STEAMBOAT BASE AREA REDEVELOPMENT

STREETSCAPE AND PUBLIC IMPROVEMENT MASTER PLAN

DECEMBER 2006

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Steamboat Base Area Redevelopment

Table of Contents

Executive Summary

STREETSCAPE AND PUBLIC IMPROVEMENT MASTER PLAN

With the recent adoption of the City of Steamboat Springs Mountain Town Sub-Area Update and the Mountain Base Area Design Standards in 2005 coupled with the formation of the Urban Renewal Authority (URA), the mountain base area is poised for significant reinvestment and redevelopment. Starting in late February of 2006, the streetscape and public improvement master planning effort represents a major step towards implementation of the URA funded improvements at the base area. This document is organized into two major parts:

Master Plan

The master plan is centered around further development of specific priorities identified by both the Mountain Town Sub-Area Plan Update and the Mountain Base Area Design Standards focusing on the following key areas:

- Burgess Creek daylighting and base area promenade and plazas
- Signage and wayfinding improvements
- Mount Werner Road and Circle streetscape and landscape improvements
- North Portal Turnaround/Drop-off
- Infrastructure and utilities survey

This master plan document further diagnoses key issues, illustrates design approaches and concepts, expresses material approaches, and provides preliminary analysis of technical aspects such as infrastructure and snowmelt systems.

Streetscape and Urban Design Pattern Book

The intent of the pattern book is to help formulate design approaches and character of plaza, streetscape and related public spaces. This document provides specific criteria and material recommendations to guide character and style of public space throughout the base area. Elements such as paving, walls, lighting, and site furnishings are addressed. In addition, special features such as warming areas and water features are identified to offer activity-enhancing elements for the base area environment. These recommendations are formulated to allow development projects to be implemented over the next several years, providing consistency and cohesiveness while accommodating an eclectic series of projects.

PLANNING PROCESS

The planning process features an Urban Renewal Authority Advisory Committee (URAAC) comprised of property and business owners, members of the development community, the Ski Corporation, ex officio members (City Council, Planning Commission), and community at-large members. The URAAC in conjunction with City staff serves to guide the process and offer recommendations to the URA for formal consideration. The URAAC meets twice monthly to evaluate planning approaches, provide direction to City staff and the consultant team, and recommend improvements for URA funding and implementation. At periodic intervals the URAAC makes recommendations to the URA for formal consideration. Key URA approvals as part of this process include the following:

June 27, 2006

Approval of design and engineering services of URA funded projects for recommended for 2007 construction. In addition design and engineering priority URA funded expected for 2008-2009 construction. Projects include:

- Promenade between Torian Plum and proposed One Steamboat Place development, as well as the daylighting of Burgess Creek
- Wayfinding and signage improvements
- Sidewalk connection between Gondola Transit Center and Ski Time Square, as well as North Portal Turnaround / Dropoff

August 8, 2006

Review of transportation charette analysis and recommendations

September 19, 2006

Approval of URAAC recommendation for North Portal Turnaround/Drop-off located along Ski Time Square Drive

November 7, 2006

Approval of geothermal analysis and drilling related to operations of snowmelt system. General project update regarding design direction, materials, and budget.

PUBLIC OUTREACH

The strategies for public outreach include media briefings, public open houses at Centennial Hall (June 6, June 27, July 27, August 8, September 19, October 10, and November 7), and newsletters and web postings facilitated by the City's Planning Department. In addition, all URA, Planning Commission, and URAAC presentations and briefings are advertised and open to the public. Public outreach activities will continue throughout the design and construction process.

NEXT STEPS TOWARDS IMPLEMENTATION

The May and June 2006 URAAC meetings focused upon selecting projects for URA consideration proposed for construction in 2007. This selection process was organized into three phases and included a list of all potential projects, most of which were previously identified by the Mountain Town Sub-Area Master Plan and the Mountain Base Area Design Standards adopted in Fall 2005. The first phase determined which projects should be considered for URA funding, the second phase evaluated potential projects in terms of value and associated issues, and the third phase identified a unanimously recommended package of projects for 2007 construction.

The projects selected by the URAAC and subsequently recommended to the URA for 2007 construction consideration include the following:

- North Portal Promenade (assuming operations and maintenance mechanisms are in place)
- North Portal Turnaround and Drop-off
- Wayfinding and Signage - Phase One
- Gondola Transit Center to Ski Time Square Walkway

In addition, the URAAC recommended design and engineering of priority projects for upcoming phases including the Burgess Creek daylighting and the Promenade between Torian Plum and the proposed One Steamboat Place development.

In August 2006, the consultant team began the next phases of the design process with the anticipation of January 2007 contractor selection for phase one construction.

Project Overview

PROJECT OVERVIEW

With the recent adoption of the City of Steamboat Springs Mountain Town Sub-Area Plan Update and the Mountain Base Area Design Standards in 2005, the mountain base area is poised for significant reinvestment and redevelopment. Numerous redevelopment projects are already under proposal, including One Steamboat Place and Wildhorse Meadows. Projects that have received approval but have not pulled permits need to meet these guidelines.

An Urban Renewal Authority (URA), the City Council, has been formed to guide this important effort supported by an Advisory Committee (URAAC) comprised of property and business owners, members of the development community, the ski corporation, ex-officio members (City Council, Planning Commission), and community at-large members. The URAAC along with City Staff serves to assist the URA by participating in the planning and design process. At key intervals URAAC will provide recommendations to the URA for formal consideration.

This study is centered around further development of specific priorities identified by both the Mountain Town Sub-Area Plan Update, November 2005 and the Mountain Base Area Design Standards and will focus upon the following key areas:

- Burgess Creek daylighting and base area promenade
- Signage and wayfinding improvements
- Mount Werner Road and Circle as well as Ski Time Square Drive streetscape and landscape improvements
- Streetscape and urban design pattern book
- Infrastructure and utilities survey

The intent of this effort is not only to further develop approaches to the elements outlined above, but also to consider an implementation timeline for URA funded projects.

This master plan document serves to further diagnose key issues, illustrate design approaches and concepts, express material approaches, and provide preliminary analysis of related technical issues such as infrastructure and snowmelt. Approaches outlined in this documents are conceptual, but should be used as a basis for more detailed planning and design of URA related improvements.

GENERAL PROVISIONS

Purpose:
The intent of this master plan is to provide an approach for streetscape and other public benefit improvements identified as priorities by the Mountain Town Sub Area Plan Update, November 2005 and the URA. While conceptual, this document represents URA supported approaches that shall be incorporated into the public and private development plans for the Base Area.

This document shall also apply to all Development Plan and Final Development applications within the URA boundary and shall be used in conjunction with the Mountain Town Sub Area Plan Update, November 2005 and Mountain Base Area Design Standards. In cases where there is a conflict in standards or a different perspective is presented, the developer shall meet with the representatives of the URA to determine an appropriate resolution.

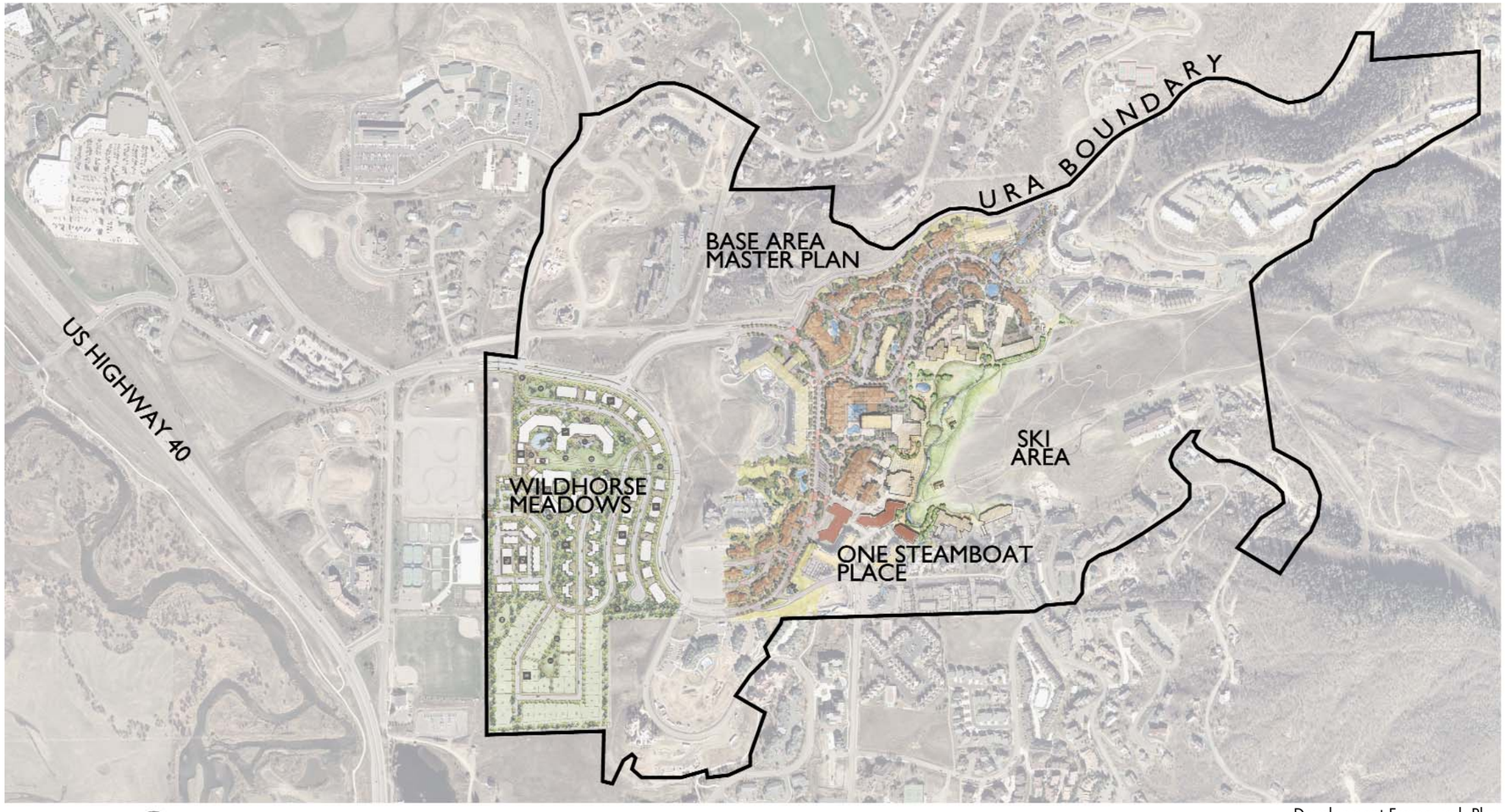
Applicability:
This document serves two key purposes:

1. This plan defines conceptual master plan approaches for the Burgess Creek Promenade and plazas, Burgess Creek daylighting, overall wayfinding and signage, and Mount Werner Road and Circle and Ski Time Square Drive streetscapes. These projects, identified by the URA as priority improvements within the base area, are found on both public and private property and this document serves to define the scope and character of improvements regardless of property ownership. While many of these improvements may be URA funded, some public benefit improvements shall require private investment especially when coupled with development and new construction situations. The URA will evaluate these improvements on a case-by-case basis to determine the appropriate scope of public benefit improvements required of development, renovation, and/or new construction.
2. This plan serves as a streetscape pattern book defining the scope and use of materials throughout the base area. This pattern book shall be used as a guideline for streetscape / landscape / pedestrian way improvements within the URA boundary regardless of property ownership. All development, renovation, and/or new construction shall be subject to the guidelines established in this document.

URA Considerations

1. The URA reserves the right to require payment, replacement, or relocation of any URA funded improvements displaced or disrupted by development, renovation, and/or new construction.
2. The URA reserves the right to incentivize development, renovation, and/or new construction with URA funded public benefit improvements.

Review Process:
The guidelines and approaches shall be applied in the normal review processes for all proposed zoning/rezoning, planned unit development, subdivision plats, and development plans as set forth in Article III. Development Applications, Review and Procedures of the City's Community Development Code.



Development Framework Plan

Diagnosis

US 40 Highway sign

US 40 westbound exit ramp, winter

US 40 westbound exit ramp, summer

Mt. Werner Road, existing butterfly barn

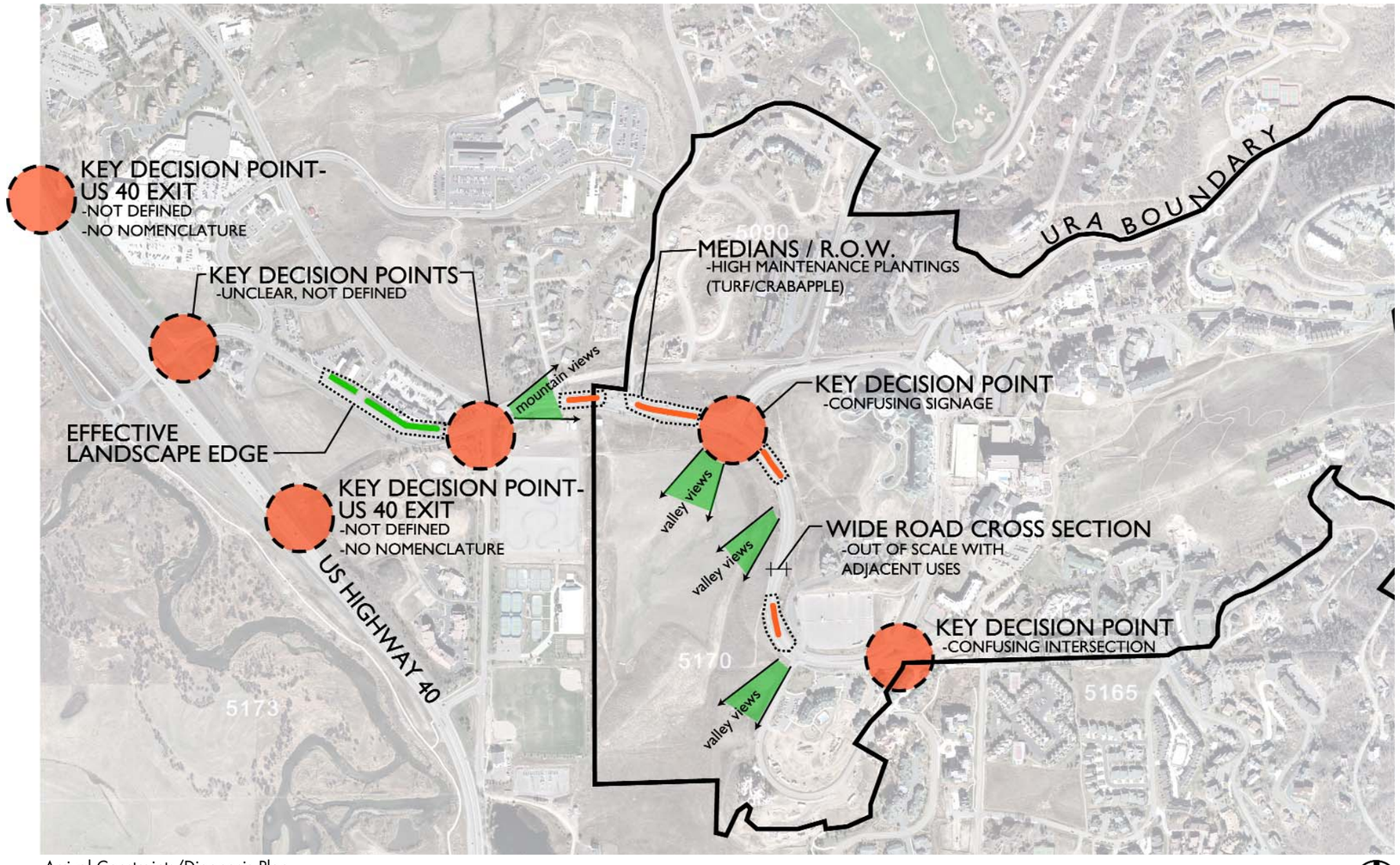
Mt. Werner Road, medians and signage

View from Mt. Werner Circle to south valley

Mt. Werner Circle, approach to Gondola Transit Center dropoff area

Gondola Transit Center arrival

View of Gondola Transit Center



Arrival Constraints/Diagnosis Plan

ARRIVAL EXPERIENCE

Critical to the wayfinding / arrival experience, Mount Werner Road and Circle offers the first expression of the mountain base community to most residents and visitors. Specific challenges include:

- Unclear or varying nomenclature as part of the arrival experience. For example, a variety of names are used to define the base area: Ski Area, Mountain Village, and Mt. Werner.
- Lack of key wayfinding/visual elements at U.S. Highway 40 and other key decision points to orient visitors and convey a sense of arrival experience. Though these points are outside of the URA boundary, they should be considered in congruence with the base area redevelopment.
- Lack of signage vocabulary and style unique to the Mountain Base.
- Lack of a consistent landscape palette to help reinforce orientation and directionality. In addition, landscape maintenance challenges precipitated by non-native species such as bluegrass and crabapple trees.
- The four-lane segments of Mount Werner Road and Circle that are out of scale with the adjacent and/or potential development, and may not be necessary to serve traffic needs. Further analysis is required prior to any roadway modifications.
- Lack of celebrated viewpoints towards the valley and mountain from road and trail connections.
- Lack of a visual and/or architectural statement at the Gondola Transit Center defining an arrival point and orienting visitors. In addition, the area is generally lacking site amenities to improve user experience such as warming areas, information kiosks, coffee stands, improved seating.

Pedestrian route through alley at Thunderhead Lodge

Entrance element leading towards Gondola Square

Gondola square plaza, Bear River Bar & Grill dining deck

Abrupt elevation change at Torian Plum parking garage

Burgess Creek, at Torian Plum

Gondola Transit Center arrival

Steps and ramps at Gondola Square

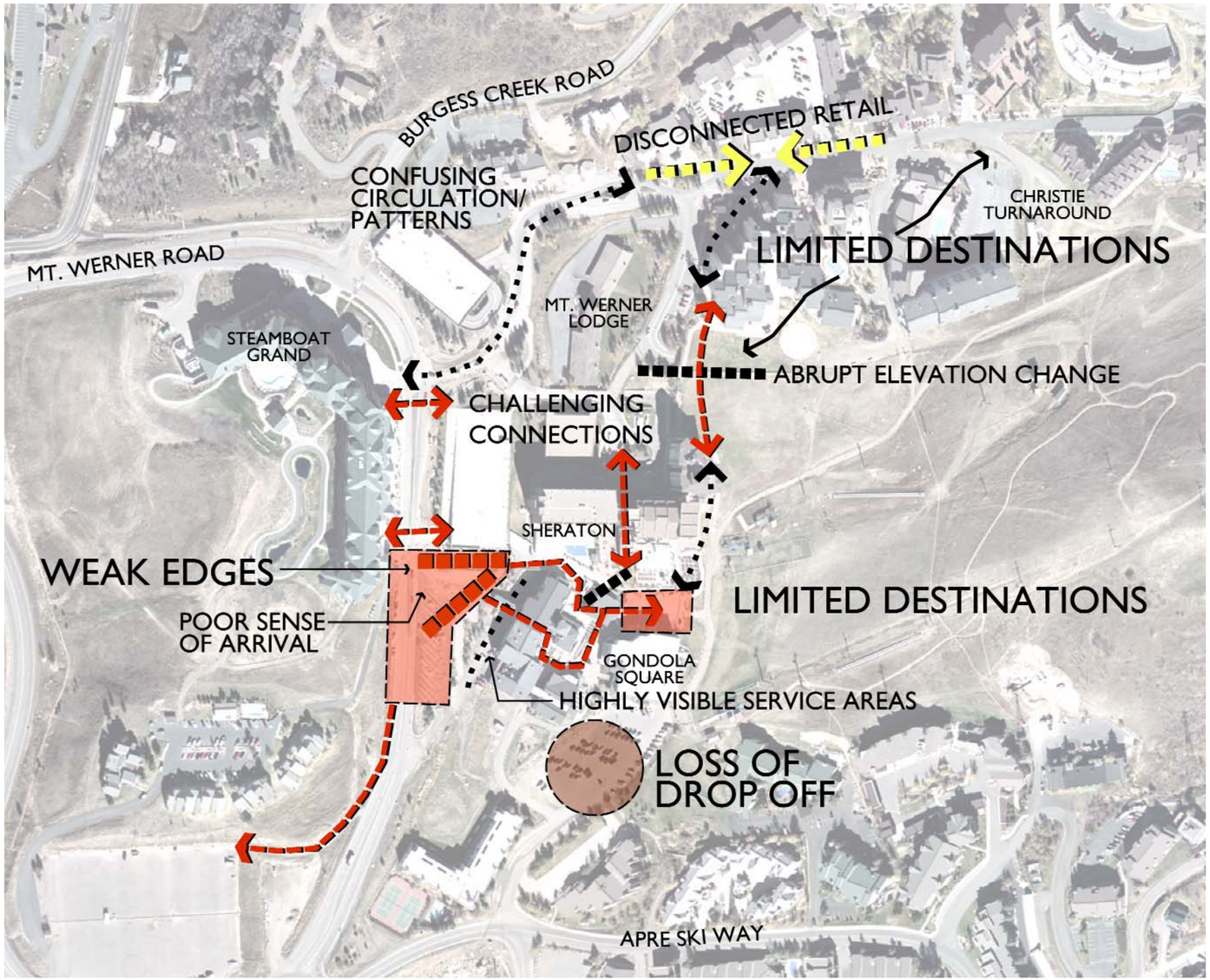
North Portal area

Checkpoint Charlie/Ski Time Square

Gondola Transit Center

Stairs at Gondola Square

Interface with mountain at Thunderhead Lodge



Village Constraints/Diagnosis Plan

BASE AREA

The base area has largely developed around two centers: the Gondola Plaza and Ski Time Square. In the winter, Gondola Plaza and associated Gondola Transit Center (GTC) function as the primary daytime destination. Throughout the summer months, the activity opportunities are more limited. Ski Time Square provides limited evening activity and some retail, but lacks strong connections to the remainder of the base area. Specific base area challenges include:

- Limited or extremely challenging pedestrian and bicycle circulation connections. Abrupt elevations changes, minimal on-slope pedestrian connections, and lack of sidewalks represent common challenges.
- Limited winter non-skiing day and evening activities. Daytime activities are centered largely around the Slopeside Grill and Bear River Restaurants. The Ski Corporation operates a tubing hill and the Winter Gondola Adventure Zone. These activities tend to serve a late afternoon clientele and become more limited in the later evening. The primary evening focus is centered around restaurants and bars in Ski Time Square. Elements such as fire pits, ice rinks and other gathering opportunities are not found in the base area.
- Limited summer activities and destinations. Summer activities tend to focus around similar venues as wintertime. The Ski Corporation offers the Giggle Gulch Mini Golf, disc golf, and access to on-mountain biking opportunities. Water features and children's playgrounds are limited.
- Limited seating and gathering opportunities throughout the base area.
- Disconnected and limited retail/restaurant opportunities
- Highly visible loading and delivery services.
- General lack of site amenities to improve user experience. Particularly day and evening year-round activity enhancing elements such as water features, ice rinks, warming features, performance venues, and play areas.
- Lack of consistent signage and way-finding elements to unify the base area.
- Loss of passenger drop-off and short term parking areas with development of One Steamboat Place.

