

PLANNING COMMISSION MEETING

The meeting was called to order at 5:30 pm by Chair Leas.

ROLL CALL

| | | | |
|--------------|--------------|----------------|---------------|
| Mike Giller | Mark Leas | Allen Frechter | Susan Propper |
| Ethan Guerra | Steve Gerard | Elaine Gort | |

APPROVAL OF MINUTES

With no changes, the March 5, 2024 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

With no changes, the March 19, 2024 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- None.

TOWN PROJECTS:

1. Tiger Dredge F&B Delivery Service Pilot Temporary Structure (SVC), 150 W Adams Ave.; PL-2024-0045

Ms. Crump gave an overview of a proposal to construct a temporary sprung structure and temporary office to house the Town's pilot food and beverage delivery service program. The sprung structure will be located in the southern horseshoe of the Tiger Dredge surface parking lot. The pilot delivery service will manage food and beverage delivery logistics in the core of downtown for participating businesses using smaller all-electric delivery vehicles. The pilot program aims to reduce emissions and congestion from oversized delivery vehicles while increasing pedestrian and bicycle safety and efficiency of product distribution.

Commissioner Questions / Comments:

- Ms. Gort: Are those docks also for the electric vehicles? (Town Engineer [Shannon Smith]: The six locations are for the delivery vehicles. It is a cross dock, when the electric vehicles are across from the large delivery vehicles and the goods are passed across the dock.)
- Ms. Gort: How do the electric vehicles transport to buildings, where do they come out of the building? And will there be additional paving? (Ms. Smith: The electric vehicles will come out from the same docks. There may be some paving necessary after grading.)
- Mr. Frechter: How will the hours of operation for tractor trailer delivery be enforced? (Ms. Smith: This will be operated by 106 West. 5am to 10am as they currently operate in Vail. We are assuming we can have similar delivery window.) So, there is no way that a tractor trailer would arrive at 7pm as people are arriving at the Riverwalk Center. (Ms. Smith: Correct, that would be highly unusual. We would have to let them dock but I think we would only need to accommodate something like that due to a highway closure.) Does the trailer have plumbing? (Ms. Smith: We are unsure at this time, we are trying to limit water utilities at the site; I don't want to run water and sewer; we believe the restrooms at the Riverwalk Center can accommodate staff and water tanks on the site interior could be used for any needed interior cleaning.)
- Mr. Frechter: Is there a timeline for this to end and everything to be restored? (Ms. Smith: We are directed to run this pilot for up to two years. If successful, we would move to a permanent structure, either at this location or a new location.) I know that Town Council was concerned about the sprung structure at the previous Vail Resorts property. It seems a little bit of a double standard. (Ms. Smith: Understood.)

