of providing moderate grades to access the Center, residential above, and Town Hall.

The Applicant understands the Town may consider a reconfigured access alignment as part of future development of the Draw site.

27) *The applicant shall pay cash-in-lieu for the construction the soft "Rim Trail" connector for the actual construction cost determined at building permit submittal.*

This is understood and included in the proposed Amended and Restated Development Agreement submitted with the application.

28) *The boundaries between Parcels 1 and 6 shall be adjusted to include the entirety of the Rim Trail connector within Parcel 6 (dedicated open space).*

The applicant team is reviewing a potential lot line adjustment to meet this condition of approval and will continue to work with staff to address this by the Ordinance's second reading. As part of making this lot line adjustment, additional edits to the PUD Guide memorializing the approved square footage rather than a Floor Area Ratio will be required. We will continue to coordinate this item with planning staff.

29) *All utilities shall be sized to accommodate the connection to any future residential development on Parcels 2, 3, and 4 not to exceed 130 residential units.*

The is understood and the civil plans include utility stubs that are sized for 130 residential units.

30) *The applicant shall provide one-way traffic and explore angled parking along through the upper parking deck and access lane. Should one-way traffic be implemented and result in a reduced drive width, the applicant shall widen the pedestrian streetscape in front of the grocery store as afforded by the shortened lane width.*

The team has reviewed this as requested by the Planning Commission and has included Exhibit 1 illustrating the impacts to the sidewalk and parking lot if the parking configuration is changed.

Page 1 of this exhibit shows the current proposed parking area. This plan includes head-in parking that is 19 feet in length, and a 23-foot drive lane as required by the Fire District. This drive lane is acting as the required fire access to the Center, so it is not possible to reduce the overall drive lane width. This configuration allows for a 10-foot sidewalk in front of Clarks.

Pages 2 and 3 of the exhibit show the parking area with angled parking. Angled parking requires a parking space depth of 21 feet per town code, and a drive lane of at least 24 feet to meet fire access requirements. If angled parking is implemented, the sidewalk would be reduced to 5.5 feet. Additionally, moving to one-way traffic is not advisable because the drive lane width is required to be 24 feet to meet Fire District requirements, which in a one-way condition would encourage speeding.

Because of the significant negative impact on the sidewalk and pedestrian space at the Center, and the potential safety issues created by one way traffic, the applicant intends to proceed with the head-in parking as proposed and will ask the Town Council to approve the current proposed design.

31) *The applicant shall provide a covered connection between the grocery store and post office. This area shall include pedestrian and landscape elements such as outdoor seating, fire pit, public art space, etc. to encourage connectivity between these areas. Plans for this area shall be submitted to the Community Development staff for approval prior to the Building Permit. If such plans are not approved administratively the applicant may appeal the decision to the Town Council.*

The applicant team is studying potential options for this update, including the potential for additional covered area and updates to the pedestrian and landscaped areas. These options will be shared at the December 16 meeting for discussion with Town Council. We request Town Council review these and update this condition to incorporate a specific design rather than leaving this to a later review period.

It is important to note that it is not possible to create a fully covered walking area between the grocery store and the post office due to their location in the updated building. A fully covered walking space would inhibit retail functionality and create adverse effects on solar exposure, street trees, and interior daylighting. The grocery store will remain in its current location and expanded, and the Post Office will be moved, as required by USPS, to a new space immediately adjacent to the loading docks. Between these spaces is a commercial space anticipated to be Sundance, as well as exterior stairs up to the

second level of the building and the new community outdoor space. Importantly, the location of these tenants is consistent with the exiting approved PUD.

While the design is different than exists today, the updates to the spaces and the addition of new spaces for community members to be together indoors and outdoors creates additional opportunities for community members to have casual conversations as they see each other at the Center. The Center is a critical community hub in the Village, and this has been a driving force in the overall design approach and can be seen in the new spaces created.

32) *Prior to building permit submittal, the applicant shall provide updated documents as amended by this Minor PUD Amendment to be reviewed and accepted by the Community Development Department.*

The applicant intends to provide updated documents consistent with the approval of the Minor PUD Amendment to be recorded with the plat, rather than wait until building permit submittal. It is important to the applicant, and we also be believe to be in the Town's interest, that all the governing documents be agreed to and recorded as part of the amended final plat recording. The applicant will also want to make sure the final approved Ordinance acknowledges that if the Town and the applicant are not able to agree on and record the final approval and amended Plat documents that the approval will become void and the existing PUD approval and governing documents as currently recorded will govern development of the Snowmass Center.

33) *Any condition approved by the existing PUD approval (Ordinance No. 17 of 2020) and not modified by this approval, shall remain an obligation of the applicant or subsequent owners.*

This condition is understood, and the team will coordinate with staff to ensure a clear understanding of which conditions remain in effect. It will be in both the applicant's and the Town's interest to carefully review the Ordinance from 2020 as compared to the new approval Ordinance and make sure that any inconsistencies are properly reconciled to avoid confusion in the future about which Ordinance governs a particular issue.

34) *Should outstanding issues arise from this expedited planning review process (i.e. plans or documents), the Town of Snowmass Village reserves the right to require changes from the applicant. Should the applicant disagree with said changes, they reserve the right to appeal the decision to the Town Council for further consideration.*

This condition is overly broad and vague and unacceptable to the applicant. Giving the Town the right to revisit the approval and insist on changes from the applicant in the future would largely undermine the idea of having a final approval and the applicant's resulting vested property. We believe we have worked to address comments raised in the review process and are committed to continuing to coordinate with town staff as we work through the Town Council approval process. Additionally, the requirement to have finalized approval documents recorded with the amended plat is already addressed in other conditions. We request this condition be removed.

35) *Vested rights shall be granted for this Site-Specific Design Review for a period not exceeding 6 years from the date of recordation of this resolution of approval.*

We have requested ten years of Vested Property Rights in the application and request this condition be adjusted to ensure adequate time for the Snowmass Center and residential projects to move forward. Based on the nuances of this proposed approval and that fact that it will not truly come into effect until the amended plat and revised development documents are recorded, we also request that the 10-year vesting period commence with recording of the amended plat.

The team looks forward to the conversation with Council on December 16 to review these conditions and the additional information. We want to again thank you and the entire town staff for the continued collaboration on this project to help move this approval and the subsequent sale forward. We believe that the sale of the upper parcels to the town for restricted housing will help address the critical housing needs in the community, and this amendment will create a vibrant new town center for the entire community. As always, please don't hesitate to reach out with any questions.

