

# STEAMBOAT SPRINGS

## Mountain Town Sub-Area Plan Update

November 2005



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## CHAPTER 1 – INTRODUCTION

The Steamboat Springs 2005 Mountain Town Sub-Area Plan Update was developed in response to a request by the City of Steamboat Springs to assist their planning of the redevelopment of the Steamboat Springs Mountain Town Base Area. It is the result of a lengthy process of site evaluation and analysis, and meetings with City officials, property owners, and interested citizens.

The Steamboat Springs Base Area is at a crossroads. The infrastructure is 40 years old, and with the adoption of the Urban Redevelopment Authority in 2004, the community's decision-makers have identified the need for public infrastructure redevelopment. At the same time, the scale of private sector redevelopment and reinvestment opportunities for the entire Base Area is significant. The properties comprising the Base Area are too valuable to remain undeveloped or marginally utilized. A unified vision for the future is necessary to guide reinvestment and redevelopment.

There are several basic assumptions guiding the planning process and future redevelopment. The first is that a comprehensive and cohesive plan, while benefiting each individual property owner, will also, more importantly, benefit the greater community. This has led to an attitude of significant cooperation between the Base Area property owners, the City leaders, and the owners of the ski area, American Skiing Company in the planning and development of this plan.

Second, just as the Base Area consists of individual property owners and parcels that will be integrated into a larger whole, the built environment is part of a much greater natural system and landscape. When the two are combined in harmony, the result is a breathtaking setting for both visitors and locals alike.

Capitalizing on Steamboat's natural setting, with its western exposure giving warmth and long daylight, and the natural stream system of Burgess Creek, the redevelopment of the Base can result in a lively pedestrian environment. There can be an economic vitality in the form of shops, restaurants, cafes, and attractions not found in downtown Steamboat or in other ski areas. The Base Area can become such an exciting place that people flock to it at all times of day and in all seasons of the year. If this ambitious redevelopment plan is undertaken, the ski area has the potential to become a world-class resort, as well as a community of small neighborhoods that will contribute to the overall vitality of the Steamboat community. In order for the Base Area to be successful, it needs both locals and tourists who are engaged in activities from morning to night.

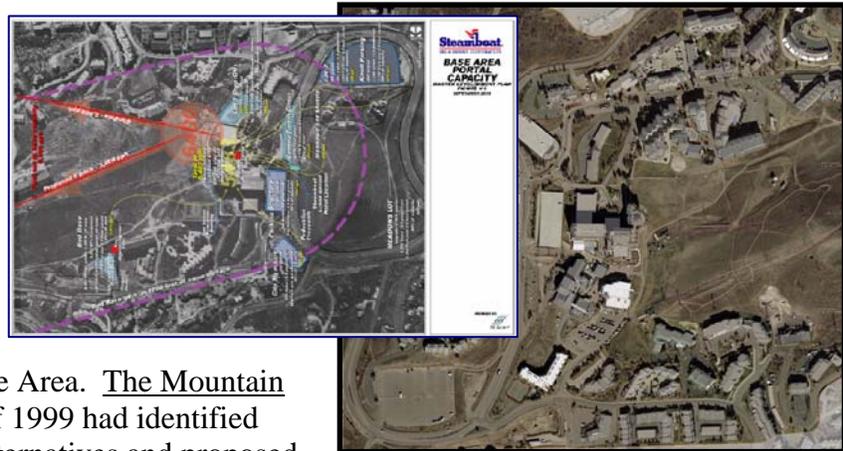
These key features are based upon fundamental ideas, issues, and concerns that were raised during the data gathering and assessment phases of the Plan Update process and are outlined in greater detail in the following pages. In general, they respond to the desires of the community to have a Base Area with the following attributes:

- **circulation that is safe**, beautiful and easy to navigate;
- **design that in character with Steamboat's heritage** and is harmonious;
- **a natural environment that is accessible** and integrated into the development;
- **activities that are available for Steamboat's primary visitor group, families and kids, as well as for locals.**

The following chapters outline the public process and design development of the plan. They summarize the background issues and priorities that were brought forward during the series of community meetings, public outreach efforts, two charrettes, and work sessions with the Steering Committee, the Base Area Reinvestment Coalition (BARC), Planning Commission, City Council, and the City of Steamboat staff. This feedback, along with the formal recommendations of the 1999 Sub-Area Plan provided the foundation for the design alternatives and final design that are presented here.

#### **A. Background of Urban Redevelopment Authority (URA)**

In 2004, it was determined that additional efforts were needed to coordinate new private development initiatives and replace the inadequate and unattractive infrastructure of the Steamboat Springs Base Area. The Mountain Town Sub-Area Plan of 1999 had identified certain improvement alternatives and proposed the implementation of a Business Improvement District. However, from this plan, only a few of the public infrastructure improvements had been implemented and the option for a city-wide Downtown Development Authority (DDA) had been turned down by voters. It was clear that the area was in a continuing state of decline and efforts were required on the part of the City government to both stop the decline and breathe new life into the heart of this important regional asset and potentially one of the top resort areas in the United States.



The Steamboat Springs Area Plan (2004) identifies the Base Area as the primary facility for the Steamboat Ski Area, which houses the majority of the resort accommodations for the community.

It is the center for the commercial resort activities and it provides a mainstay for the tourism economy.... However, the age and somewhat disjointed growth over time means that many of the structures are dated, and the circulation system and way-finding is less than optimal. The community believes that the base area requires significant improvements to infrastructure and physical form to make it more functional and attractive. (*Steamboat Springs Area Plan*, p. 13-4 to 13-5)

In January, 2005 the Steamboat City Council passed a resolution approving the Steamboat Springs Base Area Reinvestment Plan. In so doing, they made a finding that the Steamboat Springs Base Area was a blighted area. By passing the resolution, they determined that the Base Area was appropriate for an Urban Renewal Project pursuant to an Urban Renewal Plan, and that:

The acquisition, clearance, rehabilitation, conservation, development, redevelopment, or a combination thereof such area is necessary in the interest of the public health, safety, morals, and welfare of the citizens of Steamboat Springs. (*Steamboat Springs City Council Resolution 2005-04, 18 January 2005*)

In approving the Base Area Reinvestment Plan and forming the Steamboat Springs Reinvestment Authority (SSRA), generally referred to as the **Urban Renewal Authority (URA)**, the City Council put in place a mechanism to fund the renewal of the Base Area. They also affirmed that this plan, the Mountain Town Sub-Area Plan Update, would function as a Steamboat Springs Base Area Reinvestment Plan and be the guiding design document and vision statement to assist with that renewal.

## **B. Goals And Objectives of the Base Area Reinvestment Plan**

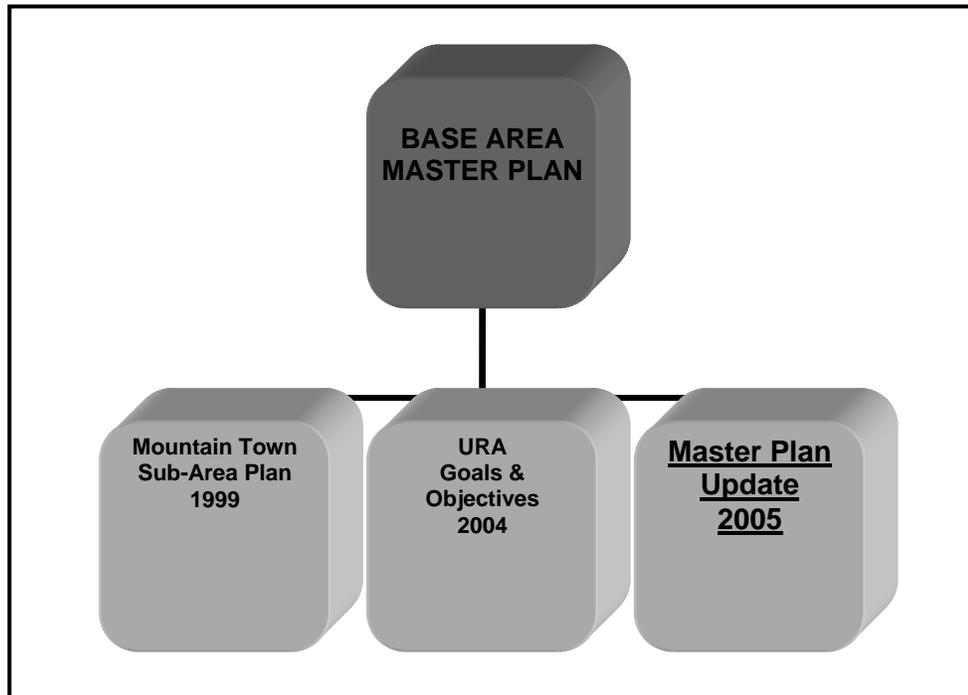
The stated goal of the City Council in developing this plan is to **“identify specific projects, design elements, and costs that might be undertaken to redevelop and revitalize the Base Area.”** (City of Steamboat Springs, *Resolution 2005-04* approving the Base Area Reinvestment Plan)

The issues that were identified by the Council in 2004 included aging infrastructure, dated architecture, a disjointed street layout, confusing pedestrian circulation, inadequate transportation and parking, limited public spaces, and lack of defined streetscape for pedestrians.

In addressing these issues the Council determined that the planning activity and its implementation should be guided by the following objectives:

1. **Create a sense of place** and improve aesthetic character of the Base for both residents and guests;
2. Renovate or **redevelop the deteriorated and/or outdated residential and commercial buildings** and provide enhanced amenities;
3. **Enhance the aesthetic appearance** of the area to make it more appealing;
4. **Improve pedestrian, bicycle, mass transit, and auto accessibility** and circulation;
5. **Eliminate impediments to the redevelopment** of key facilities within the Plan Area;
6. **Upgrade and restore public infrastructure** including transportation facilities, parking, sidewalks, and streetscape.

The purpose of this Plan is to address the issues identified above and provide specific implementation guidance in accordance with the defined objectives. This Plan is an update of the 1999 *Mountain Town Sub-Area Plan, Chapter 4: Improvements in the Mountain Area*, and supplements the adopted URA Goals and Objectives.



Relationship of 2005 Master Plan Update to Sub-Area Plan and URA Goals

### C. Key Issues

The direction of this plan was guided by the following concerns and considerations that were articulated by the City Council as a further amplification of their stated issues and objectives in the creation of the URA:

1. **Concern about the size of proposed new developments** as being out of character with Steamboat and devaluing existing condominium and lodging development;
2. A need to **address the circulation issues** around the Base Area and provide for better movement of people from public and private transportation to the gondola access;
3. **Integration of Ski Times Square with other parts of the Base Area;**
4. **A determination of the appropriate amount and diversity of retail development** for the Base Area;
5. Improvement of the overall aesthetic quality of the Base Area and Gondola Plaza by setting **urban design and site planning standards** that would affect new development and remodels;
6. A need to prepare a **“Pattern Book,” or “Developer’s Handbook,”** to alert potential Base Area developers and existing property owners to the urban design and site planning standards, and provide information on the goals and strategies that should be incorporated in new development;
7. Provide more **activities for summer visitors** to the Base Area to enhance the year-round nature of the resort; and
8. **Maintain the image of friendliness** associated with Steamboat Springs.

### D. Overview of Plan Update Philosophy

This Master Plan Update has taken the concepts developed as part of the *Mountain Town Sub-Area Plan* and added the information and additional considerations generated by the research, analysis, and public input of this process.

The basic components of site design, planning, and landscape architecture have remained consistent between plans. There are elements that address infrastructure, transportation and circulation, compatibility and proximity of uses, and streetscape design. This Update

acknowledges two larger considerations: that the City has convened an Urban Redevelopment Authority with the potential for bonding to make the potential improvements a reality, and that the Base Area Reinvestment Coalition (BARC) has taken a formal position that they are united in working with the City to make the improvements a reality.

The BARC has noted that the URA is a public/private partnership and that a strong connection between the public and private sectors is needed in order to accomplish its objectives and activities. These include Tax Increment Financing and bonding; creating practical guidelines and standards, and a schedule of infrastructure improvements that will be part of the plan; and avoiding condemnation of private property wherever possible.

The Base Area Reinvestment Coalition further noted that the public perception of the value of the Base Area is low, and therefore limited investment is taking place. The purpose of the URA is to assist in the economic feasibility of reinvestment. It is notable that in this instance, the private sector is committed to working alongside the local government to make the improvements that are part of this plan a reality. This plan requires financial commitments from public and private property owners to implement these improvements.

#### **E. Base Area Development Moratorium**

In the light of the substantial number of development applications for Base Area properties that had either entered the pre-application submittal stage or were otherwise known to Planning staff to be in preparation, the City Council passed a moratorium on the review of new development applications for the Base Area on 15 February 2005. The moratorium was initially approved for forty-five days and subsequently extended to 1 November 2005 in order to permit the completion of the planning process as well as a follow-up activity that would implement community development code changes based on the Sub-Area Master Plan Update.

