

**URBAN REDEVELOPMENT AUTHORITY ADVISORY COMMITTEE**  
**URAAC Minutes – FINAL**  
**Thursday, March 17, 2022**  
**Hybrid Meeting – Virtual & In Person at the Crawford Room**  
**1:30 – 3:00 pm**

Committee Members	City of Steamboat Springs	Others Present
<p><b><u>PRESENT:</u></b>  <b>Elliot Lawrence</b>  <b>Josh Miller</b>  <b>Jane Blackstone</b>  <b>Willis Wodnik</b>  <b>Jim Schneider</b>  <b>Roger Levanduski</b>  <b>Charlie Roos</b>  <b>Gavin Malia</b>  <b>Brian Bavosi</b>  <b>Dan Pirrallo</b>  <b>Mike Lang</b>  <b>George Noyer</b></p> <p><b><u>ABSENT:</u></b>  <b>Brian Olson</b></p>	<p><b><u>PRESENT:</u></b>  <b>Dakotah McGinlay</b>  <b>Tom Leeson</b>  <b>Danny Paul</b>  <b>Jon Snyder</b>  <b>Jia Carroll</b>  <b>Brad Calvert</b>  <b>Rebecca Bessey</b>  <b>Julie Baxter</b></p> <p><b><u>ABSENT:</u></b>  <b>Robin Crossan</b></p>	<p><b>Ryan Stone</b>  <b>Nikki Eberle</b>  <b>Becky Zimmerman</b>  <b>Gates Gooding</b></p>

**AGENDA ITEMS:**

**1. Call To Order ..... 1:30pm**

Blackstone established a quorum and called the meeting to order. Schneider moved to approve the minutes from the last meeting on February 3, 2022 which was seconded by Lawrence. The motion passed unanimously with no changes to the draft minutes.

Recognize Visitors: Gates Gooding was announced as the new SSRA Project Manager and will formally begin his work assignment beginning in early April. The meeting participants introduced themselves. There were a few members from East-West who introduced themselves as guests.

**2. Public Comment ..... 1:33pm**

None

**3. Project Updates ..... 1:35pm**

**Ski Time Square Drive Public Turnaround & Complete Streets**

Danny Paul, Engineer/Project Manager:

The road currently dead-ends on a private property with no public turnaround, which is very problematic for circulation but also for emergency access and vehicles not trespassing onto private property. So, in 2019-2020, we completed a preliminary design. We looked at creating the turnaround at a handful of locations. Through this process, we had meetings with the adjacent landowners to understand their hot-button issues and what they liked and did not like about those options. In the end, the one that rose to the top did so primarily because it pushes the turnaround to the far extent of the Ski Time Square right-of-way, among several other reasons.

From there, we started looking at the street layout, so everything that happens outside the drive lanes. We looked at a layover of parallel parking that would equate to much less overall parking spaces. As we tested some of these ideas with some of the surrounding properties, there were a lot of comments on public parking (for example, not enough, not well enforced, even some felt there is too much.) Then, we looked at this same kind of layout but with head-in angled parking, which allows for many more parking spaces – more than even exist today. The final conceptual plan shows 44 parking spaces including two ADA. Parking we expect to be a major point of discussion when we move this project forward through the design phase and gaining the support that we'll need to ultimately go to construction.

Since our last meeting, we've chosen Baseline Engineering to serve as the design consultant; we're almost under contract with them. We'll be launching the design work starting next week. This project is on a very aggressive timeline. About everything will have to go just right to have this project in position for construction next year.

Paul presented an initial overall project schedule.

The first chunk is schematic design to advance the conceptual plan to about 30% design. We will soon thereafter be engaging with property owners; we've already had a few conversations with Alterra/SSRC. We'll shoot to have a bigger open house with the general public late June or early July.

Tentatively, there's a URAAC meeting scheduled to follow the open house which might line up with your July 7th meeting when we would update you on what we learned. By that point, we'll be showing a more advanced design and soliciting your feedback.

The second phase is design development which takes it from a 30 to 70% design. That's where all the action happens and we are working through issues with property owners, negotiating easements, dealing with utilities, etc. We'll update you along the way on how those meetings are going with landowners and other stakeholders.