Sincerely,





Jessica Garrow, FAICP
Principal, Design Workshop

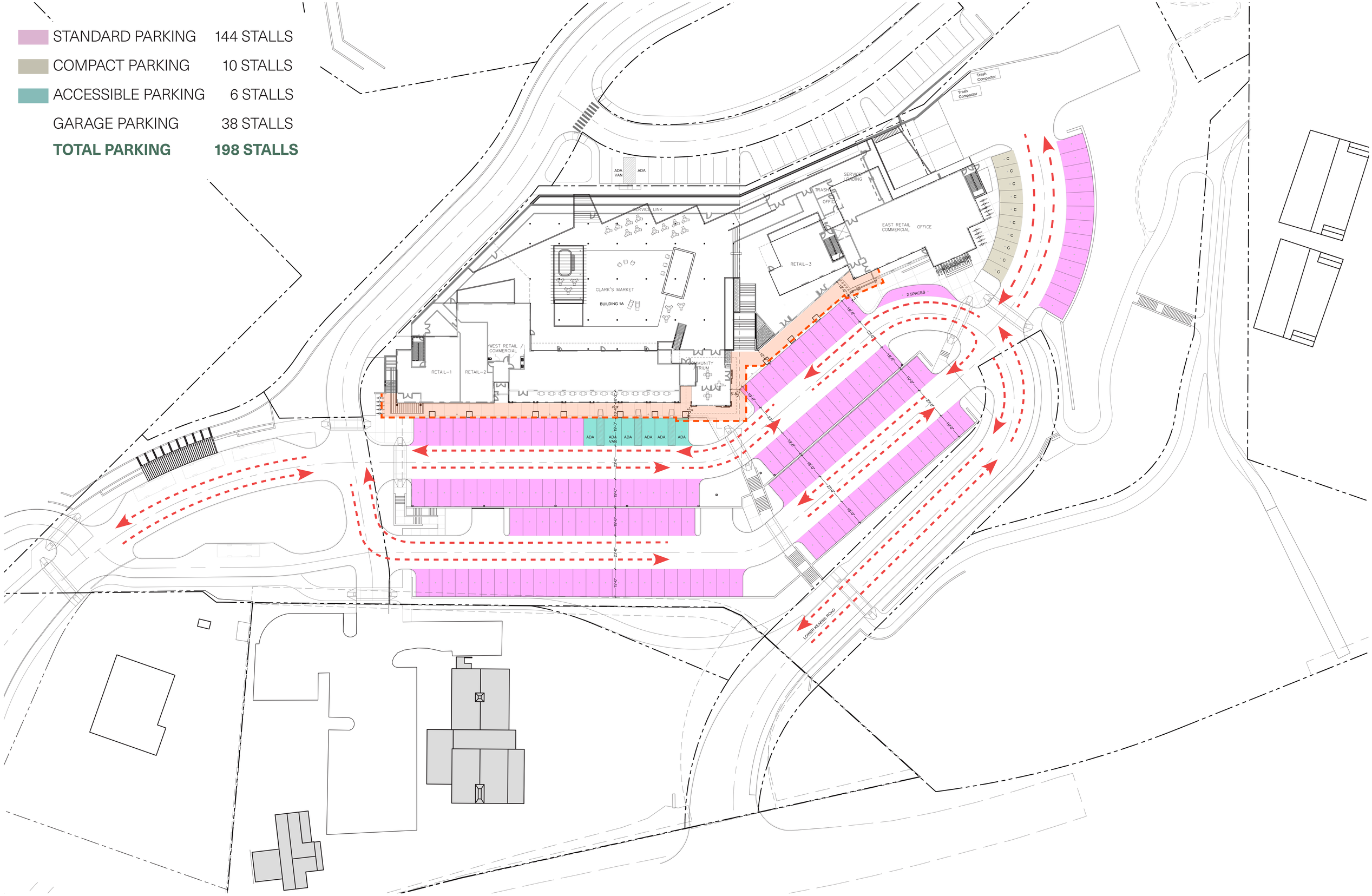
Darla Callaway, AICP, PLA
Principal, Design Workshop

Attachments:

1. Parking Study Diagrams
2. Construction Management Plan
3. Access and Transit Objectives Memo (with staff comments)
4. Civil Plan C2.4

CURRENT CONDITIONS | PARKING STUDY

STANDARD PARKING	144 STALLS
COMPACT PARKING	10 STALLS
ACCESSIBLE PARKING	6 STALLS
GARAGE PARKING	38 STALLS
TOTAL PARKING	**198 STALLS**



SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

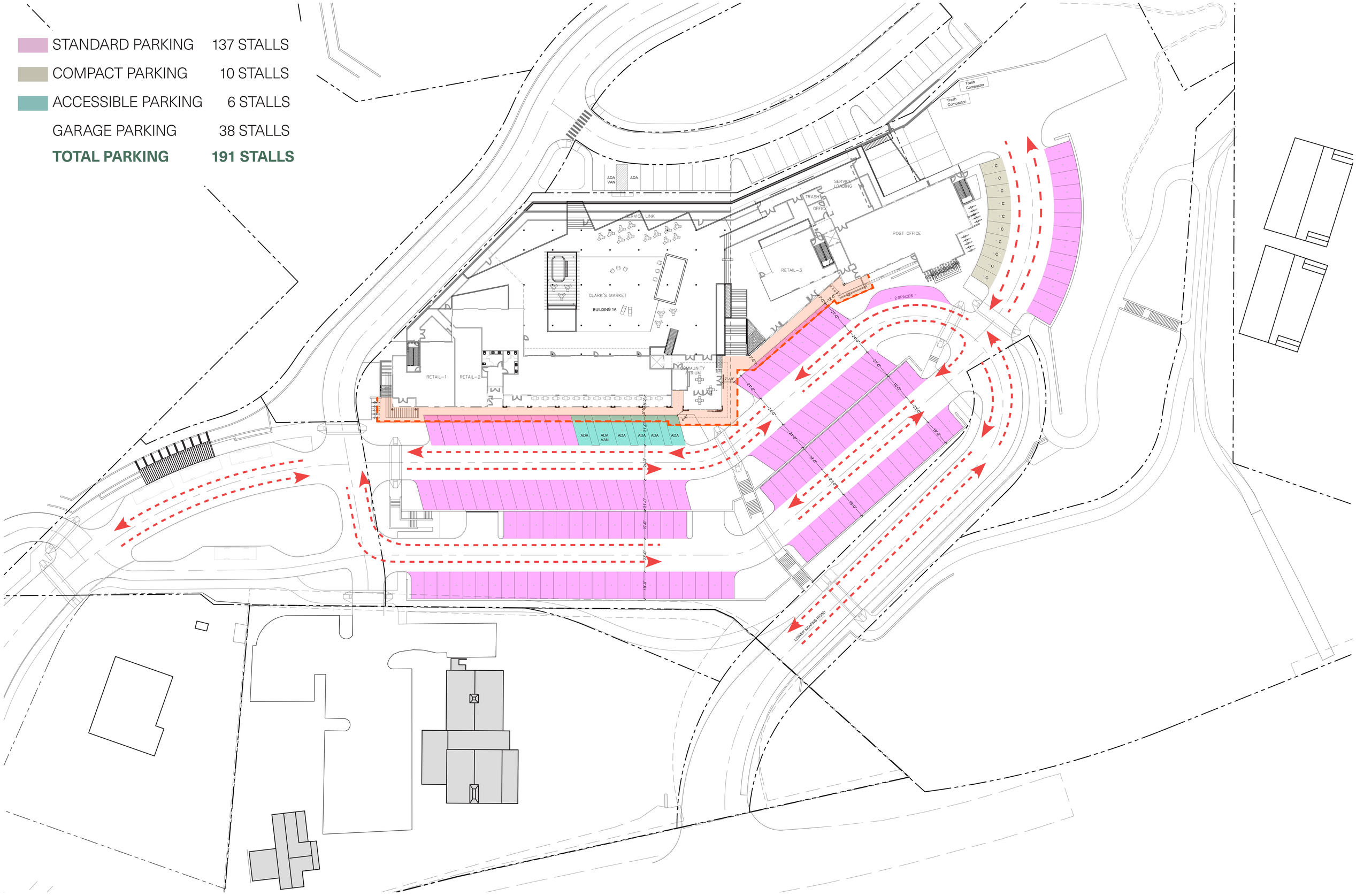
SITE PLAN- PARKING

NORTH 0 10' 20' 40'

DESIGN WORKSHOP
Landscape Architecture • Land Planning • Urban Design • Tourism Planning
120 East Main Street • Aspen, CO 81611-1787 • 970-925-9354

75 TWO WAY | PARKING STUDY

STANDARD PARKING	137 STALLS
COMPACT PARKING	10 STALLS
ACCESSIBLE PARKING	6 STALLS
GARAGE PARKING	38 STALLS
TOTAL PARKING	**191 STALLS**



SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

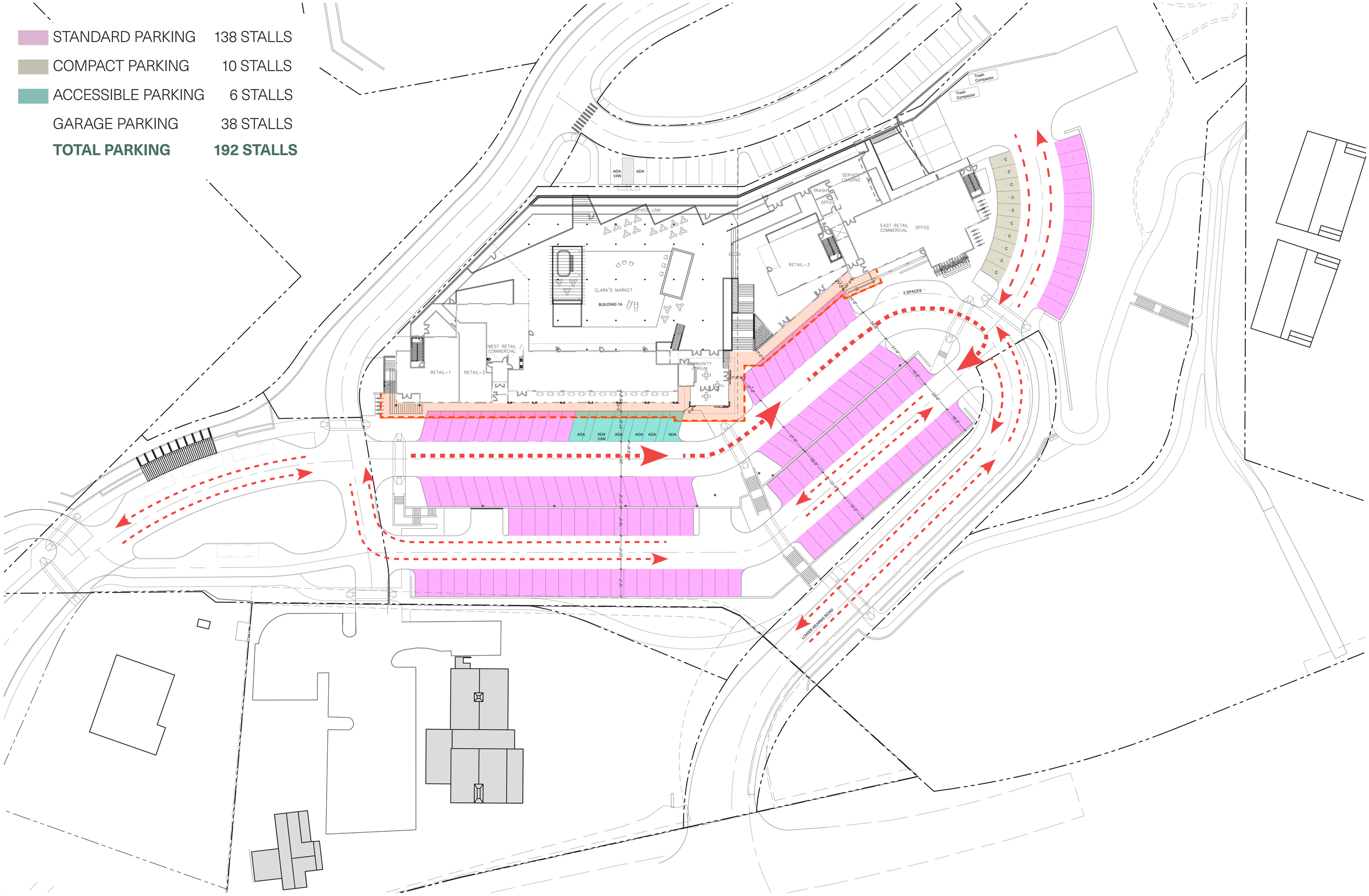
SITE PLAN- PARKING

NORTH 0 10' 20' 40'
ORIGINAL SCALE: 1"=20'

DESIGN WORKSHOP
Landscape Architecture • Land Planning • Urban Design • Tourism Planning
120 East Main Street • Aspen, CO 81611-1787 • 970-925-8354

75 ONE WAY | PARKING STUDY

STANDARD PARKING	138 STALLS
COMPACT PARKING	10 STALLS
ACCESSIBLE PARKING	6 STALLS
GARAGE PARKING	38 STALLS
TOTAL PARKING	**192 STALLS**



SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN- PARKING

NORTH 0 10' 20' 40'

DESIGN WORKSHOP
Landscape Architecture • Land Planning • Urban Design • Tourism Planning
120 East Main Street • Aspen, CO 81611-1787 • 970-925-8354

Draft Construction Management Plan for Snowmass Center
Prepared by Haselden Construction
September 27, 2024
Updated November 1, 2024

This Construction Management Plan (CMP) has been prepared as part of the Snowmass Center PUD Minor Amendment Application. All final details are anticipated to be addressed as part of the regular CMP review process during the building permit review.