The City staff and the consultants have been aware of the concerns of the development community with respect to this moratorium and have endeavored to complete the planning activity in a timeframe that would permit development applications to be submitted for review as soon as possible. The clear advantage of a moratorium is that all development applications will be heard in the context of the Sub-Area Plan Update and developers will have equality with respect to any new requirements or recommendations for the Base Area.

## CHAPTER 2 – PROCESS

### A. Steering Committee and Summary of Process

This Plan was developed over a six-month period in close consultation with the citizens and City of Steamboat Springs staff. A Steering Committee, consisting of representatives from the City Council, Planning Commission, City staff, the American Skiing Company (Ski Corp), Base Area businesses and property owners, and local utilities directed the plan development and met consistently throughout the six-month planning process.

The process was divided into three phases: 1) Initial Assessment, 2) Community Analysis and Alternative Plan Development, and 3) Implementation Strategy Development. Shown below are the specific activities and meetings associated with each phase.

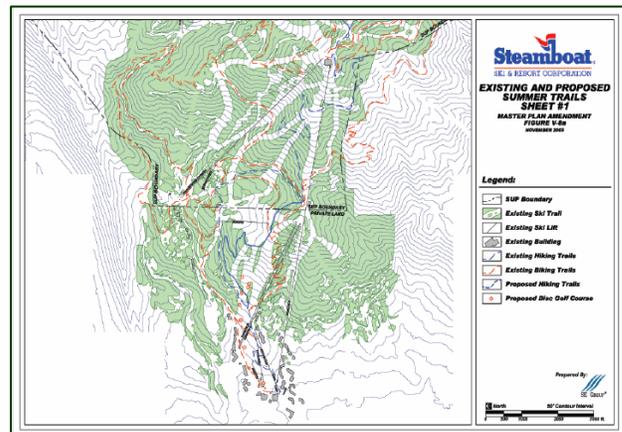
#### **Process Phase 1 - Initial Assessment**

- Onsite Evaluation
- Steering Committee Meetings
- Public Involvement Plan Developed
- Review of Existing Conditions
- Issues and Trends
- Initial Interviews
- BARC Meeting
- Ski Corp Meeting
- Design Professionals Focus Group
- Draft Goals & Objectives
- 1<sup>st</sup> Public Meeting: Public Open House
- Planning Horizon Developed
- Prioritized Issues & Trends
- Technical Report-Initial Assessment



#### **Process Phase 2 - Community Analysis and Alternative Plan Development**

- Alternative Scenarios Developed
- Steering Committee Meeting
- Interviews and Information Gathering
- BARC Meeting
- Alternatives Analysis
- Design Charrette I
- City Council Update and Review
- Design Charrette II
- Preferred Alternative Selected
- Draft Final Plan



### **Process Phase 3 - Implementation Strategy Development**

- Implementation Strategies Drafted
- Steering Committee & Public Meetings
- Final Plan Developed
- Planning Commission Presentation
- City Council Presentation and Adoption

### **B. Charrettes and Meeting with the Steamboat Professional Design Community**

Two public design workshops, or *charrettes*, were conducted to give the citizens of Steamboat Springs a hands-on opportunity to put pen to paper and determine the shape of the Base Area. Participants worked in small groups to identify places on-the-ground where there were opportunities to improve existing conditions. The charrettes were especially valuable in identifying scenarios that were not readily apparent due to the season or other factors, and that could only be known by locals who live and work in the area.



In addition, a focus group meeting was held with members of the Steamboat area design community: professionals who work as architects, planners, and landscape architects. These professionals have a strong sense of the design character and aesthetic style of Steamboat Springs and are engaged specifically to work in the community on development projects. The intent was to determine if there were certain design features and architectural elements that typify the Base Area and that should be incorporated into

the plan, as well as to discuss issues that arise in the design and approval process that could potentially be alleviated through the Plan Update.

### **C. Meetings with the Base Area Reinvestment Coalition and Ski Corp**

A critical aspect of the plan development was receiving and considering the input of the key stakeholders groups in the Base Area. Several individual meetings were held with the formally-organized property owners known as the Base Area Reinvestment Coalition, or BARC, and the American Skiing Company (Ski Corp).

Support from each of these two key stakeholders is essential to the success of the redevelopment plan. Each had specific requests and criteria that shaped the outcome of the plan and every attempt was made to work with their needs, while promoting concepts that would secure the best outcomes for Base Area redevelopment and the citizens of Steamboat Springs.

### **D. Alternative Scenarios**

Information from all of the various workshops and meetings, and the public input received subsequent to the meetings, contributed to three alternative scenarios that were developed and that are presented below. Each scenario showed different roadway configurations; and certain key elements, such as the Promenade around the base of the ski hill, and the daylighting of Burgess Creek, were consistently shown in all three alternatives. These illustrations were not intended to determine specific building forms, but simply to suggest areas for potential redevelopment (as noted on the illustrations by the colored articulated roof shapes) and areas that would remain as currently developed (as noted by the flat roof shapes).

No single option was considered to be the final version of the plan; each was simply an illustration of the variety of alternatives that could be developed, and therefore, parts could be mixed and matched to create the optimal scenario.

Two of the options showed Ski Time Square redeveloped with its existing main axis continuing as a mixed pedestrian-vehicular shopping street, while Option 1 showed the rerouting of the access road to the rear of the existing development, which allowed for a full pedestrian mall on the main axis. In general, all options showed the redevelopment of the existing two above-grade parking garages as a conference/performing arts center and additional lodge development respectively.

A key feature of all three options was the rerouting of a public access road between the Mt. Werner Lodge and Torian Plum on the present emergency access drive. This provided a more direct access to the Sheraton Hotel porte-cochere and allowed for the

development of a new secondary entryway plaza to the ski slope, identified as the “North Portal.”



**Option 1:** A loop road accesses Ski Time Square from Mt. Werner Circle and cuts behind Ski Time Square, which would be vacated to create a large pedestrian mall with an extensive system of ponds and plazas along the “Beachfront” and secondary access off Burgess Creek Drive. Many aspects of this Option were carried forward to the “Preferred Alternative.”



**Option 2:** Primary access into Ski Time Square via Village Inn Drive with secondary access off Burgess Creek Drive; Ski Time Square remains the same.



**Option 3:** Access into Ski Time Square remains the same and adds access onto Burgess Creek Road; road behind Ski Time Square is improved as thru-street; promenade, plazas

and ponds are part of the amenities. Some aspects of this option, specifically retention of the current Ski Time Square roadway alignment have been carried forward as a secondary alternative.

#### **E. City Council Field Trip/Site Visit**

An important component in the process was meeting with the City Council on-site. The opportunities and constraints were outlined in the field giving the Council the chance to discuss the options on the ground and express their concerns and ideas.

#### **F. Preferred Alternative (Final Plan) Summary**

The Preferred Alternative is the plan that resulted from the planning and design process over a 6-month period. It is a composite of the earlier designs and combines the elements agreed upon at the charrettes and validated by the Steering Committee and staff. There are ten key elements, described below, and many small details, that comprise the Preferred Alternative.



Illustrative Image of Preferred Alternative

## 1. North Portal and Ski Time Square

One of the key components of the Final Plan is the development of a looping roadway system through the Ski Time Square sector of the Base Area, entering at Village Inn Drive and accessing the ski area with a new major entrance, the *North Portal*, adjacent to the Sheraton Hotel. Ski Time Square Drive would be vacated and relocated behind the existing Ski Time Square complex, resulting in a larger pedestrian mall surrounded by a mix of residential and commercial uses.

As part of the first phase improvements to the North Portal, new sidewalks with snowmelt systems and pedestrian facilities are recommended to be added as follows:

- Sidewalk in front of the Ski Time Square parking garage located on Mt. Werner Circle;
- Improved sidewalk from the Mt. Werner Circle parking garage to the new North Portal entrance along Village Inn Court adjacent to the Sheraton Hotel.
- New walkway connecting the Gondola Transit Center (GTC) with Village Inn Court between the Sheraton Hotel and the Mt Werner Circle parking garage;
- Design development to alleviate the steep grade and provide additional connectivity between the Torian Plum and Sheraton Hotel. This solution may include escalators and should be implemented in the second phase.



Major improvements are being planned to the base of the mountain by Ski Corp that will improve its overall aesthetics and functionality. Plans are intended to address the need for additional teaching terrain, replace antiquated lifts, improve base capacity during periods of wind or extremely busy days, and address summer activities. Proposed terrain regrading of the Headwall will improve the teaching area, and a new 6-Pack detachable lift with teaching area unloading capacity will be added, in addition to the removal and relocation of several

other lifts. In conjunction with the regrading, the improvements to the North Portal area and the possible addition of an on-slope amphitheater will add energy and excitement to the area.



An integral component of the redevelopment of the North Portal is the presence of Mt. Werner Lodge. The redevelopment of the Mt. Werner Lodge, given its present zoning, offers a unique opportunity to bring additional significant lodging density very close to the mountain. The design and architecture of a new building, along with the property's streetscape amenities and landscaping will have a significant effect on the character of the North Portal. It is recognized that a

sidewalk cannot be implemented along the Mt. Werner Lodge property until such time as the site may be redeveloped, because of the narrow existing area for right-of-way. Due to its location at the center of the North Portal access, future off-site improvements must recognize the site's property boundaries and protect the property from traffic impacts. Negotiations will be required to acquire additional road right-of-way or transfer property in order to accommodate a new roadway and pedestrian access.

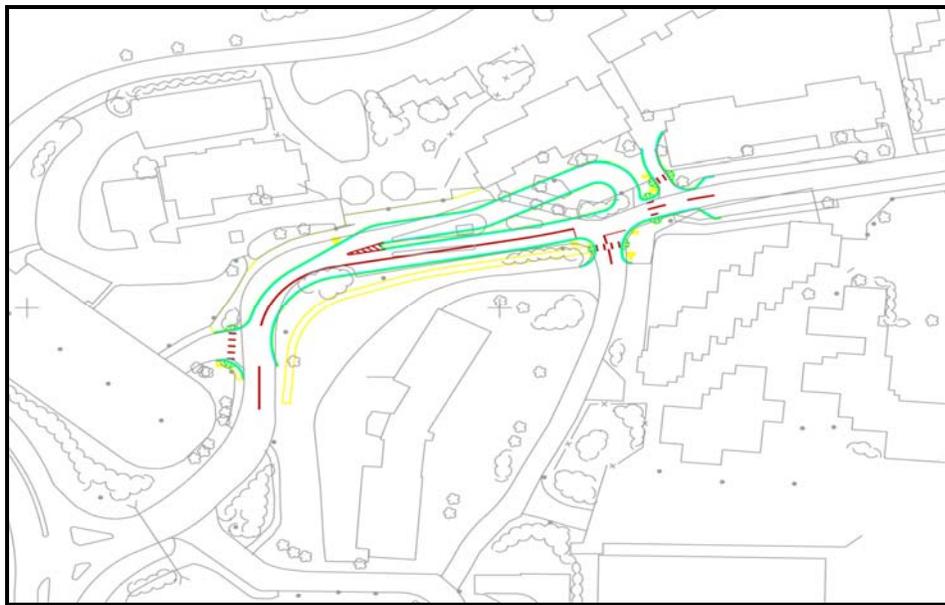


**Preferred Alternative Showing North Portal Loop Road**

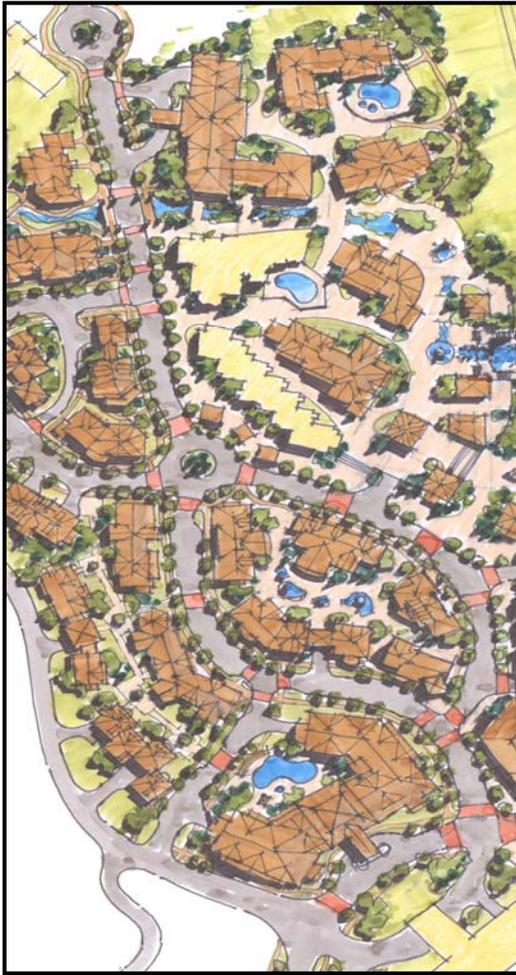
A suggestion was made to consider making the loop road into the North Portal (which is the extension of Village Inn Court and which should be renamed *North Portal Loop*), a one way street. This is a valid design solution that would help alleviate circulation and drop-off congestion and merits further study.