- Ms. Gort: What other sites did you consider for putting this? (Ms. Smith: Airport Road, Schoonover Building, Public Works Yard, F Lot, and Tiger Dredge lot. This lot became the top choice considering the proximity to the businesses and the change in elevation that help to hide the temporary structure.) I am curious about the traffic circulation, could you go over that? (Ms. Smith: Most of the large trucks do this already; moving down Adams and through the lot to Park Ave. The vehicle shown with turning radius, that is not something that we typically see. That is a 56' foot sleeper cabin tractor trailer, we do not anticipate this size truck. Smaller trucks can come in from Park Ave. We are looking at the dimensions of the roundabout. We do not think that changes can be made to support these large vehicles.) Will the delivery cars be on the streets? (Ms. Crump: The electric vehicles are much smaller, sized similar to a large golfcart.) (Ms. Smith: Most will use the ally system and use alternative routes and are not on the street as much as possible. We are told they can handle winter conditions. The Club Car is the vehicle and used for the Swedish Postal Service. This is a pilot program. We will be able to adjust as we go.) What stops it at two years? (Mr. Kulick: It would be the Town Council that would have the authority to set their own timing parameters.) So it could be there forever? (Ms. Puester: This structure is not designed or rated to be installed forever.) (Ms. Smith: It is not a concern I have with Town Council given the potential to redevelop this Riverwalk site in the future and produce a more permanent solution.)
- Mr. Gerard: In the infrastructure policy, where it discusses a temporary water service. It discusses cleaning the delivery vehicles. Just to confirm, this is just cleaning the electric delivery vehicles, not the tractor trailers? (Ms. Smith: Yes, it would just be to support cleaning of the electric, small, delivery vehicles.)
- Mr. Frechter: There is a picture of the vehicles on 106 West's website for an example photo of the electric vehicles. I think this picture would be beneficial.
- Mr. Gerard: Are the trees too large to transplant and move to a new location? (Ms. Crump: They are probably too large to transplant.) A comment on the traffic flow, will they be able to leave through the roundabout? (Ms. Smith: That is the plan and that is currently how it goes.) Is there a second site that was preferred, a commenter requested a "Ridgeway" location? (Ms. Crump: I spoke with that commentor over the phone, I am not aware of the location that she describes in her comments.)
- Mr. Guerra: Others already asked my questions and they answered.
- Mr. Giller: Interesting project. How will this be communicated to the public that speaks to the need of the project? That there is a benefit from the project? (Ms. Crump: There was an extensive public notice for this hearing and the Council hearing that will occur next week. I hope at the Town Council meeting, the public benefit of this project is further outlined. It meets two of the Council's yearly goals. There have been many work sessions leading up to this hearing. We are hoping that this meets the necessary outreach, showing it is a strong public benefit project. It is not something just derived from the Council.) Would they allow an interpretive panel that helps explain why we have this? (Ms. Crump: I think that's a good idea.)
- Ms. Propper: This is going to be deliveries for restaurants and bars, have these businesses already signed up for this service? How is that going to work? (Ms. Smith: The restaurant community is very excited about this project. The delivery vendors are the ones who actually contract with 106 West. The delivery service makes the relationship with 106 West, not the restaurants. 106 West will take the products from the truck and take the products to all of the businesses that had an order on that truck.) There are some delivery services that express concerns with the chain of custody of the products. It is not a mandatory program at this time.) We will still have some trucks? (Yes. We are hoping to get 6-10 vendors to sign up for the first year.) I was going to ask if there was

a threshold for making this viable and worthwhile. (Ms. Smith: The return on investment is the safety factor. The Blue River Pathways project has a goal of improving safety and this is part of that. From the cost perspective, it doesn't pan out. That is why this is a public project. That a truck, instead of going to many separate businesses, it is only making one stop. They save a lot of time. This provides advantages for the vendors.) The deliveries in Vail happen between 5am to 10am, is there a way to provide public parking when there is a down time outside of that period? (Ms. Crump: There would only be approximately five (5) spaces remaining when trucks are not there. It is best to keep this area clear from public access to avoid conflict.) (Ms. Smith: This entire corridor is filled with parking. We did a public survey for the Riverwalk Project, and numbers 1, 2 and 3 were safety and there were no comments about parking from participants.)

Mr. Leas: What is the cost of this program? (Ms. Smith: The first annual operation budget is \$2.1 million, with nearly half of that investment the docking system and building.) And the cost once that \$2.1 million expenditure is done, the cost of the program is going to be? (Ms. Smith: The cost will be to the Town. We are assessing a docking fee to each vendor. In the first year, the docking fee would bring in about \$50,000-\$60,000 annually. This is not a project to save money, this is about safety.) Mr. Leas: That's a big bill. Are the restaurants supporting the cost? (Ms. Smith: The local businesses do not pay for this at this point in time. The vendors will pay the docking fee. We haven't brought the docking fee structure to the Council at this time.) These vendors will pay 5% and the Town will pay 95%? (Ms. Smith: That has not been determined yet.) (Mr. Kulick: While interesting, the recommendation from you would be based on the development code.) I understand but I think the questions on cost vs. benefit should be heard by Commissioners as well as the public. I think the questions are appropriate considering the decision to be made. You mentioned other sites that were evaluated? Is there on-going discussion about that? (Ms. Smith: We have not had discussions about the permanent structure, we are starting with the pilot program.) I think it is very interesting that we are putting money into a temporary program with no idea what we're going to do if we're successful. Can you elaborate on the potential redevelopment of this area you mentioned? (Ms. Smith: The Riverwalk Center redevelopment is part of the CIP and an ongoing project, that's what I was referring to.) I'm trying to understand how the redevelopment of the parking lot would impact the decision being made tonight. (Ms. Smith: I am not going to speculate about future redevelopment decisions the Council might make.) Is alcohol delivery going to be included? (Ms. Smith: Yes, this will include food and beverage including alcohol.)

