

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

Committee Members	City of Steamboat Springs	Others Present
<p><u>PRESENT:</u> Elliot Lawrence Josh Miller Jane Blackstone Willis Wodnik Jim Schneider Roger Levanduski Charlie Roos Gavin Malia Brian Bavosi Dan Pirrallo</p> <p><u>ABSENT:</u> Mike Lang Brian Olson George Noyer</p>	<p><u>PRESENT:</u> Robin Crossan Dakotah McGinlay Tom Leeson Danny Paul Jon Snyder Ben Beall Jia Carroll Jonathan Flint</p> <p><u>ABSENT:</u></p>	<p>Ryan Stone Nikki Eberle Jamie Schwarz</p>

AGENDA ITEMS:

1. Call To Order 1:30pm

Blackstone established a quorum and called the meeting to order. Schneider moved to approve the minutes from the last meeting on December 2, 2021 which was seconded by Pirrallo. The motion passed unanimously with no changes to the draft minutes.

Recognize Visitors: Councilwoman McGinlay was announced as the new SSRA representative to the URAAC. The meeting participants introduced themselves. There were a few members from East-West who introduced themselves as visitors.

2. Public Comment 1:33pm

None

3. Project Updates 1:35pm

Ski Time Square Drive Turnaround/Complete Streets

Danny Paul, City Engineer/Project Manager:

We put an RFP out for that in late December; those proposals were due on Monday. We did get two proposals; I'm not allowed to share who they are until the work has been awarded. They're two civil engineering firms who the city has done a lot of work with in the past. Both proposals are under our budget.

We'll review those proposals and decide if we need to conduct interviews with the two firms. Otherwise, we'll make a selection followed by contracting. All of that takes about 1.5-2 months from today. I don't expect the design work to get started until late March, best case.

There was a conceptual plan completed by the URA in 2019 and 2020. The designer for this current scope will inherit that work and build on it. There's a lot of language in that RFP where they will have to work with the various stakeholders. There's a lot of work to be tackled in the remaining eight months of the year; I'm already predicting that work will carry into next year. With any luck, we'll obtain the necessary easements and get all the approvals and be in a position for at least the first phase of construction next year. But we're going to have our work cut out for us to get there.

Project Manager

Paul: This was a qualification-based selection, and we put that out at the same time as the Ski Time. Those proposals were due on Monday; we received five proposals, which appear to all be pretty quality. I've convened a selection team who will review those proposals. I think we're probably going to have to have some interviews followed by selection and contracting. This person will probably start end of March, early April.

Dan Pirrallo will represent URAAC on the selection team.

Mount Werner Road Roundabout

There's a good amount of irrigation and some landscaping work that needs to be completed, as well as the sidewalk segment on the north side of Mount Werner Road between Montview Lane and Pine Grove Road. All that equates to a few hundred thousand dollars of work that will be completed in May and June.

Complete Streets 4B

Paul: This is on Mount Werner Circle near the intersection of Eagle Ridge Drive. This is a new sidewalk on the Knoll side between the Apres Roundabout and the entrance to the Knoll. There's some landscaping and trying to improve the crosswalk there crossing Eagle Ridge. This is already contracted for; Duckels Construction is doing the work using last year's budget. This project is scheduled to begin mid April with completion by mid July.

Development Partnership Planning

Paul: At your December meeting, I told you there's been some incoming development activity in the Ski Time Square neighborhood. The URA has some projects identified that have had very little study done; I'm mostly speaking of the promenade extensions up that corridor and the connections back to Ski Time Square Drive.

We do have this pool of funds that could be utilized to partner with a development site to do some joint planning work that might be beneficial to both the URA and the development.

I'm particularly thinking of Parcel B, which is where the T Bar sits today, and the adjacent parcel which Alterra owns.

More information next meeting.

Mountain Area Master Plan

Paul: We have not sent that out yet. The consultant is still working to finalize it. I am told it should be in a position where we can share it with this committee and the public by the end of the month. Adoption is targeted for late April. You all will have an opportunity to have a meeting to discuss it and provide your comments before it goes through the public adoption process.

4. URA Financials.....1:45pm

Paul: Kim Weber (City Finance Director) has received final assessed valuations for the URA, and it was very close to what she had calculated for this year's budget. Sales tax collections in the URA district were up 70% in December. We had projected a total collection of \$900,000 for last year; her new updated projection is \$1.175 million. I will update that in the workplan.