The City is in support of providing a bus turnaround in the area of the existing guard shack, nicknamed Checkpoint Charlie, which will accommodate buses until the loop road can be implemented. The bus turnaround as designed by traffic consultants PBS&J is illustrated below as Alternative Plan 1A. While this improvement has been budgeted for implementation, it is recommended that the City defer this improvement until it is certain that it will be required. The loop road shown in the preferred alternative may suffice for a bus loop.

There are several operational choices with respect to bus service to the Ski Time Square/Torian Plum area. Concern has been raised that the North Portal may become too popular as a drop off, and therefore too congested for the full City Route buses to serve the North Portal and maintain their schedules. Alternatives include providing only circulator buses to the North Portal during the day, while providing direct service in the evening. Or, provide sufficient street width and turnout area to ensure that City Route buses can access the area. In either case, it is also recommended that a circulator bus system be provided to the end of Ski Time Square Drive.



**Ski Time Square Drive Bus Turnaround – Alternative Plan 1A**



The preferred plan shows the upper section of Ski Time Square Drive reconfigured as an internal mall, with a new service road looping behind the development site. This concept was also preferred by the ownership interests that would be responsible for redeveloping this important part of the Base Area. However, it may be possible that for reasons of right-of-way acquisition or utility relocation the preferred alternative will prove to be unfeasible. In this case, as an alternative to the preferred plan, the City and Ski Time Square owners may opt to maintain Ski Time Square Drive in its existing location and configuration, as shown in this vignette from Option 2. Additional alignment options, such as a more direct access through the site of the existing parking garage may also be considered.

### **Ski Time Square with Existing Roadway Maintained**

## **2. Burgess Creek**

Burgess Creek is recommended to be daylighted, and flowing and pooling in a series of small waterfalls and ponds during the summer, with the potential for year-round flow, and areas for active recreation such as ice skating, and passive recreation such as outdoor dining and shopping are also recommended.

The Community Development Code currently requires a 50-foot building setback from the high water mark of



Burgess Creek. Given the inherent constraints to development or redevelopment within the base area, consideration should be given to relaxing the waterbody setback in this area to allow for varied amounts of setbacks.

### 3. Promenade

The plan recommends the City, Ski Corp and other private interests develop a series of interconnected walkways and plazas around the base of the ski hill, or beachfront, that join together to form a *promenade*, which will become a key identifying feature of the Steamboat Springs Ski Area.

It is recommended that this new pedestrian system would serve as the central focus of year-round activity with a series of paths and plazas kept free of snow by a subsurface heated snowmelt system. Escalators are recommended between the Sheraton Hotel and Gondola Plaza, and between the North Portal and Torian Plaza.



The promenade should be paved with distinctive paving material that indicates a change in venue for pedestrians but which is also accessible to wheelchairs, strollers, and skiers wearing ski boots. These materials must be able to withstand the harsh climate, shoveling, and heavy use, as well as accommodate a subsurface snowmelt system, puddling of water, and freeze/thaw cycles. Industrial paving materials that meet these specifications are available through manufacturers in the industry, such as Pavestone, Belgard, and Mutual Materials, and will be specified by the engineers and landscape

architects at the time of design of the promenade. Because this will become a defining characteristic of the new Steamboat Springs Base Area, this is not the place to cut costs.

The promenade is recommended to be a minimum of 20 feet wide in locations where there is adequate area, and no less than 10 feet wide in any location. It is understood that the Steamboat Springs Ski Area has site constraints where skier conflicts, congestion and crowding must be avoided. However, where there is adequate space and in instances where new development is being proposed, the promenade should be at least 20 feet wide, and preferably wider, to accommodate plazas, outdoor dining, seating areas, and informal gathering spaces.

#### 4. **South Portal**



The plan recommends the City, Ski Corp, and other private interests develop improvements in the southern area of the mountain base, known as the *South Portal*, that include improved circulation and connections off-site, particularly related to the Children's Ski School staging area. The plan recommends formalizing access to the Dulany, Ironwood, and Ptarmigan projects on the south in conjunction with the new development, One Steamboat Place, and formalizing connections across

Après Ski Way to the Steamboat Village commercial center. Sidewalks and connections along Après Ski Way should be provided in coordination with the pedestrian connections study currently underway by the City.

As part of the first phase improvements to the South Portal, new sidewalks with snowmelt systems and pedestrian facilities are recommended to be added as follows:

- Pedestrian/bikeway facility along the daylighted Burgess Creek corridor to the south between One Steamboat Place and the Dulany Condos and Ptarmigan Inn, connecting across Après Ski Way;
- Sidewalks along Après Ski Way to the east connecting the condominium projects on Ski Trail Lane and further along Après Ski Way as it curves to the south;
- Sidewalks to the west connecting to Mt. Werner Circle and south along Village Drive.

Development of a cabriolet system connecting to the Wildhorse Meadows, west of the Base Area has been proposed and is supported in concept, with discussions underway that will determine funding, ownership, and use. The concept has merit as an additional link to the Wildhorse Meadows project and to serve additional parking at that location, but it is not anticipated as a connection to the City's public transit system as a major connection to the Base Area. It will primarily serve visitors in private vehicles parking at the Wildhorse Meadows parking lot and potentially help alleviate demand on City shuttle buses. The addition of a cabriolet to the Base Area would add a unique transit element to circulation system that would raise the standard of development at the Base a notch and provide an interesting alternative to visitors. Development of this type will help bring Steamboat Springs into the competitive ranks of other world-class ski resorts.

## 5. Parking

Redevelopment of structured parking, to be placed underground in new developments and at more remote locations, is recommended. Development of lots on the perimeter of the Base Area supported by a shuttle bus system would allow the more highly-valued land at the center of the Base Area to be more intensely developed.



Existing parking is recommended to be replaced on a one to one ratio with no net loss in parking; additional parking will be developed as opportunities to build underground become available with the redevelopment of outdated projects. Underground parking will eliminate the need for surface maintenance and optimizes the value of the land upon which it is built. For existing projects where private parking arrangements have been made and leases exist, new lease arrangements will have to be made

between the parking lot land owners and lease holders.

## 6. Conference Center Opportunity Site

The parcel adjacent to the Sheraton Hotel, currently a parking structure, is a prime development parcel and recommended as the site for a Conference Center, Civic Center, or Performing Arts Facility. An analysis of community support is necessary to determine the economic feasibility of such a development, but based on the site's central location within the



Base Area, a highly-intensive public use is appropriate. While it may be some time before a development project is feasible, the parcel is identified for such a use and should be maintained as a future opportunity site.

## 7. Public Spaces



The plazas and other public spaces are noted on the illustrations and will include a variety of amenities in each location such as public restrooms, information kiosks, ski lockers, and movable street furniture. It is also recommended that the promenade spaces described above also incorporate (as part of the public spaces) the following elements: fire pits, drinking fountains, lighting fixtures, trash and recycling containers, newspaper boxes, flower boxes and plantings, public art and consistent signage.

Each public space will have its own identity with some having large-scale amenities and attractions such as an ice skating rink, pond, or private restaurant with outdoor café seating, while others will serve simply as informal, communal open space. All are intended to be constructed with subsurface snowmelt heating systems that will keep the plazas clear and free of snow and ice hazards and eliminate the need for shoveling and snow storage.

## 8. Land Use

The plan supports increased density with a mix of uses, from high intensity commercial



to neighborhood-level retail within a series of small neighborhoods, as part of a greater Base Area village. The changes to the City's Community Development Code that followed the 1999 Mountain Town Sub-Area Plan appear to be well thought out and offer substantial redevelopment opportunities for the Base Area. Code changes that incorporate design and site planning standards should be implemented as soon as possible in order to ensure that certain themes and palettes are consistent among the

various project proposals that are coming forward.

In order to generate an interesting year-round community that would support the commercial uses at the Base, it is strongly recommended that a plan for implementing affordable housing be developed beginning in Phase 1. It is essential to the redevelopment of the Base Area that there be a variety of housing types and prices that encourages a diverse mixture of locals and visitors with a variety of lifestyles.

A key consideration in any additional lodging development is the concept of “warm pillows.” This means that hotel or fractional interest development may be favored over single ownership condominium development for those areas closest to the Base Area. In past years, single-ownership condominiums have contributed to the rental pool of lodging units. However, recent trends have indicated that condominiums tend to be less frequently rented and more often occupied only for brief periods of time by their owners. These vacant units do not enhance the liveliness of the Base Area. Therefore, when opportunities to provide hotel or fractional interest developments present themselves, they should be pursued.

## **9. Urban Design and Landscape Architecture**

The plan supports the City adopting a set of urban design guidelines and site planning standards for the Base Area, or a “Pattern Book.” Elements should address improved urban design for all streetscapes, variation in heights for different buildings, pedestrian-scale elements adjacent to public walkways, enhanced platform crossings and narrowing of Mt. Werner Circle, and a palette of recommended architectural materials. Of all the ski areas in the Rocky Mountain West, Steamboat Springs has a singularly unique Western ranching heritage and the community’s architecture and design reflect this heritage in materials, building forms, massing, scale, colors, and decorative elements. Design guidelines will help provide a cohesive, authentic quality to the built environment that will stand the test of time and help avoid the kitsch, clutter, and tawdriness of the theme-park architecture that is often built in other resort areas. An important part of the design guidelines will be a discussion of elements to avoid as well as those to include in new development.



A coordinated palette of streetscape design materials is also recommended to be implemented throughout the Base Area that will tie the area together. A complete plan for design elements such as tree grates, planters, benches, trash cans and recycling bins, water fountains, fire pits, newspaper boxes, movable tables and chairs, lighting fixtures, bollards, kiosks, flags and banners, and business and directional signage will need to be

developed by a landscape architect or urban designer and adopted as part of the redevelopment. All new projects should be required to incorporate complementary elements into their plans in accordance with these design standards. Exhibit 14 indicates typical signage and streetscape elements that help create a consistent character.



In addition, site planning needs to consider the location of landscaping and utility easements in order to achieve the highest quality site design results; current requirements that limit landscaping over utility easements should be revised to permit landscaping, which is essential to the design identity of mountain resorts. In addition, efforts to recycle building materials and promote sustainable design and energy efficiency in new construction are strongly supported. Certification of projects through the Leadership in Energy and Environmental Design (LEED) program of the U.S. Green Building Council is highly recommended.

## 10. Infrastructure and Utilities

Redevelopment of the Base Area will require significant construction and relocation of water, wastewater, electric utilities, streets and other infrastructure. It is important that citizens and property owners are aware that redevelopment construction will cause both on-site and off-site impacts and inconvenience during construction, and that there will be significant costs associated with it. The utility companies that provide services to the Base Area were invited to participate in the planning process as members of the Steering Committee and have been informed of the City's efforts toward redevelopment. Due to the age of the infrastructure and level of potential new development, the utilities will need to conduct capacity analyses in order to best accommodate redevelopment.



Service access and deliveries will also be affected by the redevelopment, both during construction and when Ski Time Square Drive has been relocated. Areas where service access and deliveries would potentially conflict with pedestrians can be regulated by limiting deliveries to certain times of day, and by controlling access with bollards or gates. Service and delivery areas are recommended to be consolidated into convenient, shared, central locations and scheduled to occur before ski area activities commence for the day.

New technology has also provided useful solutions to service providers in the form of smaller vehicles and improved handling mechanisms, which local providers may elect to adopt as they upgrade and replace equipment.

In areas where potential conflicts between pedestrians and vehicles are unavoidable, for example, between the Gondola Transit Center and Gondola Plaza, the most effective solution is to direct pedestrians around the area via the use of distinctly marked sidewalks and highly visible signage. Drivers will be cautioned through the use of signage, and conflicts with children will be minimized by maintaining the children's drop-off location on Village Drive.



In addition to the infrastructure improvements, certain sections of road are recommended to be narrowed. The preferred cross-section for Mt. Werner Circle is to be two (2) fourteen-foot travel lanes separated by a minimum four-foot median. This will allow for appropriate plantings and snow storage in the median, while limiting the overall cross-section to 34 feet including 1.5-foot curb and gutter sections on either side of the travel lanes.

