

FILE COPY

PROJECT LOCATION MAP
Alpine Bank

AGENDA ITEM #1

PLANNING COMMISSION COMMUNICATION FORM

FROM: Scott Woodford, City Planner (Ext. 260) *W*

THROUGH: Caroline Lamont, Director of Planning Services (Ext. 229) *u*

DATE: July 29, 1999

ITEM: Alpine Bank / #MD-99-14

- ORDINANCE
- RESOLUTION
- MOTION
- DIRECTION
- INFORMATION

PROJECT NAME: Alpine Bank / #MD-99-14

PETITION: Major Development Permit and PUD (to vary setbacks) to construct an 8,468 square foot bank building and 9,024 square foot retail building with six (6) residential units located above the retail. The plan also includes a two (2) lot subdivision.

LOCATION: North portion of Lot 1, Steamboat Village Commercial Center

APPLICANT: Alpine Bank, c/o Tom Jarmon, Eric Smith Associates, P.C., 1919 7th Street, Boulder, CO 80302; 303/442-5458

the disturbance of the private water and wastewater lines and all associated on site parking, sidewalks, and drainage systems.

Disturbance areas shall be adequately revegetated or temporary erosion control measures installed to the satisfaction of the Director of Planning and

May 4, 1999

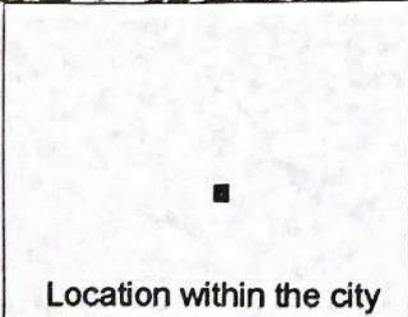
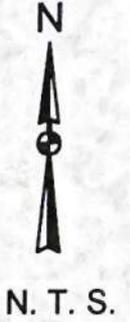
Alpine Bank

Location within the city

1999 COPY

PROJECT LOCATION MAP

Alpine Bank
MD-99-14



 Alpinebank.shp

Prepared by:
Planning Services

May 4, 1999

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I. **RECOMMENDED MOTION:**

Staff recommends that Planning Commission approve the Major Development Permit and PUD (to vary setbacks) to construct an 8,468 square foot bank building and 9,024 square foot retail building with six (6) residential units located above the retail. The plan also includes a two (2) lot subdivision, subject to the following conditions:

1. An emergency access and utilities easement along the interior private drive, cross access and shared parking easements between the two lots, and an easement for the bus shelter shall be dedicated at the time of final plat or by separate easement prior to certificate of occupancy.
2. Final construction plans including grading and drainage plans, drainage report, utility plans, pedestrian pathway plans, final landscape plan and irrigation plan shall be submitted for review and approval by the Director of Planning Services and the Director of Community Services three weeks prior to issuance of a Building or Grading Permit.
3. All project infrastructure including paving, landscaping, irrigation, utilities, trails/sidewalks, and striping of crosswalks shall be installed or surety provided prior to issuance of a certificate of occupancy or final plat whichever comes first.
4. The minimum setbacks in the project shall be as indicated on the site plan. The project shall be developed in accordance with all the provisions of the PUD plan submitted to the Department of Planning Services with this application, or as amended in the future. The PUD plan or notice of PUD, in accordance with Section 26-1606 of the Revised Municipal Code, shall be recorded prior to issuance of a building permit for the project.
5. Final project covenants shall be submitted for acceptance by the Directors of Planning Services and Community Services prior to approval of the final plat or recording of P.U.D. These documents shall provide for the continued maintenance of the exterior of the buildings, roadway, landscaping, sidewalks and grounds in a unified fashion. The covenants shall assess and clearly state that the owners are responsible for the maintenance and any future replacement of the private water and wastewater mains and all associated on site path, sidewalk, and drainage systems.
5. Disturbed areas shall be adequately revegetated or temporary erosion control measures implemented, to the satisfaction of the Directors of Planning and

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Community Services, prior to leaving site for the winter, or November 30, whichever occurs first.

6. Exterior lighting shall comply with City ordinances. Proof of compliance with the ordinance shall be done prior to issuance of a Certificate of Occupancy.
7. The trash/recycling enclosure shall be designed to so that it is compatible with the proposed architecture and so that it provides sufficient room for recycling bins.
8. Non-point source mitigation shall be included as an element of design for the final grading and drainage plan. This plan shall include temporary construction and permanent measures to maintain water quality.
9. All trail and sidewalk connections indicated on the site plan shall be constructed to City standards prior to Certificate of Occupancy or final plat, or surety shall be posted. The pedestrian connections shall be maintained year round by the applicant. Covenants shall address maintenance issues.
10. Prior to receiving water service, the applicant shall dedicate easements on all water and sewer mains for the purpose of routine maintenance and enter into a recorded agreement for the applicant/owner to be responsible for all non-routine maintenance and replacements of water and sewer mains.
11. Engineered water and wastewater main plans and specifications are required to be submitted and approved by Steamboat Springs Water three weeks prior to start of construction or the signing of a building permit.
12. As a condition precedent to the City authorizing the issuance of a building permit or approval of the construction plans, the developer must receive an approved Construction Site Management Plan ("CSMP") from the Director of Planning Services. The developer shall submit to the Director a proposed CSMP, which shall include, at a minimum, the following (when applicable):
 - a) External Traffic Control Plan which shall stipulate: truck schedule (#movements per day/activity); points of ingress and egress to public and private right of ways; route and source for importing materials on-site; route and destination of exporting materials off-site; pedestrian