1. Survey / Site Plan – 18-10.1 (c)
    - Final design drawings will be made available during final CMP approval during permit application process which shall include property lines, limits of disturbance, easements, ROW encroachments, utilities, grades both existing and proposed, foundation systems etc.
    - Please reference the attached site plan Appendix A for overall construction phasing diagram. Appendix A is meant to illustrate the overall master phasing.
    - Please reference attached Appendix A for Phase 1A, 1B, 2A, 2B, 3A, 3B, 4, & 5. Each plan includes details on pedestrian traffic & public transportation flow.
    - Please reference attached Appendix B for master schedule for all phases.
        i. Phase 1A to begin first and independently of other phases. Phase 1B will be complete prior to Phase 2 starting. Phases 2, 3, 4, and 5 are independent of earlier Phases, there will be some overlap of Phased 2-5.
        ii. Phase 5 Clark's, this phase will require Clark's to have partial closure to demolish the existing structure above and replace it with new structure, roof, and hardscape. This temporary closure will need to be coordinated with Clark's to understand the limits of what portions of the interior space will need to be sectioned off as closed until work is complete above (per OSHA requirements). Portions of the existing and new construction will be available for Clark's to occupy and operate at a modified capacity.

2. Limits of Disturbance w/ Site Perimeter Fencing See Appendix A
    - The attached site plans identify the anticipated limits of disturbance and perimeter fencing for each phase of construction. Final limits of disturbance will be illustrated during building permit approval process on final civil drawings.
    - Haselden Construction will conduct an extensive existing conditions survey prior to starting work. Photo and video documentation will be provided to the Owner and adjacent homeowners upon request.
    - Haselden Construction will update Snowmass Center Tenants when changes to egress occur at the surface parking areas, loading dock, and transit center.

3. Emergency Access
    - The first step is prior to construction is to work with the AHJ/FD to come up with a plan to ensure that fire life safety & egress plan is acceptable before construction starts. This includes a looped water line that will go behind the Center, matching the alignment on Civil Sheet 4.0. Fire hydrants would be added as shown in the attached diagram behind the Center to support firefighting in the interim conditions.
    - Rear access in the interim condition will be 100% accessible for emergency vehicles during construction. The access will be signed, a chain/ fence will be added, etc to ensure clear access will be maintained.

4. Site Security
    - Reasonable efforts will be used to install a privacy and security fence around each phase of work. See Appendix A for limits of fencing.
    - Security measures will be in place including site fencing, cameras, and lighting.

5. Construction Waste and Recycling
    - Haselden Construction anticipates recycling of construction waste. Primary recycled materials will include concrete, wood, metal, and cardboard. Final waste recycle plan shall be submitted during final CMP approval process.
    - Final locations of waste and recycle containers shall be approved during final CMP approval
    - Open burning of waste on site shall not be permitted.
    - Litter and debris along fence lines shall be regularly cleaned.

6. Material Storage Type and Location
    - Final location of material storage to be approved during final CMP approval process.
    - Stored material shall be adequately secured.
    - Piling of material greater that 12' above grade shall not be allowed without written approval.

7. Provide List and Times of "High Impact" Events.
    - It is anticipated that the project will entail the following high impact events: shoring, excavation, utility work and large concrete pours. Details including timing and extent of impacts will be further defined during final CMP approvals.
    - Draft traffic disruption is indicated on each Phase logistics plan Appendix B-H
    - Notice shall be given to Town at least 14 days prior to such an event.
    - Notice shall be given to neighbors 48 hours in advance of such an event.

8. Days and Hours of Activity
    - Standard work hours are expected to be Monday – Saturday, 7:00 AM – 6:00 PM
    - Haselden Construction will exert a reasonable effort to ensure construction vehicle traffic is not idling for more than 2 minutes.

9. Parking
    - Construction Parking will not be allowed on site or in surrounding neighborhood. Contractors will be instructed to park down valley and carpool or ride public transportation to the project site.

10. Erosion Control and Construction Vehicles
    - Haselden shall operate under required erosion control regulations as dictated by State and or Local erosion control permits.

11. Air Quality and Dust Management
    - A fugitive dust control plan shall be submitted for approval as part of the erosion control permit process to both Local and State entities.
    - Fugitive dust plan shall address in detail methods for containing dust and loose material from existing the project site.
12. Site Grubbing and Tree Removal
    - Haselden shall submit for approval tree removal plan for all trees within public ROW.
    - Haselden shall submit for approval tree protection plan for all trees indicated to remain during construction.

13. Special Access Permits
    - Haselden does not foresee the need for any Special Access Permits. If such permit is required, all necessary documentation will be submitted, and regulations followed.

14. On Site Fuel Storage
    - Haselden Construction does not allow any fuel storage greater than 99 gallons onsite. It is expected to have at minimum a fuel trailer of this capacity to be kept within the material storage yard.
    - On site fuel storage shall be submitted for approval to TOSV and Snowmass/Wildcat Fire Protection District.

15. Wetlands
    - Not Applicable.

16. Snow Removal/Storage
    - Snow storage, when needed, will be within the material storage yard. When needed, Haselden Construction will remove snow from the jobsite to an offsite location undetermined at this time.

17. Road Closures
    - As plans are developed Haselden Construction will develop our road closure plans with the appropriate parties from the Town of Snowmass.

18. Traffic Management
    - Traffic control plans by Phase shall be prepared as part of the final CMP approval and building permit review process.
    - Preliminary traffic flow has been indicated on site logistic Appendix A
    - During Phase 1A and 1B deliveries to existing Snowmass Center tenants shall not be interrupted. During Phase 2 deliveries will utilize the new loading dock.
    - Access to Alpine Bank Building shall not be interrupted during construction.
    - Transit access is anticipated to be maintained for the duration of construction, illustrated in Appendix A. Minor deviations as part of normal construction requirements

may be required in all phases, and will be addressed in the final CMP with the building permit.

19. Noise
    - Activities that cause excessive noise as defined in Code section 18-3 shall be clearly detailed to the TOSV including DB levels, location, time and durations.

20. Generator Usage
    - Equipment type shall be clearly marked with Fuel Type, Wattage, DB Limits, etc.
    - Temporary power for construction will be supplied from existing power onsite when possible.
    - Haselden does not anticipate extended use of generators under normal conditions.

21. Blasting
    - It is not anticipated that blasting will be required however if required Haselden shall obtain proper Local and State approvals prior to starting this work.