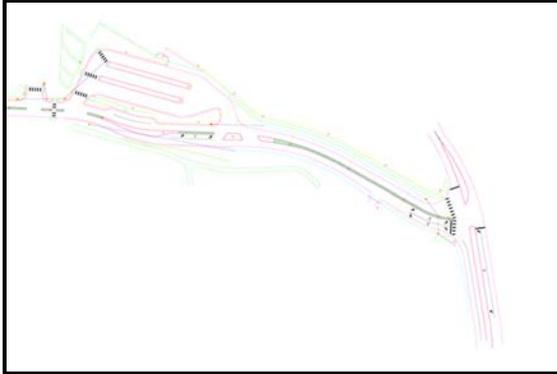
## **11. Pedestrian and Bicycle Connections**

The City's new sidewalk study that is underway will identify trails and sidewalks that will be part of a larger regional system. New projects will be required to provide sidewalks and trails that are consistent with the study and connect to the network. A regional signage plan will be necessary to provide information to cyclists and pedestrians and should be consistent throughout the community in order to be easily identifiable for users.



## **12. Intersection of Mt Werner Circle and Après Ski Way**

The City has also requested that the intersection of Après Ski Drive and Mount Werner Circle reflect the engineering studies done by PBS&J as shown in the illustration below:



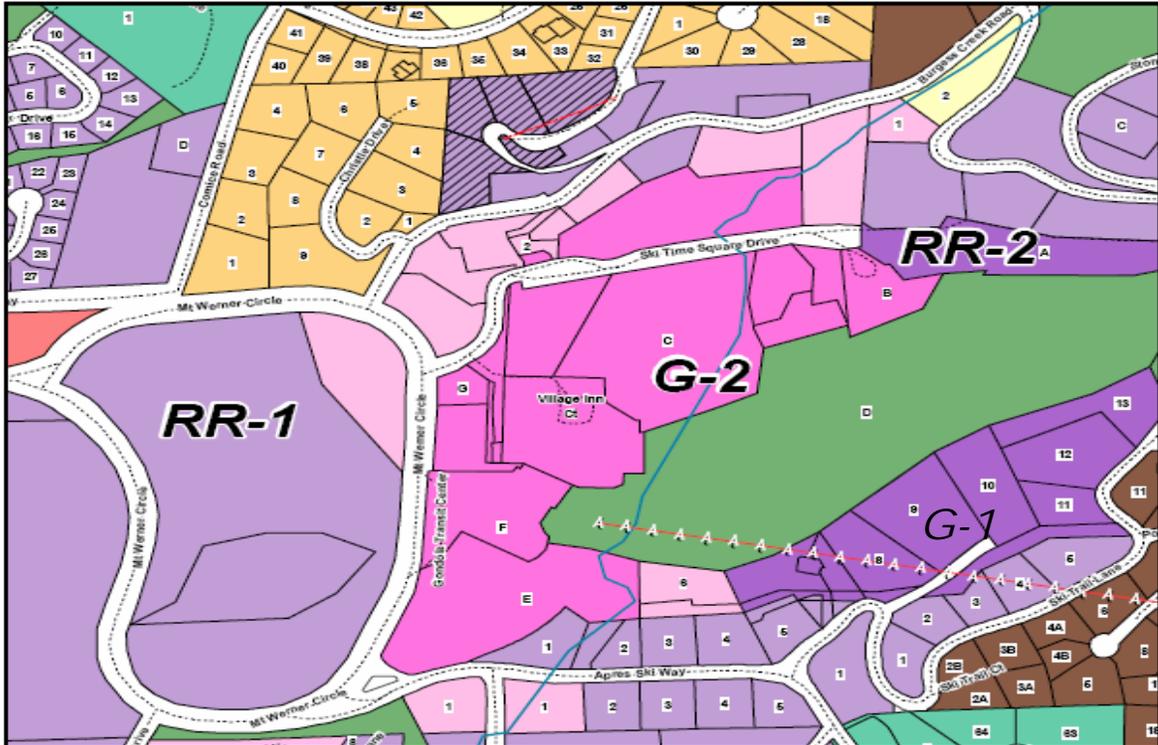
**PBS&J Intersection Design**



**Illustrative Plan Showing PBS&J Design**

## CHAPTER 3 – ZONING AND AFFORDABLE HOUSING

Similar to other ski resort bases, the City of Steamboat Springs' zoning is intended to handle a higher level of development intensity and density. There are four (4) zone districts that comprise the base area: RR-1, RR-2, G-1, and G-2, as illustrated on the Zoning Map below:



### Existing Base Area Zoning

The *Steamboat Springs Community Development Code (CDC)* indicates in “Article IV - Zone Districts and Permitted Uses” the purpose and intended uses for each of these zone districts. These zone districts are summarized below (for exact language, please refer to the CDC):

**Residential Resort Districts (RR-1 and RR-2 Subdistricts):** The purpose of these residential resort districts is to provide areas for the highest intensity of residential use consistent with a mountain resort community. The primary use of dwelling units within this district may be for short-term rental units. New development shall be physically connected to the resort by an integrated system of streets, sidewalks, and recreational paths. New development should have resort-like character with lower development intensity and scale for development located further away from the base area, with intensities and densities increasing

with the increased proximity to the base area. The RR-2 designation that allows higher levels of density is principally located immediately adjacent to the ski slopes. The RR-1 designation provides for lower density and is generally located within an outer ring from the ski slopes.

**Gondola One District:** The Gondola One district is intended to provide residential accommodations for guests, second homeowners, and new residents looking for a high-level of amenities as provided by a resort environment. New development shall be physically connected to the resort by an integrated system of streets, sidewalks, and recreational paths. New development should have a resort-like character with higher development intensity and scale than development within the RR districts, but lower intensity than the G-2 district.

**Gondola Two District:** The Gondola Two zone district includes properties nearest to the gondola base facility and is appropriate for the densest development in the city. Because of the special characteristics and importance of this area to the general welfare of the city, this district is intended to allow for flexibility and creativity in the development of land in order to provide a quality pedestrian oriented environment that furthers the goals of master plans applicable to the area. Multi-use buildings, with pedestrian-oriented ground-level retail and other active use, are strongly encouraged in the G-2 zone district. All development in the G-2 zone district shall require approval of a PUD.

These zoning areas all are recommended to be re-studied based on the Preferred Alternative Plan and to ensure a sufficient level of critical mass at build-out. The 1999 Mountain Town Sub-Area Plan provided a recommended development intensity chart (shown on the following page), along with certain recommend zone district changes. While the zoning was subsequently restudied and some aspects of the chart are now dated, it may be that the development potential shown in the chart cannot be fully realized by the zoning parameters that are currently in the CDC. It is recommended that the development densities as shown in the 1999 Plan be reconsidered as essential to providing a lively and vital Base Area.

Finally, as part of the redevelopment process, the Base Area needs careful analysis and review of all of its projects. Therefore, it is also recommended that the G-1 district also require a PUD approval, similar to the G-2 zone. This will allow the staff to negotiate aspects of the project to ensure consistency with the Preferred Alternative Plan. As an alternative to this, the City could consider the benefits that a Base Area Overlay zone would bring to the core area.

Mountain Development Potential	A	B	C	D	E	F	G	H	I	J
	PROPOSED LAND USE CODE	PARCEL AREA	ALLOW'D SITE COV.	SITE COV. at 50%	FAR	# DU If avg 1000 sf	# DU If avg 1200 sf	# DU If avg 1500 sf	Hotel Rms @ 500 sf	Parking 50% COV 350 sf/sp.
	ZONE/COV/FAR	(sq. ft.)	(sq. ft.)	(sq. ft.)	(sq. ft.)					
<b>Core Area Redevelopment-Not Vested</b>										
1. ASC-Christie Base	G-3 - 65% - 2.0	69,200	44,980	34,600	138,400	125	104	83	208	99
2. Thunderhead	G-3 - 65% - 2.0	95,200	61,880	47,600	190,400	171	143	114	286	136
3. Mt. Werner Lodge	G-3 - 65% - 2.0	84,380	54,847	42,190	168,760	152	127	101	253	121
4. ASC-Ski Time Sq Pkg Str.	G-3 - 65% - 2.0	64,450	41,893	32,225	128,900	116	97	77	193	92
5. ASC-Mt. Werner Pkg Str.	G-3 - 65% - 2.0	83,300	54,145	41,650	166,600	150	125	100	250	119
6. ASC-S. Knoll Day Lot	G-2 - 60% - 2.0	237,350	142,410	118,675	166,145	150	125	100	249	339
7. ASC-Grand Summit Exp.	G-3 - 65% - 2.0	unknown				50				0
8. Torian Tennis Courts	G-3 - 65% - 2.0	unknown							75	0
9. ASC-Apres Ski Day Lot	G-3 - 65% - 2.0	60,100	39,065	30,050	120,200	108	90	72	180	86
<b>Potential New Development Within Walking Distance:</b>						<b>1021</b>	<b>810</b>	<b>648</b>	<b>1,694</b>	<b>991</b>
<b>Est'd New Population:</b> X2-hotel rooms; x4-1000 and 1200 sf units; x6-1500 sf units						<b>4,086</b>	<b>3,238</b>	<b>3,886</b>	<b>3,388</b>	
<b>Core Area Projects Already Vested</b> <span style="float: right;">vested sf</span>										
10. Snow Flower II (ASC)	G-3 - 70% - 2.0				110,000	100	80			314
11. Clock Tower II mixed use	G-3 - 70% - 2.0				30,000			10		86
12. Bear Claw II	G-3 - 70% - 2.0				206,000		155	125		1.5-2/DU
<b>Estimated New Population</b>						<b>400</b>	<b>940</b>	<b>810</b>		
<b>Outlying Base Area Development Parcels</b>										
13. Base Meadows South	G-2 - 60% - 0.7	343,700	171,850		240,590	217	180	144	361	1.5-2/DU
14. Tennis Meadows	G-1 - 50% - 0.6	2,060,400	1,030,200		1,236,240	1,113	927	742	1,854	1.5-2/DU
<b>Potential New Units</b>						<b>1,329</b>	<b>1,108</b>	<b>886</b>	<b>2,215</b>	
<b>Estimated New Population</b>						<b>5,317</b>	<b>4,430</b>	<b>5,317</b>	<b>4,430</b>	
<b>ESTIMATED FUTURE POPULATION IN MOUNTAIN BASE AREA</b>				<b>MIN.</b>	<b>MAX.</b>					
EXISTING - Core Area - Within Walking Distance				6,270	7,840					
EXISTING - Outlying Base Area				8,430	10,530	<b>Total Existing 18,370</b>				
NEW - Core Area - Within Walking Distance				3,640	5,025	(64% increase max.)				
NEW - Outlying Base Area				3,500	4,200	(40% increase max.)				
<b>TOTAL PROJECTED @ FULL BUILD-OUT</b>				<b>21,840</b>	<b>27,595</b>	(avg. 50% increase max.)				

Source: 1999 Mountain Town Sub-Area Plan, p. 60

## **Affordable and Employee Housing**

**Definition of Affordable Housing from the Community Development Code, Article XX - Sec. 26-402. Definitions and use criteria. Affordable housing.** A residential dwelling unit for which an individual or family with an income equal to one hundred twenty (120) percent of the median income for the county pays no more than thirty (30) percent of their monthly income as a rental or mortgage payment.

Most ski resort communities have embraced the need for affordable housing within their communities and have developed programs that build affordable housing through such tools as a real estate transfer tax (Aspen), or through an inclusionary housing regulation (Mt. Crested Butte and Telluride/Mountain Village) or both (Aspen). As a result, a significant amount of affordable housing has been built providing opportunities for workers to live near where they work, minimizing the amount of commuting traffic that might otherwise be necessary, and ensuring year round vitality.

The two resort areas that have created the most affordable housing are Aspen (approximately 2500 units for a year round population of 6,000 residents) and Telluride/Mountain Village (approximately 1069 units within the Telluride and Mountain Village region with a year round combined population of 3,600 residents).

An inclusionary housing program usually establishes a percentage of free market livable area or number of units that a developer would need to develop as affordable (deed-restricted) housing as part of their development. Most resort communities with such a program require between 15% (Mt. Crested Butte) and 70% (Aspen) of the square footage or units to be set aside as affordable. These types of programs work best when the market values are sufficiently high that a developer can still make a profit from the free-market housing to offset the expense associated with the required affordable housing.

The City of Steamboat Springs encourages the development of affordable housing by providing some development concessions (CDC, Sec. 26-145). However, the currently provided concessions may be insufficient to encourage a developer to provide affordable housing within the community. In the context of a relatively low FAR, it is not likely that any significant amount of affordable housing within the Base Area will be proposed under current zoning.

The City should develop either an inclusionary housing program (which should be put in place prior to the moratorium being lifted from the Base Area) or an incentive-based program. An incentive-based program may be just as successful in accomplishing private sector development of affordable and/or employee housing within the Base Area.

An incentive-based approach may be more successful as the Base Area begins redevelopment. As a further alternative to these two alternatives, and to ensure some minimal level of affordable housing will be achieved within the Base Area redevelopment, the City could consider a combination of the two approaches— inclusionary for developments that want to stay within the FAR and incentive-based for more intense developments. The mechanics of these types of programs will require further study.