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- conflicts and mitigation; traffic conflicts and mitigation; construction within the public right-of-way and traveled way; use of public right of way (staging, parking, loading); crane use details (row encroachment, swing, and loading locations); and right of way cleaning program.
- b) Internal Traffic Control Plan, which shall stipulate: access surfacing; internal routes; emergency access; and crane details (construction/dismantling technique, swing, loading).
 - c) Construction Site Plan which shall stipulate: the location of staging areas, storage areas, stockpiling, dumpsters, sanitary facilities, loading, parking (including #employee parking stalls), fencing, field offices, trailers, and trees protection areas; the number of employees (per construction phase) and extent of site disruption caused by the construction activities.
 - d) Drainage Plan which shall stipulate: location of all on-site or adjacent water channels; treatment of all on-site or adjacent water channels on site and plans of interruption and diversion; construction details; and the location and description of any dams, or other erosion control measures. Provide supporting design calculations for pipe size and flows.
 - e) Erosion and Sediment Control Plan for both construction and post construction phases (as well as winter mitigation).
 - f) Grading Plan, which shall stipulate the location of disruption and change of grades, considering existing drainage situations.
 - g) Sign Plan, which shall indicate any directional signs to assist in the construction site management.
 - h) Special Events which shall indicate any conflicts with any special community and resort events, and mitigation proposed.

II. BACKGROUND INFORMATION:

Over the course of the last six months, Alpine Bank has submitted several applications – one for a temporary bank facility and another as a Conceptual Development Permit. The Planning Director approved the 868 square foot temporary bank building on June 8, 1999 and the City recently signed off on the building permit, so construction on it will soon commence. The temporary bank building is placed on an adjacent site, however, it will be removed prior to the issuance of a Certificate of Occupancy for the permanent bank building. To ensure its prompt removal, the applicant posted surety.

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In the meantime, the applicant has been working with the City to finalize a development plan for the permanent bank facility and a separate retail/residential building. The Major Development Permit for the permanent bank facility was submitted on May 21, 1999.

III. DESCRIPTION:

The proposal is for a 2 story bank with drive-up capacity and a retail building with 6 residential units above on the northern portion of Lot 1, Steamboat Village Commercial Center.

A. Site Plan Design:

Location: Located between Central Park Drive and Pine Grove Road adjacent to the Central Park Plaza.

Layout/Site Design: The site design shows building facades as the primary presence along Pine Grove Road and Central Park Drive with an interior access way and parking area in the center of the site.

Open Space: The Code requires 15% effective open space, which includes all site area minus the building footprints, paved areas, and required setbacks. According to the Site Information Sheet, the site provides 23% open space, or 16,258 square feet.

B. Development Statistics:

Lot Area: 1.65 acres (71,834 sq. ft.)

Residential Units: 6 apartment units above the retail - (2) 2-BR @ 874 sq. ft., (1) studio @ 446 sq. ft., (3) 1 BR @ 625 sq. ft.

Gross Floor Area: 17,510 sq. ft. (figure includes bank, retail building, and residential units)

Individual Floor Areas: Bank: 8,223 sq. ft.; Retail Building: 4,625 sq. ft.; Residential Units: 4,055 sq. ft.

Average Unit Size: 678 sq. ft.

Building Heights: Bank: 31', Retail Building: 28'

Snow Storage: Required: 13,919 sq. ft.
Provided: 5,944 sq. ft.

Snow storage deficiency will be made up on the undeveloped adjacent site initially. Upon the adjacent property developing, the applicant will haul snow off-site.

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C. Architecture:

General Description: The architectural goal of the design of the two building is to create a "Lodge" feel. This character is mostly derived from the choice of building materials, which include stained wood siding, weathered wood asphalt shingles, rainbow stone veneer, decorative wood shingles and with colors ranging from blended grays to darker gray to the mixed colors of the stone. In addition, the exposed timber beams and columns at the entryways lend a more rustic feel to the structures. Both buildings are two-story design with a square or rectangular footprints with the addition of decks, roof overhangs, a variety of materials to provide visual interest. Outdoor lighting has not been finalized, however, all lighting will be required to be fully shielded and downcast. Confirmation of compliance with the City lighting ordinance will occur prior to Certificate of Occupancy. One residential unit has been relocated to the ground level of the retail building due to requirements of the Fair Housing Act, which stipulates that at least one unit be handicapped accessible. Rather than install an expensive elevator, the applicant opted to move one unit from the upper floor to the ground level.