22. Pile Driving
    - It is not anticipated that pile driving shall be required.

23. Wildlife Protection
    - Locations and specification for refuse containers shall be clearly marked on final CMP plans for review and approval. Plan shall demonstrate compliance with Article VI of Chapter 7.

24. Site Retaining Walls
    - Site retaining walls shall be indicated on final design drawings.

25. Construction Activity in 30% or Greater Slope
    - For construction on slopes greater than 30% a detailed plan shall be submitted for approval prior to start of construction.

26. Exterior Lighting
    - Exterior lighting will not be provided for construction during construction. Permanent exterior lighting will be installed per the approved permitted set of construction plans.
    - Public lighting will be maintained for all public areas for access from parking area to the active buildings. Including all walkways.

27. Safeguarding
    - Haselden will make available within our project office temporary telephone system for use of the project for emergency. This system shall either be by land line, cell phone or internet.
    - Haselden shall make available first aid kits.
    - Haselden shall not occupy any portion of the building prior to approval by TOSV and Snowmass/Wildcat Fire Protection District.

28. Deep Excavations/Trenches

- All OSHA regulations will dictate and be followed during deep excavations and/or trenching activities.

29. Hard Hat/Safety Shoe Requirements
    - Haselden Construction will require all employees and visitors to have the required personal protective equipment per Haselden's company and jobsite safety manuals.

30. Elevated Working Conditions (Exceeding 50 Feet)
    - OSHA standards will be followed when a worker is exposed to a potential fall hazard both above and below 50 feet. All proper PPE including Personal Fall Arrest Systems (PFAS) will be utilized and training provide to those who are not properly trained.

31. Hazardous Environments (Gas, dust, liquid)
    - Haselden Construction only expected environmental hazard is dust. Dust will be controlled in a matter that complies with Haselden's safety manual that meets and/or exceeds OSHA Standards.

32. Hazardous Material Storage
    - Haselden shall maintain a list of all hazardous material on the jobsite and MSDS will be stored on site.
    - A written approval shall be obtained from the Snowmass/Wildcat Fire Protection District and TOSV Chief Building Official for all hazardous material stored on site.

33. Temporary Heating
    - If temporary heating will be used at any stage of the project, proper documentation will be provided to the Snowmass-Wildcat Fire Protection District for approval.
    - All International Fire Codes, including Section 1043, will be strictly followed regarding the type of temporary heating equipment being used.

34. Portable Fire Fighting Components and Standpipes
    - Haselden Construction will provide fire extinguishers as required by Haselden's safety manual and OSHA Standards.
    - Temporary or permanent water supply shall be operation prior to combustibles being installed at the project site.
    - Standpipes will be installed in stairwells as required.

35. Emergency Access and Evacuation
    - Emergency access in and out of Town shall be maintained at all times.
    - Appendix A identifies the access for emergency vehicles.

36. Site Signage
    - All site signage displayed at the project shall be approved by TOSV.
    - Informational project sign shall be displayed at project perimeter including project address, building permit number, site safety information and 24 hour contact information.

37. Off-Site Debris / Dirt Disposal
    - Debris / dirt disposal, when needed, will be remove from the jobsite to an offsite location undetermined at this time.
    - All debris containers shall be properly covered prior to exiting the project site.

38. Asphalt Installation / Repair
    - For any asphalt repairs/installation within the Public Right of Way, a permit from the Town of Snowmass Village will be obtained before work begins.
39. Work in Right-of-Way
    - Haselden Construction would like to meet with the Town of Snowmass Village to identify if/any work in right-of-way will occur.

40. Hoisting / Overhead Crane / Rigging
    - Final crane locations shall be determined during final CMP and building permit application process.

PHASE 1A
Site Logistics

Note: For general illustration of construction access and staging. Detailed site logistics plans shall be developed and approved during the building permit process.

Second construct new retaining wall and road

First Construct Lower Road to Create Access to parking lot

Temp Bank Access

BUILDING 1A

SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN

NORTH

0 10' 20' 40'

ORIGINAL SCALE: 1"=20'

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PHASE 1A
Site Logistics

Note: For general illustration of construction access and staging. Detailed site logistics plans shall be developed and approved during the building permit process.

BUILDING 1A

Re-Grade
Road/ Utilies

Dead-end

SNOWMASS CENTER REDEVELOPMENT
SNOWMASS VILLAGE, COLORADO

SITE PLAN

NORTH
0 10' 20' 40'
ORIGINAL SCALE: 1"=20'

DESIGN WORKSHOP
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PHASE 1b Garage Site Logistics

Note: For general illustration of construction access and staging. Detailed site logistics plans shall be developed and approved during the building permit process.

BUILDING 1A

Garage Construction

Dead-end

Dead-end

Dead-end

SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN

NORTH

0 10' 20' 40'

ORIGINAL SCALE: 1"=20'

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Note: For general illustration of construction access and staging. Detailed site logistics plans shall be developed and approved during the building permit process.

Dead-end

PHASE 2B

Dead-end

Temp Dead-end

PHASE 2A

SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN

NORTH

0 10' 20' 40'

ORIGINAL SCALE: 1"=20'

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Dead-end

Dead-end

Dead-end

Dead-end

PHASE 3B

PHASE 3A

Temp
Dead-end

Temp
Dead-end

SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN

NORTH

0 10' 20' 40'

ORIGINAL SCALE: 1"=20'

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Note: For general illustration of construction access and staging. Detailed site logistics plans shall be developed and approved during the building permit process.

PHASE 4 - demo front/ tasters/ hardware/ build new

Dead-end

Dead-end

Dead-end

SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN

NORTH

0 10' 20' 40'

ORIGINAL SCALE: 1"=20'

DESIGN WORKSHOP
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Note: For general illustration of construction access and staging. Detailed site logistics plans shall be developed and approved during the building permit process.

Dead-end

PHASE 5

Note - partial closure of Clark's is required to perform demo and new construction above