### **Employee Housing Limitations**

One other aspect of the current zoning that may warrant further study are the criteria established for employee housing. *Article XX* of the Community Development Code sets forth the criteria that must be met in order to develop employee housing. The following are limitations that may reduce the possibility of employee housing being provided at the Base Area:

- No more than 35% of the GFA can be used for employee units.
- 50% of the GFA of an employee unit shall be counted toward FAR
- No employee unit shall be more than 1000 s.f. in size

Depending on what the City decides to do about FAR and affordable housing as outlined above, this section of the Community Development Code may need to be studied as well.

## CHAPTER 4 – PHASING and APPROXIMATE COSTS

The stated goal of the City Council in developing this plan is to “identify specific projects, design elements, and costs that might be undertaken to redevelop and revitalize the Base Area” (City of Steamboat Springs, *Resolution 2005-04* approving the Base Area Reinvestment Plan).

The issues that were identified by the Council in 2004 are that:

- the **infrastructure** was in a seriously deteriorated state;
- the **architecture and aesthetic character** were dated and reflected a sense of style and place from the 1970s when much of the Base Area was developed;
- the **street layout** was defective and dysfunctional and led to confusion and congestion;
- the **pedestrian circulation and connections** were inadequate and way-finding was confusing and difficult;
- there were deficient **transportation and parking** opportunities;
- space was underutilized, especially along the area at the foot of the ski hill, affectionately referred to as the “**beachfront**”; and
- there was a lack of defined **streetscape** for pedestrians where they would feel enticed to walk, shop, and linger to enjoy the special setting of the Base Area.

In order to address the Council’s goal and adequately tackle the issues, the plan identifies the following critical City projects. The priorities were developed based upon the criteria of what can be done most efficiently and most cost-effectively in the near term, and those elements that will take longer because of their complexity in design, development, or funding.

The following *Phasing Schedule and Cost Estimate* was developed in conjunction with the Base Area Reinvestment Coalition and Steering Committee. It is intended to give a general idea of those projects that could potentially be accomplished immediately and those that will likely be done later. The projects on the list are interchangeable and can be undertaken based on a variety of factors. The 1999 Mountain Town Sub-Area Plan provided cost estimates for a number of specific projects, many of which are included in this list. Approximate costs are provided below, based on a 15% increase over the prior estimates where they were provided, along with other modifications and new entries as may be required. It should be emphasized that this analysis is hypothetical and subject to further review.

**Appendix: Mountain Base Approximate Cost Analysis, by Phases**

PHASE	TASK	UNIT	UNIT COST	QTY	COST RANGE		
					Low	High	
1-A	<b>CHECKPOINT CHARLIE</b> Demolition and reconstruction w/o turnaround	allow			\$50,000	\$80,000	
1-B	<b>ENTRY SIGNAGE</b> Kiosks	EA	10000.00	4	40,000	45,000	
	Information signs & maps	EA	2000.00	6	<u>12,000</u>	<u>15,000</u>	
	<b>1-B Total</b>				<b>\$52,000</b>	<b>\$60,000</b>	
1-C	<b>Design and engineering fees for Ski Time Square Drive Roadway and Streetscape Improvements (Phase 2-C)</b>				<b>\$250,000</b>	<b>\$325,000</b>	
1-D	<b>GONDOLA PLAZA STAIRWAY &amp; ESCALATOR</b> Double Outdoor Escalator from Sheraton Lobby Level to Gondola Level Stairway, Roof, and Escalator Infrastructure				250,000 <u>175,000</u>	275,000 <u>225,000</u>	
	<b>1-D Total</b>				<b>\$425,000</b>	<b>\$500,000</b>	
1-E	<b>Feasibility analysis/conceptual programming for Civic Center facility (prep for Phase 2-B)</b>				<b>\$30,000</b>	<b>\$60,000</b>	
1-F	<b>Planning for SST Circulator (by City)</b>				0	0	
1-G	<b>SIDEWALK FROM MT. WERNER CIRCLE TO STS</b> Grading	allow			3,000	5,000	
	Concrete sidewalk (5')	SF	5.25	4000	21,000	30,000	
	Curb and gutter	LF	25.00	700	17,500	20,000	
	Crosswalk markings	LF	6.00	120	720	1,500	
	Signage	EA	400.00	4	<u>1,600</u>	<u>2,400</u>	
	<b>1-G TOTAL</b>				<b>\$43,820</b>	<b>\$58,900</b>	
	NOTE: Retaining walls may be needed, but have not been estimated.						
1-H	<b>Design and Engineering for Mt Werner Circle Narrowing and Crosswalks</b>				<b>\$50,000</b>	<b>\$75,000</b>	
1-I	<b>STS Drive/North Portal/GTC Design Fees</b>				<b>\$500,000</b>	<b>\$750,000</b>	
	<b>PHASE 1 TOTAL</b>				<b>\$1,400,820</b>	<b>\$1,658,900</b>	

Phase 1 Projects and Estimated Costs  
Hypothetical and subject to further review

**Appendix: Mountain Base Approximate Cost Analysis, By Phases**

PHASE	TASK	UNIT	UNIT COST	QTY	COST RANGE	
					Low	High
2-A	Civic Center Design Fees (Phase 3-A)				\$1,000,000	\$3,000,000
2-B	<b>SKI TIME SQUARE DRIVE IMPROVEMENTS</b>					
	<b>Bus/Vehicle Turnaround (100' diam) [Alternate to Plan Recommendation]</b> (Costs will vary based on final layout)					
	Roadway (realign, roadbase, asphalt)	SF	50.00	10000	500,000	750,000
	Curb and gutter	LF	25.00	500	12,500	20,000
	Bus shelter	allow			<u>15,000</u>	<u>20,000</u>
	NOTE: Utilities and drainage not included				527,500	790,000
	<b>Plaza and Pedestrian Amenities at STS Turnaround &amp; North Portal [Plan Recommendation]</b>					
	Deciduous trees	EA	800.00	28	22,400	25,000
	Other landscape	allow			25,000	50,000
	Irrigation System	SF	1.32	5000	6,000	8,000
	Sidewalk (poured concrete 8')	SF	5.25	4800	25,200	38,400
	Precast concrete pavers	SF	5.00	8000	40,000	50,000
	Stone pavers	SF	28.00	2500	70,000	80,000
	Planters	EA	515.00	12	6,180	6,800
	Benches	EA	2,400.00	8	19,200	21,000
	Trash containers (Bear Proof)	EA	650.00	8	5,200	5,800
	Street lighting (pole-mounted)	EA	4,000.00	14	56,000	61,600
	Bollard lighting	EA	1,400.00	12	16,800	20,000
	Uplights	EA	200.00	12	<u>2,400</u>	<u>4,000</u>
					294,380	370,600
	<b>Streetscape Improvement Upper (East) Portion STS Drive Bus Turnaround to Christie Base</b> (Assumes no change in roadway except at upper terminus)					
	Streetscape, both sides	LF	350.00	600	210,000	252,000
	Christie Base turnaround	SF	50.00	10000	<u>500,000</u>	<u>750,000</u>
					710,000	1,002,000
	<b>Streetscape Improvement Lower (West) Portion STS Drive North Portal to Mt. Werner Circle</b> (Includes realignment of the street)					
	Roadway (realign, roadbase, asphalt)	SF	50.00	8,400	420,000	500,000
	Curb & Gutter	LF	25.00	700	175,000	210,000
	Sidewalk (Concrete 8 feet wide)	SF	5.25	3600	18,900	22,700
	Planters	EA	515.00	10	5,150	6,200
	Deciduous Trees	EA	800.00	16	12,800	15,400
	Irrigation system	SF	1.32	1500	1,980	2,400
	Lighting	EA	4000.00	6	24,000	28,800
	Streetscape, both sides	LF	350.00	700	<u>245,000</u>	<u>300,000</u>
					902,830	1,085,500
	<b>2-C Total</b>				<b>\$1,907,210</b>	<b>\$2,458,100</b>
	<b>2-C Total with Bus Turnaround</b>				<b>\$2,434,710</b>	<b>\$3,248,100</b>
2-C	<b>BURGESS CREEK</b>					
	Stream naturalization	LF	1500.00	2000	3,000,000	3,500,000
	Burgess Creek Bridges	EA	52000.00	4	<u>208,000</u>	<u>250,000</u>
	<b>2-C Total</b>				<b>\$3,208,000</b>	<b>\$3,750,000</b>
	<b>PHASE 2 TOTAL</b>				<b>\$6,615,210</b>	<b>\$9,958,100</b>
	<b>PHASE 2 TOTAL with Bus Turnaround</b>				<b>\$7,142,710</b>	<b>\$10,748,100</b>

Sheet2

Phase 2 Projects and Estimated Costs

**Appendix: Mountain Base Approximate Cost Analysis, By Phases**

PHASE	TASK	UNIT	UNIT COST	QTY	COST RANGE	
					Low	High
3-A	<b>CIVIC CENTER</b>					
	Demolition of parking structure	allow			\$75,000	\$150,000
	Civic Center construction				<u>10,000,000</u>	<u>28,000,000</u>
	<b>3-A TOTAL</b>				<b>\$10,075,000</b>	<b>\$28,150,000</b>
3-B	<b>GONDOLA TRANSIT CENTER IMPROVEMENTS</b>					
	Transit building/Welcome center/Restrooms	SF	175.00	3500	612,500	675,000
	Roofed shelter	SF	35.00	2500	87,500	100,000
	Crosswalks	SF	15.00	4000	60,000	72,000
					<u>760,000</u>	<u>847,000</u>
	<b>ARRIVAL PLAZA</b>					
	<b>Pedestrian Paving</b>					
	Sidewalk (Concrete, 8-foot)	SF	5.25	11500	60,500	75,500
	Precast concrete pavers	SF	10.00	25000	250,000	325,000
	Stone Pavers	SF	25.00	5000	125,000	150,000
	Special Features (art, water, etc.)	allow			100,000	250,000
	Site Furnishing					
	Benches	EA	2000.00	12	24,000	30,000
	Bicycle racks	EA	500.00	5	3,000	5,000
	Trash containers	EA	650.00	8	5,200	6,500
	<b>Landscaping</b>	allow			100,000	250,000
	NOTE: Snowmelt system is not included				667,700	1,092,000
	<b>ROAD IMPROVEMENTS</b>					
	<b>Mt. Werner Circle reconfiguration</b>	allow	500.00	1400	700,000	1,000,000
	NOTE: includes streetscape improvements, landscaping, painting, curb and gutter. Utilities and drainage n. i.)					
	<b>Intersections at Apres Ski and STS Drive Village Drive Intersection</b>	EA	350,000	2	700,000	1,000,000
	Engineering and design fees (10%)				50,000	70,000
	Construction	EA	500,000	1	500,000	700,000
				<u>1,950,000</u>	<u>2,770,000</u>	
	<b>3-B TOTAL</b>				<b>\$3,377,700</b>	<b>\$4,709,000</b>
	<b>PHASE 3 TOTAL</b>				<b>\$13,452,700</b>	<b>\$32,859,000</b>
	<b>MOUNTAIN BASE TOTAL, ALL PHASES</b>				<b>\$20,968,730</b>	<b>\$43,976,000</b>
	<b>TOTAL ALL PHASES with Bus Turnaround</b>				<b>\$21,496,230</b>	<b>\$44,766,000</b>

Phase 3 Projects and Estimated Costs

## CHAPTER 5 - FUNDING STRATEGIES

Funding for public improvements to the Base Area is anticipated to be generated by the increased taxes that will be created by the improvements to the Base Area, over and above the base level set by the assessor in 2004. Increases in property values create an increment in additional taxes collected as a result of new construction, which can then be reinvested into this area, promoting further increases in property value. This type of tax increment funding, or TIF, is commonly used in redevelopment areas to fund bonds to pay for major public improvement projects, such as those anticipated here.

The analysis that was conducted by BBC Research and Consulting for the 1999 Mountain Town Sub Area Plan remains current and is consistent with this plan update, and may be referred to for a greater discussion of the tools available to the City. The main point of that discussion is that there are limited tools available to the City to implement the redevelopment, and the URA and tax increment financing are politically acceptable methods.

The City developed the following spreadsheet of revenue projections to meet the legal notification requirements to Routt County; however, these figures do not take into account the rate of redevelopment of individual projects or fluctuations in the local or national economy, which will influence the revenue generated for redevelopment.