D. Landscaping:

Existing Vegetation: Native grasses, weeds

Landscape Category: Dense. The landscape plan provides 72 trees total, including 27 evergreens, 10 deciduous trees, and 35 ornamental trees. As is allowed in the landscape guidelines, the applicant is requesting to exchange one tree required for 5 large shrubs. Automatic irrigation will be provided.

E. Circulation:

Adjoining Roads/Project Access: The subject site is adjacent to Central Park Drive and Pine Grove Road. Access to the site will be from a right in, right out off of Pine Grove Road and an entrance off of Central Park Drive, lining up with the south entrance into City Market and Wal Mart. In accordance with the recommendations of the traffic study, a deceleration lane has been added to Pine Grove Road, for the entrance into the bank property.

Parking:

Required: 51 (Code Requirements: 1 space per 300 sq. ft. of commercial space and 2 spaces per residential units)

Provided: 58 (including 4 spaces at the drive-up)

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Since each building will be located on individual lots and the parking will be shared, cross access and shared parking easements will be necessary. In addition, there will be no dedicated residential parking spaces on the site. The applicant is satisfied that the difference in the operating hours between the bank and the residential units will provide enough parking spaces for the residential units.

Trailsystem Master Plan Compliance: According to the Plan, there are no trail requirements through the property.

Pedestrian Circulation: Although the Trail Master Plan does not require any trails, the Mobility and Circulation Plan does require sidewalks on the site. According to the Plan, 5-6' wide sidewalks are required in the Pine Grove area "Pedestrian District" on at least one side of the roadway or on both sides of any roadway that has business frontage on both sides. In addition to the existing attached sidewalks adjacent to the property, the applicant will construct new sidewalks along Central Park Drive from near the second City Market entrance to Pine Grove Road and then along the property line with Pine Grove Road. The section along Pine Grove Road will be detached from the road with a landscape strip. Eventually, the Pine Grove sidewalk will extend the length of the property, however, those connections will be completed as the other properties develop. Pedestrian circulation within the site consists of a system of sidewalks and crosswalks that cross through landscaped areas and interior parking lots. They have been designed into the plan to make it easier to proceed from a parked vehicle into the buildings and from the bank building back and forth to the retail/residential building. In addition, footpaths are provided to access the rear of the retail/residential building and the entrance to the residential units.

Transit Improvements: Other than providing trail access from the project to the bus stop, no other transit improvements are contemplated.

III. SUMMARY AND CONCLUSIONS:

The Alpine Bank and the Retail Building proposal comply with the requirements of the Community Development Code and are in general conformance with the Community Plan.

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IV. PRINCIPAL DISCUSSION ITEMS:

1. **Land Use** – The site is in the Commercial Resort land use designation, which is defined as follows:

"This classification emphasizes retail, entertainment, and other commercial uses oriented toward visitors. Commercial uses are appropriate throughout these areas. A variety of uses are encouraged above the first floor, including accommodations, commercial uses, office or residential uses for individuals desiring to be within activity centers."

The bank and retail uses comply with the definition. Residential uses above the first floor, as is being proposed with this project, also meets the intent of the Commercial Resort land use designation.

2. **Architecture** – Through several Conceptual reviews of the bank, there was significant discussion regarding the architecture. At the last review, Planning Commission and City Council generally liked the bank design. Little of the bank design has changed since then, so staff believes that it is still acceptable. Regarding the retail building with residential units above, staff feels that with the different roof forms and the projections and recessions of the façade, it complies with guidelines too. Staff feels the design excels in that there is no "backside" to either building, good when considering that streets surround the structures.
3. **Site Planning** – Previously, staff and a few Commissioners wanted to see the bank located closer to the Pine Grove Road/Central Park Drive intersection, however, the majority of the Commission felt it's present location was acceptable. Additionally, several Commissioners were concerned that the retail building and bank building did not seem integrated, as they seemed to be two buildings in "space". Staff shares the concern, however, believe that the buildings will seem more integrated once the remainder of the site develops.
4. **Employee Units** – Alpine Bank plans on retaining the apartment units to rent out to bank employees as well as for bank employees who may be in town to train or conduct seminars. If the applicant cannot rent out the units to bank employees, then they will rent them out on the open market. Some Commissioners commented that they wished to see the units restricted to employees and residents of Routt County to serve the people who need the housing the most. Staff does not believe that deed restrictions are warranted as the applicant is not requesting any special concessions.

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V. CONFLICTS OR PROBLEMS:

None identified at this time.

VI. LEGAL CONSIDERATIONS:

None identified at this time.