Timber entry feature

Mountain stream

Skier skiing

Tooled / braided leather

Ranch fencing

Ranching

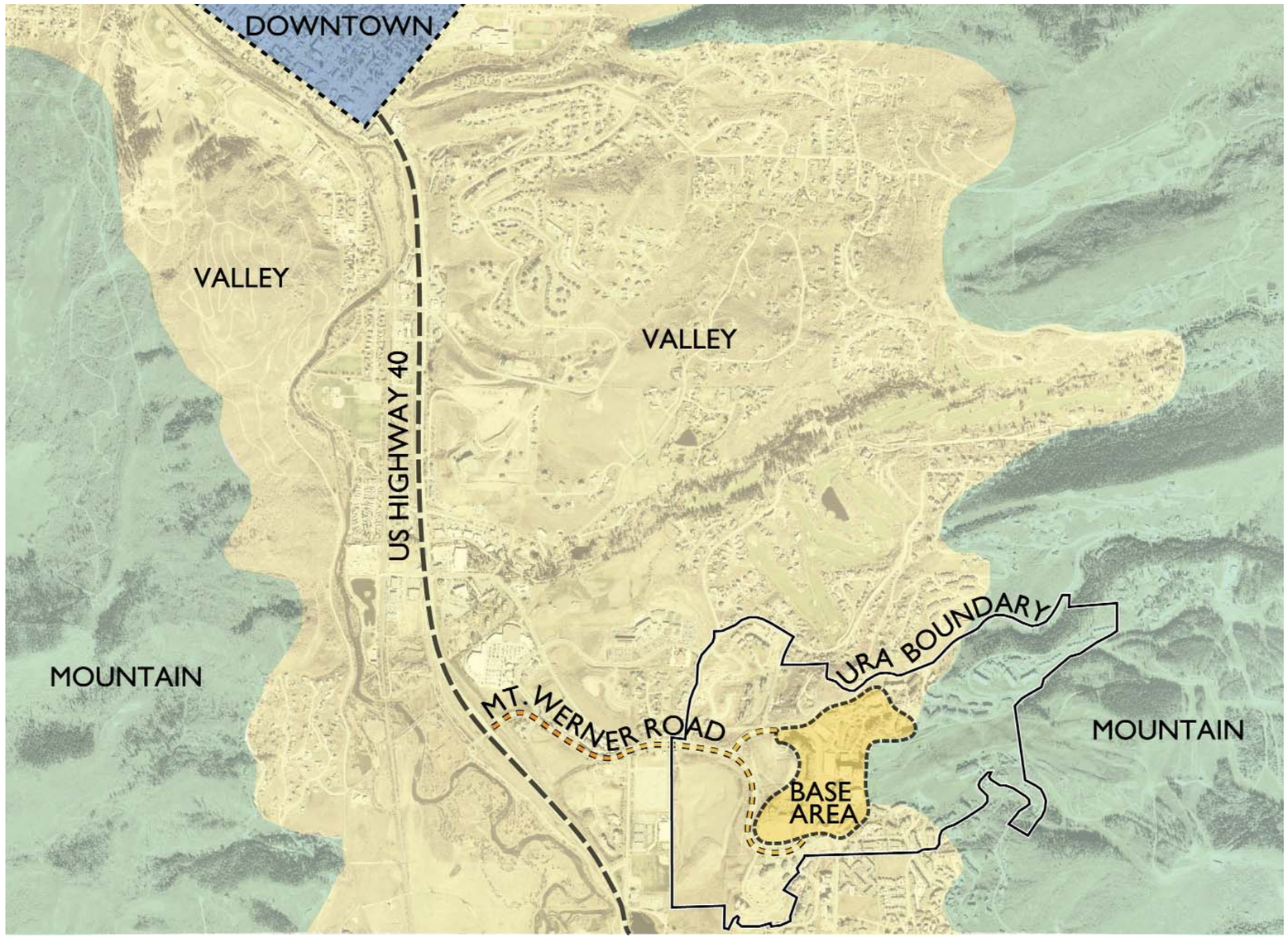
Steamboat barn

Skijouring

Olympians

CHARACTER

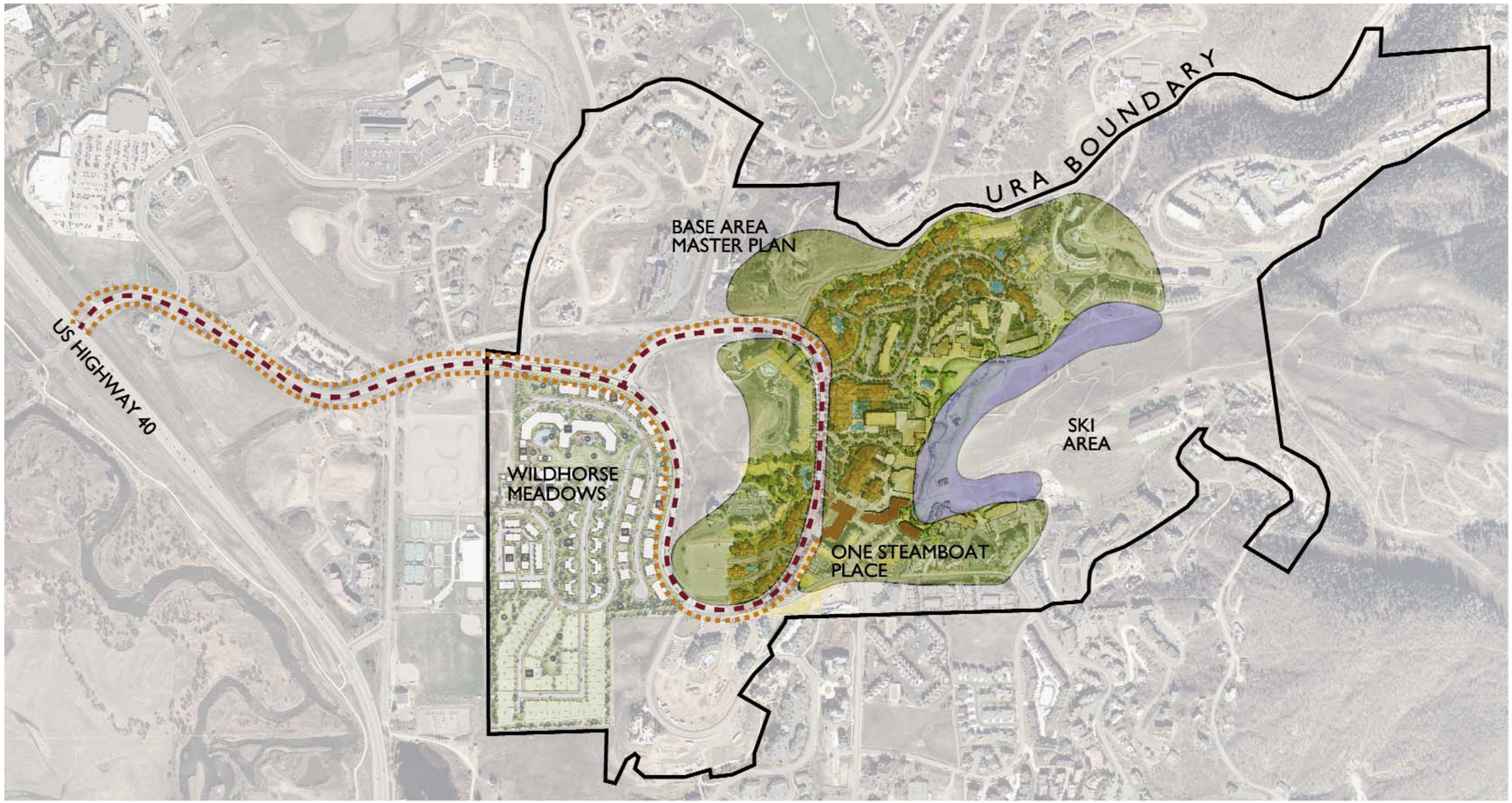
The heritage of the Steamboat Springs and Yampa Valley community draws from strong ranching traditions and a respect for the environment. As a premiere resort destination, Steamboat has long connected with its roots. A rich tradition of Olympians adds to the community's sense of pride and world-class reputation. The hot springs throughout the region attracted Native Americans and early trappers. Mining influences followed, some of which can still be seen today. These elements provide a basis for this effort and present a valuable objective to embrace Steamboat's heritage, while allowing the community to facilitate the renewal and reinvestment into the base area.



Steamboat Valley

PHYSICAL RELATIONSHIPS

Combining Steamboat's rich heritage with the surrounding environment offers a tremendous opportunity to reinforce a sense of place for the base area.
The base area is uniquely situated at the interface between the valley floor and the mountain. This ecotone relationship serves as inspiration for aesthetic approaches. The ranching heritage of the Yampa Valley transitions into the winter sport traditions of Mt. Werner, lending an opportunity to draw design inspiration from the character of each landscape. Landscape patterns acknowledging the surrounding environment while respecting the community's heritage convey a sense of authenticity critical to the success of the project.



Key Elements of Master Plan

MASTER PLAN ELEMENTS

- MT. WERNER ROAD AND CIRCLE
  Streetscape and Landscape Improvements
- WAYFINDING AND SIGNAGE MASTER PLAN
  Mount Werner Road and Circle; Mountain Base Area
- BASE AREA PROMENADE & BURGESS CREEK DAYLIGHTING
- STREETSCAPE AND URBAN DESIGN PATTERN BOOK

Mt. Werner Road and Circle

US 40 Exit Ramp - view before

US 40 Exit Ramp - Proposed Landscape Character

DESIGN INTENT

The design approach for Mount Werner Road and Circle draws from the strong ranch and landscape elements found throughout the valley. A simple vocabulary of ranch elements with selected landscape materials combine to form a strong wayfinding pattern to orient visitors and residents and offer an authentic experience.

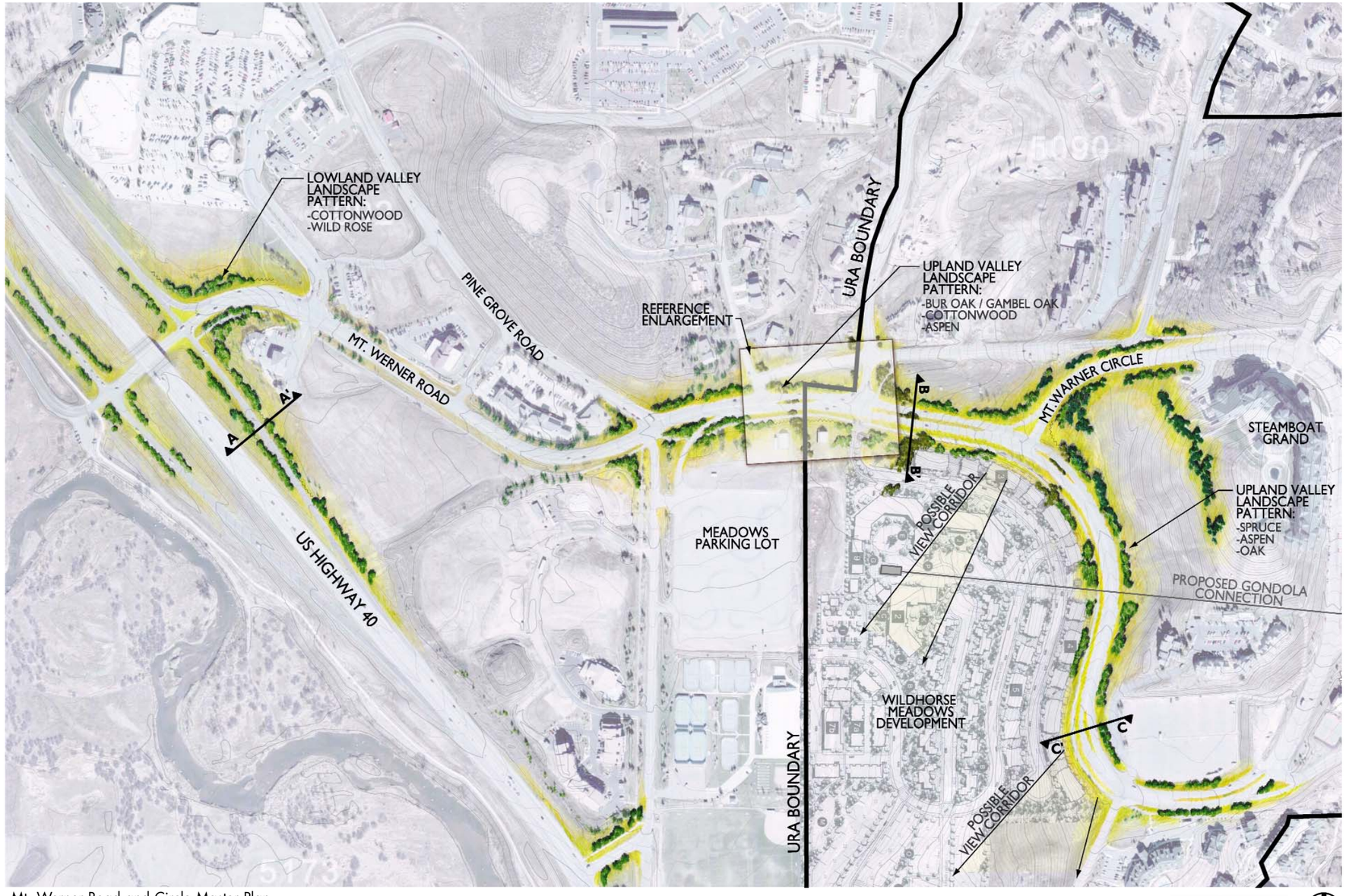
Ranch patterns may include ranch fencing, a signature barn (wayfinding element) at the 'Knoll' open space, and signage and wayfinding elements indicative of simple ranch technologies (refer to wayfinding and signage section for additional information).

Landscape patterns are intended to reflect the sequence commonly found in the region, acknowledging the different characteristics of the lowland and upland valley landscapes.

The lowland valley is dominated by cottonwoods, field grasses, wildflowers, Red Twig Dogwoods, willows, and yellow roses, which were brought to the valley by early settlers. Fences serve to organize the landscape elements.

The upland valley is dominated by drifts of scrub oak, continued presence of cottonwood transitioning to quaking aspens, and spruce-fir forest patterns when climbing out of the valley. The evergreen species may be planted in a manner not to cast excessive shadows onto the roadways. Field grasses, wildflowers, and the lowland valley shrub materials may continue to be used as understory elements.

Throughout the arrival experience, specific viewpoints of the mountain and valley are framed and celebrated from both vehicular and pedestrian connections. Periodic pedestrian-oriented spaces allowing for relaxing punctuate the path connecting the valley and mountain. Proposed developments are encouraged to provide pedestrian connections to promote activity along the corridor.



Mt. Werner Road and Circle Master Plan

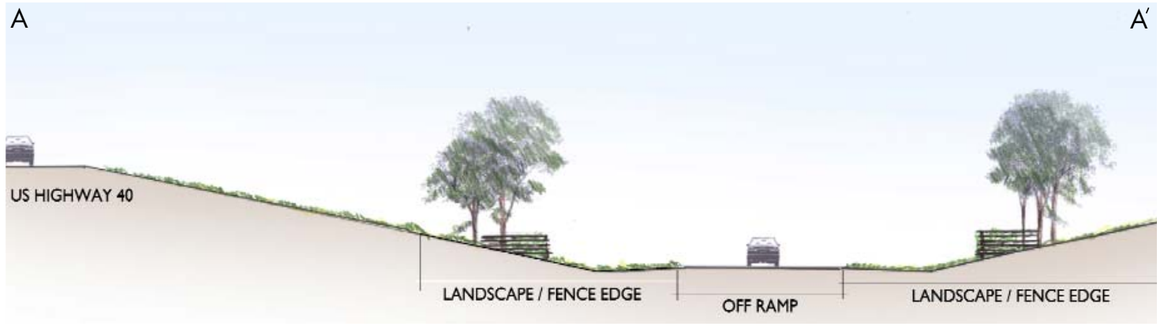
Mount Werner Road - Before

Mount Werner Road - Proposed Landscape Character with Icon Structure at Knoll

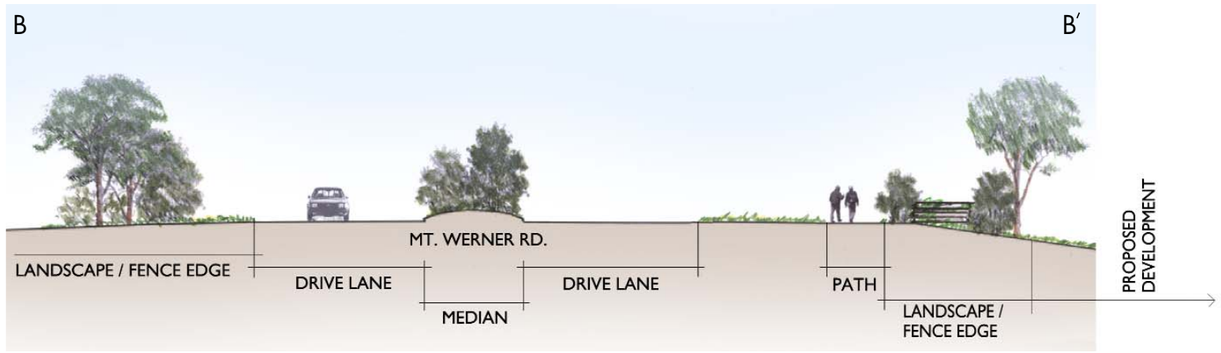
Wild Yellow Rose

Narrowleaf Cottonwood Grove

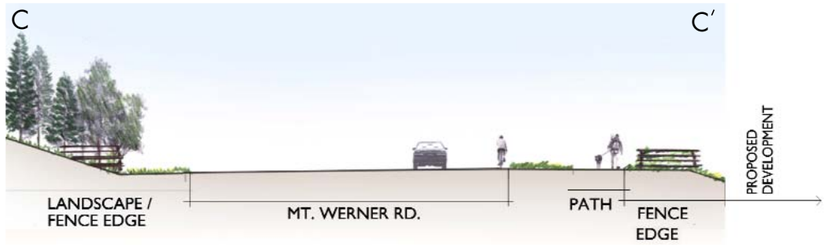
Quaking Aspen - Fall Color



SECTION A: Ramp exiting US Highway 40



SECTION B: Mt. Werner Road through typical median



SECTION C: Mt. Werner Road

SPATIAL ORGANIZATION

The cross-section of Mount Werner Road shows the spatial relationships a visitor might experience when approaching the base area. The surrounding landscape patterns reflect the sequence commonly found in the region, as it transitions from valley to mountain.

Though outside of the URA boundary, the exit ramp from US Highway 40 included in the state right-of-way becomes an important arrival experience. Fencerows line both sides of the ramp, planted with cottonwoods, wildflowers, and other lowland valley vegetation, establishing a theme characteristic of the region.

As Mt. Werner Road gains elevation, landscape patterns shift to include elements of the upland valley landscape. Drifts of scrub oak are carried through the medians, integrating into the previously established rhythm of fencerows, cottonwood, and valley understory planting.

Views towards the south valley from Mt. Werner Road are reinforced through landscape elements. Planting on the uphill side of the road encourages visitors to look out over the valley and appreciate the dramatic views. The fencerows are continued as Mt. Werner Road approaches the base area, highlighting the landscape palette as it transitions to primarily aspen and spruce-fir forest patterns.

Weathered barn

Stacked fencing

Stacked fencing - corner detail

Stacked fencing - alignment along road

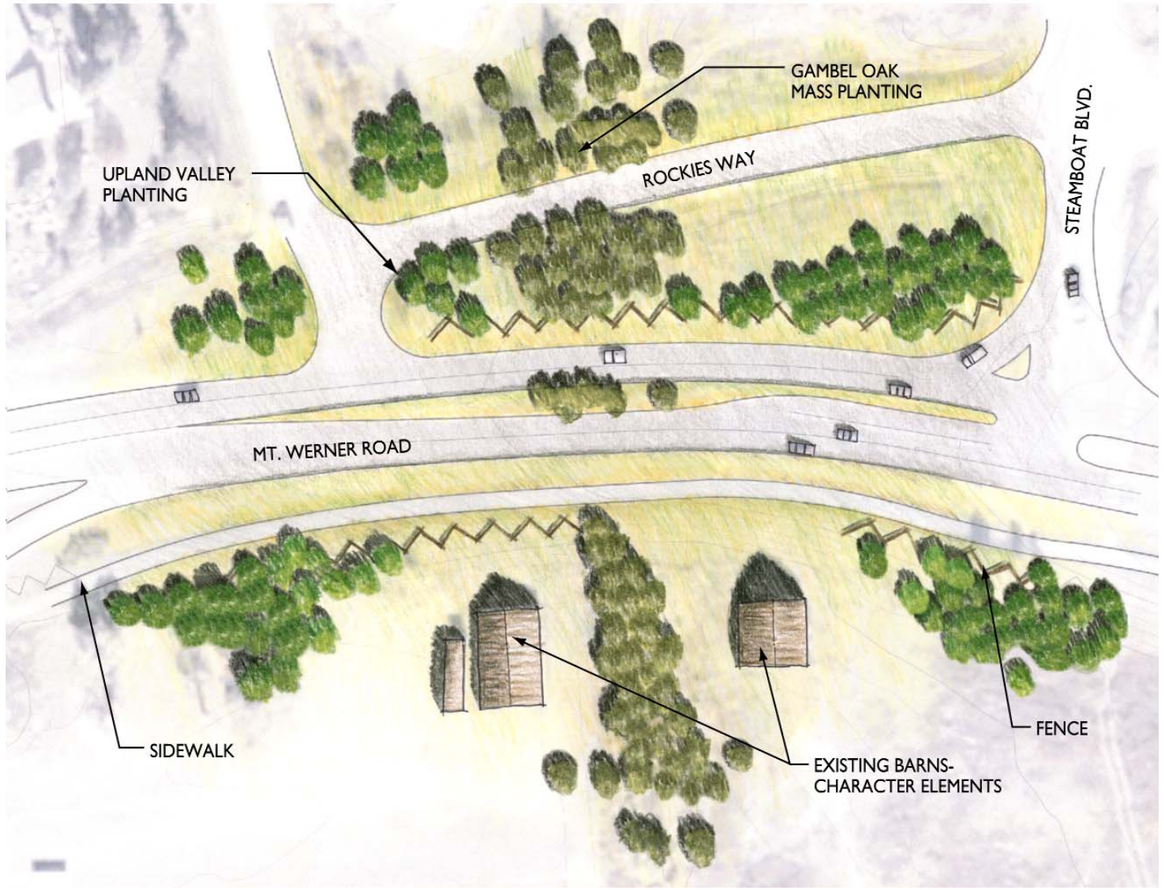
Willow and Dogwood winter color

Mountain meadow edged by fencing

Red Twig Dogwood - winter interest

Grass meadow

Scrub oak and aspen surround meadow



Mt. Werner Road - Plan Enlargement

LANDSCAPE MATERIALS (PARTIAL LIST)

Botanic Name:	*Common Name:*
TREES	
Acer glabrum	Rocky Mountain Maple
Pseudotsuga menziesii	Doulgas Fir
Quercus gambelii	Gambel Oak
Quercus macrocarpa	Bur Oak
Picea pungens	Blue Spruce
Populus angustifolia	Narrowleaf Cottonwood
Populus tremuloides	Quaking Aspen
SHRUB SPECIES	
Cornus spp.	Red Twig Dogwood
Cornus spp.	Yellow Twig Dogwood
Ribes spp.	Currant
Rosa spp.	Wild Yellow Rose
Salix spp.	Willow

FIELD GRASSES/WILDFLOWERS

The landscape shall include a mix of field grasses and wildflowers reflective of the region. Grasses /wildflowers requiring minimal maintenance and irrigation should be selected. Selected species include the following:

Agropyron smithii	Western Wheatgrass
Elymus glaucus	Wild Blue Rye
Koeleria cristata	Prairie Junegrass
Poa alpina	Alpine Bluegrass
Achillea varieties	Western Yarrow
Erigeron spp.	Aspen Daisy
Gaillardia aristata	Blanket Flower
Iris missouriensis	Rocky Mountain Iris
Sphaeralcea spp.	Globe Mallow
Thermopsis divaricarpa	Golden Banner

Wayfinding and Signage

Willows and Dogwood fronting river

River bend

Mountain ranch

Rustic gateway

Distinctive fencing

Skijouring

Glossy finishes

Bold colors

Vivid patterns

INHERENT CHARACTER

The wayfinding and signage approaches draw from the inherent character found throughout the Steamboat Community. The natural environment, western traditions, and boldness of winter sports all offer inspiration.