**Figure X: TIF Estimated Revenue Projections**

<b>Steamboat Springs Base Area Reinvestment Authority</b>		
URA Estimated Revenue Projections		
<b>Year</b>	<b>Tax on new Construction</b>	<b>Total Annual Tax Increment</b>
2006	104,000	104,000
2007	156,000	260,000
2008	300,000	560,000
2009	300,000	860,000
2010	300,000	1,160,000
2011	300,000	1,460,000
2012	300,000	1,760,000
2013	300,000	2,060,000
2014	300,000	2,360,000

2015	200,000	2,560,000
2016	200,000	2,760,000
2017	200,000	2,960,000
2018	200,000	3,160,000
2019	200,000	3,360,000
2020	200,000	3,560,000
2021	200,000	3,760,000
2022	200,000	3,960,000
2023	200,000	4,160,000
2024	200,000	4,360,000
2025	200,000	4,560,000
		<u>49,744,000</u>
Present value of tax stream		\$26,232,531

Source: City of Steamboat Springs

### **Long-term Financing and Maintenance**

One additional aspect of the redevelopment of the Base Area that the City must consider is the long-term strategy for funding of upkeep, maintenance, and additional improvements. The purpose of the URA was to stimulate economic development; the critical next step is for the City and the private sector to consider implementing a special district or service district. Other resort communities have implemented such districts and it is a critical next step following adoption of the Master Plan Update.

## CHAPTER 6 - SUMMARY AND CONCLUSION

### A. Top Priorities

The most consistent themes throughout the planning process revolved around the improvement of connectivity through the Base Area. In this context, a number of sidewalk improvements were suggested, but the most important improvement appeared to be the implementation of a promenade to be developed along the edge of the ski terrain and unifying the various properties. This was frequently cited in connection with the daylighting of Burgess Creek.

The promenade and Burgess Creek daylighting have therefore been identified as the top priorities for a specific design study to be begun as soon as possible. Discussions with the Ski Corp have identified that they are amenable to the daylighting of the Creek as a summer resource and to the implementation of the Promenade at an encroachment width of ten feet. The plan recommends a detailed design study for the promenade be undertaken immediately and include evaluation of whether some portions of Burgess Creek could remain open during the ski season without unduly impacting ski area operations.



From a construction standpoint, immediate improvements could be initiated to install sidewalks where currently unavailable and to implement a new connecting walk between the parking garage and Sheraton Hotel that would enhance the linkage between the Gondola Transit Center and Ski Time Square.

At the same time, a complete signage and wayfinding plan should be developed, with key wayfinding nodes implemented as shown on the Phase 1 Improvements Plan.

### B. New Private Development and the Land Use Code

The changes to the code that followed the 1999 Mountain Town Sub-Area Plan appear to be well thought out and offer substantial redevelopment opportunities for the Base Area. Code changes that incorporate greater height and mass as determined appropriate through a Planned Unit Development (PUD) process, along with design standards and site planning standards should be implemented as soon as possible in order to ensure that certain plaza, promenade and landscaping features, architectural elements, and materials

and color palettes are consistent among the various project proposals that are coming forward.

There is also opportunity for renovation of existing facilities. In instances where complete renovation is not necessary or appropriate, those structures that would benefit from upgrades to the facades, roofs or landscaping should receive priority attention.

### **C. Commercial Development**

Analysis suggests that the Base Area does not suffer from an excess of commercial development. Rather, to the extent that there are storefront vacancies and underutilization, these are the result of issues with lack of density in the Base Area, and inadequate access, continuity, and connectivity of the commercial fabric. Some new development areas can and should include ground floor commercial facilities, and the continuity of restaurant and retail facilities should be enhanced. The Retail/Commercial Sector Plan (Exhibit 9) shows the recommendations for corridors and nodes of commercial development, with primary retail and restaurant uses clustered around the center of the Base Area, and neighborhood commercial uses supporting the bed base adjacent to the center.



A further recommendation is to undertake a retail market study to determine a recommended amount of retail and restaurant facilities, as well as other key parameters such as the ratio of recognizable chain brands to local retail facilities. It may be appropriate to undertake coordination and recruitment of new restaurant and retail providers based on this study.

### **D. Ski Time Square**

Ski Time Square area appears to be in need of significant redevelopment. The organizational scheme most favored by the public and the ownership representatives was to move the access roadway to the north and behind the existing development. This would allow for a pedestrian area to be developed on the main axis of the former Ski Time Square. The pedestrian area would continue to provide a major node for restaurant and retail opportunities. With this preferred alignment, the existing Ski Time Square parking garage would be eliminated, and negotiations between the Ski Time Square developers and the Ski Time Square Condominium Association will need to take place to determine an alternative parking arrangement.

## **E. The North Portal and New Public Roadway**

A concept favored by many of the public process participants was the implementation of a new access plaza to the ski area. This would be accomplished in the context of opening up the currently restricted fire access between the Torian Plum and the Mt. Werner Lodge. It would bring better access to the Sheraton Hotel porte-cochere and Torian Plum, and in general provide a more readable access to all the important elements of this sector of the Base Area. The North Portal would provide another key point of entry to the Promenade and improve the appearance of the Torian Plum garage as it faces the ski area.



The North Portal may require the relocation of the entrance to the Sheraton Hotel underground garage. The plan suggests that a new garage entry could be accommodated just west of the hotel, as part of a new conference center development.

The plan also anticipates areas of circulator bus service and loading/unloading for private vehicles in the North Portal area to supplement the bus service provided at the Gondola Transit Center.

## **F. Gondola Plaza**



A key recommendation that found favor in the public process and with the Ski Corp was the extension of the current walkway between the Sheraton and Gondola Square building down to the Gondola Plaza level through the use of escalators and a direct stairway. This can be implemented as a priority item, along with improvements to the materials and finishes of the walkway.

Other recommendations included the redevelopment to the Gondola Square Building with additional retail and residential development that would permit improvement in finishes and overall design. Small retail shops, lockers, restrooms, and quick food service facilities could be attached to the north side of the Gondola Square Building, narrowing the existing walkway to help make the walk to the ski slopes more inviting and user-friendly. Because of the condominiumized nature of this building, such redevelopment will require a substantial amount of coordination and agreement among the various owners. However, the Ski Corp currently

has outright ownership of one of the buildings, currently used for skier services, which could serve as a pilot project for overall redevelopment.

In initial recommendations, it was suggested to look at the bulk and massing of the Gondola Terminal Building as a structure that causes significant shading of the adjacent plaza while blocking views. The suggestion was that it be reduced in size and appearance to a building considerably smaller and more transparent, but it was subsequently determined that this facility would be too costly to redevelop and too difficult to relocate the Ski Corp offices elsewhere. However, it should receive additional study to ensure that in the future, when redevelopment opportunities do become economically feasible, it functions to enliven the Plaza rather than casting a shadow. This could be done in conjunction with the proposal for a new Children's Center to be developed in coordination with the One Steamboat Place project.



#### **G. Pedestrian Crosswalks and Streetscape Amenities**

A key point of consensus was that the overall quality of urban design along the streets and pedestrian crossings should be improved. The plan provides recommendations for design and suggests locations for slightly raised platform crossings of Mt. Werner Circle. All public streets should receive an enhanced and more uniform treatment for lighting, sidewalks, and pedestrian amenities. The regular planting of street trees will offer a considerable enhancement to the existing streetscape while softening some of the more intrusive structures, such as the parking garages.

#### **H. Surface Parking and Garages**

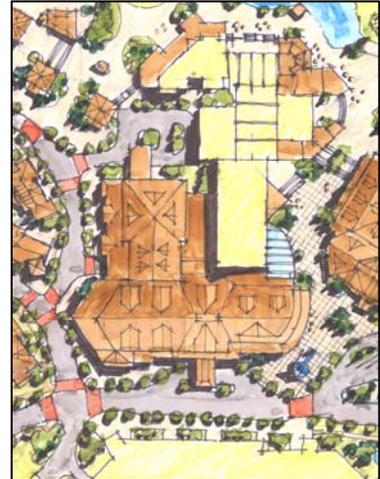


It was generally agreed that the present garages are unattractive and could be beneficially redeveloped. However, this redevelopment will need to consider alternative parking locations. Two potential locations for parking structure redevelopment are the Wild Horse Meadows site, in conjunction with the proposed cabriolet, and the present Tennis Meadows surface lot. Removing private vehicles from the Base Area will enhance the pedestrian environment and lessen peak period congestion.

There will need to be replacement parking where parking garages and surface parking are eliminated. Private agreements will have to be negotiated and in some instances where fees were charged, the costs for new parking facilities will likely increase and have to be covered by arrangements in the development agreements with the project developers.

### **I. Conference/Performing Arts Center**

Significant opportunity exists at the Gondola Square garage site for development of either expanded conference facilities or a performing arts center. This is a concept that has appeared in a number of plans, but without resolution. A feasibility study should be undertaken to determine if there is sufficient market and community support for a facility at this location. It should be noted that this is a strategic location in its setting between the Sheraton Hotel and the Steamboat Grand Hotel. A skywalk and/or underground connections could create a significant synergy of conference and performing arts spaces at this location, and may encourage more shoulder season conferences. At the same time, the parking garage could be replaced with underground parking, connected with the Sheraton Hotel's underground parking facility.



### **J. Public Transportation Services and Facilities**

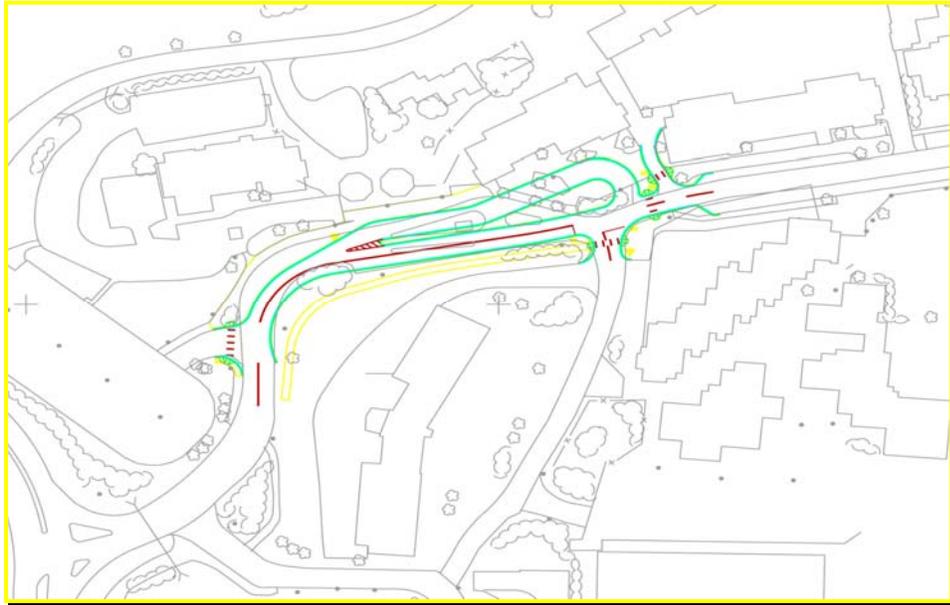


The Steamboat Base Area profits from having an excellent public transportation system. The Gondola Transit Center (GTC) is the key facility for the efficient provision of these services to the Base Area and should not be reduced in size or function. Recommendations have been offered for the enhancement of this facility, both aesthetically and in terms of additional pedestrian amenities. The

addition of a local circulator for the Base Area was frequently recommended by participants in the planning process.

As noted in Chapter 2, the question of a bus turn-around in the vicinity of Ski Time Square versus concentrating stops at the GTC was discussed with the City Staff, including the Transportation Director. In the context of implementing the North Portal, it is expected that Ski Time Square will become more congested, and the City believes a

bus turnaround is required on Ski Time Square Drive at the location of the existing guard shack as shown in the plan engineered by PBS&J and illustrated here. However, development of the North Portal Loop, when ultimately configured, should eliminate the need for such a bus turnaround.



**Ski Time Square Drive Bus Turnaround – Alternative Plan 1A**

It may be that enhanced pedestrian connections from the GTC to Ski Time Square would allow for a single Base Area stop at the GTC during the ski day. This could be further supplemented by a Base Area Circulator Bus. During the evening, buses may shift the stop location from the GTC to Ski Time Square because of the focus of activity at restaurants and bars in that area.



An additional point was made that a left turn lane is needed out of the GTC for buses providing service to the area south of the base. This would offset the problem of buses leaving the GTC and being forced to drive around Mt. Werner Circle or through Ski Time Square Drive in order to turn around and have access to the south. This is a logical solution that could be readily implemented.

## **K. Affordable Housing**

The need for a variety of housing types and prices is readily apparent in the Base Area and the suggestion that the City develop inclusionary housing measures to assist with the

provision of affordable housing by the private sector was uniformly supported by participants at the plan development meetings. The plan recommends a mix of both year-round residences and visitor accommodation units at the Base. The City could encourage these uses through mandatory inclusionary zoning initiatives, and by offering incentives such as expedited permit processing, fee waivers, density bonuses, tax benefits, and off-site incentives.

The rationale for providing a mixture of housing types and prices is both economic and social. Providing housing for the significant number of employees at the Base reduces the cost of transportation and the impacts of workers commuting to jobs at the Base. It also adds vitality to the setting, bringing energy to local restaurants and shops, and keeping both money and individuals at the Base. Tourists want to be where the locals are, so local housing is the best way to ensure year-round vitality in the Base Area. And year-round residents will ensure facilities are maintained and will help keep a sense of community in the area during off-season.