VII. STAFF/AGENCY ANALYSIS:

1. Planning Services:

- a.) **Steamboat Springs Area Community Plan:** Staff finds the Alpine Bank proposal to be in general conformance with the Community Plan.

Current Land Use Designation: Community Commercial
Purpose: This classification emphasizes commercial office/retail/cultural/entertainment uses, which predominantly serve the residential base of the community, but may also serve visitors. This classification may also include service-oriented development, neighborhood-oriented retail, and/or office use.

Mountain Town Sub-Area Plan: Although this parcel is located in the Highway 40 Corridor in the Mountain Town Plan, most of the policies relate to those parcels fronting on to US 40. Recommendations that do apply include the emphasis on connecting developments with pedestrian paths, which this project aims to do and with encouraging land uses that support alternative modes of transportation. In addition, it encourages mixing land uses to reduce the number of single purpose automobile trips. The 6 residential units will provide a few people this opportunity.

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b.) Zoning:

CR Zone District Requirements: The proposed uses are conditional uses.

	Required	Proposed
Minimum Setbacks From Frontage	Average Setback	
Alpine Bank Building:	33'	55' (Central Park Dr.) 87' (Pine Grove Road)
Bank Canopy:	22'	5'
Retail Building:	30'	43' (avg.)
Minimum Setbacks Side Yard	Avg. Setback	Varies
Building Height	3 stories	2 stories
Minimum Lot Area	No minimum	1.65± acres

Surrounding Zoning and Land Use:

	Existing Use	Zoning
North	Undeveloped	RMM
East	Undeveloped	CR
South	Prudential Trimontane/Christy Sports	CR
West	Central Park Plaza/City Market	CR

c.) **Density Analysis:** According to Section 26-1288 of the Community Development Code, commercial density in the CR zone district is not limited, provided that the zone district requirements are met and it is in compliance with the Community Plan. Residential density is determined by the Residential and Resort density bonus system for the percentage of the property devoted to residential use. Such percentage is calculated by dividing the total residential floor area by the total floor area.

Gross Project Density: 6 Dwelling Units (DU) / 1.65 AC = 3.6 DU/AC

Base Density: 6.308 DU/AC

Average Unit Size: 678 sq. ft.

Floor Area Adjustment: 1.37

Percentage of Residential Area: 26% (15,570 total sq. ft. of floor area / 4,055 sq. ft. residential)

Acres of Site Devoted to Residential: .43 (1.65 acres x 26%)

Bonus Item

Applicant

Staff

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	<u>Bonus Item</u> <u>(Max. Bonus%)</u>	<u>Applicant</u> <u>Requested</u>	<u>Staff</u> <u>Recommended</u>
1.	Employee Housing (5%)	0%	0%
2.	Internal Amenities (10%)	0%	0%
3.	Landscaping (10%)	0%	0%
4.	Master Planning (20%)	20%	20%
5.	Offsite Improvements (10%)	0%	0%
6.	Open Space (10%)	0%	0%
7.	Parking (10%)	0%	0%
8.	Ped/Transit Access (10%)	10%	10%
9.	PUD (28%)	1.65%	1.65%
10.	Senior Citizen Housing	0%	0%
11.	Shadows (10%)	15%	15%
12.	Solar, Water, Energy (15%)	0%	0%
13.	Views (10%)	15%	15%
14.	Affordable Housing (15%)	<u>0%</u>	<u>0%</u>
	TOTAL	61.65%	61.65%

A bonus of 61.65% results in the following allowable density:

Base Density (6.308) X Bonus (1.6165) = Allowable Density (10.19)

Allowable Density (10.19) X FAR (1.37) = Adjusted Density (13.97)

Adjusted Density (13.97) X Net Acres (.432) = Total Units (6.04)

Following is a summary of the applicants' requested bonuses and staff's recommendation:

1. Master Planning (20% possible): A 20% bonus was granted for the Master Planning the applicant prepared for the entire Lot 1 site, as presented during the Conceptual review. **Bonus points granted: 20%.**
2. Off-Site Improvement Fee (10%): Not applicable. According to the Code, "the sum of the applicable bonus percentages shall be limited to fifty (50) percent of the possible bonuses, unless the off-site fee bonus is allowed." In the CR zone district fifty percent of the possible bonuses (125%) is 62.5%. Since the project only needs 61%, the off-site fee is not required.

