DATE OF MEETING:

February 18, 2020

AGENDA ITEM:

PUBLIC HEARING - Snowmass Center Major Planned Unit Development (PUD) Preliminary Plan Review – Variance Focus Meeting (continued)

PRESENTED BY:

Brian McNellis- Senior Planner AICP, MLA

BACKGROUND:

As in past meetings, this public hearing is intended to continue discussing the variances requested as part of the Snowmass Center PUD application. They are:

- Parking Count
- Height
- Residential Unit Count
- Encroachment into 30% Slopes

At the January 21, 2020 meeting, Town Council expressed concern regarding the proposed height of buildings 5A, 5B and 6B, as well as the overall residential unit count and the shared parking scenario. The applicant has not offered modifications to the site plan in response to those concerns.

➢ Parking:

As a matter of reference, the American Planning Association (APA) defines Shared Parking as follows:

Shared parking is the use of parking space by vehicles generated by two or more individual land uses without conflicting or encroachment. The ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses.
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.
The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development or area from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking. Mixed-use developments that share parking results in greater density, better pedestrian connections, and in turn, reduced reliance on private vehicles because multiple destinations can be accessed by walking. Higher-density development is also more likely to support alternative modes of travel including transit and carpools. (Ref. Planning & Urban Design Standards, American Planning Association, 2006).

The applicant is proposing a total of 324 parking spaces that entails a combination of surface and sub-grade parking.

Pursuant to Section 16A-4-310, 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 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%).

The proposed development will accommodate 330 total parking spaces. Staff has verified that the development would generate a need for 389.5 parking spaces per the Land Use Code (see attachment C). The proposed parking plan reduces the overall parking count by approximately 15% (well within the 20% shared parking reduction threshold described above).

Specific to Commercial uses, the development would be required to provide a total of 202 parking spaces pursuant to the Land Use Code. The proposed 178 commercial parking spaces is roughly a 12% reduction from the code standards.

Specific to Residential uses, the Land Use Code requires 1 parking space per bedroom and 1.5 spaces for every restricted housing bedroom. These standards suggest a need for a total of 187.5 residential parking spaces within the Snowmass Center development. The 152 spaces proposed constitute a 19% reduction from the land use code standards.

Note: The American Planning Association suggests 2 parking spaces per residential unit which equates to 156 parking spaces (2.5% reduction).
Height: The applicant is requesting to exceed the maximum height of the proposed underlying MU-2 zoning which is 38 feet. Specific building within the PUD are designed to be anywhere from 35 to approximately 55 feet at their highest points.

Pursuant to Section 16A-5-300 (c)(7): 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.

As it relates to views and ridgeline protection, the following Land Use standards pursuant to Sec. 16A-4-50 (f) pertain:

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…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.

➢ **Maximum Buildout:** In a methodology approved by Staff and the Planning
Commission, the applicant has suggested that that remaining build-out for the
Faraway North subdivision is 31.5 units. The applicant is proposing a total of 68 free-
market residential units which is more than double this amount.

In accordance with Section 16A-5-300, 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…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.

➢ **30% Slopes:** Development is prohibited on slopes greater than thirty percent (30%).
However, pursuant to Section 16A-4-50:

The Town Council may authorize development on slopes greater than thirty
percent (30%) if at least three-quarters (¾) of the members of the Town Council
present and voting approve an ordinance finding that: a) The development is
unable to avoid the steep slopes, and the reasons therefor; and b) On the basis
of competent engineering or geologic reports and data and testimony received,
the design and/or construction techniques that will be incorporated within the
development will satisfactorily mitigate the risk of potential harm to the public
health, safety or welfare.
The proposed development will encroach upon approximately 0.85 acres which is a small fraction of the total development area (see attachment D).

A digital version of the application can be found at: https://docs.tosv.com/WebLink/Browse.aspx?id=128293&dbid=0&repo=TOSV

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.

That said, the proposal entails a substantial influx in the local housing inventory (and commercial space) obligating the Town and special districts for additional services, including fire protection, shuttle service, trash removal, snow plowing, police protection, etc.

The Town Council should also consider cost/benefits associated with the proposed pedestrian bridge (or aerial conveyance) that would connect Snowmass Center and Base Village. Considering the amount of capital that would be required to design/build the bridge (approx. $4 million), minus the applicant’s suggested monetary contribution ($750,000), the Town may be left to fund a bridge or conveyance project that has not yet been designed.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This project facilitates most of the Town Council goals established in 2019 including Affordable Workforce Housing, Community Building, Safety, and (financial) Resiliency.

• Although the project is not obligated to provide affordable Housing for commercial square footage totaling less than 77,000 square feet, the project is required to mitigate for the additional free-market residential proposed (roughly 100,322 square feet for 68 free-market units). The Applicant’s proposal exceeds the mitigation requirement by slightly over 2,000 square feet.

• The project will enhance Community Building and vitality through the creation of community gathering spaces.

• The Applicant proposes modal connectivity with their suggested monetary contribution to a bridge across Brush Creek for an elevated pedestrian route between Base Village and Snowmass Center.

• The project may foster fiscal resiliency through an increased commercial tax base.

COUNCIL OPTIONS:

The Town Council shall consider all relevant materials and testimony, shall consider the
standards of Section 16A-5-310 and Section 16A-5-340 and shall, by resolution, approve, approve with conditions or deny the application. An approval would allow the application to proceed to Final Plan submission which can be reviewed by the Planning Commission at the discretion of Town Council.

**STAFF RECOMMENDATION:**

Staff recommends that Town Council open the public hearing and hear further presentation of the project by Staff and the applicant, ask questions, and accept public input.

**ATTACHMENTS:**

A. Revised Site Plan, June 2019  
B. DWI Follow Up Memo, February 12, 2020  
C. DWI Parking Calculations  
D. Planning Commission Resolution No. 5 of 2019