NATURE

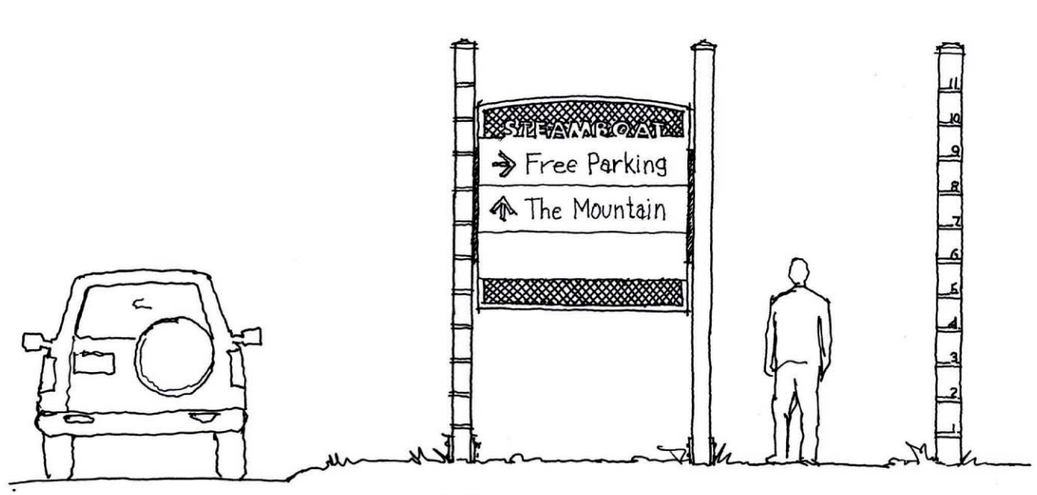
Willow, Red Twig Dogwood, water, sky, wildflowers

WESTERN

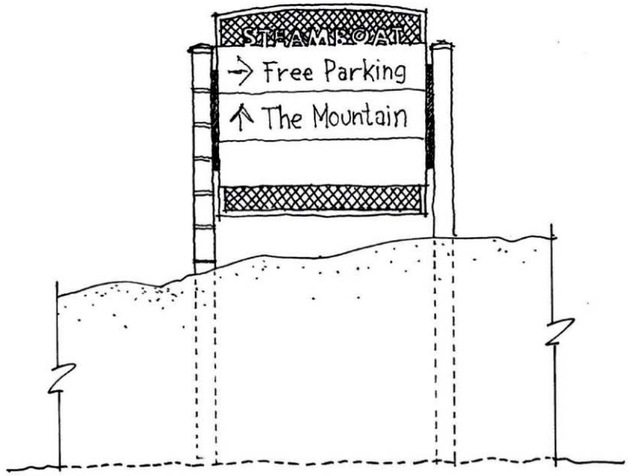
Gateways, fencing, horses, skijouring

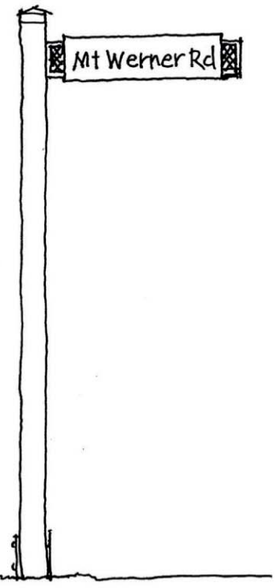
SKIING

Bold, gloss, pattern, edge, motion



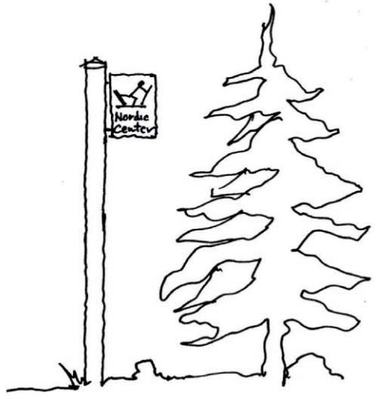
1 Informational / Directional





2 Site Identity

3 Street Identification



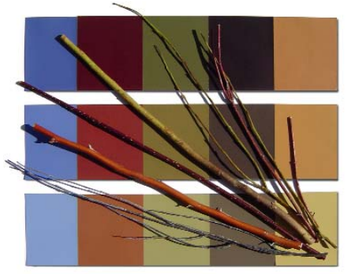
4 Trail Marker

KEY ASPECTS

By blending the inherent character of the valley's landscape and western ranching with the high-tech gear associated with winter sports, the sign system integrates a color system emulating the natural palette while offering a contemporary style. The strong detailing of western ranching is found through woven metals panels, patterned from the tooled leather motifs of saddles. The panels generate a backdrop for color coded sign faces, creating a signature way finding system for the base area and the City.

The design intent of honoring the ranching ethos of using simple technologies in innovative ways includes:

- Celebrating the seasons with signs, which denote snow accumulation that are designed to be raised and lowered for winter and summer conditions and always appear appropriate in the landscape.
- A color palette, inspired by nature, to create a seamless transition from the valley's ranching vernacular to the more contemporary vernacular of the ski mountain.



Vehicular Sign Location Plan (*contingent upon CDOT approval)

KEY ASPECTS

Playing upon nature's palette: sky blue, meadow green, red twig dogwood and willow, the signs, juxtaposed with weathered barn wood posts and woven copper, create a welcoming sense of arrival and clear way finding hierarchy.

Design intent for creating a sign system, which captures the inherent character of Steamboat and creates a concise information hierarchy for ease of wayfinding includes:

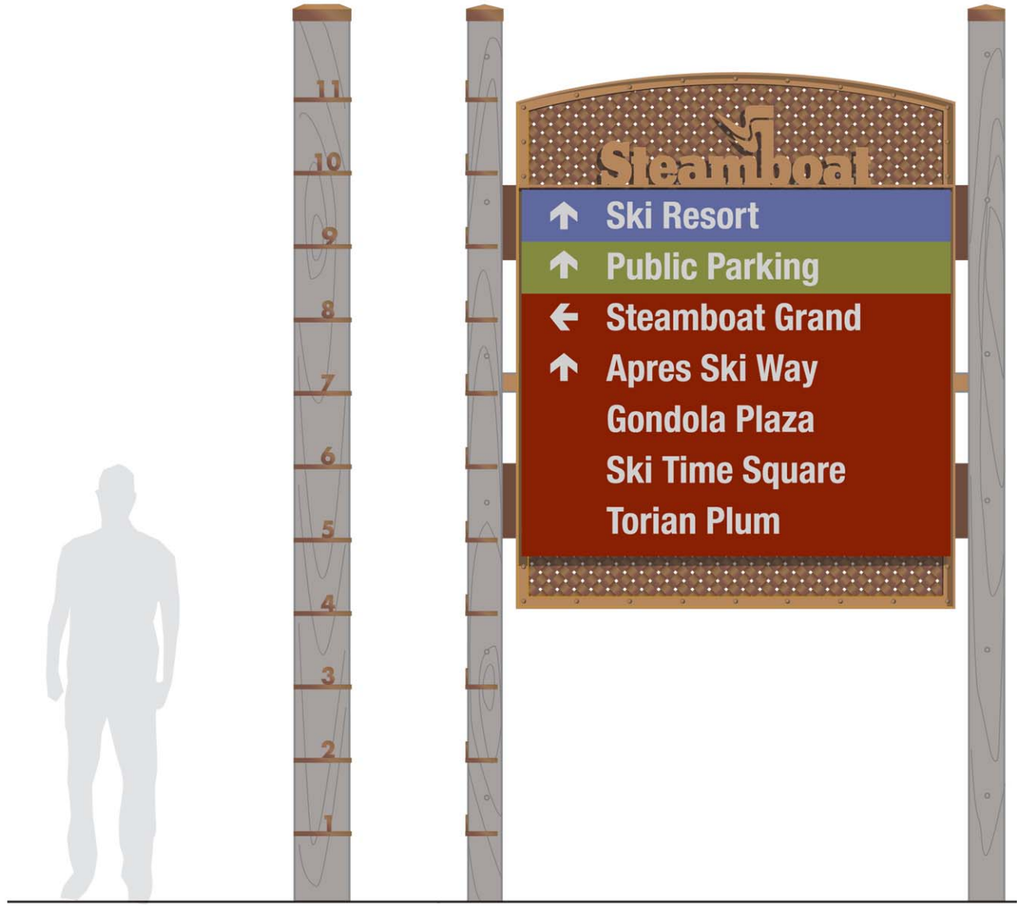
- A color-coded sign system denoting ski base area, parking, retail, etc. with assigned colors for major destinations.
- Inviting and legible typeface standards for message consistency and ease of way finding.
- Consistent use of sign materials- wood and metal.

1 Informational / Directional

2 Site Arrival

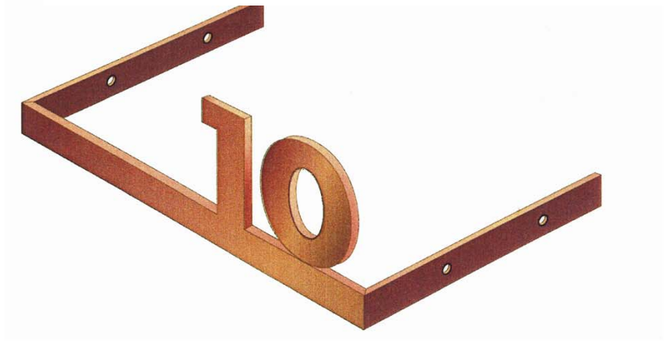
3 Street Identification

4 Trail Marker



■ Sign face can be elevated for deep snow conditions. Post also functions as a snow gauge.

■ Detail showing metal weave background and stand-off letters.



■ Detail of snow gauge graphic.

Leather Saddle

Dogwood and willow vegetation

Tooled leather

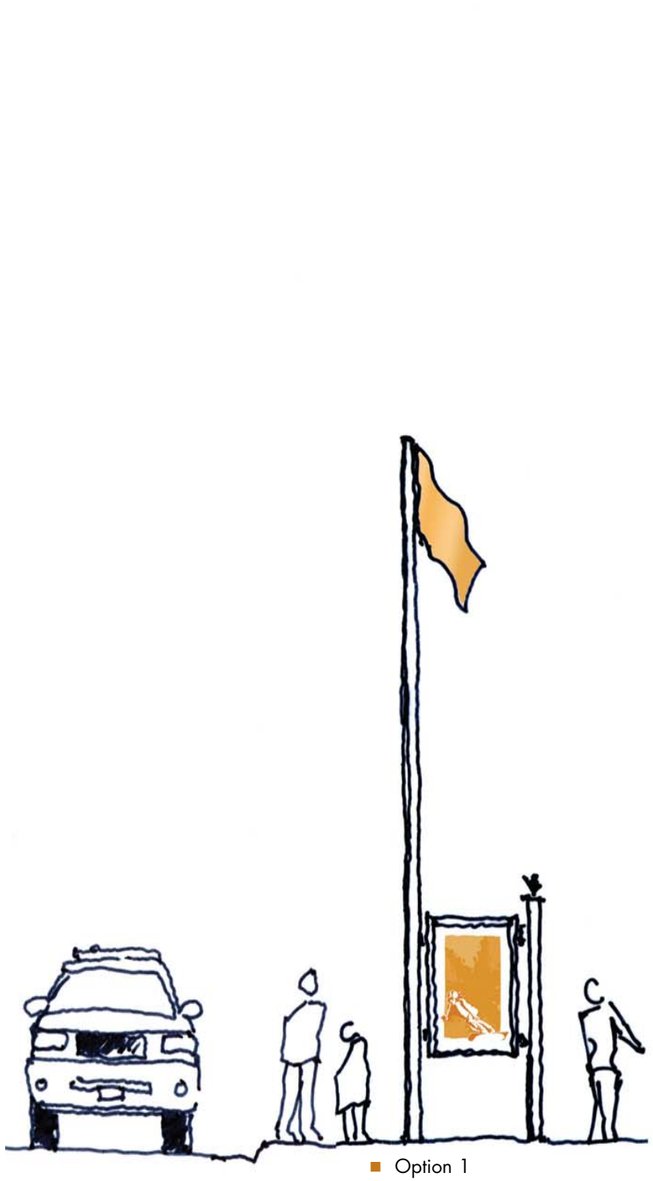
Leather boot

Ski boot

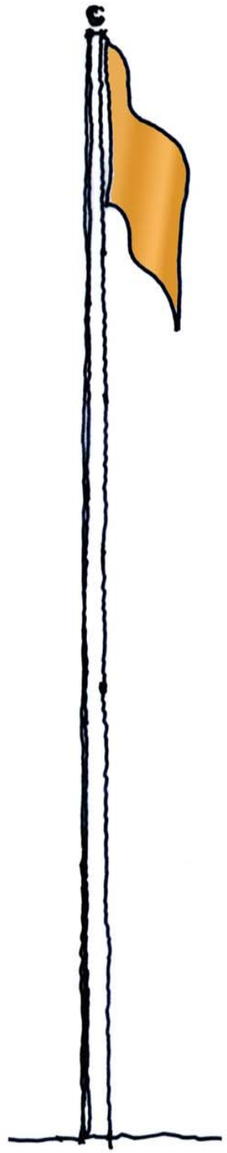
KEY ASPECTS

Attention to detailing including patterns, materials, color, and type faces reinforce the images found in the community and convey a sense of authenticity. Functional, simple approaches that provide a unique sense of Steamboat's character are favored.

Flags and banners may celebrate the Olympic heritage of the base area, possibly featuring specific Olympians and the date of their victory.



■ Option 1



■ Option 2

■ Option 3

■ Option 4

■ Option 5

Potential Locations for Flags/Banners/Interpretive Signs

A Display featuring Steamboat's olympic heritage

B Display featuring seasonal `Steamboat Unbridled' events

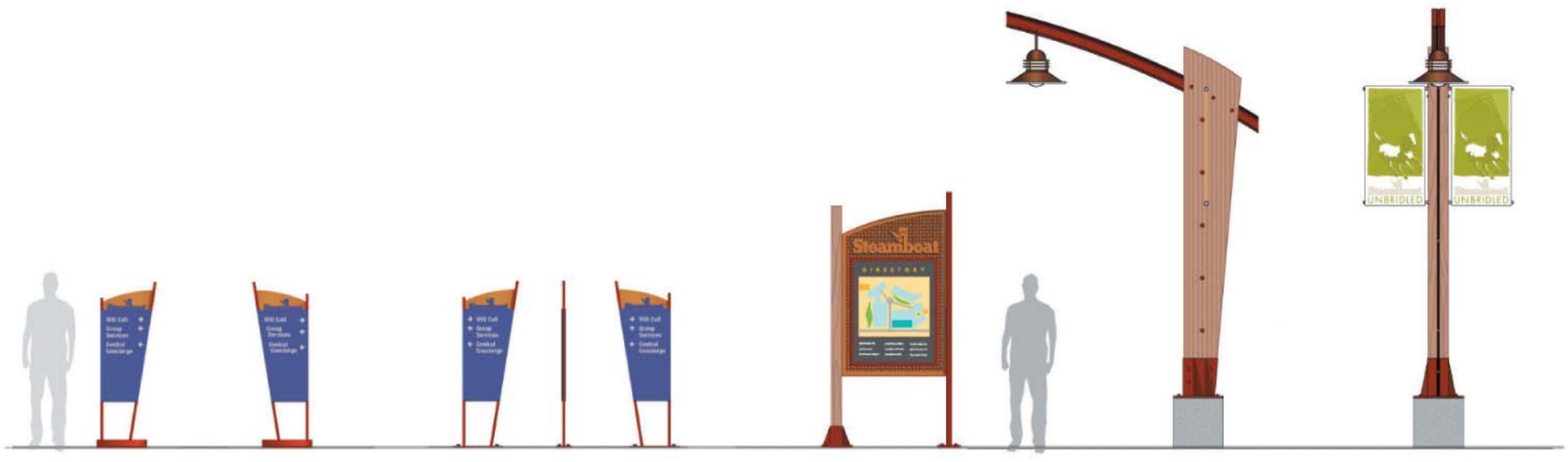
NORTH

KEY ASPECTS

In addition to Steamboat's authentic ranching heritage, the region is also distinguished by a unique Olympic heritage. Known as the "Olympic factory," the City boasts more Olympic athletes than any other town in the USA.

Inspired by the posters, graphics and pictograms of the Olympics, a system of vehicular and pedestrian signs-flags, banners and interpretive features-showcase the Olympian heritage and allow a transition from the valley's ranching vernacular to the mountain's bolder and more high-tech skiing vernacular.

Olympic logos and pictograms



- Moveable Stanchion
- Fixed Stanchion
- Info / Directory
- Multi-Purpose - Light/Banner/Bench

- Trail Marker - Post Mount
- Trail Marker - Blade Mount
- Trail Marker - Flush mount to building

KEY ASPECTS

Custom Steamboat pictograms highlight the recreational opportunities of the region-from horseback riding to fly fishing, and mountain biking to snowboarding. These colorful iconic images, designed to capture the energy of Steamboat, create engaging punctuation points for pedestrians along the promenade and throughout the base area.

Olympic Pictograms from Torino 2006

View of arrival corridor - before

Perspective Sketch - Iconic Arrival Signage

ARRIVAL

As a major wayfinding device, a barn is proposed at the Knoll Open Space. The barn offers an alternative to traditional entry signage and introduces a sense of the community's character to Mt. Werner Road and Circle. An intentionally faded painted image announcing Steamboat is found on the barn, offering a western ranch aesthetic. The barn shall be constructed of weathered and authentic materials reflective of the community.

Promenade and Burgess Creek

View of base area - before

Perspective sketch of Promenade and Burgess Creek

DESIGN INTENT

The promenade design and the daylighting of Burgess Creek represent a tremendous opportunity to enhance year-round activities around the base area while addressing many circulation challenges found throughout the base area.

The proposed promenade provides an important pedestrian connection extending the entire length of the base area from the south at One Steamboat Place and Ptarmigan Inn to the north at Thunderhead Lodge and Christie Club. The promenade engages existing base areas plazas at Gondola Square and Torian Plum and facilitates new plazas at the North Portal, One Steamboat Place and other potential redevelopment sites such as Christie Turnaround and Thunderhead Lodge.

Specific activity enhancing elements indicated as part of the promenade include:

- Seasonal playground area at South Face Park (summer) while serving as children's ski school meeting area in winter.
- Expanded seating terraces and gathering opportunities at Gondola Square Plaza and Torian Plum
- ADA accessible routes to terraces, water's edge, and seasonal features
- New seasonal water feature and/or ice rink at the North Portal Plaza
- Pedestrian bridge crossings at Burgess Creek introducing year-round creek flow to specific areas.
- Site amenities along promenade including warming areas, seating, signage, lighting, public art components.

Promenade and Burgess Creek Master Plan: Summer

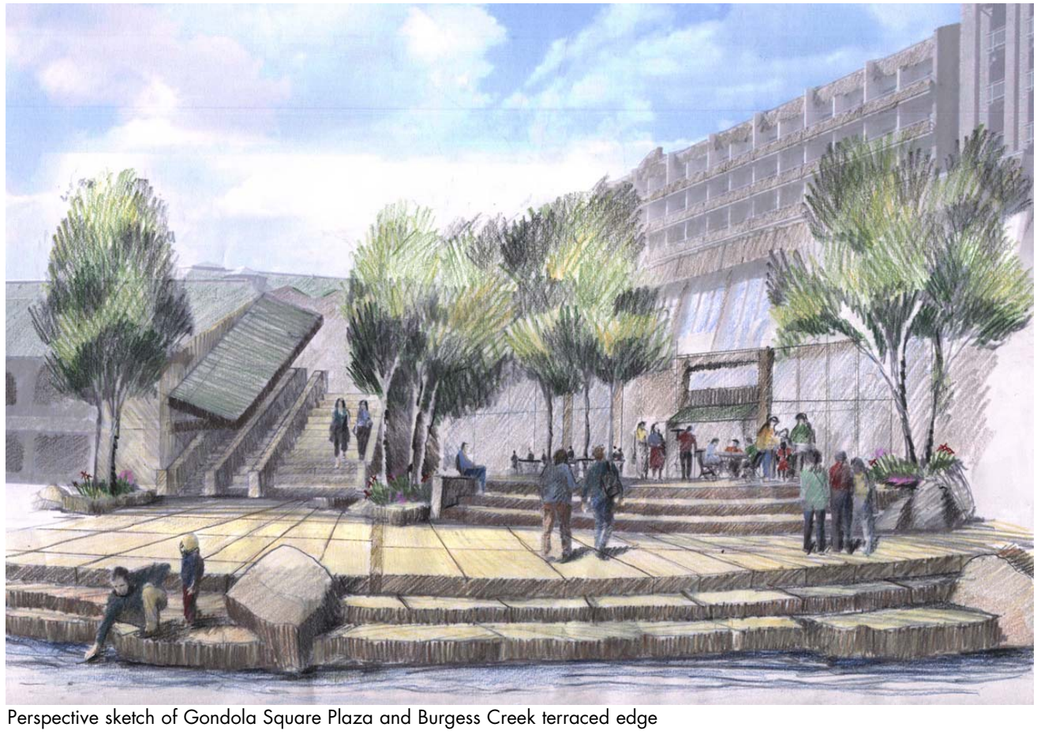
The daylighting of Burgess Creek offers the added attraction of a seasonal water element to the base area to encourage summer activity. The creek would be controlled to provide seasonal summer flows and, during winter, flows would be diverted into a culvert so as to not adversely affect ski area operations.

Specific elements of the Burgess Creek design approach include:

- Stone seating terraces and gathering areas along the creek.
- ADA access to water's edge
- Large activity lawn areas capable of supporting everyday gatherings and larger programmed events and activities such as concerts and markets.
- Outdoor event venues for music and arts opportunities.
- Improved bicycle trail connections with a seasonal bicycle trail connection along the creek.
- Seasonal bridge crossings at locations along Burgess Creek
- Repositioning of the Preview Lift to allow greater flexibility for use.