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3. Pedestrian/Transit Access (10%): A 10% bonus may be granted for providing an uninterrupted pedestrian path for public use from the development to an off-site transit stop/shelter. The project provides extensive trails and sidewalks with a connection to a bus stop shelter. **Bonus points granted: 10%.**
4. PUD (28%-43% max.): A 1.65% bonus was received for every acre (1.65 acres) of a development subject to a PUD. **Bonus points granted: 1.65%.**
5. Shadows (15 possible%): A 15% bonus was requested and granted because there will be limited negative shadowing of adjacent pedestrian and parking areas, roadways and buildings. **Bonus points granted 15%.**
6. Views (15% possible in the CR district): 15% bonus was granted for protecting community views from public areas, such as adjacent streets and private developments. **Bonus points granted: 15%.**

d.) **Draft 3 Code Analysis:** The proposed zone district for this property is CC (Community Commercial). All of the proposed uses are allowed in the CC zone district. The proposal appears to be in general conformance with the draft code, however, would not meet the proposed setbacks. The following are the draft requirements of the CC zone district and how the project compares:

CC Zone District Table

	MAXIMUM	MINIMUM	COMPLY?
STANDARDS			
Lot Coverage	.50	No Minimum	YES (.17)
Lot Width	No Maximum	40 ft	YES
Gross Floor Area Ratio	.50	No Minimum	YES (.23)
Floor Area Per Residential Unit	1,800 sf	Per UBC	YES (678)
Building Height	2 Stories	1 Story	YES (2)
Setbacks			
Front	No Maximum	25 ft	VARIES
Side	No Maximum	20 ft	VARIES
Rear	No Maximum	20 ft	VARIES
Lots Adjacent to Highway 40	Determined by landscape buffer requirements.		N/A

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Landscape Area (In addition to any landscape setback requirements)	.20		
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e.) **Applicable PUD Criteria:** Sections 26-1602 and 26-1604 of the Revised Municipal Code provide performance criteria for planned unit developments as follows:

Compliance with the PUD criteria: Staff feels that the PUD allows the applicant to develop in a more creative manner by placing the structures in areas that they make the most planning sense. In that regard, the project complies with the PUD criteria for the variance to the average setback.

f.) **Variance's Requested:** Variance to the average setback requirements.

g.) **Parking:** The parking provided is in compliance with the amount required. At time of Conceptual Development Permit, staff raised a concern with the applicant's decision not to provide close-in, dedicated parking spaces for the residential units. Instead, the residential occupants will vie for parking spaces with the customers and employees of the bank and the retail spaces. The applicant states that all of the spaces will be shared by the different uses and they will not conflict because of the different peak use times.

h.) **Pedestrian Circulation:** Sidewalks that are required by the Mobility and Circulation Plan have been added to the site plan.

i.) **Architecture:** It is staff's opinion that the proposed architecture generally complies with the Building and Architectural Guidelines. The bank is well proportioned and provides an appropriate building mass to establish a visual presence to the street intersection. Roof forms are well broken up with gables and overhangs and the chimney element. By recessing the second story from the first, the boxy appearance is reduced. A variety of building materials help further break up the building. According to the architect, the goal of the design is to portray a lodge type of design with the use of the log timber elements, the stone base and the weathered stained wood siding. The Retail Building utilizes similar materials and colors as the bank to create cohesiveness on the site. In addition, the retail/residential building succeeds in breaking up its mass with the use of projections, recessions, different heights in the roof line, and gabled roofs. Since all sides of the building will be highly visible, architectural interest is carried all the way around. It appears that the retail units will have display windows on both the parking lot side and the Central Park Drive, so that there really is no backside to the building.

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j.) **Site Planning:** The site plan is in compliance with the Master Plan that was reviewed during the Conceptual stage. There was significant discussion regarding the character of the ultimate build-out of the site. Some preferred the more auto-oriented site, while others preferred the more pedestrian oriented scenario. This plan complies with both styles of Master Plan. When the undeveloped parcels of Lot 1 petition to develop in the future, discussion will ensue on which character of Master Plan should be followed.

k.) **Landscaping:**

Existing Vegetation:	Native grasses
Landscape	
Guideline Category:	Dense
Quantities:	Setback – 59 trees required Interior – 37 trees required Shrub for tree exchange (5 shrubs for 1 tree) results in a total of 72 trees provided on site
Maintenance:	The owner will maintain the landscaping. Trees will be watered by automatic irrigation and mowed as needed. The owner will replace all dead trees.

l.) **Environmental:**

Existing Drainages: There is an existing drainage through the lot, but not on the Alpine Bank portion.

Existing Wetlands/Impacts: None.

Floodplain Considerations: None.

Soils/Geologic Considerations: Soils information has not been submitted. Verification of soil suitability will occur prior to building permit.

Grading Concept: Minimal grading will occur on the site, other than to create the conditions for proper site drainage.

2. **Public Works:**

Issues: The traffic study recommended a deceleration lane on Pine Grove Road to enter the bank property. This lane has been added to the plan and will be constructed prior to the bank opening for business.

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3. Fire Prevention Services:

Issues: Fire Prevention Services has no concerns with the plan.

4. Army Corps:

Issues: n/a.

VIII. **PROJECT PHASING:** The applicant has indicated that the project may be phased with the bank being constructed first, followed later by the retail building and condominium units.