The last chunk, assuming all is going well, is to prepare for construction. This assumes we'll gain the support and easements we need. I gave us a few months there, which isn't a whole lot of time to finalize those easement and the design drawings and reports. We'll give you updates on how that's all coming together.

That gets us ready to put this out to public bid in February. If we could go sooner, it would be great, but I think it would be unrealistic to plan on that.

One component of the work will be to explore ways whereby the construction of this project could be phased over multiple years, whether that be to limit construction impacts, to lessen the chance for tear out, or for financial reasons. It's been brought up before that the fear is that we put in improvements along undeveloped properties that then have to be torn out upon development. When we go to make the turnaround/street improvements, we'll likely demolish some of the existing walkways and other infrastructure. We have an obligation to return roads to being ADA compliant even if you have a multiyear plan so this might make it more complicated for phasing.

Maybe we'll find that it just is not practical to break it into two years but that is part of the design work we are trying to sort out.

Miller: With the Yampa Valley Electric improvements that they're doing this summer, are we going to be able to utilize some of the electricity that they're bringing up here to help with the Complete Streets? Are we working closely with them to comply with this turnaround?

Paul: I had a meeting with them on Monday, and we're working through those very details. It will be safe to say there will be plenty of electricity to serve our needs. Once they complete that, there's going to be plenty of electricity to meet everyone's needs up there, including the development sites. We're also coordinating with them on where they are placing their infrastructure so they don't put it in a location where we have to potentially move it next year.

#### **4. Mountain Area Master Plan Discussion.....1:45pm**

Julie Baxter, City Water Resources Manager/Former Senior Planner:

We sent the consultant team all of our remaining revisions on the Plan on February 22. We previously heard that it would likely be a two-week turnaround time to get the draft back. That's why we were hoping to have it to you all so we could discuss it at this meeting. Since that time, they've let us know that March 25th would be the earliest we would see it. So, we're hopeful to get a draft back by the end of the month.

Baxter recounted the issues the Planning Department had with prior drafts regarding overall quality. She said the city decided to complete it on their own, but shortly thereafter, the Planning Department was redirected to focus on short-term rentals and was also short-staffed.

Baxter reported that the discussion and process around conceptual designs showing preferred alternatives never made it into the Plan; nor were the Base Area Design Standards and the need to update those; nor were emergency access issues in the mountain area. Many areas that were vital to stakeholders were not included. She is hoping for the coming draft to be much improved given the six-month delay.

She noted that this committee has seen all the major facets of the Plan and that there should be nothing that takes anyone by surprise. The review process will still be robust and allow for discussion and the incorporation of comments from URAAC.

The new draft will be posted to the Engage Steamboat site. There will be at least a three-week public review period which will be promoted and advertised. During that time, it will be discussed at a URAAC meeting, hopefully at the next meeting on April 7. Public hearings with Planning Commission and City Council would occur at the end of May, early June.

Tom Leeson said that Julie ended up basically rewriting 80% of the Plan.

Wodnik pointed out that the original draft had general ideas for Ski Time Square and GTC improvements and asked if Baxter was incorporating what's actually happening into the Plan.

Baxter said she did that regarding the Gondola Building. For the GTC and Ski Time Square, the project objectives and conceptual designs can still be helpful guiding documents. She thought the Plan would be approved in time for those to still be helpful.

Blackstone thought there may be a need for a special meeting later in April to keep the process moving if the draft is not ready for discussion at the April 7 meeting.

**5. Gondola Transit Center LOI.....2:00pm**

Blackstone: In your email this morning, you got a letter of intent draft for the GTC project. This is an LOI between the SSRA and Ski Corp to proceed in good faith toward executing an agreement to partner on the project. For URAAC today, the objective would be to reach consensus and vote to recommend the signing of this agreement. The SSRA meets on April 5. I assume this would be on that agenda. The URAAC's endorsement would be very helpful in moving the project forward.

Paul: The agreement comes with the support of city staff and ski area reps. URAAC is mentioned in here in a few spots as a sponsor and major stakeholder. The agreement outlines some of the basic project goals. This is a nonbinding agreement, but we put enough detail in here that a lot of this will eventually be incorporated into the subsequent public improvement agreement that will be binding and go into much more detail of defining the project, roles and responsibilities, including cost sharing.