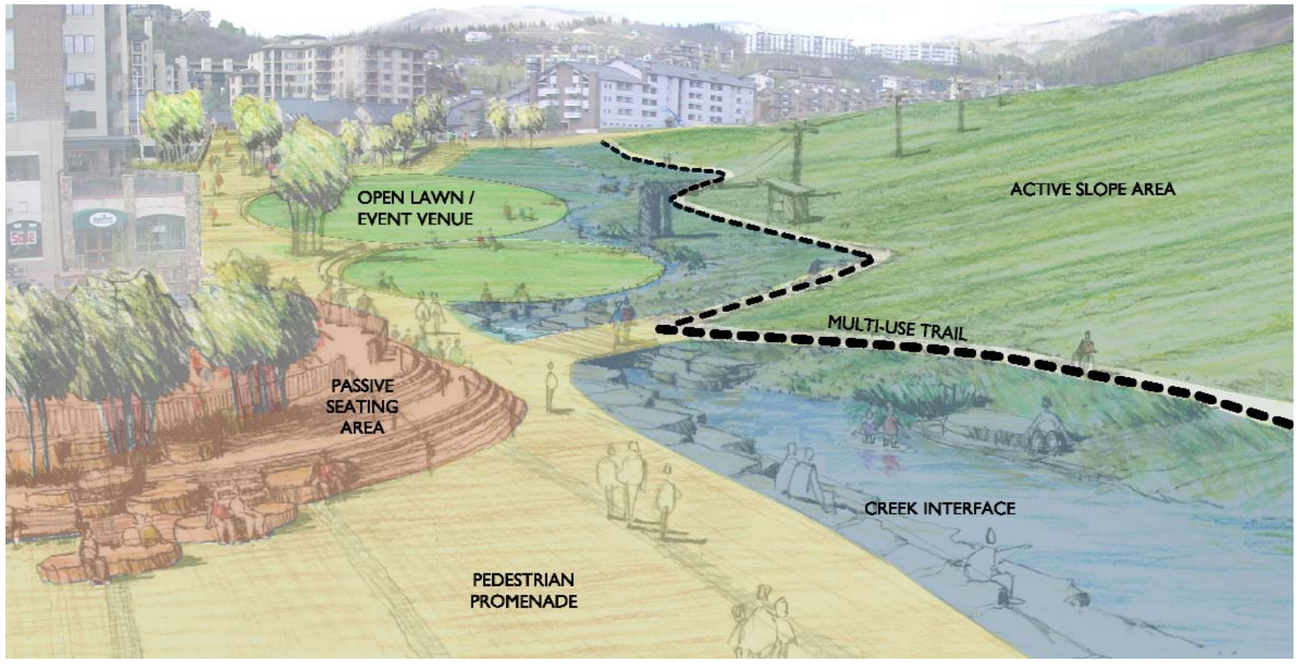
View of Gondola Square - before

View of North Portal - before

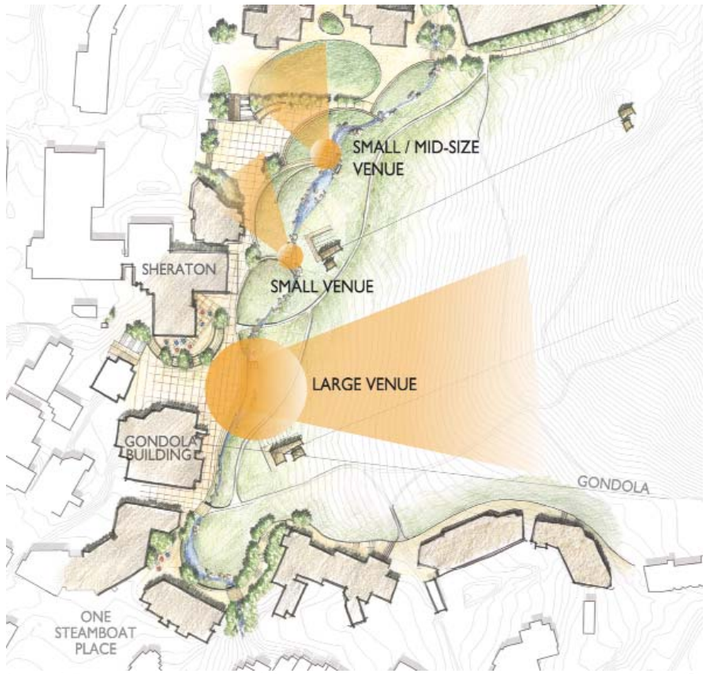


Perspective sketch of Gondola Square Plaza and Burgess Creek terraced edge

Perspective sketch of North Portal plaza



Program / Use Diagram of Promenade: Summer



Special Event Venues - Potential Sites

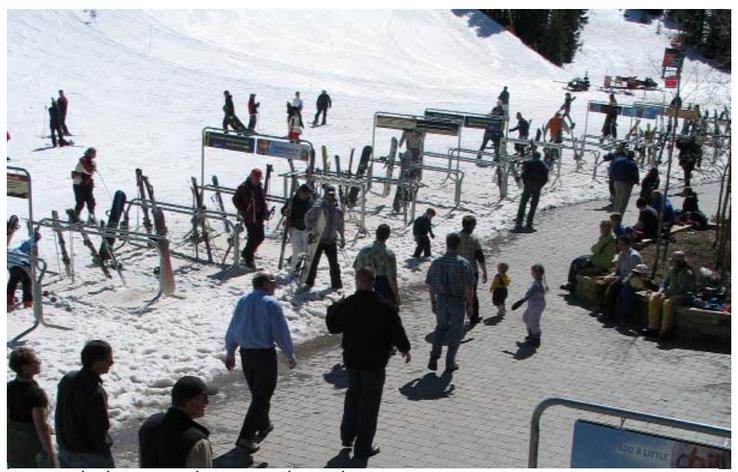
SUMMER USES

The promenade and Burgess Creek support a variety of activities and offer a number of different experiences. Passive seating areas and improved dining access encourage gathering along the promenade.

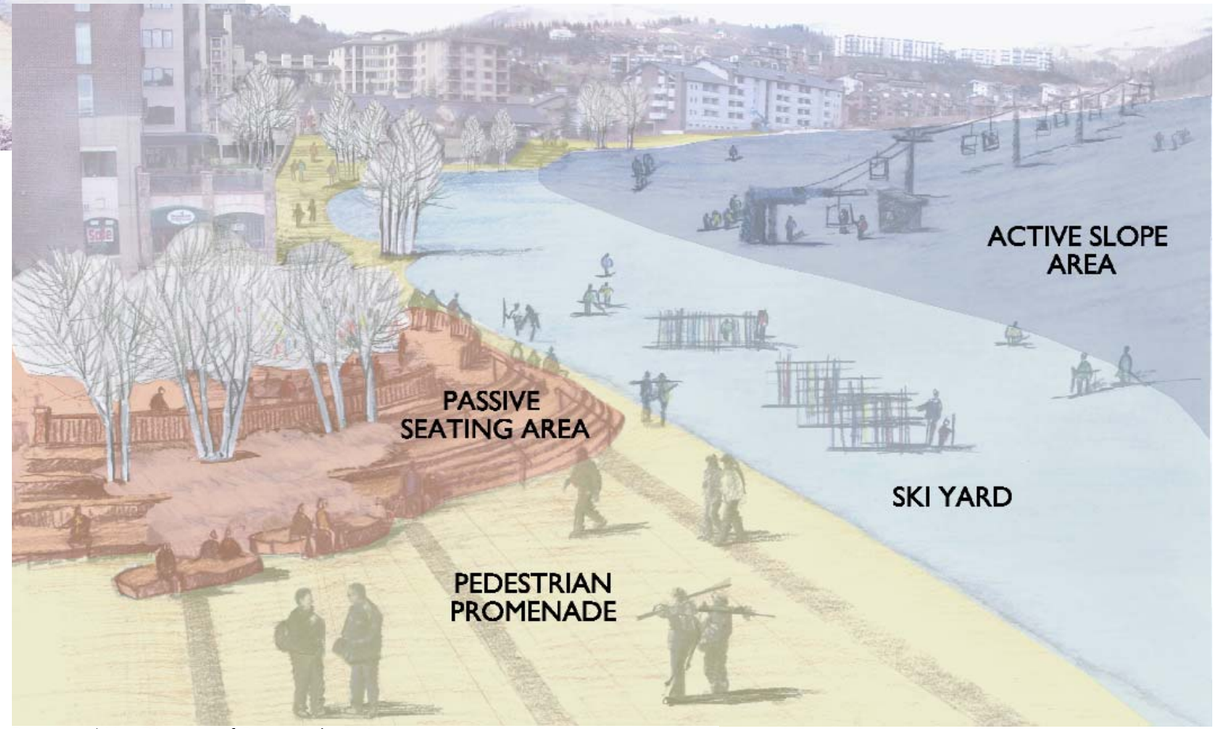
The open lawn areas serve to allow for a variety of programmed and informal activities, also integrating several possible amphitheaters / event venues. Specific requirements for special events will be coordinated by local event organizers. The promenade and creek shall facilitate a wide range of events including markets, intimate concerts, and larger scale events and festivals.

The creek interface allows for a logical transition between the pedestrian zone of the promenade and the multi-use (bicycle) trail, promoting a safe separation of uses.

Winter sketch of Promenade and Ski Yard



Snowmelted pavers adjacent to Ski Yard



Program / Use Diagram of Promenade: Winter

Promenade and Ski Yard Master Plan: Winter

WINTER USES

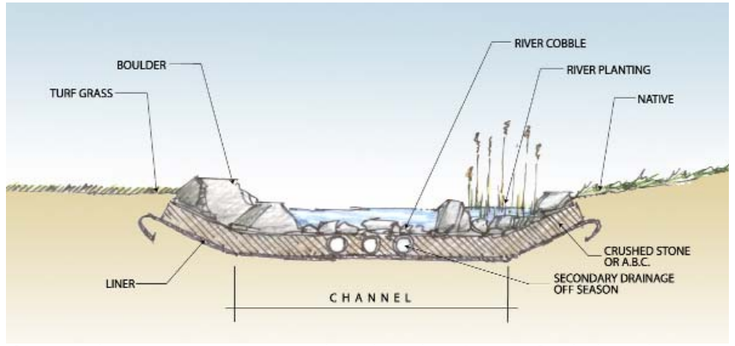
In winter, the creek is seasonally diverted and buried by snow to allow for ski area operations. The promenade serves as a critical interface to the ski yard providing a clear separation between pedestrians and skiers/snowboarders while providing a safe connection between the north and south areas of the ski base.

As in the summer, the open ski yard areas allow for a variety of programmed and passive activities, integrating several large spaces to host special events and ceremonies. Improved gathering opportunities and seating areas, along with activity enhancing elements such as ice rinks and warming hearths, add to the day and evening excitement.

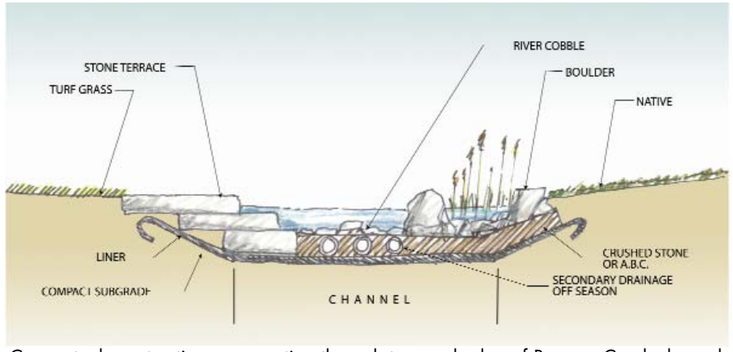
Stream bordered by mountainous planting

Stone fire pit

Rocking chairs



Conceptual construction cross-section through northern Burgess Creek channel



Conceptual construction cross-section through terraced edge of Burgess Creek channel

Low bridge crossing stream

Path following stream corridor

CONSTRUCTION

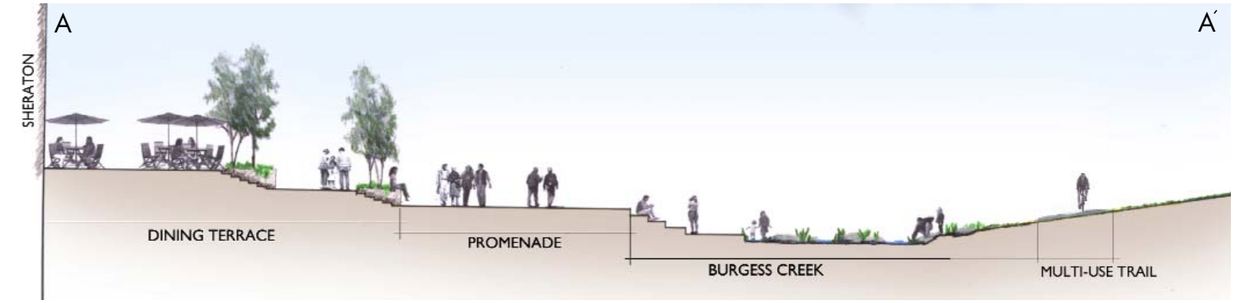
Construction techniques for the creek section utilize a geomembrane liner for greater control of the creek flows, lined with river cobble and boulders placed to add to the aesthetic character. A secondary drainage system will be incorporated to accommodate seasonal drainage and minimize off-season ponding.

Herbaceous vegetation will be planted in appropriate locations to enhance the summer creekside character, which will become dormant during the winter and may be covered by snow. Various ADA accessible routes to the water's edge will be incorporated into the promenade design, ensuring easy access for all visitors.

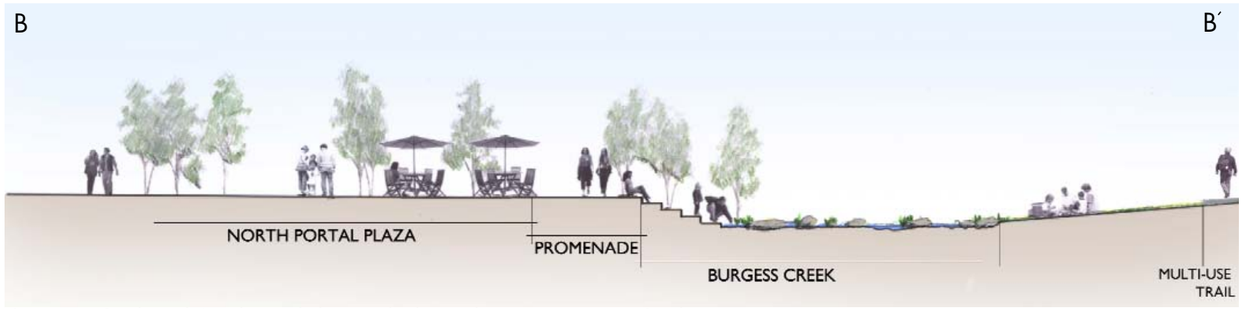
Grass slope edge condition accented with boulders

Terraced / grass slope edge condition along creek

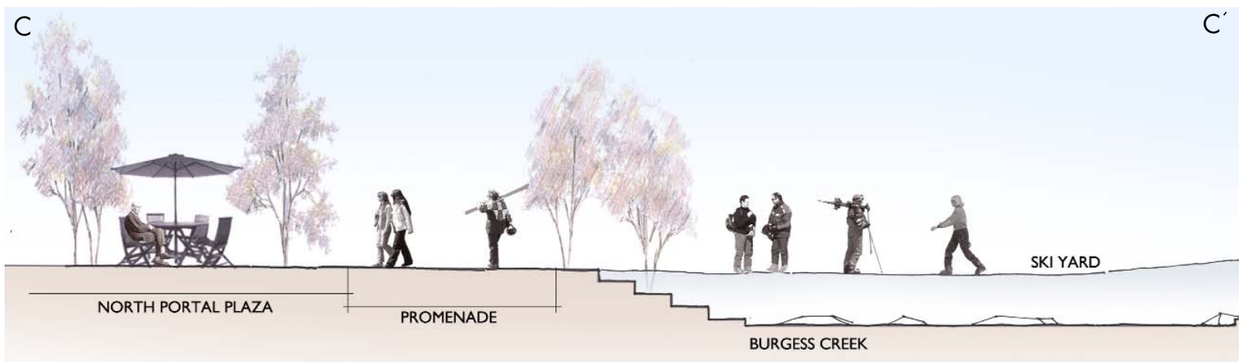
Snowmelted paver promenade adjacent to ski yard



Section A: Cut through Gondola Square and terrace at Burgess Creek



Section B: Cut through North Portal Plaza and edge and terrace at Burgess Creek



Section C: Winter section through North Portal Plaza and Ski Yard

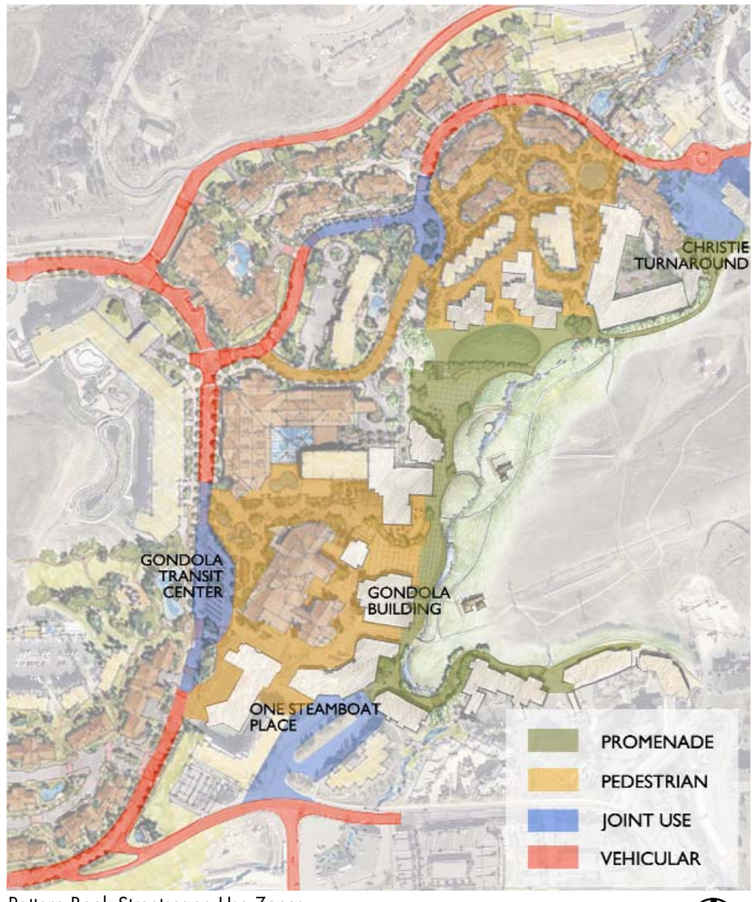
EDGES

Terraced creek edges allow for landscape opportunities incorporating aspens and perennial beds into planters at intervals along the promenade. Perennial plantings along the creek allow for summer interest while minimizing disturbance to the winter ski area operations. In winter, the terraced/ stepped edges allow snow to be placed along the promenade in a manner to prevent ice damming and awkward elevation differences, improving accessibility and safety.

Streetscape Pattern Book - Summary

PATTERN BOOK SUMMARY:

The intent of the Steamboat Base Area Redevelopment Pattern Book is to help formulate design approaches and character of plaza, streetscapes, and related public spaces. The document serves to provide a consistent basis for design and materiality of public spaces throughout the base area.



Pattern Book Streetscape Use Zones

The following approaches and guidelines strive to meet the following objectives:

- To capture the overall character and design approach for streetscape and outdoor public space improvements
- To establish a range of streetscape materials for use on both public and private property
- To identify quality materials, with respect to durability and maintenance, to reduce long term operations cost.
- To establish critical design criteria for specific streetscape and public space improvements based upon specific function and need.
- To utilize design and construction approaches and materials embracing environmental stewardship and sustainability
- To utilize materials in a manner that promotes accessibility as provided for in The Americans with Disabilities Act

The pattern book is divided into two major sections: Streetscape Use Zones and Materials Guidelines.

The Streetscape Use Zones section identifies the specific criteria and material recommendations applicable to each use zone. In this section, the base area has been subdivided into use zone categories based upon the overall presence of pedestrians and vehicles. In addition, the Burgess Creek Promenade is a separate category to further highlight the significance of this important connector and public desire to be a future hub of activity.

The four Streetscape Use Zones are defined as follows:

Vehicular Streetscape: These areas serve as major vehicular connectors throughout the base area serving public transit, shuttle services, loading and delivery, and passenger traffic. While serving as important vehicular corridors, oftentimes these areas function as critical pedestrian circulation corridors and design approaches shall safely accommodate pedestrian traffic.

Joint Use Streetscape: These areas are represented by the high level of both pedestrian and vehicular activity commonly found at transit centers, passenger drop-offs, short term parking areas, and retail shopping districts such as Ski Time Square. These areas shall meet appropriate traffic circulation requirements while providing an experience to positively reinforce the pedestrian experience. Special focus shall be placed upon the materiality of these areas and the critical safety consideration for these environments.

Pedestrian Streetscape: These areas serve as the major pedestrian connectors, sidewalks, and plazas throughout the base area. These pedestrian streetscapes serve to support the visitor and community experience through a range of year round activities and events. Vehicular traffic shall be extremely limited and allowed only for occasional service and support vehicles.

Burgess Creek Promenade: Similar to the pedestrian streetscape zone, the Burgess Creek Promenade shall be a signature element of the base area. The promenade serves to support the visitor and community experience providing venues for year round activities. Vehicular traffic shall be extremely limited and allowed only for occasional service and support vehicles.

The **Material Guidelines Section** serves to further define the appropriate character and materials applied to each identified Streetscape Use Zone and provides for a basis of consistency and level of quality appropriate to the base area. The Materials Guidelines are organized by the following major streetscape elements:

- Pavement Materials
- Walls and Steps
- Landscape
- Site Furnishings
- Lighting
- Special Features/Amenities
- Public Facilities

The Materials Guidelines are formulated to allow redevelopment projects to be implemented over the next several years with consistency and cohesion while allowing for an eclectic series of projects. Essential to the redevelopment of the base area, these materials guidelines serve to reinforce the adopted City of Steamboat Springs Mountain Town Sub Area Master Plan Update and the Mountain Base Area Design Standards.

Note: While an essential step in the redevelopment process, the Steamboat Base Area Redevelopment Pattern Book does not provide a level of detail required for construction. More detailed design and engineering is required before recommendations can be appropriately implemented.

Utilities Analysis

EXISTING UTILITIES

As part of this master planning effort, the consultant team coordinated with the local utility providers to determine the extents of existing base area utilities and to identify any preliminary issues potentially affecting base area redevelopment.

Throughout the process the most utility providers have readily provided utility mapping information which has been included for reference in this document. The utility maps indicate the best available information, but field location of all utilities is necessary required prior to final design and construction.

Concurrent to this process, the City staff has prepared preliminary land use models for the proposed redevelopment of the base area. These models have been provided to utility providers for initial assessment of their infrastructure systems to serve the long-term needs of the base area community.

This report is intended to summarize the utility information complied and identify next steps in the engineering process. Ongoing coordination with the utility providers is necessary to determine the final extents of upgrades, relocations, and replacement of infrastructure systems.

WATER AND WASTEWATER

Provider: Mount Werner Water and Sanitation District
3310 Clear Water Trail
PO Box 880339
Steamboat Springs, CO 80488
Contact: Jay Gallagher
Phone: 970-879-2424

Water and wastewater main locations and sizes were provided by the District and are shown on Sheet 3 and Sheet 4, respectively. The District is currently assessing the condition and capacity of its existing systems. The evaluations expected to be complete in Summer 2006. Once complete, capacity upgrades can be determined.