5. Update on SSRC / Alterra Projects.....1:50pm

Nikki Eberle, East West Partners:

We're working very closely with Jim Schneider and his team on the redevelopment that's happening over the course of the next couple years. We wanted to talk through the Transit Center: project objectives, proposed structure with the URA, high-level concept design, very high-level estimate of design and construction, next steps.

Objectives:

Revitalize the Transit Center; make it very safe and pedestrian focused; enhanced arrival experience for guests and locals for vehicular and pedestrian transit; create appropriate balance between pedestrians and transit needs; comprehensive landscape plan with the rest of the area; tie into redevelopment of the resort.

Proposed public improvements agreement similar to the promenade area, starting with a nonbinding letter of intent to outline and discuss basic terms.

Stone said it would be similar to the agreement when the promenade restrooms were constructed and cost shared.

Eberle showed an overview of proposed responsibilities:

URAAC would be responsible for identification of city stakeholders; participation in outreach; design and review feedback; participation in the approval process; reimbursement requests review and approval.

McGinlay asked how the reimbursement requests would work; Levanduski said it would be similar to how the URA reimbursed Ski Corp for the promenade project.

Proposed Team:

Ownership of SSRC, East West

Lead design proposal: Design Workshop (who recently did the Downtown Plan, also the master planner for redevelopment of the base area)

Civil Engineering: Landmark (also working on base area)

Traffic Engineer: McDowell (also working with East West/SSRC on other jobs, did the 2019 traffic study)

URAAC, City Engineering, Public Works, Transit, staff

More to be added.

Eberle showed the high-level conceptual design, which was informed by the 2019 traffic study, Mountain Area Master Plan meetings, test fits with Transit buses and City Engineering, transit operations, feedback from the city and SSRC operations team. Still several items to work out.

Should be generally in line with what is recommended in the MAMP.

McGinlay asked if there had been any incidents in which pedestrians have been injured; Schneider said he was not aware of any.

Blackstone urged that shuttle drivers be included in the design process.

Eberle said that would be part of public outreach.

Schneider referred to when that was done 3-4 years ago and said their input would again be sought.

Pirrallo suggested that Steamboat STARS be included to consult on access issues.

Paul suggested that public feedback regarding the Mountain Area Master Plan would also be incorporated into this.

Lawrence confirmed that this design would still cut off access to Mount Werner Circle to through traffic except emergency vehicles and city buses.

Stone said this would eliminate the process whereby vehicles turn around in Ski Time Square and pass the pedestrian crosswalk twice.

Lawrence wanted to make sure there was enough capacity; Stone said it will be greater than the current transit center and showed how that would be accommodated.

Lawrence asked how they envisioned the skier drop-off area interacting with the transit center. Schneider said it would be the same as it exists right now.

Stone pointed out some enhancements to parking and drop-off availability to the north side of the crosswalk.

Miller asked how this would affect the traffic through Ski Time Square.

Stone: Our traffic engineer has thought about it, but it is not an engineered solution yet. Generally speaking, I would say it could increase vehicular traffic up there similar to the roundabout that's contemplated up there as well. I do think it would change traffic patterns for sure, and that's something that would have to be part of the design process.

Miller: In general, I agree with this whole concept. We're already experiencing increased traffic in Ski Time Square because of limited access to the mountain, and I just want to make sure we have a good plan in place involving Ski Time Square.

Schneider: It might actually reduce the traffic in Ski Time Square because the reason they're going in there is to drop people off. If they use this drop-off, and we send people there, that may actually help.

Stone: Part of this will be a robust signage package to make sure we're sending people where they should be going.

Pirrallo: Ski Time Square is really going to be contingent upon what new development happens up there rather than this.

McGinlay confirmed that the Ski Corp parking garage will remain for now; Schneider said that if and when it is redeveloped, the parking it currently provides would be replaced.

Eberle: Based on the high-level concept, we had Duckels look at a high-level estimate for us. They came up with a total of \$5.7 million from roundabout to roundabout. I think this is a little bit less than what you had as a holistic budget for the transit center.