Mr. Gort: Why do we have so many docks if we are only doing five to six restaurants? (Ms. Smith: It's actually 5-6 delivery vendors, which will serve 70+ restaurants.) It seems like a lot of docks. (Ms. Crump: The several docks are to accommodate trucks of different sizes.) (Ms. Smith: We expect to add up to 30 vendors although we're starting with about 6.)

Mr. Frechter: The delivery time for tractor trailers is limited, but the electric vehicles could be running all day? (Ms. Smith: Correct. The electric vehicles will be on the alleys and roads all day. We are also looking to include refuse/recycling collection in year two.)

Public Comment:

Christina Stanley, Cimmaron, 305 S Park Avenue: I did miss the start. Has there been an impact analysis or a statement made on the traffic along Park Avenue? (Ms. Smith: We have not done a traffic impact study for this project, however the amount of traffic increase on Highway 9 would be negligible.) How many trucks do envision coming in each morning? (Ms. Smith: At the start, 6-10 daily.) The earlier will be better, things get busy when people are in town. (Ms. Smith: Target time is between 5AM to 10AM.)

Will it be aesthetically pleasing? In keeping with the town's appearance? The Town did a nice job with the parking structure making it appear to fit the Town's architecture. (Ms. Crump: The canvas is going to brown. The project is receiving the maximum negative points for the lack of aesthetic and architectural compatibility with other structures in Town. The public benefit outweighs the negative aesthetics in this instance.) Is it a like a tent? (Ms. Crump: Yes, it is a sprung structure with heavy canvas stretched over.) I think it is important because it is in the center of town.

There were no further comments and the public comment period was closed.

Ms. Crump: There were additional comments made by the public that were emailed into the Community Development Office after the packet was published, these were given to the Commission at the beginning of the meeting.

Commissioner Questions / Comments:

Ms. Propper: No further comment.

Mr. Giller: It is a curious project. Vail does quite well with this. I do recommend the Town have further public outreach that speaks to the benefits of the project and connect this to the Riverwalk project that will improve safety. I support the project and I appreciate the good work. Thanks.

Mr. Guerra: I too support this project. With this being a pilot program, I think this allows us to see what this can become. In the meantime, I am supportive of this project. I do want to reiterate that our role here as the Commission should be to review this under the development code and that the Town Council will make the decision.

Mr. Gerard: I support the project, I think it has many collateral benefits. Anyone who sees the diesel semis idling and moving about the town, can understand the benefits of cleaner air, safer streets for pedestrians and bikers. I think the public should bear in mind that I don't think this is going to be a permanent installation in this parking lot. In the time being, it will be something we lose a few parking spaces over. I think the Planning Department has taken the necessary standards into consideration and assigned the maximum negative points that is still outweighed by the public benefit.

Ms. Gort: I think this is great and am excited that we are doing this. I do not want this to be a permanent location. Ideally, in the future the large trucks would unload out of Town and the small vehicles bring it into downtown.

Mr. Frechter: Is this a first hearing, or what is the process now? (Mr. Kulick: This will go to a Town Project hearing with the Town Council next week. Tonight the Commission would recommend it be approved by Council rather than approve the project like normal.) I want to state that we are judges and make sure that projects meet the Town development code. Anyone watching, this is not the forum for us to address your concerns outside of the development code. I am concerned. I would say the Council is setting precedent using a sprung structure. Considering they have raised concerns about these being used by private ownership particularly at Peak 8. I do support this overall; large trucks can be a nuisance. More permanently I would consider a different location not within the middle of downtown. The Town should promote this more and the benefits. I think that will help in relation to how they want to redevelop the whole area.

Mr. Leas: I think this is a really interesting project. I hope this works out successfully. I do have concerns. My biggest concern is that we are putting this structure in the middle of town. Town is telling us this is a temporary structure, but do not know the location of the permanent structure and this building will be there for a longer period of time than we are led on to believe. But I am still supportive of the project.

Mr. Gerard made a motion to recommend approval of the Tiger Dredge F&B Service Pilot Temporary Structure to the Town Council, seconded by Ms. Propper. The motion passed 7 to 0.

OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 6:45 pm.

Mark Leas, Chair