With increased development at the base area, the capacity of the water and sanitary sewer system will need to be analyzed once the Districts initial assessment is complete. Preliminary upgrades may be required in the Promenade/ Burgess Creek improvement areas prior to future development. At this time, the consultant team anticipates working with the City staff and the District to determine anticipated master plan build out and its implications on utility corridors. When more information is available regarding future development proposals, a more detailed capacity analysis can be performed to determine the necessity of any upsizing of the sewer mains.

Water

As with the sanitary sewer, an increase in demand on the water system due to development will require an analysis to determine if any main lines will need to be upsized. Fire flow will likely be the critical factor with this analysis. The District has indicated that they do not anticipate any pressure issues in this area. However, some additional looping may be required.

Some water lines will also require relocation with the development of the base area due to conflicts with proposed buildings or other structures.

Wastewater

As indicated, the consultant team anticipates working with the City staff and the District to determine anticipated master plan build out and its implications on utility corridors, specifically the 2007 and 2008 construction seasons. When more information is available regarding future development proposals, a more detailed capacity analysis can be performed to determine the necessity of any upsizing of the sewer mains.

Additionally, some sanitary lines will require relocation with construction of new buildings and potential street re-alignments at the base area based upon final master plan build out.

Some existing sanitary mains are older pipes and the District has indicated that these lines may need to be replaced with new pipe. Particularly, the run of pipe that runs parallel to the promenade will need to be replaced.

The District has indicated that future relocations of water and sewer lines will need to be located within dedicated easements, preferably within public right-of-way.

GAS

Provider: Atmos Energy
2770 Downhill Dr.
Steamboat Springs, CO 80487
Contact: Clay Russell
Phone: 970-879-3223

Representatives from Atmos Energy have indicated capacity issues in the vicinity of the base area. The redevelopment of the area will require the addition of a regulator station that consists of an above ground structure located in a 25' by 25'easement located near the Torian Plum / Sheraton. The regulator station will begin to address capacity issues serving base area. The consultant team will coordinate with Atmos to determine the best location for this structure. Also, many of the smaller 2" gas lines will need to be upsized to 6" lines. Existing gas facilities are shown on Sheet 5.

Atmos energy has stated that they prefer to have their facilities located in a separate trench from other dry or wet utilities.

ELECTRIC

Provider: Yampa Valley Electric Association
32 10th Street
PO Box 771218
Steamboat Springs, CO 80477

Contact: Chuck Lusky
Phone: 970-871-2241

Yampa Valley Electric Association (YVEA) representatives have indicated that they have the capacity at their substation to serve increased densities at the base area. However, the electric feeder lines to the area will need to be upgraded. Existing electric facilities are shown on Sheet 6.

YVEA would prefer to locate their facilities outside of the public right-of-way, possibly adjacent to roadways or other utilities, in a 15' (minimum) easement. Electric facilities can be constructed in the same trench as gas and/or phone. However, wet utilities would need a separate trench.

A number of electric facilities may be affected by the Promenade / Burgess Creek improvements and may need to be relocated to proposed utility corridors identified on Sheet 10.

CABLE TELEVISION

Provider: Comcast
625 South Lincoln Ave.
Suite 205
Steamboat Springs, CO 80487
Contact: Dave Phillips
Phone: 970-870-3341

Comcast representatives provided cable location information as shown on Sheet 7. Comcast doesn't anticipate any issues with future service to the base area, though some lines may require relocation to identified utility corridors identified on Sheet 10.

Comcast has indicated that its services may share a trench with other dry utilities.

TELEPHONE

Provider: Qwest
139 N. 7th Street
PO Box 773685
Steamboat Springs, CO 80477
Contact: Cindy Hermanson
Phone: 970-879-3661

Discussions with Qwest have been limited as the representatives are difficult to contact. Kibbie Ward was the local representative until May 2006 when Cindy Hermanson replaced her. Qwest has indicated that they will not release maps of their facilities, however, a map of the facilities was reviewed and the phone lines were sketched in their approximate location on the site map as shown on Sheet 8.

Qwest anticipates that there will not be any issues with providing service to the base area redevelopment. Some lines will require relocation and will be determined as development plans are established.

IMPACTED EXISTING UTILITY CORRIDORS

Sheet 9 depicts those existing utility corridors most likely impacted by proposed priority construction areas. The promenade / Burgess Creek, Ski Times Square, and North Portal Turnaround / Drop-off are expected to be impacted by the 2007 -2009 construction seasons.

FUTURE UTILITY CORRIDORS

Sheet 10 depicts potential future utility corridors for wet and dry utilities. During the redevelopment construction, the utilities will be relocated such that wet and dry utilities run parallel in a planned corridor. These potential corridors could be parallel to the existing Burgess Creek culvert, parallel to the promenade, or within and parallel to future right-of-ways for public streets.

The final location of these future utility corridors will be determined as the design progresses toward development plans.

BURGESS CREEK

Burgess Creek currently crosses the base area through an open channel in Ski Time Square where it enters a culvert near Thunderhead Lodge then daylights near the Ptarmigan Lodge. According to the Flood Insurance Rate Map, Map Number 08107C0883D, dated February 4, 2005, the 100-year flood is maintained within the culvert through the ski area. The 100-year floodplain extents are illustrated on Sheet 11.

The floodplain should be considered for any future buildings to be constructed near Burgess Creek. Future analysis can determine minimum finished floor elevations for specific buildings to be constructed near the Creek.

The proposed daylighting of Burgess Creek will include a diversion structure at the upper end of the culvert to divert a portion of the flows to the newly constructed open creek channel. Average daily flow data for Burgess Creek was not available, as a gauging station does not exist in the area. However, the flows in Burgess Creek will be monitored over the summer season to estimate the amount of flows available for the new creek channel.

SHEET INDEX

LEGEND

- EX. STORM CULVERT OR LARGE DIAMETER STORM SEWER ..... EX. 54" CMP
- EX. SANITARY SEWER ..... 8" PVC, VCP, DIP
- EX. WATER LINE ..... 12" WAT.
- EX. SNOW MAKING WAT. LINE ..... SM
- EX. MANHOLE ..... MH
- EX. GAS LINE ..... G
- EX. BURIED ELECTRIC LINE ..... E
- EX. ELECTRIC TRANSFORMER ..... TR
- EX. COMCAST LINE ..... FDC
- EX. QWEST LINE ..... T

NOTE:

1. ALL SANITARY SEWER, AND WATER UTILITY LINES ARE SHOWN FROM INFORMATION PROVIDED BY MT. WERNER WATER DISTRICT. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE UNTIL UTILITIES ARE FIELD LOCATED.
2. THE LOCATION OF THE EXISTING SNOWMAKING LINE IS APPROXIMATE.
3. ALL EXISTING ELECTRICAL LINES ARE SHOWN FROM INFORMATION PROVIDED BY YAMPA VALLEY ELECTRIC ASSOCIATION. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE UNTIL UTILITIES ARE FIELD LOCATED.
4. ALL EXISTING GAS LINES ARE SHOWN FROM INFORMATION PROVIDED BY ATMOS ENERGY AND SHOULD BE CONSIDERED APPROXIMATE.
5. ALL EXISTING COMCAST SERVICE CABLES ARE SHOWN FROM INFORMATION PROVIDED BY COMCAST, AND SHOULD BE CONSIDERED APPROXIMATE.
6. ALL EXISTING TELEPHONE LINES ARE SHOWN FROM INFORMATION PROVIDED BY QWEST, AND SHOULD BE CONSIDERED APPROXIMATE.

N

200 100 0 200 400

SCALE: 1"=400'

PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
BOULDER (303) 442-4338 GREELEY (970) 351-0645 COLORADO SPRINGS (719) 260-0887
CONTACT: ANNE M. PAGANO, P.E.

PREPARED FOR: WENK ASSOCIATES
1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

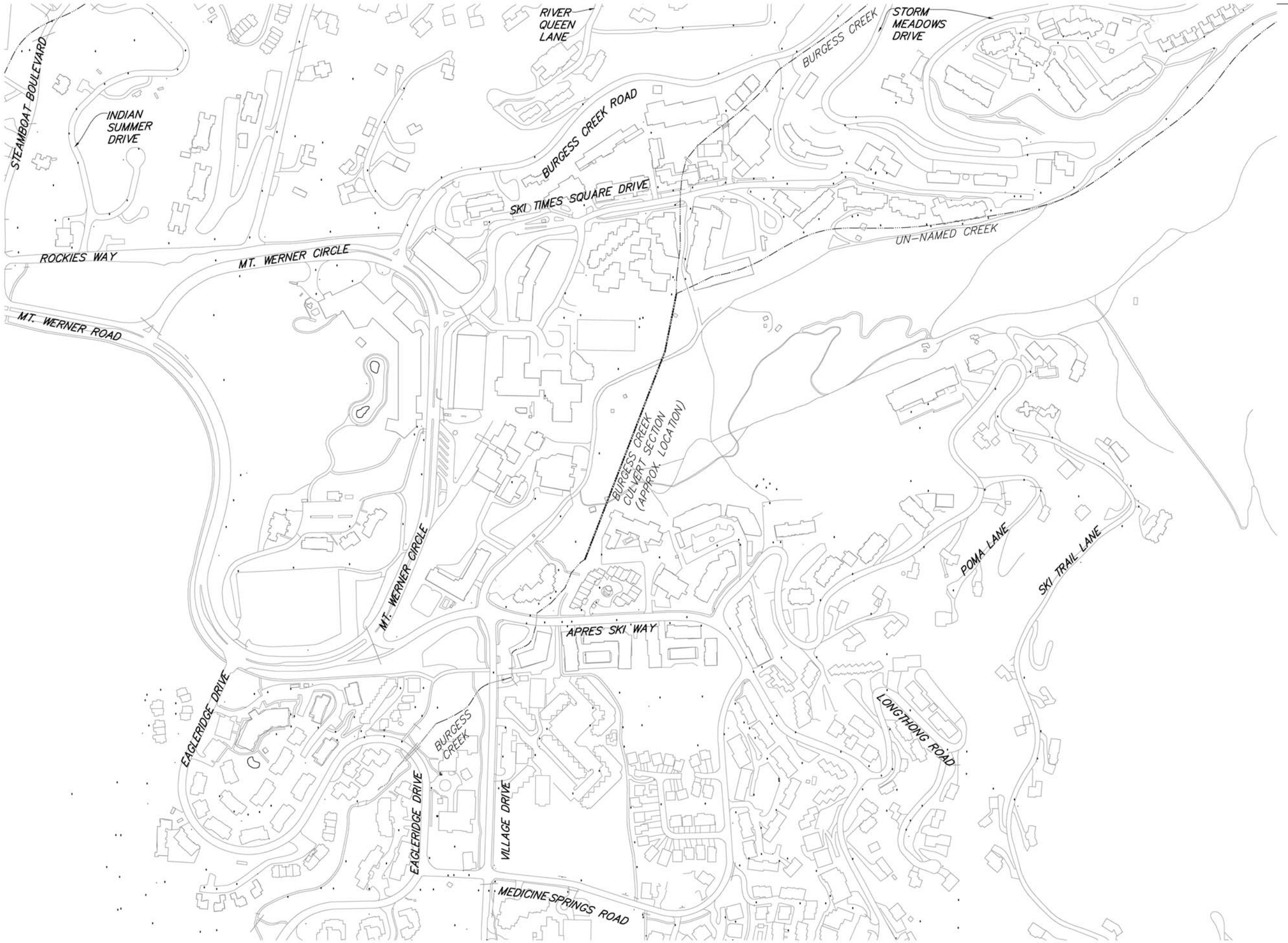
PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO. EXISTING UTILITIES (WET & DRY)

DATE: 30 JULY, 2006
SCALE: H: 1"=400' V:
JOB NO: R-1014
DRAWING NO.: EXHIBIT
SHEET 1
SHEETS 11



LEGEND

EX. STORM CULVERT OR LARGE DIAMETER STORM SEWER ..... EX. 54" CMP

NOTE:

1. ALL ALL STORM CULVERTS AND STORM SEWER LOCATIONS ARE CONSIDERED APPROXIMATE.

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SCALE: 1"=400'

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PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
BOULDER (303) 442-4338 GREELEY (970) 351-0645 COLORADO SPRINGS (719) 260-0887
CONTACT: ANNE M. PAGANO, P.E.

PREPARED FOR: WENK ASSOCIATES
1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO.
EXISTING WET UTILITIES (STORM)

DATE: 30 JULY, 2006
SCALE: H: 1"=400' V:
JOB NO: R-1014
DRAWING NO.: EXHIBIT
SHEET 2
SHEETS 11

LEGEND

EX. STORM CULVERT OR LARGE DIAMETER STORM SEWER ..... EX. 54" CMP

EX. SANITARY SEWER ..... 8" PVC, VCP, DIP

EX. MANHOLE .....

NOTE:

1. ALL SANITARY SEWER, AND WATER UTILITY LINES ARE SHOWN FROM INFORMATION PROVIDED BY MT. WERNER WATER DISTRICT. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE UNTIL UTILITIES ARE FIELD LOCATED.

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PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
BOULDER (303) 442-4338 GREELEY (970) 351-0645 COLORADO SPRINGS (719) 260-0887
CONTACT: ANNE M. PAGANO, P.E.

PREPARED FOR: WENK ASSOCIATES
1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

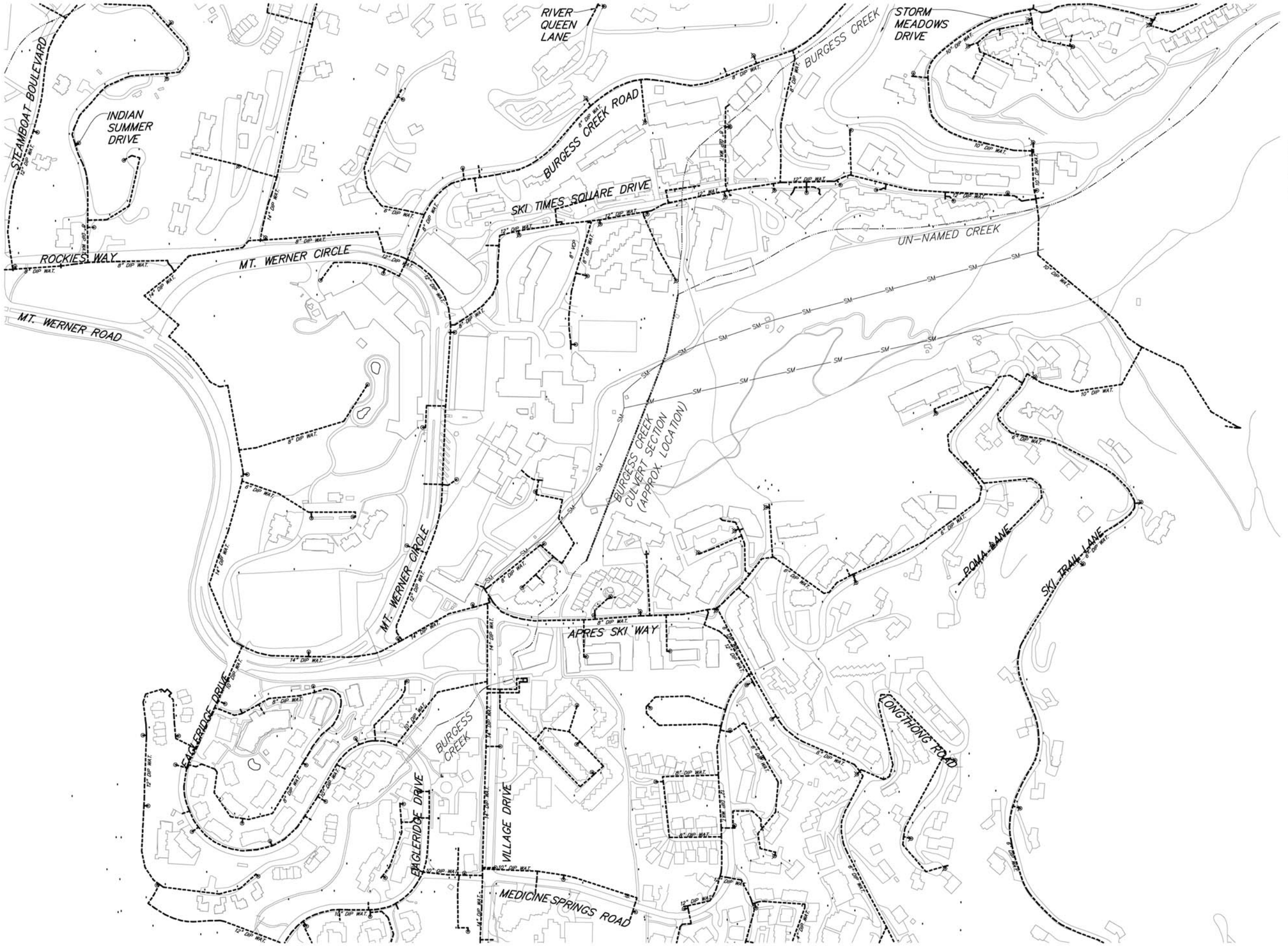
PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO.
EXISTING WET UTILITIES (SAN. SEWER)

DATE: 30 JULY, 2006
JOB NO: R-1014
SHEET: 3
SCALE: H: 1"=400' V:
DRAWING NO.: EXHIBIT
SHEETS: 11



LEGEND

EX. WATER LINE ..... 12" WAT.

EX. SNOW MAKING WAT. LINE ..... SM

EX. FIRE HYDRANT ..... ○

NOTE:

1. ALL SANITARY SEWER, AND WATER UTILITY LINES ARE SHOWN FROM INFORMATION PROVIDED BY MT. WERNER WATER DISTRICT. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE UNTIL UTILITIES ARE FIELD LOCATED.

2. THE LOCATION OF THE EXISTING SNOWMAKING LINE IS APPROXIMATE.

N

200 100 0 200 400

SCALE: 1"=400'

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PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
BOULDER (303) 442-4338 GREELEY (970) 351-0645 COLORADO SPRINGS (719) 260-0887
CONTACT: ANNE M. PAGANO, P.E.

PREPARED FOR: WENK ASSOCIATES
1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

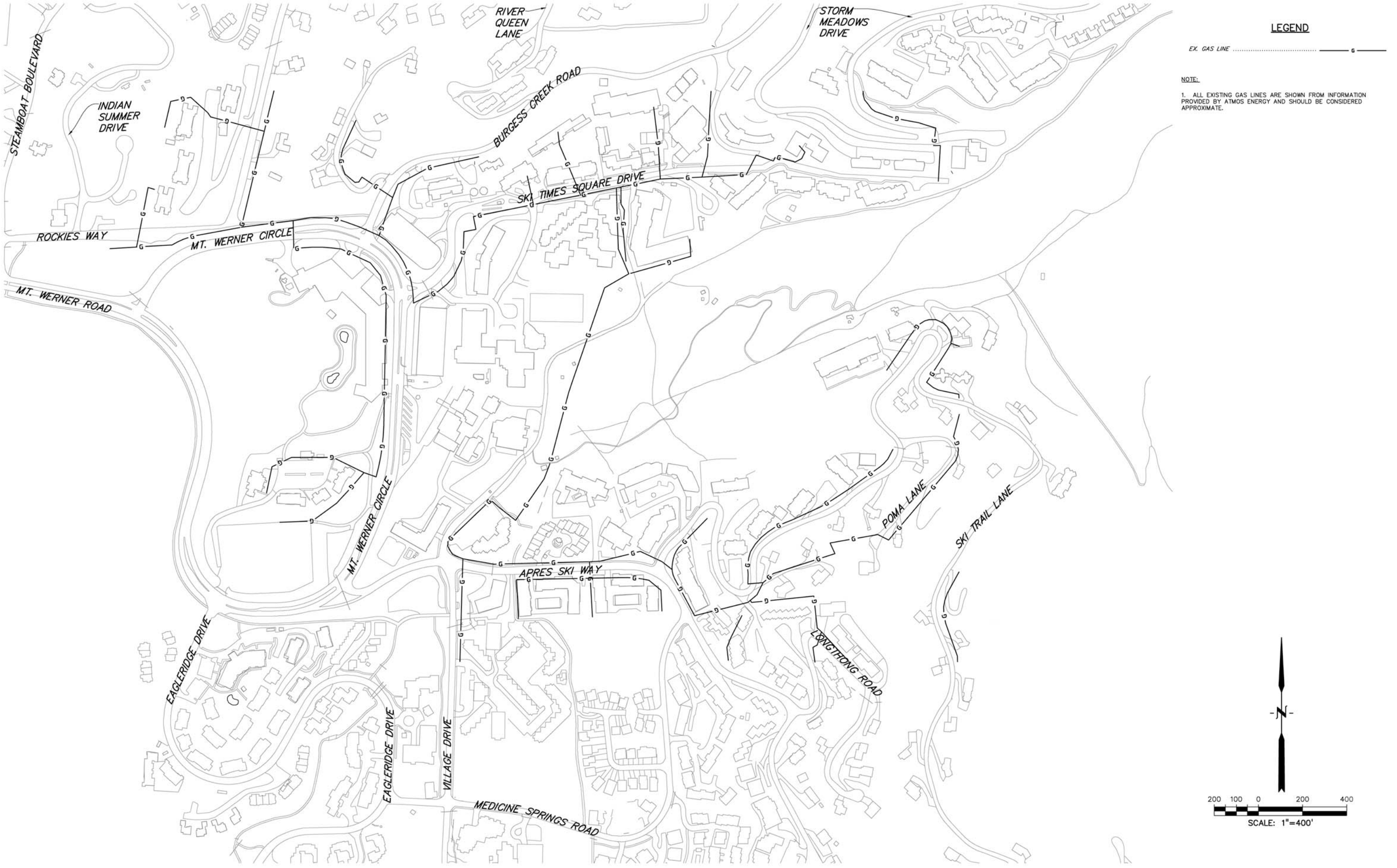
PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO. EXISTING WET UTILITIES (WATER)

DATE: 30 JULY, 2006
JOB NO: R-1014
SHEET: 4
SCALE: H: 1"=400' V:
DRAWING NO.: EXHIBIT
SHEETS: 11



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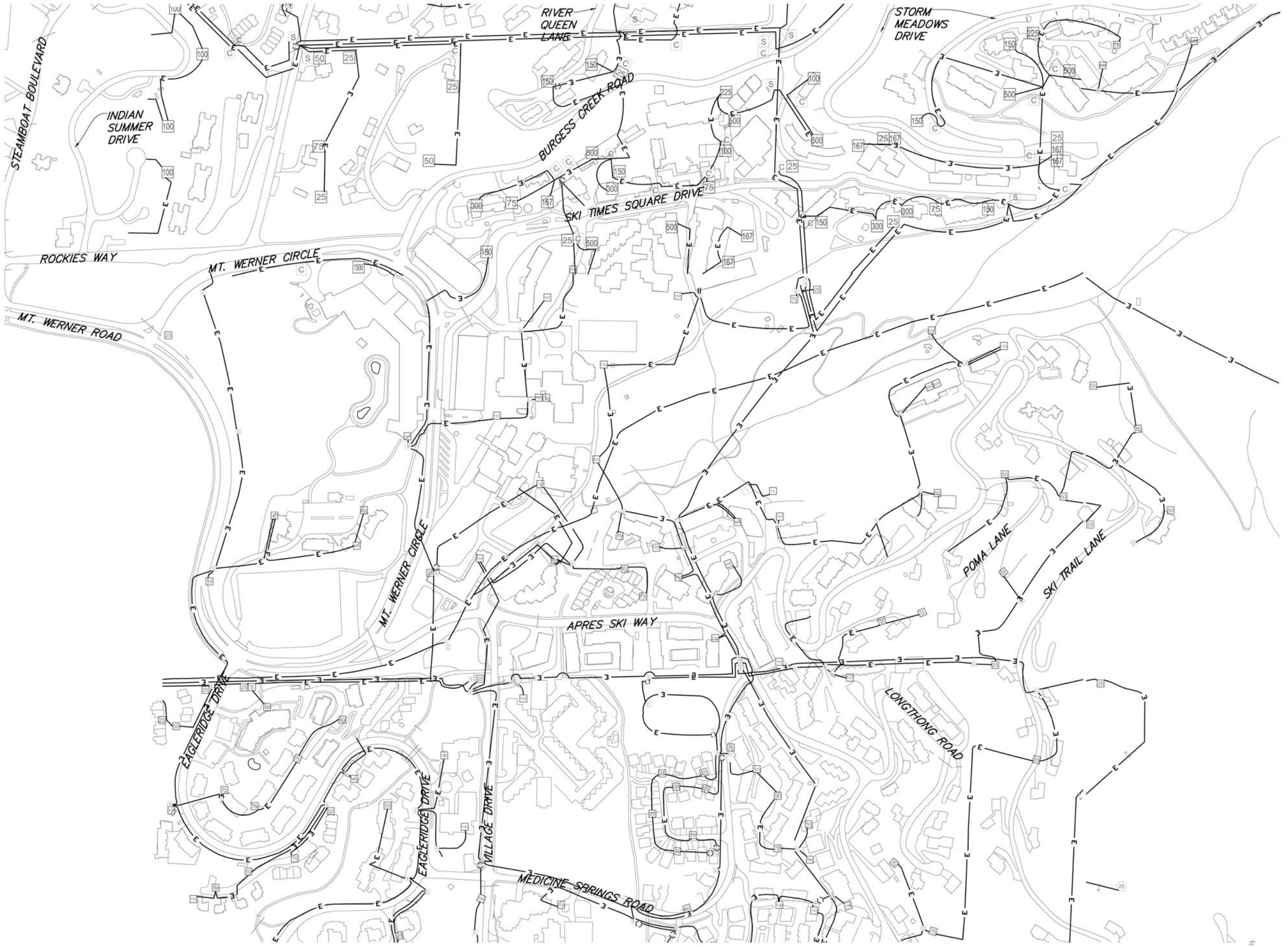

LEGEND

EX. BURIED ELECTRIC LINE ..... E

EX. ELECTRIC TRANSFORMER ..... TR

NOTE:

1. ALL EXISTING ELECTRICAL LINES ARE SHOWN FROM INFORMATION PROVIDED BY YAMPA VALLEY ELECTRIC ASSOCIATION. LOCATIONS SHOULD BE CONSIDERED APPROXIMATE UNTIL UTILITIES ARE FIELD LOCATED.