SEE DEMO PLAN

SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

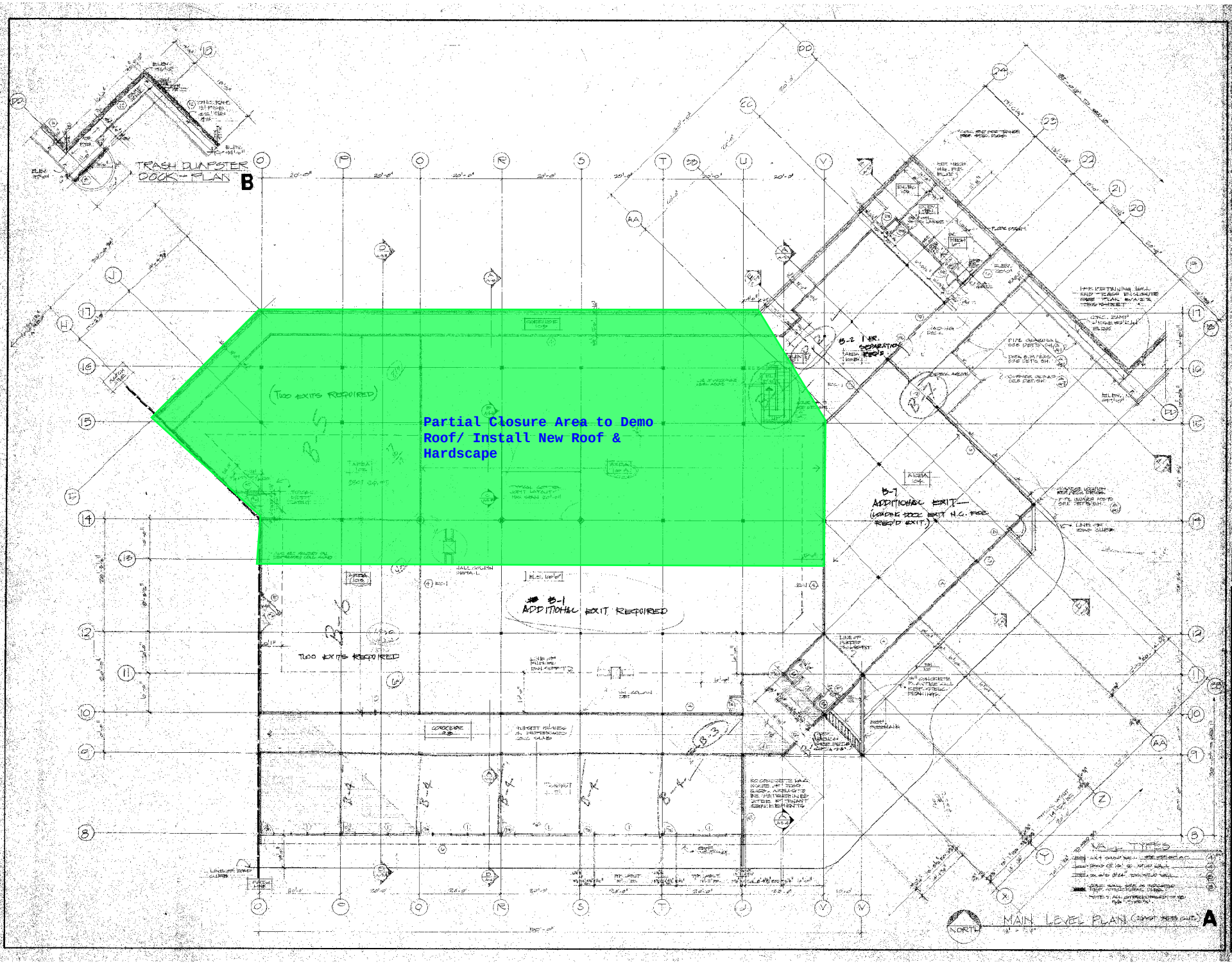
SITE PLAN

NORTH

0 10' 20' 40'

ORIGINAL SCALE: 1"=20'

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benedict · mularz · associates inc.
architects planners engineers
p.o. box 40 aspen, colorado 81611 303.925.3481

MAIN LEVEL PLAN (CONT.)
SNOWMASS CENTER
SNOWMASS VILLAGE, COLORADO

A-2.2

HASELDEN
HOSPITALITY CONSTRUCTORS

Snowmass Center Redevelopment
Construction Schedule
September 27, 2024

		Month																								
Phase	**Description**	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Phase 1A - Part 1 Turn Around Road & Retaining Walls		1	2	3	4	5																					
Phase 1A - Part 2 Parking Lot & Lower Road				1	2	3	4	5																			
Phase 1B - Garage	14,609 gba down/ 14,609 gba roof parking					1	2	3	4	5	6	7	8	9	10	11	12										
Phase 2 - Addition/ Civil	14,500 gba addition (C&S only)																1	2	3	4	5	6	7	8	9	10	11
Phase 3 - Center Connector	6,696 gba addition (C&S only)																										
Phase 4 - Addition	31,669 gba addition (C&S only)																										
Phase 5 - Clarks	19,528 gba Existing - Demo 1/3 of Roof/ Reroof/ 1/3 new structure/ Roof Plaza on Existing Structure																										

		Month																															
Phase	**Description**	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58
Phase 1A - Part 1 Turn Around Road & Retaining Walls																																	
Phase 1A - Part 2 Parking Lot & Lower Road																																	
Phase 1B - Garage	14,609 gba down/ 14,609 gba roof parking																																
Phase 2 - Addition/ Civil	14,500 gba addition (C&S only)	12	13	14	15																												
Phase 3 - Center Connector	6,696 gba addition (C&S only)		1	2	3	4	5	6	7	8	9	10	11	12	13																		
Phase 4 - Addition	31,669 gba addition (C&S only)												1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17				
Phase 5 - Clarks	19,528 gba Existing - Demo 1/3 of Roof/ Reroof/ 1/3 new structure/ Roof Plaza on Existing Structure																									1	2	3	4	5	6	7	

Note - phasing & duration of construction may change depending on final design & construction start

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MEMORANDUM

To:	Jordan Sarick, Eastwood Snowmass Clint Kinney, Town Manager, TOSV
From:	Design Workshop (Richard Shaw, Darla Callaway) Representing Eastwood Snowmass Investors
Date:	September 9, 2024
Project Name:	Snowmass Center Eastwood
Project #:	5446
Subject:	Snowmass Center Access, Circulation and Transit Objectives

---

Representatives from the Town of Snowmass and Snowmass Center Eastwood met on September 9th to discuss objectives for access, circulation, parking, pedestrians and transit improvements to the Snowmass Center and the residential parcels 2, 3 and 4. Representatives included:

Town of Snowmass
Public Works Director, Anne Martens
Town Engineer, Mike Horvath

Snowmass Center Eastwood
Design Workshop, Richard Shaw and Darla Callaway
Sopris Engineering, Colby Cristoff

Design Criteria, Constraints and Objectives
The following project objectives and existing conditions were discussed and clarified to guide evaluation of alternatives prepared on behalf of the TOSV and the redevelopment of the Snowmass Center.

Access, Circulation and Parking

1. Create a main street concept with the a ~~main~~ road leading to the core area where it naturally allows convenient trips to the grocery store and post office. The location of parking and amount of climbing to access entries should be considered.

2. Provide favorable access at intersections to the land use with the most trips generated per engineering standards.

3. Provide access to the Snowmass Center which is an existing use and an approved expanded project. The road network provides access to parcels 2, 3, and 4 residential sites. The road network provides access to the Town Hall and the Draw residential sites.

4. Organize the traffic flow to allow parking to fill in an intuitive way for the commercial land uses and take into consideration the limitations of the grade on the site.