It was noted that there are a significant number of aging apartments and condominiums in the wider Base Area that could be utilized as affordable housing stock. It is recommended that the City pursue using the housing authority to oversee development of an affordable housing program similar to that in Aspen and in other resort communities. Once an affordable housing program is established and requirements have been set, all new projects will be on equal footing in contributing to the assets provided by a strong locals' presence.

## **L. Conclusions and Next Steps**

The opportunities for the Steamboat Springs Base Area to be revitalized and reestablished as the landmark of Western family skiing are wide open and ready for the taking. The community of Steamboat Springs is well-established and secure; the Base is ripe for new energy and investment. There are few, if any, concerns about the feasibility of redevelopment since the City has committed to the URA and undertaken this Plan Update, and the Ski Corp and other Base Area interests have indicated their desire to move ahead as a united force. With that motivation, and armed with the strategies identified in the Plan, the outcome of a beautiful, revitalized, and economically successful Base Area is assured.

Immediate steps upon adoption of the Plan Update are necessary in order to maintain the momentum generated by the planning process, to get a jump on the 2006 construction season, and to begin the necessary research for the more lengthy and time-consuming elements. Immediate "next steps" are listed below, some of which can be implemented within the next six to twelve months, others of which must be started now for implementation further down the road. These next steps have been prioritized and grouped into short and near-term actions. However, circumstances may arise that certain

steps will need to be deferred or undertaken as part of a more immediate priority. The suggested next steps are:

#### **A. Immediate actions**

1. **Initiate public/private working groups** to determine short-term bonding capabilities and long-term financing and management strategies, as well as strategies and financial participation from the private sector;
2. Complete and **adopt design standards** and code revisions to support the redevelopment;
3. Implement the **sidewalk plan** currently in progress in accordance with recommendations presented in this plan;
4. Develop a **signage master plan** for the Base Area that includes on-site wayfinding in conjunction with the Ski Corp, and a regional circulation signage master plan;
5. Develop **affordable housing** recommendations;
6. Update the **PUD process**;
7. Examine policy decisions needed to address “warm bed” zoning and fractional ownership zoning.
8. Design and begin construction of Gondola Plaza streetscape elements including walkway improvements and an **escalator connection** to the Gondola level;
9. Design and begin construction of a **streetscape beautification plan** for landscaping, street furniture, entry features, sidewalks, and connections to the promenade and North Portal;

#### **B. Near-term actions**

10. **Remove the guard shack** and improve circulation through Ski Time Square Drive, including the possibility of a bus turnaround;
11. Transportation Department to study and implement **left-turns out of the GTC** for southbound shuttles, if feasible;
12. Transportation Department to study and implement local **circulator bus** into Ski Time Square and south residential area, if feasible;

13. Undertake studies of the **conference center and commercial retail** market;
14. Begin engineering, design and planning for rights-of-way acquisition and exchanges for **street relocations** on Ski Time Square Drive;
15. Coordinate planning and design with the Ski Corp for **daylighting of Burgess Creek** and development of the **Promenade**;
16. Begin design development for the Promenade linkage between the Sheraton and Torian Plum to address changes in grade and improve connectivity.
17. Facilitate **utility capacity analyses** and master plan updates;
18. Begin design and construction of **public restrooms**;
19. Coordinate with the Ski Corp and local art associations for development of a **public art program** throughout the Base Area;
20. Remain mindful of Steamboat's **Western Heritage** in agriculture and ranching.



## ILLUSTRATIONS

*A note on the illustrations: All of the illustrative drawings presented here are intended to represent generalized, possible solutions to the land use and resort design issues identified through the planning process. They are not intended to represent specific engineering solutions or endorse any particular project design in the land use approval process.*

- Exhibit 1 — Aerial Photo of URA Boundaries and Study Area
- Exhibit 2 — Aerial Photo of Study Area with Existing Conditions
- Exhibit 3 — Illustrative Drawing of Base Area Redevelopment Plan
- Exhibit 4 — Illustrative Drawing with Property Boundaries
- Exhibit 5 — Aerial Photo with Potential Redevelopment Parcels with Zoning
- Exhibit 6 — Illustrative Drawing with Public Roadway Network Plan
- Exhibit 7 — Aerial Photo with Public Roadway Network Plan
- Exhibit 8 — Illustrative Drawing with Pedestrian Network Plan
- Exhibit 9 — Illustrative Drawing with Commercial and Retail Sector Plan
- Exhibit 10 — Illustrative Drawing with Right-of-Way Exchanges
- Exhibit 11 — Aerial Photo with Identification of Phase 1 (Immediate) Improvements
- Exhibit 12 — Aerial Photo with Identification of Phase 2 (Short-term) Improvements
- Exhibit 13 — Aerial Photo with Identification of Phase 3 (Long-term) Improvements
- Exhibit 14.1— Prototype Streetscape Elements
- Exhibit 14.2— Prototype Signage and Public Amenities

## APPENDIX

### PUBLIC INPUT ON PLAN ELEMENTS

Through the public participation process, a substantial range of concepts and ideas were identified by citizens as important for consideration as part of the plan update. At times, some of these ideas represented different viewpoints on specific issues. There were, however, specific themes which emerged from the public input and have been incorporated in the Plan. Listed below is the range of ideas that were expressed by citizens participating in the public process, and considered and evaluated for incorporation into the plan:

#### A. Vehicular Transit and Circulation

- Identify transit, circulation, and service options
- Expand information and wayfinding
- Evaluate and improve turn-around in Ski Time Square
- Plan for a high frequency Base Area circulator system (SST)
- Identify parking options
- Improve Children's Center drop-off
- Consolidate the condo shuttle bus system to reduce traffic, noise, dust, exhaust fumes, and general degradation of the atmosphere and environment
- Ski Time Square, Promenade, Ice Rink, and other attractions
- Improvements to the Gondola Transit Center (GTC) including:
  - Provide better signage to off-site destinations
  - Enhance Welcome & Orientation Information & Ski Mountain Map
  - Add Furnishings: benches and shelters, ski racks, and restrooms
  - Implement Directional Signage Plan to:
    - Ski Area Sites (Lift Tickets, Gondola, Ski School, Restrooms, Rentals, Emergency Assistance, Lost and Found, Offices)
    - Central Check-In for Hotels and Lodging

#### B. Pedestrian Circulation

- Improve sidewalks and trails, including an enhanced "beachfront promenade"
- Identify and provide signage to building entry points
- Improve pedestrian connections between destinations
- Reduce conflicts between pedestrian crossings and vehicles
- Develop Burgess Creek trail corridor
- Identify building entry points
- Recommend ski area interface improvements
- Provide functional and aesthetically-pleasing landscaped islands
- Incorporate connections and public spaces into new private projects

- More pedestrian and bike paths along the roads, but separated from traffic
- Gondola Square is great and very convenient three seasons out of the year. During the ski season, it needs an escalator
- Wide, heated pedestrian promenade at “Beachfront”
- Paving-defined pathways
- Need to address “non-pedestrian friendly” aspects, including:
  - Grade changes, Uneven surfaces, Fences
  - Ice build-up and snow shed, Shade, cold, and ice
  - Pedestrian/skier conflict zone
  - Blocked access: “So close, and yet, so far...”
  - Stairs and inaccessible areas

### **C. Parking**

- All aspects of parking need to be addressed – location, shuttles into the late night and early morning, fees, signage
- Identify parking options for locals and visitors
- Improve Ski Corp satellite lots
- Add late-night and early morning shuttles to parking for employees
- Consider adding underground parking wherever possible

### **D. Streetscape Improvements**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Create a pedestrian-friendly atmosphere</li> <li>• Provide a unified plan of design elements and amenities, such as:           <ul style="list-style-type: none"> <li>• Bike racks, benches, ski racks</li> <li>• Fire pits</li> <li>• Ski lockers</li> <li>• Signage and mountain orientation map</li> <li>• Information and event kiosks</li> <li>• Restrooms</li> <li>• Coffee Shops</li> <li>• Burgess Creek</li> <li>• Increase the connections (visual and physical) with the natural environment</li> <li>• Provide a plan for new public spaces, including Ski Time Square</li> <li>• Seasonal decorations – on streets and within Base Area</li> <li>• Banners on streets in entry corridor</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Bus drop-off locations</li> <li>• Lighting and nightscaping elements</li> <li>• Mountain orientation signage</li> <li>• Unify the “Beach” with design features</li> <li>• Plenty of movable seating</li> <li>• Plenty of warmth</li> <li>• Sunny outdoor spaces create skier ambiance, increases dwell-time</li> <li>• Summer shade</li> <li>• Year-round accessibility</li> <li>• Improve information/wayfinding signage</li> <li>• Add beautification elements, both landscaping and plantings</li> <li>• Use heated snowmelt systems in plazas and high-traffic areas</li> <li>• Snow storage</li> <li>• Public Art: Billy Kidd Statue, Steamboat Kids Corral - Mural and Play Area</li> </ul> |
|--|--|



## **E. Signage and Wayfinding**

- Improve entry corridor/roadway signage
- Develop a central check-in
- Improve mountain orientation
- Add steamboat ski area official signage at gondola plaza
- Large information kiosks in central locations
- Directional signs
- Critical signs (safety)
- Signs that spur interest or points of interest
- Information ambassadors
- Cohesive retail and commercial signage – Ski Time Square, Torian Plum
- Improve transit and bus area signage

## **F. Architecture and Design**

1. Building Character
  - Family-friendly Western Town
  - Scenery is the most valuable commodity
  - Respect for Steamboat's history
  - Base Area and Downtown are integrated: provide social and economic unity
  - Overlay of resort life on rich frontier and ranching past
  - Integration with the natural environment
  - Real Town versus Resort
  - Authenticity versus artifice: depth of character, diversity, age, passage of time
  - Focal points
  - Communal activity space

## 2. Building Form

- Harmonious materials, colors, roofs
- Simplicity of built form
- Richness of detail
- Unity of the whole
- Size and scale: Human scale/ Pedestrian scale, Village scale
- Smaller Buildings in Foreground Bring Down Mass
- Smaller “Themed” Architecture Reduces Visibility of 70’s Buildings
- Architecture Encloses Space: Comfort in response to natural scale
- Flatter areas for higher densities and public uses
- Integrate sustainable design technologies
- Improve overall quality of architecture
- Prepare a Developers Handbook

## 3. Site Planning and Landscape Architecture

- Snow release areas
- Snow storage
- Screening by vegetation
- Solar exposure
- Sun vs. Shade
- Wind shielding
- Compactness of form for heat efficiency
- Landscaping in setbacks and over utility easements
- Water conservation and xeriscape design

## **G. Shops and Services**

- Define critical mass of retail space
- Identify appropriate land uses
- Identify short and long term improvements
- Provide cost estimates
- Suggest financing mechanisms and implementation structure for unique retail shops
- Upscale Retail Shops
- Plenty of food & après ski choices
- Coffee Shops with Wi-Fi
- General Stores Conveniently Located
- The Base Area should develop shops and stores that provide needed goods and services at a reasonable price to attract those who live in these affordable housing units. This will make the businesses be viable all year around, not just in the tourist season. Items should be what the locals need not the usual tourist trinkets.