N

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SCALE: 1"=400'

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1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

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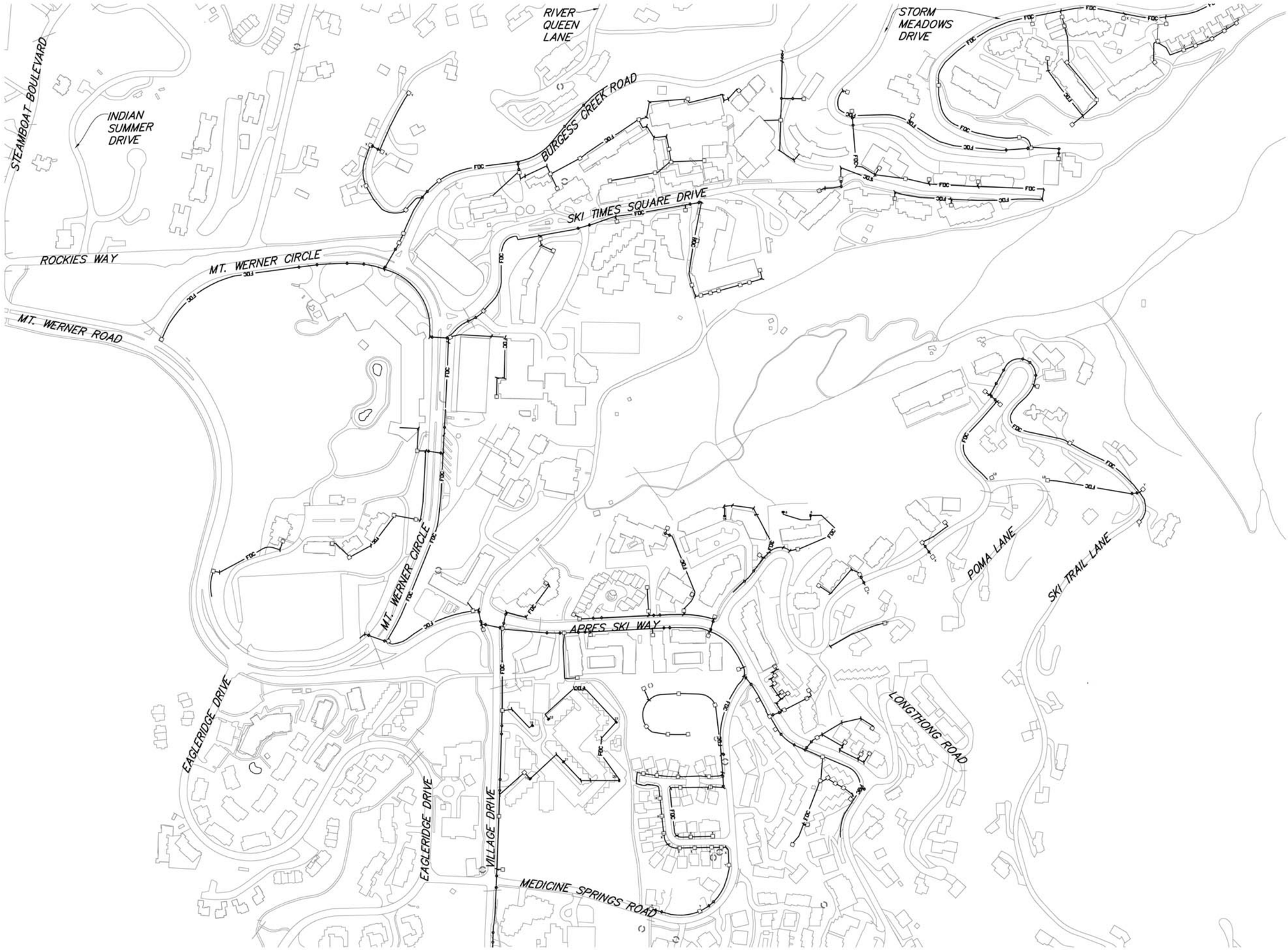
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO. EXISTING ELECTRIC UTILITIES EXHIBIT

DATE: 30 JULY, 2006
SCALE: H: 1"=400' V:
JOB NO: R-1014
DRAWING NO.: EXHIBIT
SHEET 6
SHEETS 11



LEGEND

EX. PEDISTAL VAULT..... □

EX. COMCAST LINE..... ——— FDC ———

NOTE:

1. ALL EXISTING COMCAST SERVICE CABLES ARE SHOWN FROM INFORMATION PROVIDED BY COMCAST, AND SHOULD BE CONSIDERED APPROXIMATE.

N

200 100 0 200 400

SCALE: 1"=400'

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PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
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1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

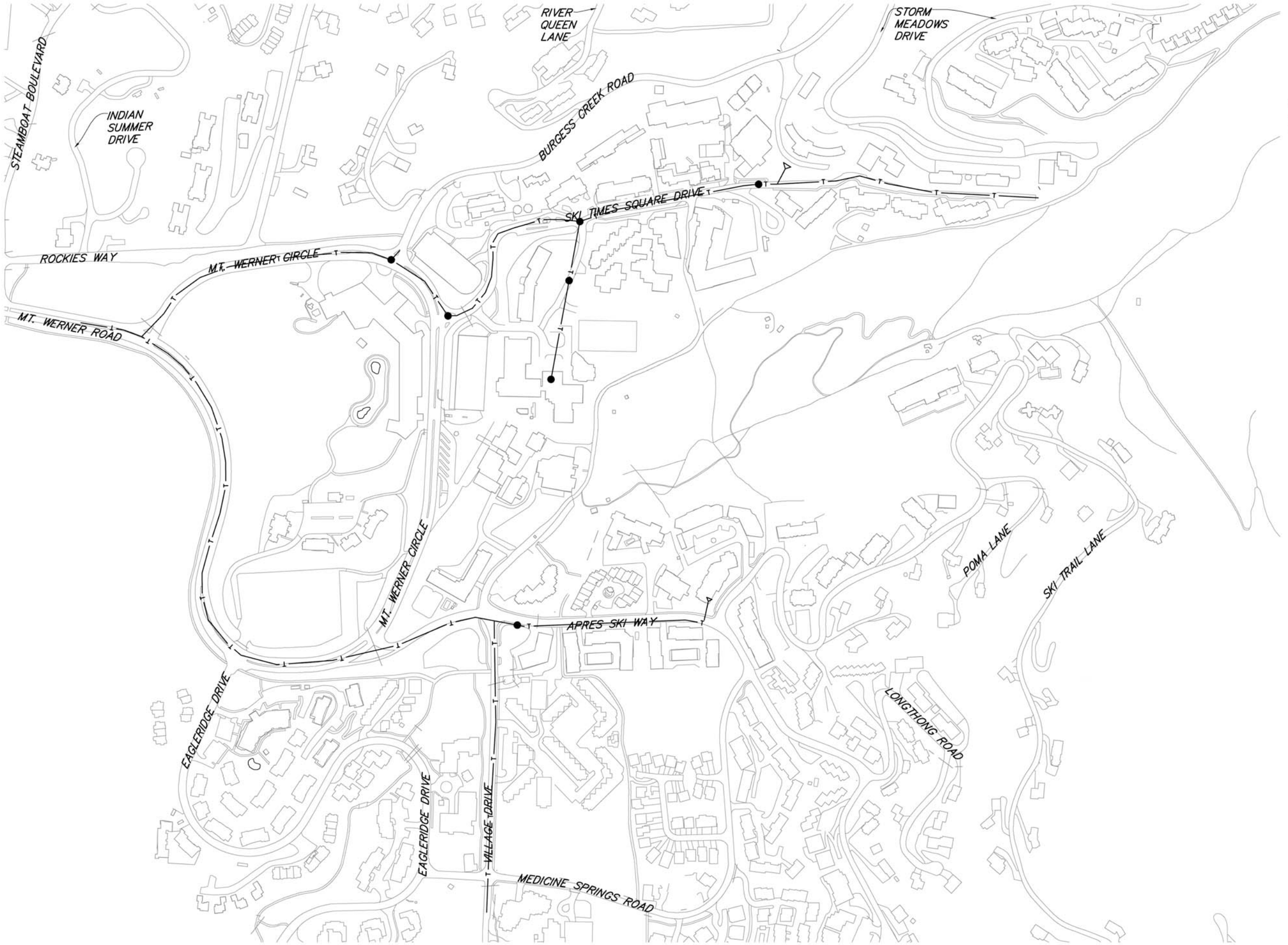
PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO.
EXISTING COMCAST UTILITIES EXHIBIT

DATE: 30 JULY, 2006
SCALE: H: 1"=400' V:
JOB NO: R-1014
DRAWING NO.: EXHIBIT
SHEET 7
SHEETS 11



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PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
BOULDER (303) 442-4338 GREELEY (970) 351-0645 COLORADO SPRINGS (719) 260-0887
CONTACT: ANNE M. PAGANO, P.E.

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(303) 628-0003
CONTACT: BRENT LLOYD

PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO. IMPACTED EXISTING UTILITIES (WET & DRY)
2007–2009 CONSTRUCTION

DATE: 30 JULY, 2006
SCALE: H: 1"=400' V:
JOB NO: R-1014
DRAWING NO.: EXHIBIT
SHEET 9
SHEETS 11

LEGEND

POTENTIAL UTILITY CORRIDORS

N

100 50 0 100 200

SCALE: 1"=200'

PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
BOULDER (303) 442-4338 GREELEY (970) 351-0645 COLORADO SPRINGS (719) 260-0887
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1335 ELATI STREET
DENVER, CO 80204
(303) 628-0003
CONTACT: BRENT LLOYD

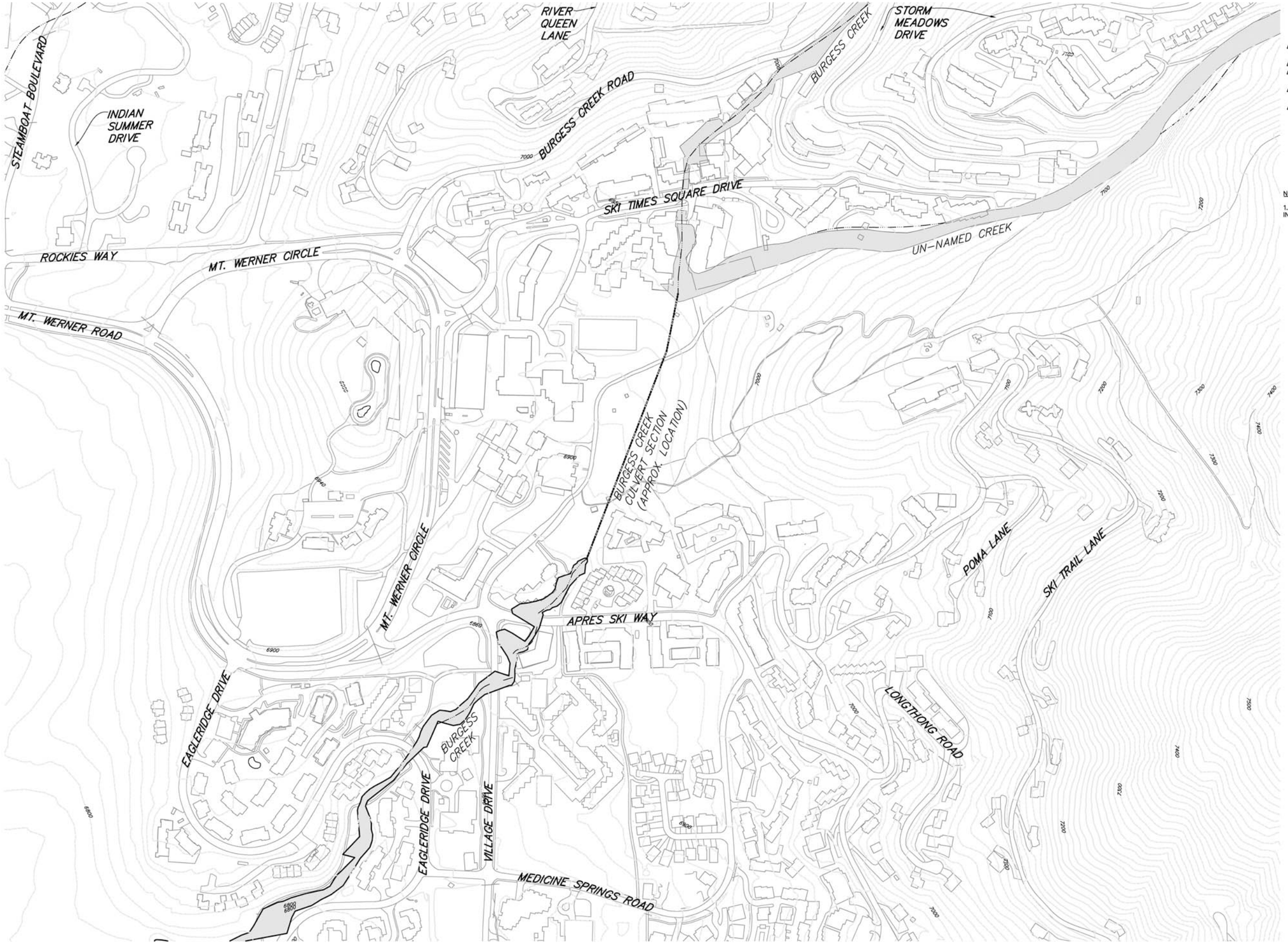
PROJECT INFO: STEAMBOAT BASE AREA REDEVELOPMENT MASTER PLAN
STEAMBOAT SPRINGS, COLORADO

DESIGNED BY: AMP
DRAWN BY: STAFF
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO. POTENTIAL UTILITY CORRIDORS

DATE: 30 JULY, 2006
SCALE: H: 1"=200' V:
JOB NO: R-1014
DRAWING NO.: EXHIBIT
SHEET 10
SHEETS 11



LEGEND

EX. INDEX CONTOUR 5365

EX. STORM CULVERT OR LARGE DIAMETER STORM SEWER ..... EX. 54" CMP

EX. STREAM OR CREEK .....

EX. FLOODPLAIN BOUNDARY .....

NOTE:

1. 100-YEAR FLOODPLAIN BOUNDARIES ARE SHOWN FROM INFORMATION PROVIDED FROM THE CITY OF STEAMBOAT SPRINGS.

N

200 100 0 200 400

SCALE: 1"=400'

PREPARED BY: Drexel, Barrell & Co. Engineers • Surveyors
PO BOX 882225 STEAMBOAT SPRINGS, COLORADO 80488 (970) 879-1523
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(303) 628-0003
CONTACT: BRENT LLOYD

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STEAMBOAT SPRINGS, COLORADO

DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISION DESCRIPTIONS DATE

DRAWING INFO.
100-YEAR FLOODPLAIN EXHIBIT

DATE: 30 JULY, 2006
SCALE: H: 1" = 400' V:
JOB NO. R-1014
DRAWING NO.: EXHIBIT
SHEET 11
SHEETS 11

North Portal Transportation Study

NORTH PORTAL TRANSPORTATION CHARETTE AND RECOMMENDATION

CHARETTE OVERVIEW

A multi-disciplinary team of consultants, comprised of Wenk Associates, Fehr and Peers Transportation Consultants, and Kracum Resources, participated in a two-day design charette to evaluate transportation options related to the North Portal of the mountain base area. The charette engaged stakeholders representing the interests of the Urban Renewal Authority Advisory Committee (URAAC), City staff, Planning Commission, property owners, developers, Ski Corporation, and the public. The objective of the charette was to evaluate overall transportation approaches and their impacts on the North Portal. At the conclusion of the charette a formal recommendation was offered to the URAAC for review and consideration.

During the charette, the consultant team evaluated numerous interim and long-term approaches to base area transportation elements. A major goal of this effort was focused upon developing a North Portal transportation approach that allows for interim reinvestment and improvement while offering a long-term strategy compatible with the objectives identified in the Mountain Town Sub Area Master Plan Update, November 2005.

While this effort was focused upon resolving transportation approaches at the North Portal, the consultant team discussed long-term use implications relating to transportation centers and portals throughout the base area. The consultant team especially focused upon previous studies generated as part of the Mountain Town Sub Area Master Plan Update, November 2005, and previous evaluations of the Ski Time Square Turnaround developed by the City in 2001. Utilizing the evaluation criteria established by the stakeholder group, the preliminary alternatives were analyzed and a formal recommendation was presented. Key evaluation criteria identified by stakeholder input included (please refer to the Stakeholder Interview Response Summary and Goals Check In Matrix):

- Visual Connections
- Connections to Promenade
- Pedestrian Friendly Environment
- Convenient and Simple Access
- Land Use and Development Impacts
- Vehicle Congestion

ALTERNATIVES:

The consultant team in conjunction with the stakeholder group developed three alternatives for analysis and evaluation. In addition, the consultant team considered the relocation of the Gondola Transit Center and its impact on the North Portal drop-off. For the long term, the relocation of the Gondola Transit Center north to the parking structure location west of the Sheraton was widely supported as a way to balance the transportation network of the base area. (Refer to the diagrams outlining the preliminary approaches for alternatives A, B, and C)

Alternative A - Ski Time Square Turnaround/Drop-off:

Evaluated a turnaround and drop-off on Ski Time Square Road immediately north of the Mt. Werner Lodge. (A similar turnaround was evaluated by PBS&J in the past and was shown as an alternative in the Mountain Town Sub Area Master Plan Update.) Improved pedestrian connections would be provided to the promenade and North Portal Plaza. The SST, lodge shuttles, taxis, and private vehicles would service the turnaround.

Alternative B - Loop Road Drop Off:

Evaluated a one-way counterclockwise loop road between the Mt. Werner Lodge, Torian Plum and Sheraton with a drop-off provided to service the proposed North Portal Plaza and promenade. (The loop road was an alternative in the Mountain Town Sub Area Master Plan Update.) Lodge shuttles, taxis, and private vehicles would service the Loop Road Drop-off. SST would not service the new loop road drop-off due to difficult large vehicle turning movements, the SST service would continue along Ski Time Square, as currently serviced.

Alternative C - Clean Slate:

Evaluated the relocation of Ski Time Square Road to allow larger development envelopes adjacent to the promenade and pedestrian portals to the mountain. Linear transportation center(s) would be positioned along Mt. Werner Circle to serve the predominately pedestrian areas of the base area.

CONCLUSIONS:

Alternative A was selected as the preferred alternative since it best achieved the goals established by the stakeholder group, minimized vehicular and pedestrian conflicts at the North Portal, and supported the long-term redevelopment objectives identified by the Mountain Town Sub Area Master Plan Update, November 2005.

Alternative B was not selected due to unsafe vehicular and pedestrian conflicts precipitated by Sheraton and Torian Plum Parking Access, added vehicular congestion to potential redevelopment sites, extremely challenging vehicular turning movements, and poor compatibility with the long term objectives of the Mountain Town Sub Area Master Plan Update, November 2005.

Alternative C is not precluded by the selection of Alternative A, but this approach was not selected due to the complex property and easement logistics required for successful implementation. The consultant team believes that Alternative A and C could be combined as a long-term development approach to the base area.

URAAC RECOMMENDATION:

Alternative A is recommended by the URAAC. Alternative A incorporates the Ski Time Square Turnaround/Drop-off with improved pedestrian connections and wayfinding to the promenade, Ski Time Square, and the Gondola Transit Center and represents a project capable of near term implementation. (Refer to the diagram A for the recommended alternative)

Alternative A was supported by the URAAC by an 8-2 margin.