**Dates:**

We're planning to have the public improvement agreement finalized by the end of this year along with the preliminary feasibility concept design. A final design, all the permits/approvals and community support by end of 2023 and pursue the construction starting in 2024.

In Section 4, Responsibilities, we say that the URAAC is SSRA's advisory committee and will be a primary point of contact for design input. It wouldn't be staff's intent to bog you down with small details at every meeting. We're going to hopefully form a project team with Gates, myself, some others, Ski Corp reps, and bring you items when needed for your input.

**Costs:**

In some of our late revisions with the Ski Area, the concept is that there would be a 50-50 split of the design costs through the design-development phase, which is the two thirds point. We haven't determined the scope of work or its cost, so that ultimate contribution is TBD.

Item A in that section talks about there being a \$50,000 pledge that, with URAAC's support, staff is willing to offer towards an early contribution to that effort to get concept work going when we have that scope of work.

**Design:**

The concept includes closure of Mount Werner Circle but there will be all sorts of other areas that need to be studied. We get into some of that and the spatial needs analysis for it. A design intended to be very functional for 20 years was important for the city.

**Public Engagement:**

The Ski Area is going to be presenting some more information either at this or an upcoming meeting.

Jim Schneider emphasized the unprecedented activity at the base and the need for all stakeholders to work together.

Nikki Eberle introduced their lead designer, Becky Zimmerman with Design Workshop.

Zimmerman introduced herself and highlighted their work on the Downtown Plan with the city. She emphasized the critical efforts through the Downtown Plan to maintain vibrancy in that area and emphasized the need to do the same thing with the redevelopment of the base area and specifically the GTC.

Zimmerman: How do you make sure that everything you're doing is an improvement? We're really focused on that guest experience. The things that have driven this concept to date have really been about being people first and pedestrian safety. Also recognizing that the land is finite. As we have talked to some of the stakeholders, there's a pretty long wish list of the things they want to accommodate at this location. I think as we go through a process to advance a design, there will be some difficult conversations to say yes, that would be wonderful, but we can't make more land. We're really excited to have an opportunity to really dive into this. We started thinking about this back when we were just having a vision session about the redevelopment of everything. You can't think about the base and what's happened today without thinking about the arrival and how people from multiple modes of transportation get to and depart from this area. Really looking forward to advancing this.

Schneider: I think this actually aligns quite closely at least with what I've seen in the most recent draft of the MAMP and the direction for this area. Our goal is to go through the public process here fairly quickly and start to really dive into the details.

Malia wanted to make sure the eventual upgrade to the Wildhorse Gondola was taken into account from a design standpoint. Leeson said he agrees that is an important consideration.

McKinlay: When we talk about public funds being committed, is it just that initial \$50,000? Or are we talking about the interest in committing funds?

Schneider: I think it's a little bit of both. If it wasn't a partnership, and this was just the URA doing the GTC, they would be spending design money to advance to conceptual design, going through the public process and so forth. Now, it's a partnership, because there is already \$50,000 appropriated in the current budget, and then there's another \$500,000 in reserve but not appropriated at this point. That's what Section B.5 refers to. The \$50,000 matched with our 50% would continue to advance the design, then we would work through a separate agreement to look at how we would share design and get some additional money appropriated and have that below the line become above the line at some point.

Wodnik: This group talked about budgeting that \$500,000 for this project, but without having this document in place and having a more solid design, everybody was a little hesitant to just budget that and have it sit there. So, we put that in reserve to say this is what we want to do with it, but other steps have to happen first. That's how we got to this point with the \$550,000.

Blackstone: That was the SSRA responding to an initial budget request. We made that revision to set aside the funds but not appropriate them.

McKinlay: It seems like we have a real flexible timeline right now. Are you hoping to get it executed a little quicker?

Schneider: I think if the stars align, and we can figure everything out, we can go faster than this suggests. But we recognize that there's a lot going on with Ski Time Square and other projects. That's why I said it's a partnership and we need to work together with everyone in the base area to figure out what's the best timeline.

Blackstone: I appreciate that this has been a back-and-forth between the city team and Jim's team. We're really working on these dates to what's realistic yet aggressive enough to keep the project moving along apace. There has been a lot of dialogue about this.

O&M:

Noyer brought up the concern and importance of maintaining it after it is built.

That will be a big one as this project comes together. Who's responsible for what? How does this get maintained?