Our goal would be to start construction in April 2023. We're estimating an 8-12-month process on design, estimating, bidding, approvals, so we need to start now in order to do that. We look at concept planning as a 90-120-day process meeting with and getting feedback from stakeholders with another 90-120 days of design/development; then construction from April-November, 2023.

Next Steps:

Our proposal would be to start concept planning, start outreach and proceed from there; come up with a design that everyone is in agreement on.

Stone: We have drafted a term sheet that we'll circulate after the meeting. It's an outline of the terms for everyone to look at and come to agreement upon. We would hope that with that we could start to engage some of the design process while we formalize the full agreement. You've got to do some of this design in order to get the right budget in place, timing, triggers.

Snyder: Do you want to construct this and the Ski Time Square turnaround in the same summer?

Paul: The Ski Time Square project will require easements. We've had to do that on much simpler projects, and we're on year two and three on those. So, that timeline is a best-case scenario.

Blackstone pointed out that private development could also impact the Ski Time Square timeline.

Paul: On Ski Time, we're looking at a multi-year, multi-phase approach where some of the street improvements are made in a different year.

Pirrallo: I think the answer to that question is going to depend on funding for the URAAC and the city and also what development and the timeframe that development is working on for that particular area. We don't know two pieces of those issues yet.

Snyder: Developments along Ski Time Square are subject to that turnaround from an emergency services perspective, so that turnaround has to be in before those buildings go up.

Stone: Or those buildings occupy.

Snyder: Probably. We'll see what the fire marshal says.

Malia confirmed that the Grand is proposing a separate building.

Malia asked about the timing on the site access.

Stone: It has not been approved by the city yet; their response has been they want to see what's happening with the transit center before they approve that. I think we're optimistic with this stuff out on the table that everybody can wrap their heads around that this is a feasible layout, and the city will be willing to approve that site access for that project, and that project could go forward with construction timing as soon as possible. We had a DRT conversation about site access.

Malia confirmed with Stone that there is an emergency access easement.

Paul: Concurrent with all this, you have submitted an application for the Wild Blue Gondola, and with that, a comprehensive traffic study. Could you share with this group a broad summary of that study and where we're at with that process and how it might link to GTC?

Stone: That traffic study contemplates this project being completed. A permit system within the transit center was recommended in that 2019 study, even if the transit center is not reconfigured. I believe separating those vehicles is net beneficial to traffic flow.

Paul confirmed with Stone that the study is not final yet but is being reviewed.

Snyder asserted that the big design question going forward is whether this will be big enough given the increasing demand.

Stone pointed out that the study's projections for utilization are long term, 25 years out, and he wondered whether they take into account changes in consumer behavior over that time.

Stone: We think this is generally right in terms of the land that's available. You probably wouldn't make it this size for all that bus utilization, but we do feel with the space available, this is generally going in the right direction. There's going to need to be compromises in terms of capacity. There's only so much land to work with there, unless you stretch things out, which is not conducive to good pedestrian access.

Snyder: How far into the future would this be intended to function?

Stone did not know the answer.

Stone: Maybe a permitting system limits the number of shuttles, and you can increase the utilization of the shuttle services and get more headcounts in your transit center without more tires.

Someone asked whether non-permitted shuttles would end up using regular passenger drop-off spaces.

Stone: Yes.

Miller: They will use Ski Time Square. I see it now with shuttle drop-offs at Torian. I think this is going to have a significant impact on shuttle traffic in and around the base area. It's something that we just have to be prepared for. I really like this plan, but I just want to be prepared for how it's going to impact the rest of the base.

Schneider pointed to public outreach as a critical component to make this work.

Schneider: We looked at this more as a five-year approach, and we'll re-look at that impact study periodically – every five years for sure, maybe more often – because things can change over time. Some of the equations in this study contemplate the mix of how people come to town, and as we grow our skier day numbers, the majority of them are going to be staying at the base and maybe not even coming with a car, not needing transit and so forth. We won't know the results of that until we study that over time. It's difficult to say that what we see right now if going to be true ten years from now.

Pirrallo: Is there still some thought conceptually about gondolas from the lower Meadows lot to the base area? If there is, could long term we look at that being the shuttle drop-off location for private shuttles and getting it out of this area completely?

Schneider: Potentially.

Pirrallo: This may be a plan that can get us to 10-15 years; 20-25 years out means it's a complete change of concept of how do we handle transportation into our city and also into the base area.