5. Provides access to the Alpine bank consistent with the current easement and matching the property line at elevation 58.5.

6. Provide approximately~~t least~~ 200 parking spaces to serve the Snowmass Center. ~~without increasing the number of structured parking spaces or cost~~. Shared parking will be considered.

7. Provide the separation of the auto traffic and transit traffic and minimize traffic interactions for buses.

8. Provide for intersections and road grades standards found in the land use code with some exception allowed when beneficial. Town hall access should not exceed 14% (with snowmelt). Intersections grades should not exceed 5% and 8% at the approach. Winter maintenance will be necessary. Walls more than approximately 20' are not desired. Wall heights and character should be similar or better than the existing roundabout walls (soil nail with veneer). Deviations from town standards will be considered if beneficial to the long-term function of the commercial and residential uses.

9. Provide accessibility to the transit stop for the Draw site, Parcels 2,3,4, and the Snowmass Center. Limits to the uphill climb from the transit to the residential sites need to be realistically evaluated.

10. Separate pedestrian and auto/bus conflicts as much as is possible. Pedestrian movement should be prioritized over vehicle. The speed limit in the Center will be between 10 and 15 mph per previous approval and current experience.

11. Stay within the existing property boundaries adjacent to the Conaco property matching grades at the property line as much as possible. ~~The TOSV is willing to revisit~~ M~~m~~inor encroachments with the adjacent property owners should be revisted, if there is a public benefit and a better long-term solution.

~~12.~~ Attempt to avoid the structural features of Town Hall that a new access is likely to alter. ~~to the greatest extent possible.~~

12.

13. Two-way circulation and 90 degree parking generates a greater number parking spaces for the Snowmass Center. It also allows for the 22' fire lane along the front of the Snowmass Center.

14. Organize long-term safe access for all stakeholders.

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Pedestrians and Transit

15. Transit serves everyone and all land uses including the commercial and residential. The TOSV may consider a combined transit node with the Snowmass Center redevelopment as opposed to adding a new transit route to the residential but routing for new routes should be considered for possible future expansion. ~~.~~

16. Provides bus loading for 3 town shuttle buses (4 is preferred) with space accommodated waiting enroute. Buses should not be waiting in traffic. Transit should not drive through parking lots in permanent or interim construction conditions. It is preferred that pedestrians access transit without crossing traffic. If crossings are necessary, crossing the residential road is preferred because it generates fewer trips per day.

17. Provide bus transportation that avoids the left turn on Brush Creek Road during peak hours where the level of service is poor.

18. Meets the sidewalk grades and pedestrian bus loading desirable grade standards. Provide enough pedestrian waiting area for the forecast volume of bus riders.

Construction and Phasing

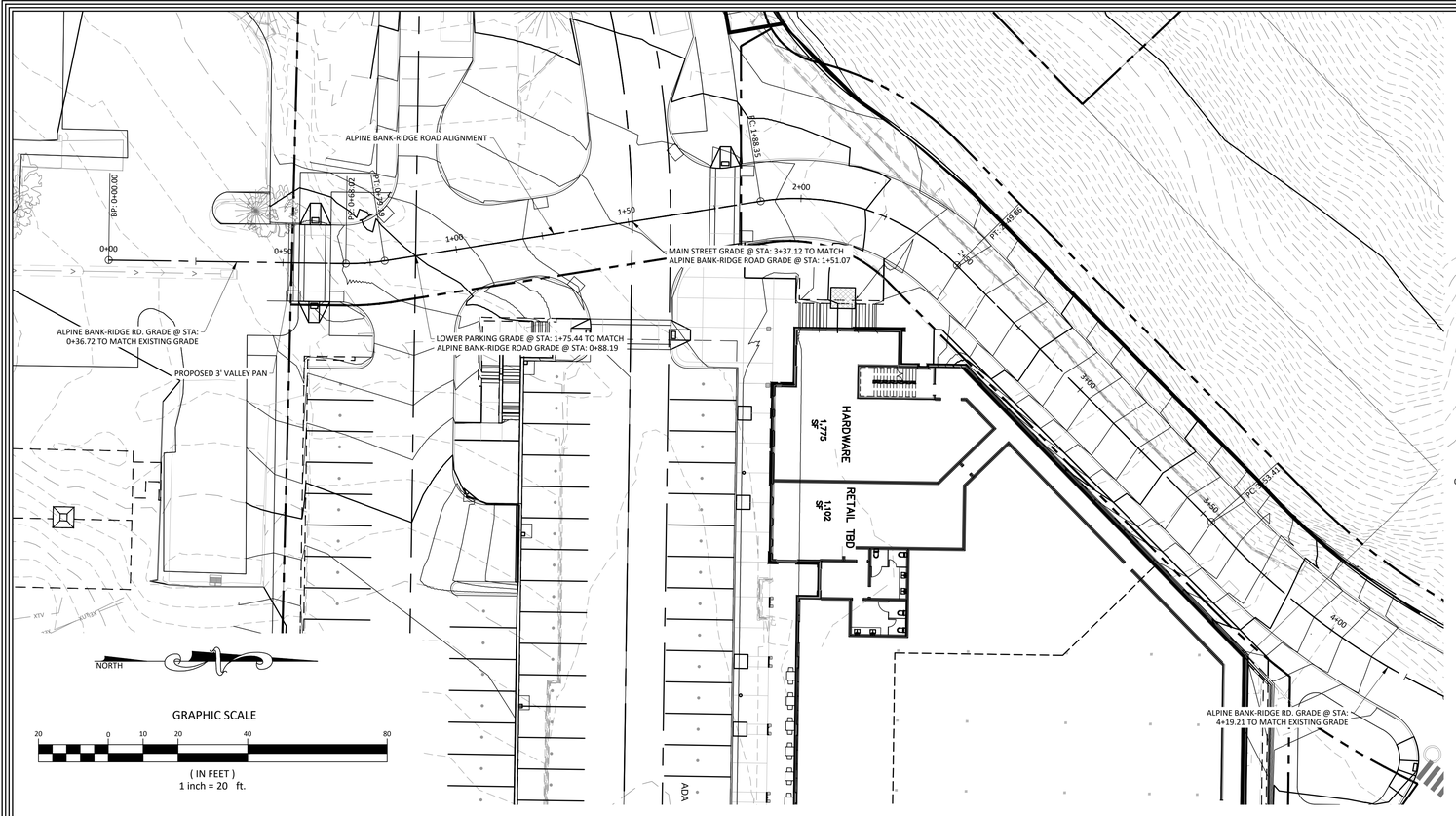
19. Provide for independent developments to allow for orderly construction and occupancy with separate timing. As understood today, the SMC would likely be the first project undertaken. Construction impacts and temporary conditions should be safe for all users and provide a level of service no less than exists in today's condition.