Noyer: I hadn't really think about the O&M aspect until now. I thought the city would do that. But as it currently exists it sounds like shared responsibility.

Schneider: There will be a more definitive agreement that we'll put in place for that. It's partially on public right-of-way and partially on development land that we have. Today, we maintain the bus lanes and the city maintains the right-of-way. Will it stay that way? Is it one or the other? We don't know yet; that's what we need to work through.

Noyer: To me, it seems really vague. If I were on the other side wanting to allocate these funds, I think I would want some more definition about maintenance into the future.

Schneider agreed and said this would be determined as the design phase continues.

Wodnik: Until you know what you're building, it's hard to know how it should be maintained so it will be important to get moving on design work.

## **MOTION**

Wodnik moved to recommend that the SSRA execute the current Gondola Transit Center letter of intent; Gavin Malia seconded.

The motion carried unanimously with Schneider abstaining.

## **6. Other Business.....2:30pm**

### **2022 construction around the Base Area**

Paul: We still have approximately \$300,000 of work remaining to finish up the Mount Werner Road/Steamboat Boulevard roundabout. A portion of that is for irrigation and landscaping work; \$130,000 +/- is to build a sidewalk. We're going to connect to the one we've already built with a new one that will get you to the corner. We will also modify the ramp and put in some crosswalk striping to connect all that. That project and work is scheduled for mid-April. I'm asking the contractor to be done with all that work I just described by the third week or so in June. Traffic impacts will be minor. You can expect that the interior lane of the downhill or west bend traffic will be closed because they still have work to do on the medians. You'll be able to drive through with no crazy detours or anything like that.

Wodnik asked about the signs and striping.

Paul: The signs that are out there meet the regulatory requirements. We will evaluate if we need to tweak or add more signage and striping. The striping will be refreshed no matter what. We put it down so late the temperatures were not ideal, and it didn't last long, so it will be restriped on an annual basis.

Wodnik: Nobody realizes it's two lanes going through that. In the snow, you don't see the striping, so it's a signage issue.

Paul: That is one where I've considered another sign to make it more apparent. Pavement markings could also be helpful but cannot always be seen in winter months. Some communities put lighting in their striping, but the plows destroy those.

Noyer: What's the evaluation from the professionals about how effectively this turnaround has worked this winter?

Paul: I usually base it off how many complaints we get. We've received a handful of concerns. It's the traffic that's coming up toward the mountain, and they go around the roundabout to make a left to get on Steamboat Boulevard. When there's two vehicles side-by-side coming downhill, and either they're just driving way too fast altogether, or they're not following traffic law that requires you to yield when you're entering and intersection, we've heard there's been some close calls with the vehicle not seeing the one that's making the turn. As far as I'm aware, there haven't been any accidents. I've heard about a few close calls that were more indirect. I've talked to a few shuttle drivers who are professional drivers and know how to use it. Some are more critical than others; for some it's made their trip times way quicker. I think that with some time and people getting used to it, we can easily consider this a success.

Jon Snyder:

We learned a lot about maintenance in that December snowstorm. We changed our operations, and that took care of a lot of it.

Noyer: I've noticed there's more use of Central Park Drive by the hospital coming off the low road coming around and using that because it's so much quicker.

Paul: That could be a good thing because Pine Grove Road is getting burdened with traffic. This is causing less use on Pine Grove.

Noyer: I see that as a very positive thing that they're actually getting off of Pine Grove and up around. They're scooting! I see that mostly with shuttle drivers. They figured it out real fast.

Paul: Also starting mid-April, about a week after the ski area closes, the Complete Streets 4B project will begin. We're essentially building a sidewalk from the existing roundabout to connect to the Upper Knoll driveway. We're reworking the median to put in some actual curbing and make it slightly wider so that a pedestrian has an area of refuge if they get halfway across the street. The right-hand turn asphalt is going away, so to take a right turn on Eagle Ridge Drive, you would stay in the through lane. It's called road dieting. Studies indicate that the wider you make roads, the more people speed, so there is a positive effect of narrowing things down. It also helps the pedestrian crossings.

Some of our new URA lights will be sprinkled through there on both sides. There's some landscaping. Work is scheduled to be complete by July 18.