IX. **PROJECT COVENANTS:** n/a.

X. **PROJECT HISTORY:**

June 8, 1999

The Planning Director administratively approved an 868 square foot temporary bank building on Lot 1.

May 4, 1999

City Council reviewed a Conceptual Plan for an 8,000 square foot bank, a 4,800 square foot retail building, and six residential units above the retail building.

April 8, 1999

Planning Commission re-reviewed a Conceptual Plan for an 8,000 square foot bank, a 4,800 square foot retail building, and six residential units above the retail building.

February 11, 1999

Planning Commission reviewed a Conceptual Plan for an 8,000 square foot bank, a 4,800 square foot retail building, and six residential units above the retail building.

researched to be enhanced. She suggested a "park aspect" be developed to provide for an inviting location. Weber clarified that signalization may be needed in the future with the implementation of Phase I and Phase II and how the site functions. Stettner questioned a crosswalk from the residential parcel across Highway 40. Weber clarified he thought a crosswalk would need to be incorporated with a signal.

Bennett felt it critical that Council realizes the immediate gratification of the park-n-ride concept would probably be non-existent. He felt this was visionary and long-term planning. He suggested the trail intertwine with the parking lot and park. Bennett supported commercial in this area as well. He suggested a public-private partnership be identified in Tract 2.

Engelken supported the park-n-ride and trail/park amenity to be included.

Brenner supported other Council comments including: quality bus shelters; trail/park amenity; mixed-use development and an appropriate berming area. Brenner requested and received clarification that a sidewalk would be accommodated on the outside of the parcel.

15. PROJECT: Alpine Bank.

Lettunich stepped down, due to a conflict of interest.

Lamont noted that no vote was necessary, this was a conceptual review only.

Eric Smith, architect for Alpine Bank and Scott Gordon, Alpine Bank representative were present.

Smith explained a conceptual review of a 8,000-square foot bank with drive-up, an 4,800 square foot retail building with six residential units and a proposed revision of the approved Master Plan for Lot 1. He pointed out several items, including, but not limited to: moving the bank drive-thru; additional pedestrian sidewalks; proposed lay-out of the master plan and accommodating a temporary facility as soon as possible and keep it open while the bank facility is under construction.

Connell supported providing shuttle/transit turnouts.

Engelken requested and received clarification from Smith that underground parking was not cost effective.

PUBLIC COMMENT No one appeared for public comment.

COUNCIL COMMENT

Meyer explained that Planning Commission was split in the lot layout due to the desire to provide for a pedestrian friendly development. She also voiced concern with approving the temporary facility permit prior to approving the bank development permit.

Cooper Black supported the bank setting and building design. She felt a temporary setting for the bank was acceptable. She supported pedestrian friendly developments. She felt the interior parking area was more favorable.

Connell supported the bank location and architecture. She felt the parking area should be safe and free of snow and ice, thus supporting interior parking.

Engelken supports the bank location. He felt that Planning Commission work on the conceptual has improved the project. He felt the exterior parking of the larger parcel would be more attractive to him. Supports sidewalks on both sides of Pine Grove Road.

Stettner supported the employee housing on site. She also supported designating one space per unit for the residential units. Supports the bank architecture and position on the parcel. Supports shorter distances for pedestrians when crossing from the top to the bottom sections, while being sensitive to shadowed areas. Feels park in the middle has great potential for becoming a landmark. Sidewalks on both sides of Pine Grove Road.

Brenner supports the architecture of the bank building. He felt the multi-use of the conceptual was a "model project." Sidewalk should be on the side where the commercial activity is and set away from the right of way to accommodate snowload. Supports more of the parking on the outskirts of the parcel, but would prefer a middle ground of the two proposal presentations.

Bennett suggested trees along the sidewalk to soften the look and accommodate the sidewalk around the corner by the bank and included into the green area. Supports the mixed use and nice landscaping. Feels the active edge retail is challenging.

ALPINE BANK #CD-99-01 CONCEPTUAL REVIEW FOR A 4,800 SQUARE FOOT BANK WITH DRIVE-UP, AN 8,000 SQUARE FOOT RETAIL BUILDING WITH SIX (6) RESIDENTIAL UNITS ABOVE AND A PROPOSED REVISION TO THE APPROVED MASTER PLAN FOR LOT 1

This item started at approximately 9:20 p.m.