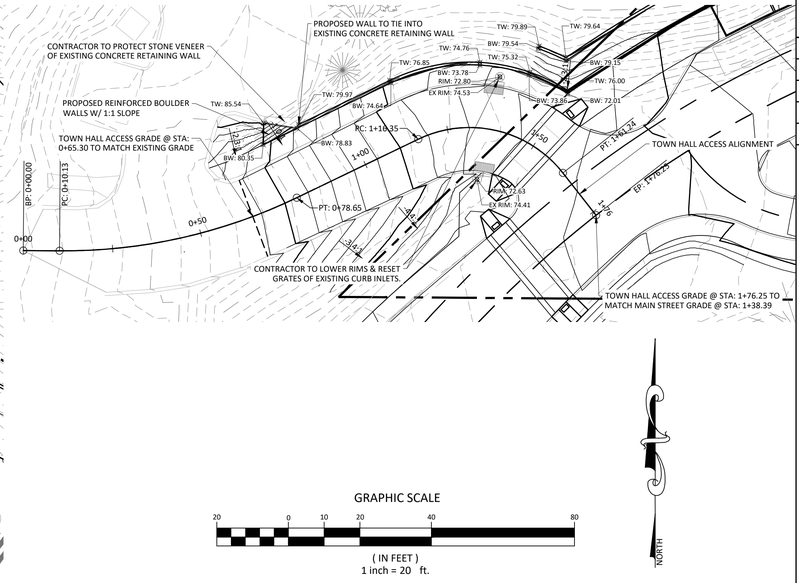
20. Identify an interim transit solution that allows the TOSV to construct the road network to the residential in a later phase.

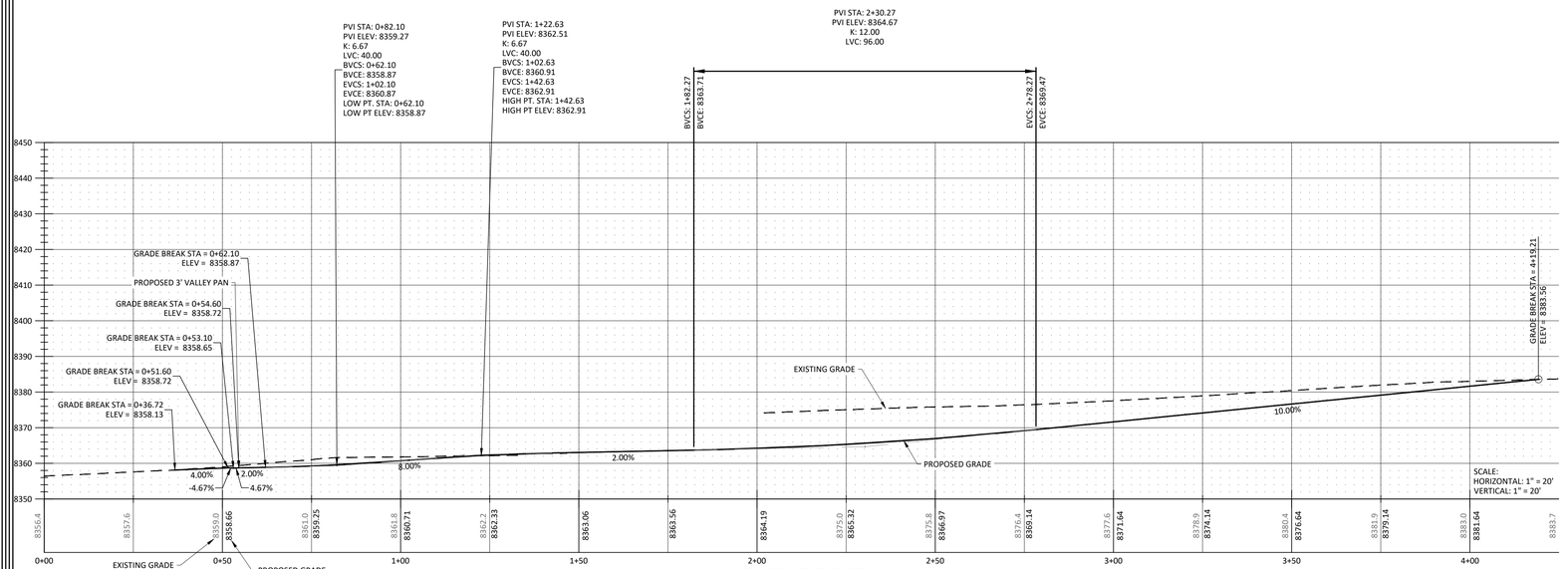
21. To keep existing tenants in place, the Annex will remain in an interim condition while the eastern building is constructed. Provide for the possibilities of phasing that allows the logical construction and management of the tenants moves. This is a limiting factor with the remodeling of the existing uses and available space to maintain parking during on-going construction. Phasing shall be examined to achieve final transit layout as soon as possible within the project.

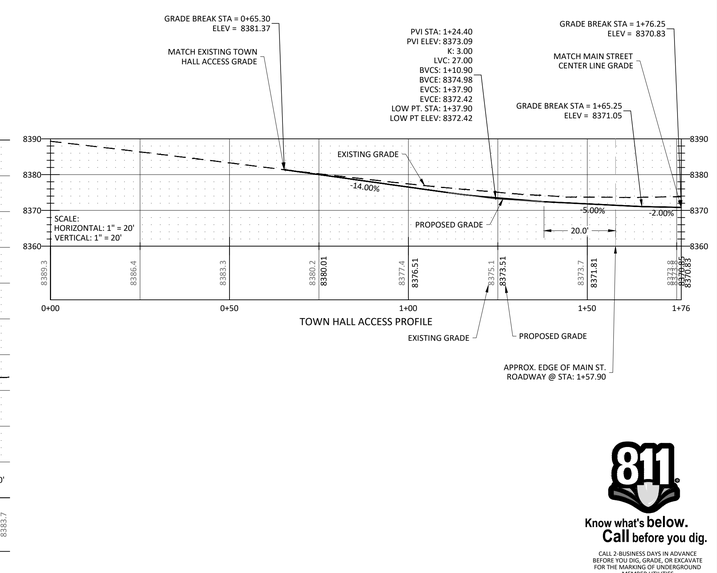
22. Provide fire protection to the Center with access compatible with the Type IV construction standard for the front and rear of the center. This will be required throughout construction and final operation of the Center.

23. Avoid excessive additional costs for the road network with alignment that involves excessive grading and retaining walls. There is both cost and visual appearance that need to be balanced with topographic disturbance.









SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	11-11-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
ROAD PLAN & PROFILE 4

DRAWING NO.
C-2.4

Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.6 GRD.DWG - Nov 11, 2024 - 9:47am