Yampa Valley Electric is bringing power up to the mountain through the end of Ski Time Square. They're going to be crossing right in the area of our 4B project. The same contractor, Duckles, is doing that work. They're going to try to get that done at the same time as 4B. We're going to push them hard to get it done as soon as possible before July; as it is, their schedule is showing it happening in late July. They were going to try to utilize a crew on our job to cut it and coordinate all that traffic control.

Paul showed which portions of Mount Werner Circle will be closed as the work is ongoing from April 18 till mid-June, along with possible detours.

Paul: The YVEA project will begin on Ski Time Square at the end of the street. They want to get out of Ski Time Square as early as they can, which they anticipate by mid-June. They will have some other street crossings in the area in that busier time period.

Paul showed where those crossings would be.

Paul: The city is replacing a culvert on Walton Creek Road that takes Burgess Creek under Walton Creek Road. Upsizing it and building a sidewalk from the highway to connect to Chinook Lane. Bids just opened.

Schneider asked about some work Mount Werner Water is doing.

Paul showed where that work is taking place and said that part of it will be irrigated turfgrass and part will be native vegetation in the area near Walmart.

Paul asked about base area progress.

Schneider: Our plan is to finish the ice rink, build the range plaza building, which is a two-story with a food court and a bar above it. Finish the stage. On the mountain, complete all those lift improvements at Green Horn Ranch so we can operate that next winter.

Malia confirmed that the base of Christie is moving south, and Preview is being removed.

Blackstone asked if the base will be operational for summer activities.

Schneider: We're running the gondola. It will be a little circuitous to get through, particularly from the north. The coaster will not be running due to all the excavation around there. We'll be running the escalator, so you'll be able to get through the plaza. We'll probably run the Timber and Torch barbeque.

Schneider was asked about the Bike Park; he said that it will be closed. He was uncertain as to any plans for expansion. He did not believe it would go to the upper mountain due to a lack of infrastructure and Forest Service regulations.

Schneider showed where the creek will be running.

### **URAAC seats expiring in April (Miller, Pirrallo, Roos, Wodnik)**

Paul: We've received applications from Miller, Pirrallo and Roos to reapply for their current seats. Wodnik has opted not to reapply.

With the departure of Blackstone and Wodnik, we'll be looking for two community member at large seats. The deadline to apply is March 28. If we don't get any applicants, we'll just be down two seats on the Committee.

### **Chair Replacement**

Blackstone: Elliot has graciously agreed to put his hand in the air to take over my co-chair role. I think it's appropriate at this meeting to take a consensus vote that we do welcome him to serve in that role.

Blackstone asked if there was any other interest.

There was none.

**MOTION**

Malia moved to nominate Elliot Lawrence for co-chair; Pirrallo seconded. The motion carried unanimously.

Blackstone: When David and Steve gave up their long-running seats, there was an agreement that we would try to go to two-year terms. Danny is the timekeeper of when those terms run out. It's not a huge commitment of time to serve as co-chair, and it's very helpful to relieve one of their additional responsibilities. Let's all take turns.

**Upcoming meeting schedule**

Paul: Our regularly scheduled meeting is three weeks away. I'm meeting with Ski Corp and their reps tomorrow, and we think we'll be ready by then to bring you some more details on the GTC; maybe a proposed public engagement plan to seek your input. It sounded like maybe the Mountain Area Master Plan could be ready, but I told Julie we're not going to schedule meetings around that any longer.

Malia confirmed that he will be out of town for the April SSRA meeting.

Members decided to keep the April 7 meeting barring any changes, particularly around the readiness of the MAMP.

**Blackstone & Wodnik Final Meeting – Group Photo**

Paul pointed out that Blackstone has been on the Committee for 11 years and highlighted her contributions and thanked her for her work as a committee member and co-chair. Blackstone will soon be moving away from Steamboat.

Paul pointed out that Wodnik has been on the Committee for eight years and highlighted his candid, sometimes critical yet always constructive comments. Willis will be staying in the community and owns and business that causes him to frequent the base area.

**7. Adjournment..... 2:50pm**

Blackstone raised the question to adjourn the meeting; there were no objections by committee members; the meeting was adjourned.

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**UPCOMING MEETING CALENDAR:**

**URAAC: April 7, May 5**

**DSC: TBD**

**2022 Tentative SSRA / City Council Dates: April 5, August 9, November 8**