APPLICANT COMMENTS

Eric Smith spoke for the applicant. This is a revised plan that came back from an earlier submittal. They are asking for approval on the site for Alpine Bank, and an adjoining retail building and employee housing. Alpine Bank bought the entire site so they could have the right to decide how the site would be utilized. There is the potential for over 70,000 square feet of development on the total parcel. The portion before the Commission is a small component of the overall piece. They will resubmit an application for the Alpine Bank temporary facility. Their proposal is to locate the temporary facility so whatever happens on this portion of the property wouldn't adversely affect the rest. An alternative site plan was prepared. The applicant's preference is to stay with Plan A - because there is better parking, and it is more responsive. The bank location was carefully chosen. They have to keep the bank on the left side as you approach in a drive-up. It is important they have distance on the queue side so they don't impact traffic coming off of Pine Grove Rd. The primary access is on the southwest side; a secondary is on the east side. Six residential employee housing units will be located above the commercial space. Access to these apartments is along the rear of the structure. There was a turnout lane that was eliminated. The building configuration is 8,000 square feet, with a 6,000 square foot footprint on the main level. Some of the basement space has been eliminated. Parking meets the requirement of the current code. Mr. Smith said they will put the sidewalk wherever the City wants it, but from a developers' standpoint, they want the sidewalk separate from the paving on Pine Grove Rd. You can't get behind City Market. So the sidewalk should continue on the other side of the street. To keep the sidewalk on the side where it already is, it can continue uninterrupted.

STAFF COMMENTS

Mr. Woodford said the bank drive-through had been moved away from the corner, per Staff comments from the last time this project was before Planning Commission. The mass of the bank had been slightly increased. The Mobility and Circulation Plan says the sidewalk should be on one side of the street, unless there are also buildings on both sides of the street. In this instance, it made more sense to have the sidewalk along Pine Grove Rd. This may be contradictory to where the sidewalk is currently going. That's a recommendation the applicant will make in the major development permit. Staff wanted to place a building on the corner that had greater presence. They agreed with the applicant

that the drive-through needs to be placed the way it is. So Staff suggested the applicant landscape the drive-through, and yet try to increase the mass and height of the building so you can still see the building at the intersection. The applicant has addressed some of the site planning concerns - it is not as pedestrian-oriented as it could have been. They did look at making more of an interior "main street." But they don't have any end users for the remainder of the property. If there is an approved master plan, they want to encourage future developers to maintain that plan. Plan A screens the parking better, but creates a huge parking lot in the middle, which is not an intimate pedestrian experience. Plan B puts some of the parking exposure on the street, but it is not excessive and it can be screened. Staff likes Plan B better. Parking meets the requirements but there is concern about the compatibility of the residential and retail/office/bank parking. The people who use those parking lots would be employees, so there would be less parking for retail. Or retail parking would take up residential spaces. Staff would like to see dedicated residential spaces.

COMMISSIONER QUESTIONS

Ms. Meyer said, Where do you anticipate the pedestrian connection from City Market to this area? Where will people likely be crossing? Mr. Smith said they may want to add some connectors.

Ms. Meyer asked, How is a north bound car going to access on Pine Grove Road? Mr. Smith said they want to control additional left turns, so the left turns will be at the intersections.

Mr. Curtis asked, Are there any type of retail/commercial businesses anticipated? Mr. Smith said there are no specific tenants yet, but they will discourage food service and/or restaurants.

Mr. Hooper asked, What is the requirement for the drive-up being at that location? There was discussion about how the bank could possibly be repositioned. The applicant explained the way it was shown on the drawing was really the only option. They had already tried a lot of different options.

Mr. Hooper asked if the residential units would be restricted to employees. The applicant said they will be made available to the general public on a rental basis only if they are not needed by employees.

Mr. Hooper said the parking aisle widths in the interior of the site design looked bigger. Mr. Smith said they were the same.

PUBLIC COMMENT

None.

COMMISSIONER COMMENTS

Mr. Baldinger said it looked like there had been significant improvements from the original plan. The connection turnout lanes were solved pretty well. The land use was appropriate. Maybe they should assign random parking spaces throughout. He liked the mix of residential units and commercial, especially if it turns out to be offices or light retail. He liked the architecture. As far as site planning, A or B was acceptable to him. (Plan A is better for cars. Plan B is better for bikes.) Parking was adequate. He said he would support this project if it came through in a similar fashion.

Mr. Curtis said the land use was good. He thought the architecture was good. Having the building close to the intersection was not as much of a concern for him as it would be in a larger city. He was concerned with not having specified parking for residential use, but he could see that it could be intermingled into the existing parking, so it was not an issue. He would like to see a pedestrian walkway along Pine Grove Rd. on the bank side, because there is a considerable amount of pedestrian flow through there. He would like to see it be more pedestrian friendly; it seemed like it was more parking lot friendly. Overall, he was in favor of the project.

