

Submitted by: Leila Kruelskie [REDACTED]

Hotels/Bridge – Commercial Property East of Hwy 40 by Stone Lane

Transportation assessment from the developer ties the hotels to the bridge project.

A. Flooding

1. The hydraulic study should be checked. The planning commission accepted the hydraulics calculations without any review. The Homewood suites hydraulic study was incorrect. If this study is incorrect, there is potential for single family homes to be flooded. Another non-biased study would be prudent.
2. Elevating the East access road for the hotels potentially increases the likelihood of flooding in homes across the creek.
3. Even with elevation, there is likely a possibility that the East access road may flood in the month of June. This could create an access problem for the second hotel.
4. A culvert was added to divert flow from the hotels but no mention of a maintenance plan for the culvert.

B. Parking/Space

1. This area as proposed for development does not appear to have the space on site to hold all of the following:
 - a. Footprint for 2 hotels
 - b. Parking spaces for 2 hotels
 - c. Parallel parking space area along 40
 - d. Snow storage in winter for 2 parking lots and access road
 - e. Bus loading area for estimated 60-80 people in winter at beginning of day when ski area opens
2. The parking plan submitted by the developer is not adequate for the hotels because it depends on the parallel parking spaces being available to hotel guests. Last year skiers and snowmobilers from outside Steamboat were driving up for the day and using the parallel parking spaces along Hwy 40 to catch the hotel bus.
3. Further, if a bridge is built, then when the parking spaces in the hotel area are full, it is likely that vehicles will cross the creek and park along Stone Lane to use the Woodbridge bus stop. There was some winter parking on Stone Lane last year to use the Woodbridge bus stop.

C. Snow storage

1. Where are the hotels planning to store the snow plowed off the parking lots? On the East side of property? This melting snow could cause flooding in houses across the creek. In the past, the area of the hotels/parking lots has been full of snow and then flooded for about a month as it slowly melts and then enters the creek.
2. Snow plowing and snow storage on Stone Lane currently narrows the road in winter. If the road is widened, where would the snow be stored – the ditches and yards on Stone Lane are already full.
3. In the winter, the corner of Stone Lane and Whistler are filled with plowed snow creating blind corners. Caution is needed turn onto Whistler from Stone Lane in the winter. If the bridge is built and traffic increases, accidents will likely occur.

D. Bridge connecting Hotel Row to a quiet neighborhood

1. The short term rental work by City Council created red, yellow and green areas. It does not make sense to use a bridge to connect a highly green area, hotel row, to a red highly walkable neighborhood.
2. Crime is likely to increase in the neighborhood with quick access out of town across a bridge.
3. Eight single family home driveways plus 4 duplex driveways back up directly on to Stone Lane on the East side of Hwy 40. Making Stone Lane a feeder road like Walton Creek Road does not make sense. Walton Creek Road has one single family home driveway backing up to it above Village Drive.
4. A bridge will likely create more traffic up Stone Lane and onto Whistler Road with the potential to create a backup on Whistler road that could block single exits from The Villas, Mountain Village Apts and Quail Run. Currently, there is no significant problem with these single exits.

E. Neighborhood Walkability

1. Core trail access at the end of Stone Lane is a high walkability area and a bridge would bring a significant increase in vehicles in the area.
2. Chinook and Stone Lane have high pedestrian traffic from ski training, walking, dog walking, bicycle and strider bike riding.
3. Pedestrians as far up the road as Village Drive detour to Stone Lane to access the Core trail because of the low vehicle traffic on Stone Lane. It would be more direct for them to take Walton Creek Road to access Core trail but they detour because of low traffic.
4. In winter/summer, pedestrians walk up Stone Lane to access the Woodbridge bus stop and Whistler. There is also a sidewalk close to Whistler that pedestrians use to cross the East end of Stone Lane to access Whistler Park.

F. Routt County Hazard Mitigation Plan and Hotel Row

1. In the Hazard Mitigation Plan, Action SS17 states “Construct Stone Lane Bridge to provide emergency egress and means for evacuation”. If the Stone Lane bridge is to be used for emergency egress then building hotels creates the possibility of congestion and blockage at the end of the evacuation route. Adding a blockage of 200-300 cars at the end of an evacuation route is very concerning. The evacuation route and the hotels don’t belong in the same area.

G. Environmental impact to Walton Creek

1. Wildlife frequent this area of Walton Creek including moose and calves, beavers, bears, elk and birds. It would be prudent to do an environmental study before going ahead with further development in this area.

These 7 areas of concern suggest further consideration and study before going ahead with development of this area.