The recommended alternative offers a number of improvements both near term and long term consistent with priorities and objectives outlined in Mountain Town Sub Area Master Plan, November 2005. Please reference the actions listed on the following page:

2007 ACTIONS:

- Sidewalk Connection GTC and Ski Time Sq. Road
- Construct Ski Time Turnaround
- Removal of Checkpoint Charlie
- Improved signage and wayfinding

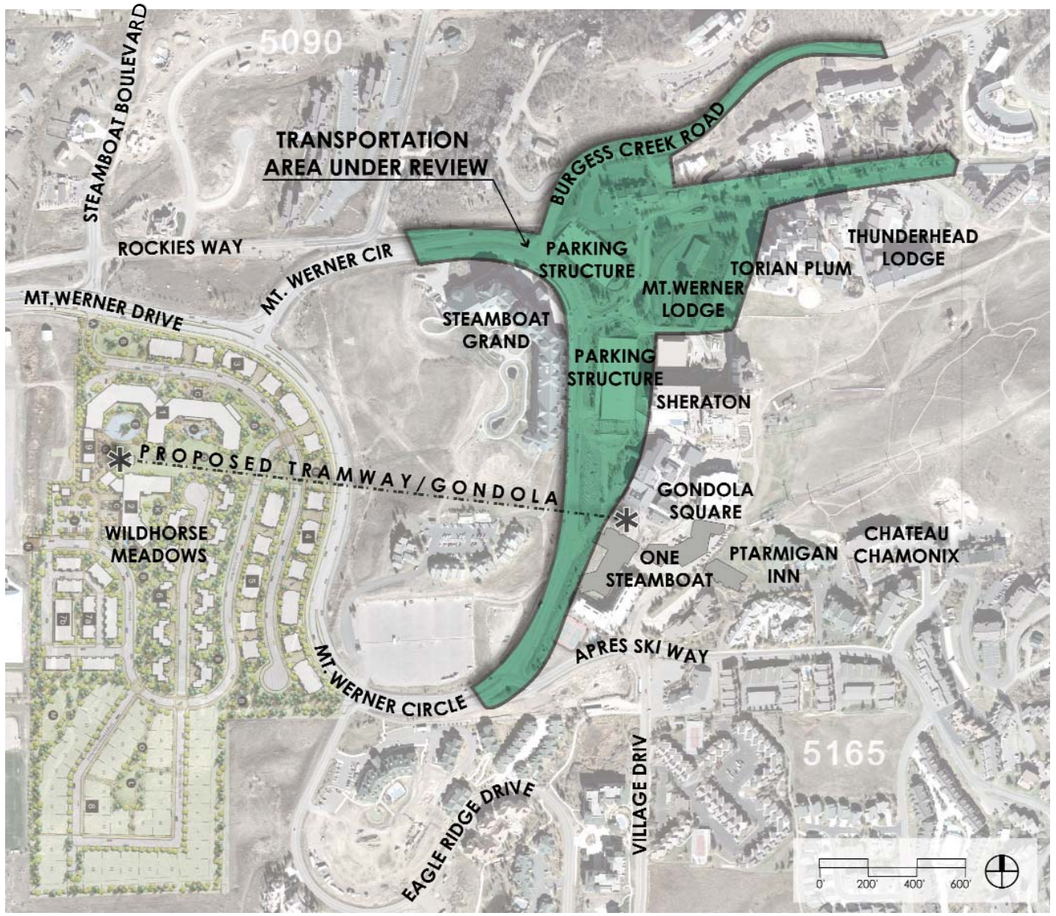
LONG-TERM ACTIONS:

- Pedestrian circulation improvements between Mt. Werner Circle /Ski Time Square and the North Portal Plaza / Promenade
- Potential relocation of GTC
- Relocated Ski Time Square Road and pedestrian mall
- Supports base area circulator bus system

NEXT STEPS:

The consultant team, assuming URA concurrence with the URAAC recommended approach, will continue with detailed design and engineering for the Ski Time Square Turnaround alternative. The detailed designs for the following areas will be presented to the URA/URAAC in late August/ September:

- Ski Time Square Turnaround/Drop-off
- Sidewalk connection from Gondola Transit Center to Ski Time Square Bus Turnaround
- Pedestrian corridor from Ski Time Square Bus Turnaround to Gondola



ADDITIONAL CHARETTE DETAILS:

July 26, 2006:
During the first day of the charette, goals for the redevelopment of the North Portal were confirmed with stakeholders (refer to the Stakeholder Interview Response Summary). The goals were used to identify issues and opportunities associated with the current multimodal transportation plan. As part of the discussion with stakeholders, a presentation on Colorado mountain base area portals was given for peer comparison.

After the presentation the design team worked in the field to evaluate access and circulation options for pedestrians, bicycles, transit, private shuttles, taxis, deliveries, and private vehicles. The design team developed a draft set of alternatives to present to stakeholders at the Day 2 of the charette.

Attendees included: Ken Brenner , Jim Wells, Chuck Porter, Brent Pearson, Jack Ferguson, Chris Diamond, Jane Blackstone, Doug Terry, Jim Schneider, Bill Jameson, Tom Leeson, George Krawzoff, Suzanne Bott, Jim Weber, and Jonathan Flint

July 27, 2006:
The design team presented a set of alternatives to the stakeholders that addressed the issues and opportunities identified during the first day of the charette. Members of the stakeholder group provided feedback and direction to the design team on specific elements of each alternative. After the presentation the consultant team conducted additional field studies to refine the alternatives and address issues raised by stakeholders. A preferred alternative was developed and presented at a public open house. After the open house, the preferred alternative and an overview of the charette was presented to the Planning Commission.

Attendees included: Chuck Porter, Brent Pearson, Jack Ferguson, Jane Blackstone, Doug Terry, Jim Schneider, Bill Jameson, Tom Leeson, George Krawzoff, Suzanne Bott, Jim Weber, Jonathon Flint, and Bud Romberg

July 28, 2006:
A final presentation outlining the charette and the alternatives was given to the Urban Renewal Authority Advisory Committee (URAAC). URAAC discussed the findings of the charette and approved the consultant team's recommended alternative.

Attendees included: URAAC and City Staff

August 8, 2006:
A presentation outlining the charette and alternatives was given to the URA. The consultant team outlined their recommendations and next steps in the planning process.

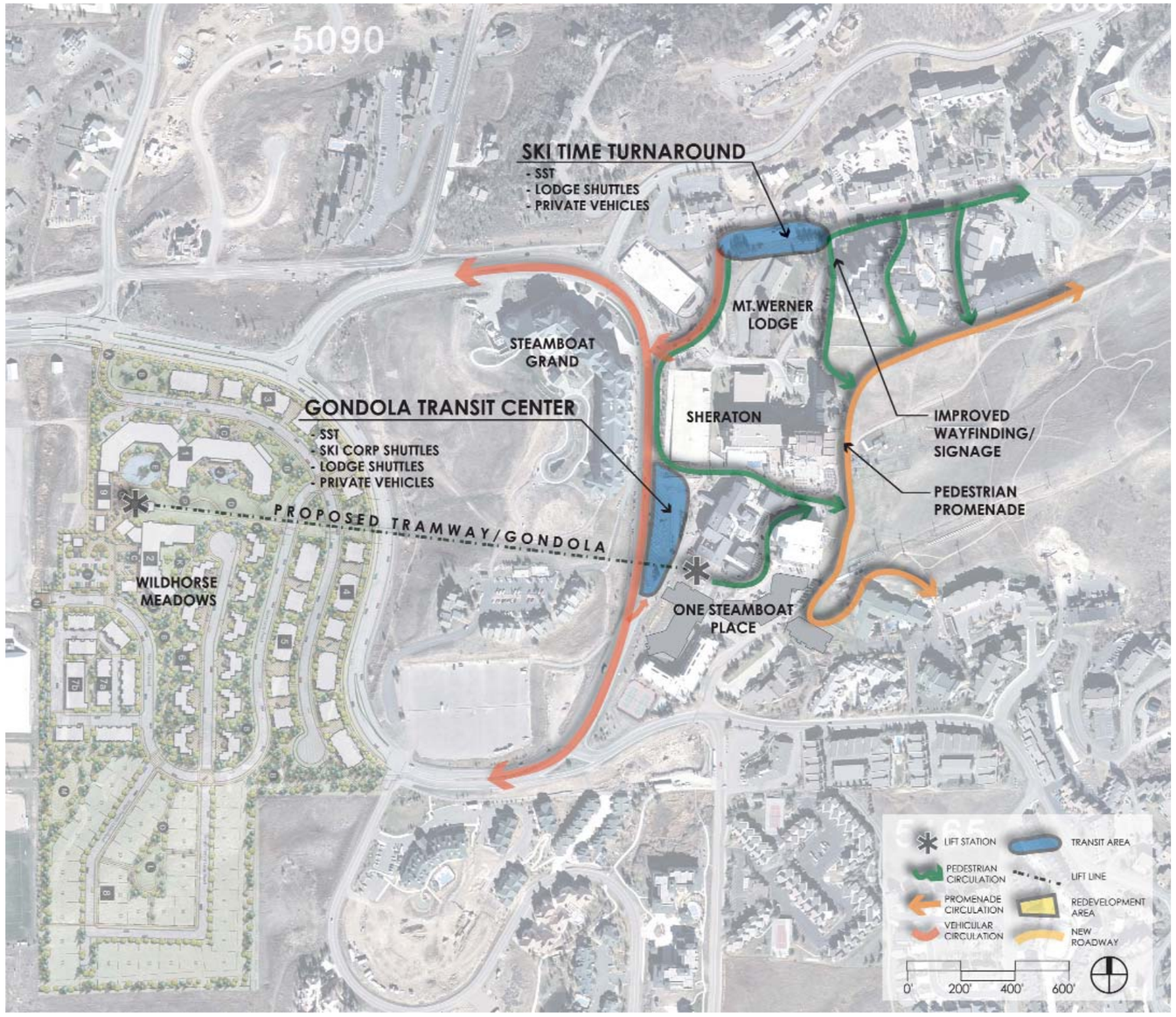
August 25, 2006:
The consultant team presented design alternatives based upon the criteria and recommendations generated during the transportation charette. The URAAC selected a preliminary alternative for design refinement.

Attendees included: URAAC and City staff

September 8, 2006:
A final alignment recommendation was made to the URAAC based upon the preferred alternative presented on August 25. The URAAC discussed the design approaches and approved the consultant team's recommendation.

Attendees included: URAAC and City staff

September 19, 2006:
The consultant team presented the URAAC recommended Ski Time Square Turnaround and Drop-off for consideration by the URA. The URA approved the design approach and directed the consultant team to continue into design development phase of work.

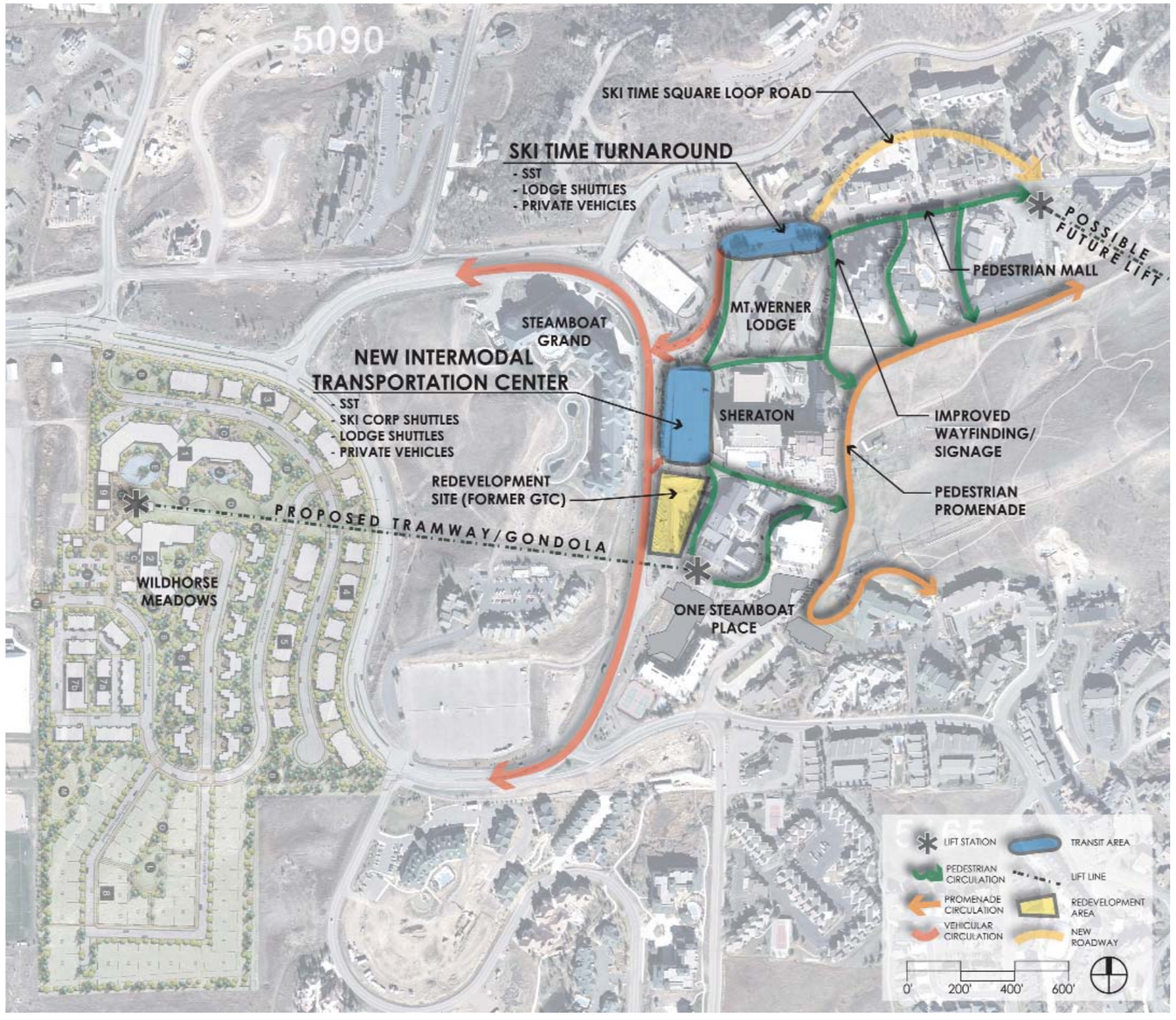


ALTERNATIVE A

SKI TIME SQUARE TURNAROUND/DROP OFF
(RECOMMENDED ALTERNATIVE)

INTERIM CONDITIONS:

- Creates new Ski Time Square Road turnaround/drop-off servicing Steamboat Springs Transit (SST), lodge shuttles, and private vehicles. SST is no longer required to drive entire length of Ski Time Square to utilize Christie Turnaround improving SST efficiency.
- Gondola Transit Center (GTC) is maintained servicing all vehicle modes including private vehicles as part of One Steamboat Place drop-off improvements.
- Improved pedestrian connections are provided to promenade through Torian Plum and along existing emergency access corridor to Sheraton.
- New wayfinding and signage elements are provided to enhance user experience.
- New walkway between GTC and new turnaround/drop-off is provided to enhance user experience.

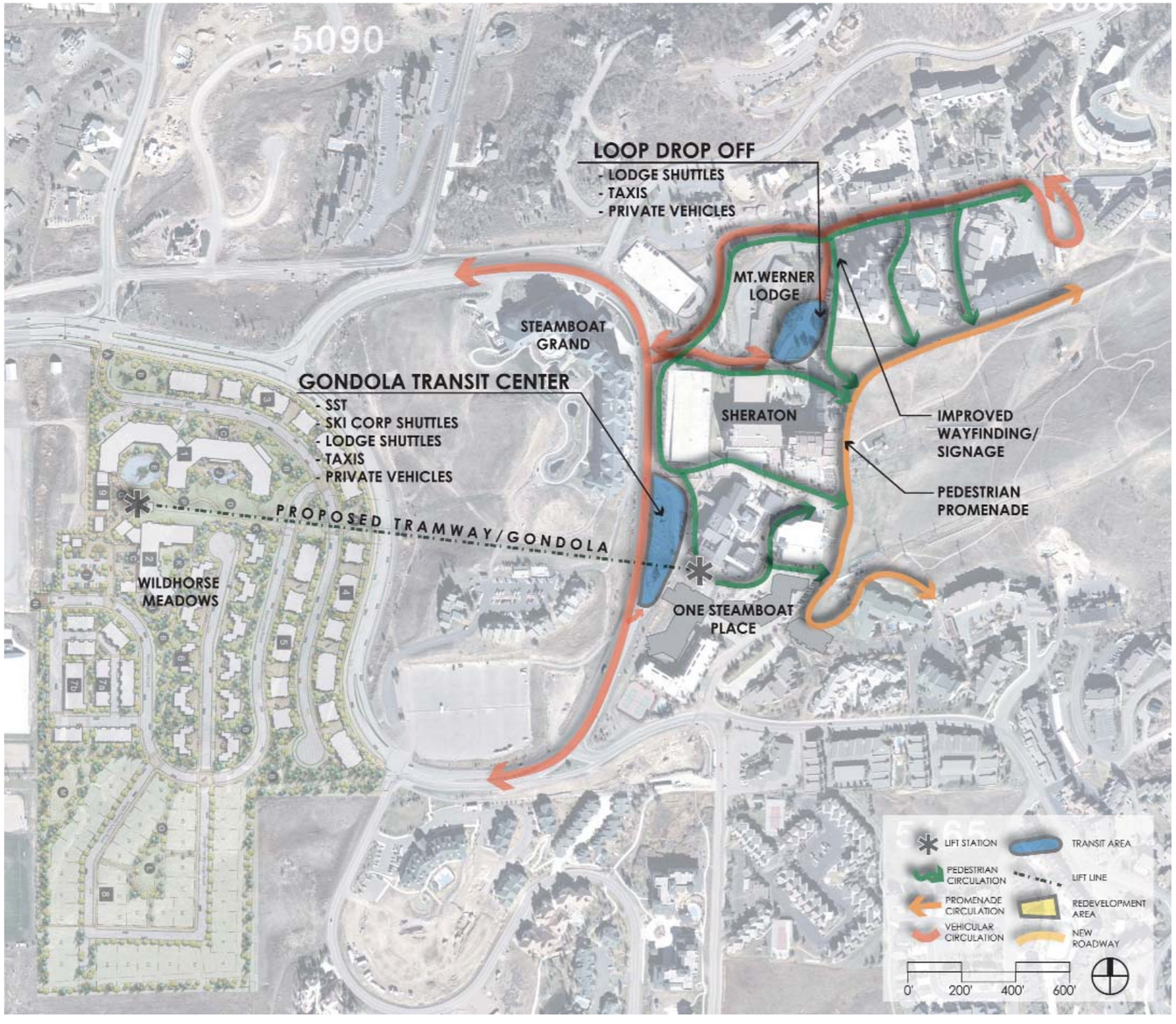


ALTERNATIVE A

SKI TIME SQUARE TURNAROUND/DROP OFF
(RECOMMENDED ALTERNATIVE)

LONG-TERM CONDITIONS:

- Creates new Intermodal Transportation Center immediately west of the Sheraton and north of the existing Gondola Transit Center (GTC) servicing all modes. Intermodal Center to be combined with underground parking and possible performing arts/conference center.
- Existing GTC site redeveloped.
- Ski Time Square Road relocated per Mountain Town Sub Area Master Plan.
- Pedestrian mall along existing Ski Time Square Road created per Mountain Town Sub Area Master Plan. Possible extension of Christie Lift to offer destination at east end of Pedestrian Mall.
- Ski Time Square Turnaround/Drop-off maintained to serve new pedestrian mall and possible lift.
- New pedestrian corridor north of the Sheraton developed from new Intermodal Transportation Center to proposed North Portal Plaza and promenade.

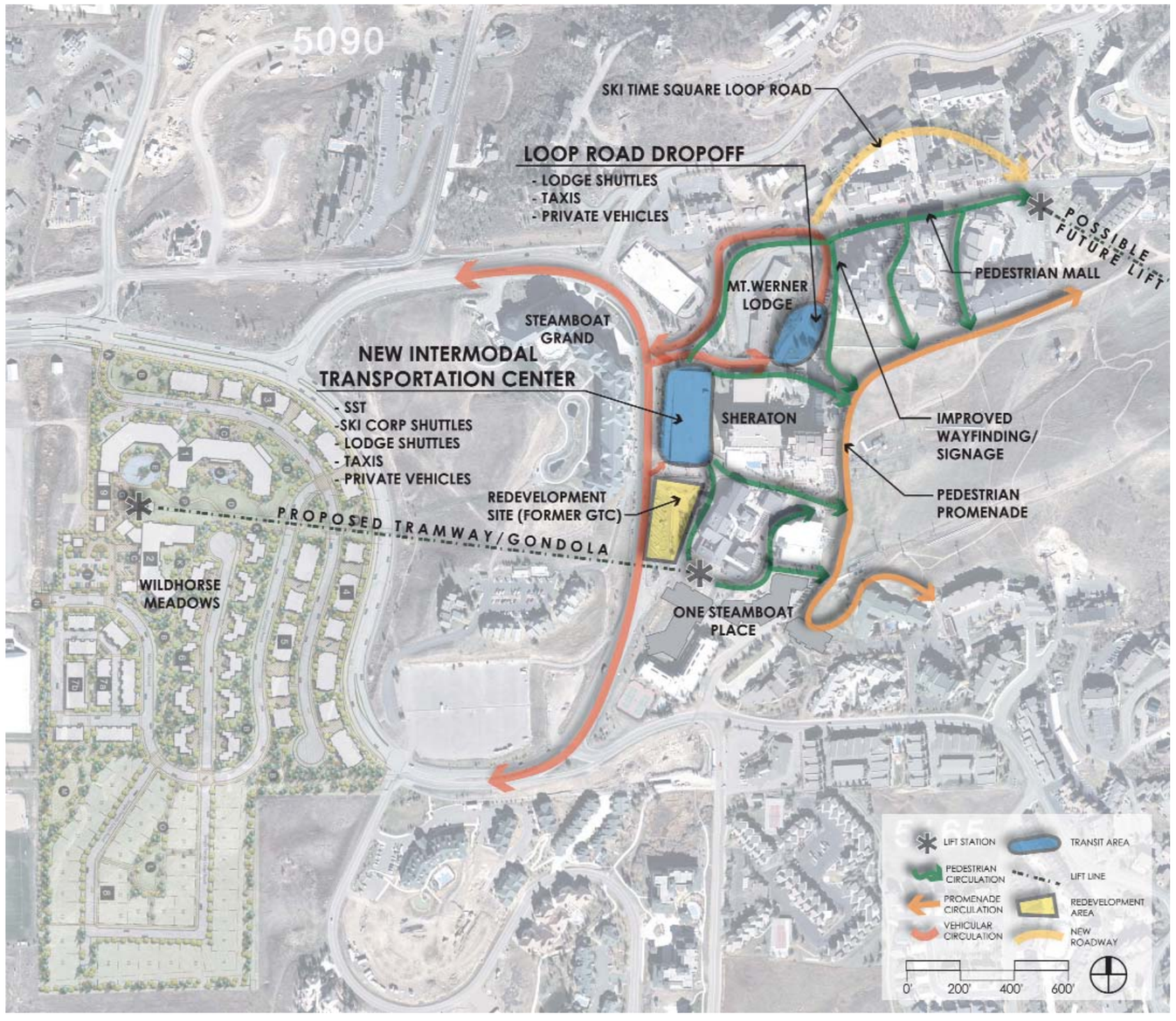


ALTERNATIVE B

LOOP ROAD - ONE-WAY COUNTERCLOCKWISE

INTERIM CONDITIONS:

- Creates new one-way counterclockwise loop road and drop-off servicing lodge shuttles, taxis, and private vehicles. Steamboat Springs Transit (SST) will maintain existing service along Ski Time Square Road, but will not serve new loop road drop-off. Torian Plum and Sheraton parking areas served by one way loop road.
- Two-way access along Ski Time Square Road will be maintained.
- Gondola Transit Center (GTC) is maintained servicing all vehicle modes including private vehicles as part of One Steamboat Place improvements.
- New walkway between GTC and new drop-off is provided to enhance user experience.