Mr. Hooper liked the bank's location, and said it was a nice beginning to filling out the vacant space. But setting it back so far from the street corner and having that much asphalt exposed to that intersection - he didn't think the landscaping was the best solution. He would like to see the building pulled to the edge. Landscaping is an acceptable solution, but not the best. If the drive-up facilities are dictating the design of the bank, he will have to live with it, but he would rather see it moved. He had a problem with the retail and residential building being pushed back to the far end of the site. He said it doesn't seem to integrate into the site as it stands alone. The residential uses need to be restricted to employees - not employees of the bank or retail uses alone, but residents of Steamboat Springs or Routt County. The applicant is making improvements to the master plan, but it is still too suburban. Staff's original comments when this first came in were good and accurate - he would like to see a more urban solution. Pull the buildings closer to the edge and make it not so vehicular dominated. He was concerned about residential mix through out the entire site. He said it didn't seem like it was the right approach. He was encouraged it was only residential in certain sections. He said, Just because the existing Central Park Plaza was modeled after Aurora doesn't mean they have to continue. They can create a much nicer environment - based on pulling the structures closer to the edge of the sidewalk on all sides, having wider sidewalks being dominant street scape. Mr. Hooper said he would be willing to look at changes to the parking requirement for the mixture of uses to accommodate that site design, because it would be more difficult to meet the parking requirement. They would be better off being more flexible in parking.

Ms. Meyer said she liked the plan when it was first presented. And she liked the improvements, the pedestrian connections. She really liked the town square building - green space amidst a campus of office buildings. She favored Plan A. She suggested a time limit on parking during certain hours.

Mr. Connell said employee housing is the overriding factor here - and very commendable. He liked the bank location. The right-in/right-out only and eliminating the curb cut on Pine Grove Rd. - those were his two biggest concerns previously. As far as the sidewalk, the primary pedestrian movement will be from North Steamboat Blvd. and The Grand Summit. They don't have the demand from the other side of Pine Grove Rd. The additional towers or height on the bank to create interest - Mr. Connell agreed with Mr. Woodford on that. The dedicated employee parking is a good idea. He suggested giving the applicant a variance for 8' or 9' spaces for the dedicated employee housing parking so they could fit in more spaces, but suggested the applicant dedicate about six parking spaces for employee housing. He agreed with Ms. Meyer about the pavilion square in the middle, but he liked Plan B better. He wanted to make sure that all the walkways that came out of this area encouraged people to do one-stop parking, and to walk across to City Market.

Mr. Fogliano said he liked the project before, and liked it even more now. The architectural changes enhanced it. He liked Plan B better. It seemed more pedestrian friendly.

Ms. Walker thanked the applicant for making the changes. Her prior concerns were mitigated. She liked landscaping to hide the drive-through impact. The architecture was appropriate. She had no parking concerns. She was in favor of Plan A with the town square. Regarding the sidewalk issue, they have in the past put in a condition that the applicant would contribute to sidewalks no matter where they were placed. She would like to see that with this project. She said she wouldn't support a permit coming through with just the temporary facility. But, overall, a great plan.

Ms. Pastachak said the land use was appropriate. She didn't like the drive-through on the corner. For this site, this is the only solution, but maybe this isn't the right location for the bank, even though the use is the appropriate. She liked the commercial building with residential above, but the location of it didn't seem to integrate well with the bank. The architecture looked nice. Shared participation of the sidewalk is essential, but not necessary it be designated on that side of the street. There is nothing in the code for crosswalks signage, striping, or lighting. Especially in a case like this, it is needed, or people won't cross there. She would like to see the sidewalk all on one side of the street, or both sides, so crossing is lessened. This corner is important, but she would hate to see landscaping impair visibility down Pine Grove Rd. The amount of landscaping needed to screen that drive-through would be a problem. Shared parking is a good idea. She did not think it was necessary to designate parking.

She thought Plan B looked better - Plan A looked too suburban. She suggested losing the town square and putting a strip down the middle with benches to break up the parking. This would provide some green space and enhance that site plan. Trash enclosures should be more centrally located. She agreed with Ms. Walker on the temporary building - she wouldn't support it till there was an approved permit. She thought even temporary buildings should meet the architectural guidelines.

Mr. Hooper said the landmark structure was a good idea, but this was not the right site for it. The bank would be better internalized and centrally located. Just adding height will not make it a better design. It has to be integrated into the design more.

Mr. Connell thought there would be some wetlands issues with the sidewalk on the east side of Pine Grove Rd. He thought the sidewalk there would be cost prohibitive.

MOTION:

Section 17-124 of the Steamboat Springs Revised Municipal Code states:

A conceptual plan shall be considered by the planning commission at a public hearing. Discussion shall relate to **land use, density, access and other matters deemed appropriate**. No approval or denial shall be made by the planning commission other than statements of general direction to the applicant and the department. Conceptual plan review shall not be deemed to vest any right in the applicant for approval of a development application.

No motion shall be made, only direction to the applicant.

This issue concluded at 10:19 p.m.

ADJOURNMENT:

Mr. Baldinger moved to adjourn the meeting. Ms. Meyer seconded the motion.

ADJOURNMENT VOTE:

Vote: 8-0

Voting for Approval: Pastachak, Walker, Baldinger, Connell, Fogliano, Hooper, Meyer, and Curtis.

Not voting: New member Stopher.

Absent: New member Miller.