Wodnik said there's a lot more drive-in traffic than there ever has been right now with shorter weekend stays.

Blackstone asked if there has been any consideration of an outlying parking lot; Schneider said there have been internal discussions and mentioned the potential need to work with the county.

Wodnik asked how old the current GTC is; Flint said it was originally built in the 80s and redesigned and upgraded to meet ADA standards in 2001.

Crossan: If you put the lodging property shuttles down somewhere else, could a high-speed gondola get people to the mountain in the same amount of time as opposed to making them wait in line at Meadows and again once they get up to the mountain? Part of the study somewhere along the line should be how many people are we shuttling up from Meadows. How many people are getting off each shuttle every morning? How many people are getting back on at what time in the afternoon on all the shuttles to determine whether if we had something going back and forth quickly, would it work to get more people out of that area?

Lawrence: It's definitely a capacity solution. I don't even think you need to go high speed to get the same capacity.

Miller: We have about 35 shuttles, I believe. We would love to get out of the shuttle business. Is there any way to create a mass transportation plan just around the base area for the properties that are operating these private shuttles down the road?

Stone: Deer Valley just did this. They outsourced their system. It's an app that services multiple properties. In Deer Valley, they figured it was cheaper to hire that service to do it than to do it themselves. Instead of three 20-person vans going to the same general area and picking up five people each, you've got one that will pick up 15 people.

Stone: We'd like to circulate this letter of intent and then jump into design as soon as possible, so what would the approval process be for somecost sharing in that design effort?

Snyder: You would need an appropriation through SSRA

Blackstone: Tied to the partnership, so getting that underway is important.

Stone: Tom, you believe we would have to get through the full agreement before we could get to a cost share?

Leeson: Probably, yes.

Paul: The agreement would go to the SSRA for their approval, so that could happen in conjunction with the...

Leeson: That could happen simultaneously. We have funds flow for design?

Paul: We created a reserve, and I think this year it was \$500,000 is what the SSRA wanted to see. This group recommended a million, but they reduced it to \$500,000. It hasn't been authorized; it's just in the reserve. I remember them saying they wanted more details on the agreement or the design.

Blackstone: There was an openness.

Leeson: I suppose it's possible we could go to the SSRA with approval for the design first as a separate step since that's needed no matter what, and then a second step would be with the agreement.

Crossan: If you do decide to come to the SSRA in April with something, you can have your immediate need and then a timeline for the balance of it. I think that will answer a lot of questions.

Leeson hoped by April the MAMP will be complete, which will give people more context.

6. Other Business.....2:40pm

Next Meeting

Paul: I think the MAMP including all the appendices is roughly 150-200 pages. If we were to distribute that to URAAC in the final week of February, could you do your reviews and be ready to have a discussion by March 3? It could be as late as February 28.

Pirrallo suggested pushing the URAAC meeting pending the release of the MAMP.

Paul will hold both March 3 and March 10 for the URAAC meeting.

Blackstone wanted to try to review the Plan at a March 3 meeting if at all possible to keep the process moving for an April adoption.

Paul mentioned that the Advisory Committee would see the Plan first, and the city would ask for their endorsement to make it public.

URAAC Seats

Paul: We have four current committee member seats that expire at the end of April: Josh Miller, Dan Pirrallo, Charlie Roos and Willis. Josh's position is base area businessperson; Dan's is hardcoded to the Sheraton property; Charlie is our design professional; Willis is the community member at large. Three of the four have told me they're going to renew. One is not. I am told there's been a lot of interest in city boards and commissions. Those openings are being advertised in various places. Anyone you know that might be interested, you can have them get in touch with me or the City Clerk's Office.

Blackstone: Unfortunately, my husband and I are going to have to leave Steamboat for some medical reasons, so the balance of my term will also need to be filled. I think it makes sense if we can use this recruitment to get that person in. I'm not leaving tomorrow, but it will be probably within six months.

Paul: You're community at large, and your term runs through next April.

Interviews and selections would be at the SSRA meeting tentatively scheduled for April 5.

With Blackstone, open seats will include two community members at large, one base area businessperson, one design professional.

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

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

UPCOMING MEETING CALENDAR:

URAAC: March 3 or March 10 (MAMP discussion), April 7

DSC: TBD

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