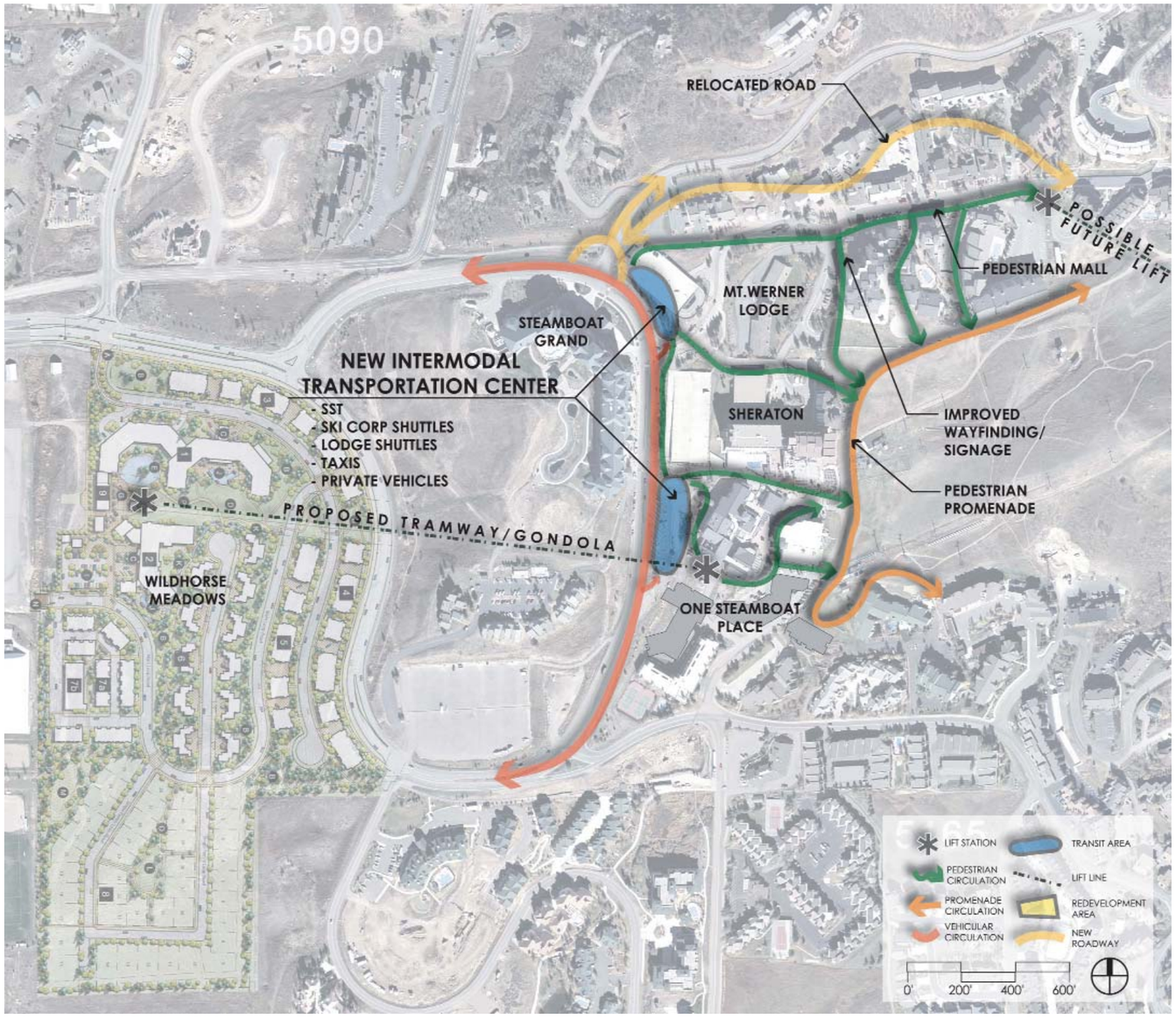


ALTERNATIVE B

LOOP ROAD - ONE-WAY COUNTERCLOCKWISE

LONG-TERM CONDITIONS:

- Creates new Intermodal Transportation Center immediately west of the Sheraton and north of the existing Gondola Transit Center (GTC) servicing all modes. Intermodal Center to be combined with underground parking and possible performing arts/conference center.
- Existing GTC site redeveloped.
- New loop road and drop-off maintained servicing lodge shuttles, taxis, and private vehicles.
- Ski Time Square Road relocated per Mountain Town Sub Area Master Plan.
- Pedestrian mall along existing Ski Time Square Road created per Mountain Town Sub Area Master Plan. Possible extension of Christie Lift to offer destination at east end of pedestrian mall.
- New pedestrian corridor north of the Sheraton developed from new Intermodal Transportation Center to proposed North Portal Plaza and promenade.



ALTERNATIVE C

CLEAN SLATE

LONG-TERM CONDITIONS:

- Relocate Ski Time Square Road to improve access from Mt. Werner Circle, optimize multimodal access and improve redevelopment opportunities.
- Develop linear curbside Intermodal Transportation Center(s) for Steamboat Springs Transit, lodge shuttles, taxis and private vehicles along Mt. Werner Circle.
- Existing Gondola Transit Center redeveloped; Existing parking structures redeveloped with underground parking structures.
- New pedestrian corridors developed from new Intermodal Transportation Center(s) to the promenade.

GOAL CHECK-IN

DESIGN GOALS	ALTERNATIVE "A" SKI TIME SQUARE DROP-OFF INTERIM	ALTERNATIVE "A" SKI TIME SQUARE DROP-OFF LONG-TERM	ALTERNATIVE "B" LOOP ROAD DROP-OFF INTERIM	ALTERNATIVE "B" LOOP ROAD DROP-OFF LONG-TERM	ALTERNATIVE "C" CLEAN SLATE LONG-TERM
VISUAL CONNECTIONS	◒	●	◒	◒	●
CONNECTIONS TO PROMENADE	◒	●	●	●	●
PEDESTIAN FRIENDLY ENVIRONMENT	◒	●	○	○	●
CONVENIENT & SIMPLE ACCESS	◒	◒	◒	◒	●
LAND USE & DEVELOPMENT IMPACTS	◒	●	○	◒	○/●
VEHICULAR CONGESTION	○	○	○	○	◒
BASE AREA INGRESS/EGRESS	◒	●	◒	◒	●
TRANSIT OPERATIONS	◒	●	◒	●	●

LEGEND

- ● ENHANCES GOAL
- ◒ MEETS GOAL
- ○ DOES NOT MEET GOAL

Roadmap to Implementation

ROADMAP TO IMPLEMENTATION

PROJECT SELECTION PROCESS

The process used to select projects for 2007 construction was designed to provide a transparent and documented screening system for the URAAC. The process was organized into three phases and included a list of all potential projects, most of which were previously identified by the Mountain Town Sub Area Master Plan and Mountain Base Area Design Standards adopted in Fall 2005.

In order to determine the projected 2007 construction budget, the City staff and URAAC Finance Committee evaluated revenue sources within the URA boundary and determined approximately $5,000,000 would be available for 2007 project design and construction assuming a 2006 bond issue.

With the 2007 project budget established, the first phase of screening process was to determine what projects should be considered for URA funding. The second phase of screening used an evaluation process to determine the value and associated issues of the projects passing the first screen. From the screened list, four packages of projects with an approximate $5 million value were generated. At the June 23, 2006 URAAC meeting, a package of projects for 2007 was unanimously agreed upon by the URAAC. During the first phase of screening, operating and maintenance of projects constructed with URA funds was recommended to be eliminated from URA funding.

It was indicated that additional information was needed by the URAAC for some of the projects including: Escalators, the North Portal Loop Road and Plaza, Snowmelt at Gondola Square and North Portal Plaza, the GTC / Sheraton Walkway connection, Surface and Garage parking, the Aerial Tramway, and Aprés Ski Way improvements.

The projects selected by the URAAC for 2007 construction include the following:

North Portal Promenade*
North Portal Turnaround / Drop-off
Wayfinding & Signage - Phase 1
Gondola Transit Center to Ski Time Square Walkway

**At the URA meeting on June 27, the URA agreed with the URAAC on the projects selected, however, conditioned the construction of the North Portal Promenade on having a funding mechanism in place for operations and maintenance.*

In addition, anticipated expenditures in 2006 amount to approximately $920,000 and include geothermal investigation study, North Portal Transportation Feasibility Study, surveying & mapping, geotechnical investigations, and project design. Project design includes final design of the projects listed above plus final design of the promenade from One Steamboat Place to Slopeside and final design of the daylighting of Burgess Creek.

This approach to the design takes into account the timing of the base area regrade by the Ski Corporation, as part of their proposed on mountain improvements. The grading and utility work for the promenade area near the gondola and the daylighting of Burgess Creek should, for the best construction value, occur concurrently with the regrading of the base area. At this time a commitment cannot be made by ASC, the parent of the Ski Corporation, on whether the regrading can be done in 2007. That decision will not be made until early 2007.

The design schedule then allows for close design and construction coordination of these concurrent efforts in 2007 should the Ski Corp regrade the base area in 2007. Furthermore, the design fees expected in 2007 and 2008 would be reduced proportionately for projects to be constructed in 2008 and 2009. Coordination, currently under contract, is not included in this amount. Also, City Staff costs for public outreach activities, URAAC expenses, and right-of-way and easement costs are not included in this amount. Expenditures in 2007 amount to approximately $4,080,000 and include design support during construction, construction administration, and construction costs. The amount does not include design costs, right-of-way and easement costs for projects to be constructed in 2008 (except for the Promenade and daylighting of Burgess Creek) which will be expended in 2007. Until an estimate of URA revenue can be generated for 2008, these design costs cannot be determined.

This process, while not specifically selecting projects for 2008 and 2009 construction, worked to address planning and design considerations for construction efforts beyond 2007. During the selection process for 2007 construction, many projects identified by the Mountain Town Sub Area Master Plan and this master planning effort were evaluated including:

- Burgess Creek day lighting and Promenade
- Wayfinding, streetscape, and landscape improvements along Mt Werner Road and Circle
- Apres Ski Way Intersection Improvements
- Wayfinding and landscape improvements at the interchange of Mt. Werner Road and US Highway 40.

These projects due to funding and construction logistics considerations were recommended for construction in 2008 and beyond to allow for best value and coordination with private base area redevelopment projects such as One Steamboat Place and the Ski Corporation on mountain improvements. Key elements, such as the Burgess Creek day lighting and promenade improvements, were designed in 2006 to allow for continued coordination with private redevelopment and earlier construction if funding mechanisms allow.

2007 PROJECT SELECTION CONSIDERATIONS

NORTH PORTAL AREA TRANSPORTATION FEASIBILITY

The Sub-Area Plan Update shows alternatives for this area. A study of the area with adjacent property owners and URAAC was recommended as a means to review the current alternatives and better define the turnaround / drop-off configuration. A design charette will be conducted with stakeholders to determine alternatives and select a preferred transportation solution.

GONDOLA TRANSIT CENTER - SKI TIME SQUARE WALKWAY / ESCALATORS

As these items relate to the North Portal, they will be addressed during the discussion and study of the North Portal Area Transportation Feasibility.

PROMENADE

As the Ski Corporation cannot provide a decision on whether it will regrade the base area in 2007 and One Steamboat Place will not have the area available until 2008, it was determined that the promenade will need to be constructed in phases. In order to allow for potential regrading of the base area in 2007, the promenade from One Steamboat Place to where the promenade intersects Burgess Creek will be designed in this first phase.

NORTH PORTAL PROMENADE

The Sub-Area Plan Update shows the promenade extending along the border of the base area with plazas connecting to the commercial and residential areas. As the promenade was not initially intended to be constructed in phases, the appropriate starting and ending points for this initial phase will need to be defined, Skiways and other easements will need to accommodated or modified to accomplish this. This should be addressed early in the design process.

DAYLIGHTING BURGESS CREEK

The daylighting of Burgess Creek needs to be coordinated with the regrading of the base area. As with the promenade, the daylighting will be designed in the first phase to accommodate the possibility of regrading in 2007.

GEOTHERMAL ENERGY FOR SNOWMELT SYSTEM

A desire in the Sub-Area Plan Update was to investigate the possibility of using alternative energy sources. As a hydronic snowmelt system is a consideration for the Base Area, City Staff made arrangements for Dr. John Lund, acting through a grant provided by the U.S. Department of Energy, to meet with Staff and designers in early June. From that meeting, Dr. Lund suggested a study to "investigate and prove the geothermal resource . URAAC recommended that this study be undertaken and forwarded to the URA for funding consideration. The study will be commissioned in Summer 2006.

SNOWMELT SYSTEM
A hydronic snowmelt system has been indicated as a desire for the base area. A hydronic snowmelt system consists of a heated fluid (water and antifreeze) circulating in plastic piping beneath the surface of the promenade, plazas, and/or roadways. Commonly, the fluid is heated through the use of gas-fired boilers, but the geothermal investigation study outlined above will help determine whether an alternative heating system can be used. The extent of the snowmelt system needs to be addressed early in the design process.

RIGHT-OF-WAY & EASEMENTS
As projects are defined for design and construction, right-of-way and easements will need to be addressed. For projects defined for construction in 2007, the critical areas are at the North Portal Area. The easements will be addressed in Summer / Fall 2006.

OPERATING AND MAINTENANCE COSTS OF URA FUNDED PROJECTS
As the URAAC recommended not to fund operating and maintenance under the URA, efforts have commenced on establishing an improvement district to provide the long term funding.

PUBLIC OUTREACH PROCESS

The strategies for the public outreach include media briefings, information dissemination, public open houses, and small group meetings. One-on-one meetings should be arranged when necessary. A single point of contact should be advertised for project information. These strategies have been successful in other resort communities for public outreach. Each of these strategies are shown on the Master Schedule and scheduled for the next year to coincide with key milestones and meetings in the process.

MEDIA BRIEFINGS
I. Media briefings should be conducted with regularity and at key milestones during the process. The timing should be within a week or so prior to any public open house. Typical briefings should include a discussion of the current schedule, decisions made, and upcoming decisions. Some of graphics generated by the Consultant team should be provided to the media. A representative from the URAAC and/or URA should be at the briefings.

II. INFORMATION DISSEMINATION

Web Page
A webpage(s) on the City s website can provide those with access to the internet the most current information on the process. The webpage should include general information about the URA, URAAC, contact information, process schedule, current information generated by the Consultants, URAAC recommendations, URA decisions, and listing of the meetings. Key studies and other information should be able to be downloaded from the site.

Newsletter
The newsletter should contain the same information as on the Web Page, for those without access to the internet. Newsletters should be distributed those in the Base Area and available at public open houses. Each URAAC and URA member should have a handful of newsletters

Property Owner Flyer
Similar to what was used during the Sub Area Plan, a flyer for notifying affected property owners should be distributed prior to each of the public open houses.

Newspaper Ad
Ads should be used to advertise public open houses and when the URA will be making key decisions.

III. PUBLIC OPEN HOUSES
Public Open Houses should be held at key milestones and at the times when the URA will be making decisions on the Base Area. Open houses should be held in the Centennial Hall foyer from 3 to 7 pm. Layout should include display boards with the most current Consultant information as well as a briefing on the history of the process to date. Some members from the URAAC and Consultant team should be present during the open house.

IV. SMALL GROUP MEETINGS
Some of the most valuable information comes through small group meetings and their use is strongly encouraged. Small group meetings should be scheduled on an as needed basis and in conjunction with the key milestones of the project and pending recommendations and decisions. Also, invitations to speak to local service or other groups should be accepted.

V. ONE-ON-ONE MEETINGS
One-on-one meetings should be scheduled as needed to discuss specific design and construction issues, confidential information, or for mediating extremely contentious issues.

VI. SINGLE-POINT-OF-CONTACT
A local phone number should be established directly to the Coordinator for the Base Area.

RECOMMENDED 2007 CONSTRUCTION PROJECTS
ORDER OF MAGNITUDE COST ANALYSIS SUMMARY

SKI TIME SQUARE TURNAROUND AND DROP OFF:

Site Preparation and Demolition:
- *-Demolition and removals*
- *-Protection of existing facilities*

Infrastructure Improvements:
- *-Conduit systems- electrical / controls / communications*
- *-Utility improvements*
- *-Site lighting and electrical*
- *-Special event power and facilities*

Snowmelt Mechanical Improvements:

Hardscape Improvements:
- *-Pavement (concrete, unit pavers, asphalt)*

Landscape Improvements:
- *-Plant material*
- *-Irrigation improvements*

WAYFINDING & SIGNAGE:

Mt Werner Road and Circle:
- *-Information/Direction Signage Elements*
- *-Trail Markers*

Ski Time Square Drop-off/Turnaround:
- *-Pedestrian kiosk*

GONDOLA TRANSIT CENTER TO SKI TIME SQUARE WALKWAY:

Site Preparation and Demolition:
- *-Demolition and removals*
- *-Protection of existing facilities*

Infrastructure Improvements:
- *-Conduit systems- electrical / controls / communications*
- *-Utility improvements*
- *-Site lighting and electrical*
- *-Special event power and facilities*

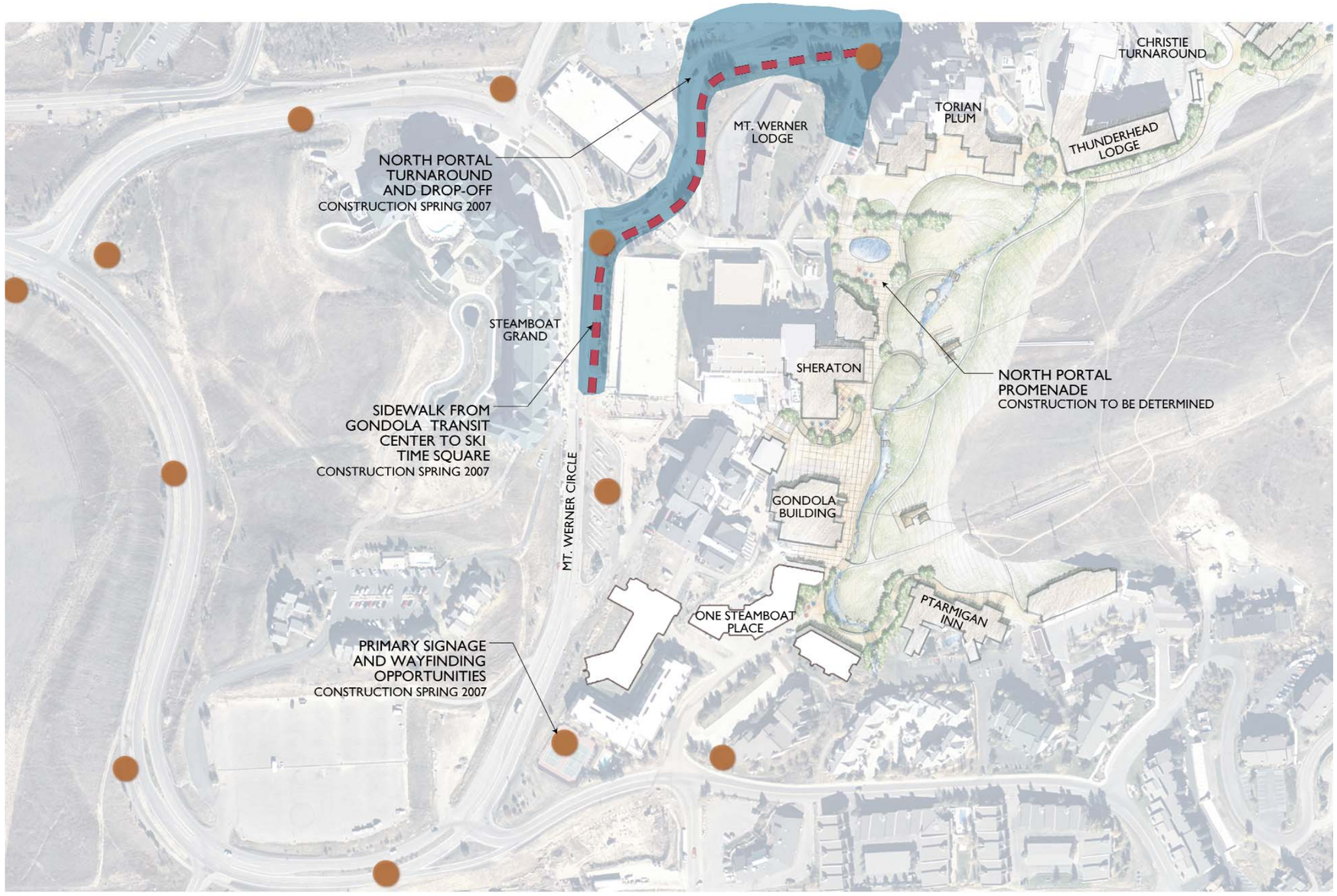
Hardscape Improvements:
- *-Pavement (concrete, unit pavers, asphalt)*

Landscape Improvements:
- *-Plant material*
- *-Irrigation improvements*

ESTIMATED 2007 PROJECT BUDGET: $4,800,000

The estimated project budget includes the following elements:
- Construction management/observation allowances
- A materials testing allowance
- General conditions (mobilization, traffic control, surveying, etc.)
- Project/engineering contingency
- Operations and maintenance is not included in budget

Additional considerations:
- Budget assumes 2006/2007 construction pricing
- Any cost sharing aspects are not yet factored into project budget



CONSTRUCTION PROJECTS, 2007

- NORTH PORTAL PROMENADE
- NORTH PORTAL TURNAROUND AND DROP OFF
- SIDEWALK FROM GONDOLA TRANSIT CENTER TO SKI TIME SQUARE WALKWAY
- WAYFINDING AND SIGNAGE

2006 2007

JUNE JULY AUGUST SEPTEMBER OCTOBER NOVEMBER DECEMBER JANUARY FEBRUARY MARCH APRIL MAY JUNE JULY

PLANNING

URAAC KEY MILESTONES:
June 23 - Recommend Projects for 2007 Construction
July 28 - Aerial Tramway Discussion (WHM - OSP)
July 28 - Recommend North Portal Transportation Concepts

URA KEY MILESTONES:
June 27 - Affirm Projects for 2007 and authorize design funding
August 8 - Briefing on North Portal Transportation Concepts

DESIGN / ENGINEERING

URAAC KEY MILESTONES:
August 11 - Present North Portal transportation charette recommendations
August 24 - Present Ski Time Square Turnaround/Drop-off alternatives for review and consideration
September 8 - Present Ski Time Square Turnaround/Drop-off alternatives for final recommendation
September 22 - Present Burgess Creek Promenade alignment for review and consideration
October 13 - Present material approaches and preliminary cost analysis for base area improvements
October 27 - Present Burgess Creek Promenade for final recommendation
November 10 - Present preliminary construction phasing and approaches for review and consideration
December 1 - Determine/evaluate projects for 2007 construction

URA KEY MILESTONES:
September 19 - Present Ski Time Square turnaround and drop-off recommendation for approval
November 7 - Present design, material approaches, and cost analysis for proposed projects
December 12 - Present recommended 2007 construction projects for approval by URA

BIDDING

URAAC KEY MILESTONES:
February 9 - Recommend Contract Award for 2007 Construction

URA KEY MILESTONES:
December 12 - Authorize Bidding of 2007 Projects
February 6 - Briefing on Bidding of 2007 Projects
February 20 - Authorize Contract Award for 2007 Projects

CONSTRUCTION