## **H. Activities**

- Terrain: to see and be seen
- Events: World Cup & Junior Races
- Night time activities & atmosphere
- Summer time activities
- Festivals
- Kids' camps & activities
- Adults' camps
- Alternative (non-ski) activities
- After ski services: cocoa and cookies, "Lifties"

## **I. Conference and Performing Arts Facilities**

- Ideally seat between 300-500
- Year-round venue
- Music, dance, conferences (consider others in the region)
  - Mountain Village Conference Center, Beaver Creek Vilar Center, Aspen Benedict Music Tent, Crested Butte Performing Arts Center

## **J. Affordable Housing**

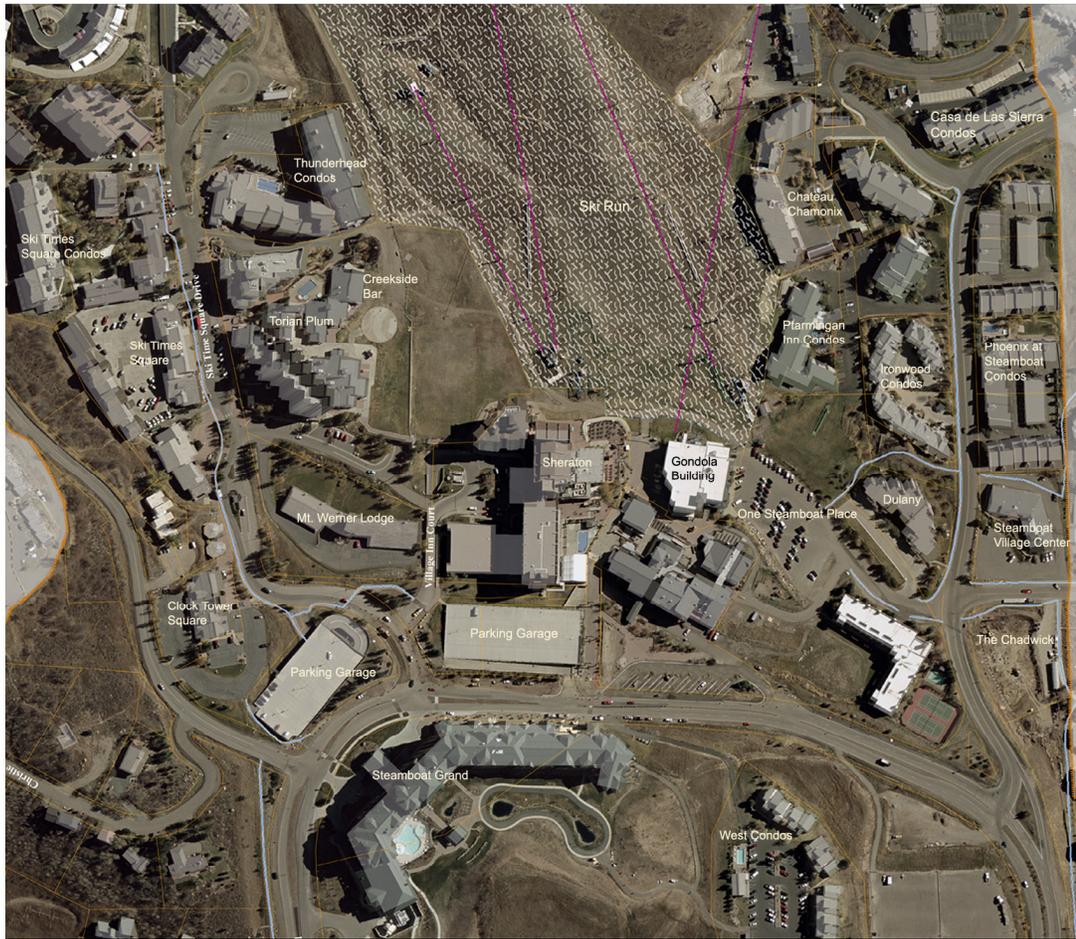
- Affordability – housing, services for locals
- The Base Area needs affordable rentals and housing that should be subsidized or paid in part for by the redevelopers or developers. The price range should be \$80-120,000 in order to make them viable. They should be deed-restricted.
- The affordable units should be integrated into the redeveloped structures so that there is little or no land or water and sewer hookup costs so the prices are lower.
- The new developments, like Wildhorse, need to have the affordable units integrated into their project so that the workers are nearby to service the development. This will in turn reduce the need for parking and traffic congestion as well as provide a year around community, instead of a second home ghost town like parts of Aspen. In addition, these integrated affordable units will provide for a more year around customer base for the local businesses at the Base Area.
- There should be an inclusionary mechanism like the one in the West Steamboat Springs Plan that requires any redevelopment or development to provide affordable housing units.

## **SUMMARY OF PUBLIC COMMENTS**

The ideas that are listed above are the result of the meetings with the citizens of Steamboat Springs, Ski Corp, BARC, City Staff, Planning Commissioners, City Council, and area businesses. They were received in written form on comment forms, and in letter

and e-mails to the consultants. They informed the design team and directed the outcome of the final plan. Not all ideas are addressed specifically in the plan, but all were considered and helped meet the intent of the plan, which is to make the area more friendly and easier to navigate, more beautiful, and more economically sustainable.





# Existing Conditions

Map 2 of 15

## Legend

-  Existing Building
-  Existing Road



# Base Area Redevelopment Illustrative

Map 3 of 15

## Legend

-  Existing Buildings to Remain
-  Potential New Development



Map does not reflect approved density or specific project configuration, and is conceptual in nature only.

# Base Area Property Boundaries

Map 4 of 15

## Legend

 Property Lines



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dunnett design  
PLANNING AND LANDSCAPE ARCHITECTURE



**Potential  
Redevelopment  
Parcels Aerial**

Map 5 of 15

**Legend**

 Potential New Development

	HT.	FAR
G1	35'-57'	1.0
G2	46'-67'	1.5
RR1	35'-57'	.65
RR2	46'-67'	1.3



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planning and landscape architecture





**MOUNTAIN TOWN**  
SUB-AREA PLAN

UPDATE  
NOVEMBER 2005

## Public Roadway Plan

Map 6 of 15

### Legend

 New Public Road Improvements

North 

0 50' 100' 200' 300'

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# Public Improvements Plan

Map 7 of 15

## Legend



New Public Road Improvements



Public Restrooms

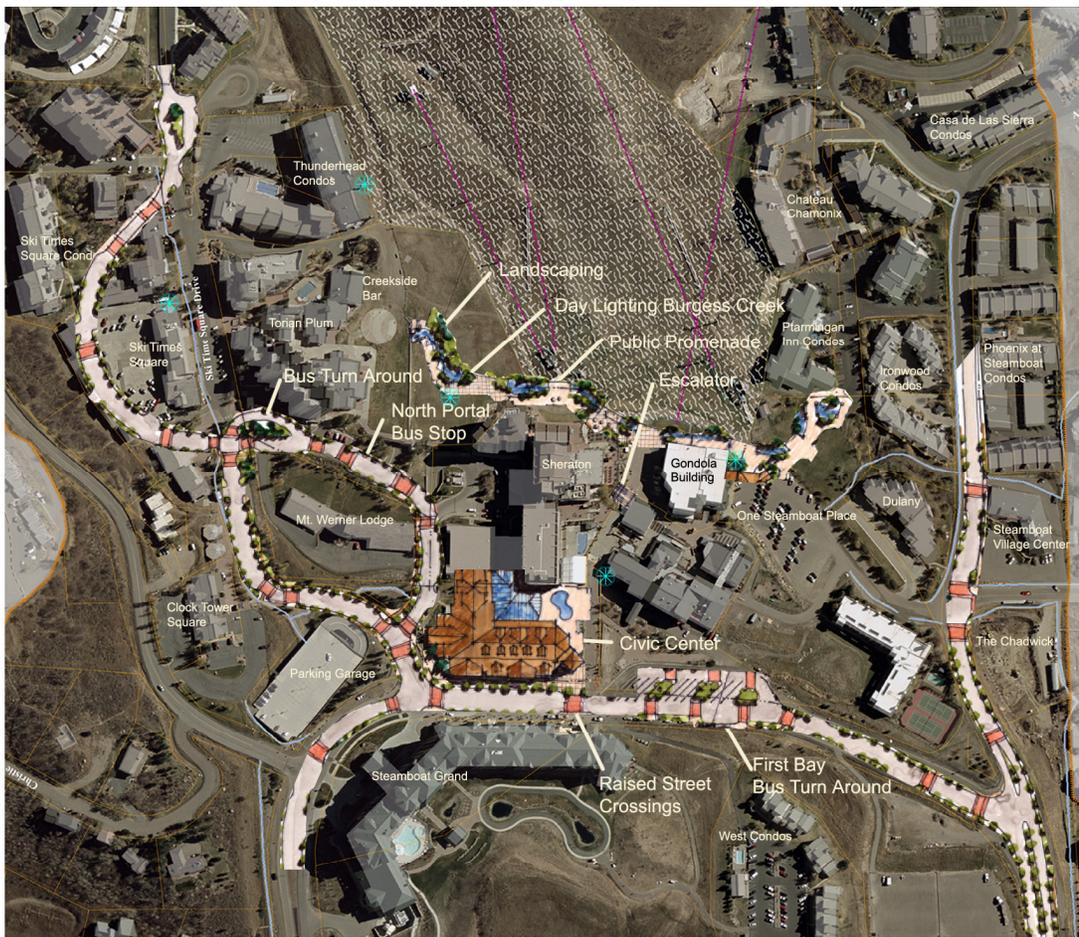
**Note:**  
All Other Improvements Are Illustrated on Plan



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# Pedestrian Network Plan

Map 8 of 15

## Legend

-  Sidewalks, Trails, and other Pedestrian Areas
-  Cabriolet
-  Primary Connectors
-  Promenade



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**Commercial  
& Retail Sector  
Plan**  
Map 9 of 15

**Legend**

- Primary Restaurant/Retail
- Neighborhood Commercial Opportunities



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# Right-of-Way Exchange Plan

Map 10 of 15

## Legend

-  Public ROW Vacation
-  Public ROW Acquisition

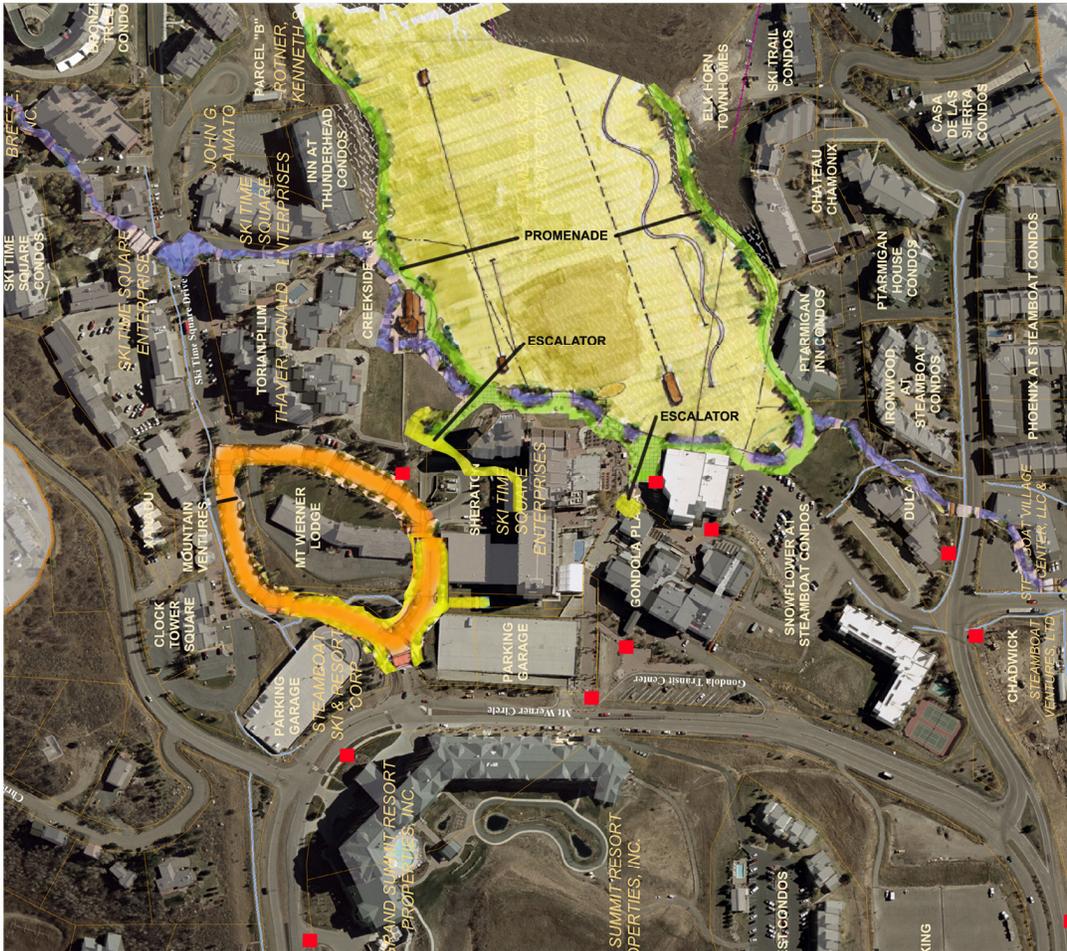


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**MOUNTAIN TOWN**  
SUB-AREA PLAN

UPDATE  
NOVEMBER 2005

## Phase 1 Improvements Plan

Map 11 of 15

### Legend

-  Sidewalks & Streetscape Improvements
-  Promenade
-  Burgess Creek
-  Signage Node
-  North Portal Loop

North 

 0 50' 100' 200' 300'

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# Phase 2 Improvements Plan

Map 12 of 15

## Legend

-  Sidewalks & Streetscape Improvements
-  Public Space/ Plaza Development
-  Ski Times Square Roadway Re-alignment
-  Roadway Improvement
-  Public Restrooms



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# Phase 3 Improvements Plan

Map 13 of 15

## Legend

- Conference Center  
Performing Arts
- High Density  
Mixed-Use  
Redevelopment
- Amphitheater

North



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# Prototype Streetscape Elements

Map 14 of 15  
North Portal



Planter Boxes



Banners



Bike Racks



Benches



Trash Receptacles



Light Poles



# Prototype Signage and Public Amenities

Map 15 of 15



Signage and maps



Restrooms



Fire Pits



Kiosk

