



May 06, 2025

Mark Wilcox  
900 South Broadway, suite 300  
Denver, CO 80209

**Re: Steamboat Springs West Acres Ranch at 280600001**

**Dear Mark Wilcox,**

This letter shall serve as the Development Review Team letter (DRT) for PL20250100 Submittal #1. This letter as well as marked up documents on Portal.

Please feel free to contact me at (970) 871-8260 or by email at [bkeenan@steamboatsprings.net](mailto:bkeenan@steamboatsprings.net) with any questions or concerns.

**Planning Review** (Reviewed By: Bob Keenan, AICP)

1. See attached.

**Fire Department Review** (Reviewed By: Mike Middleton)

The proponent of project PL20250100 is requesting a variance from the secondary access separation requirements outlined in the City of Steamboat Springs Fire Apparatus Road Standards. This request for variance occurs on page 7 and 8 of West Acres Ranch Conceptual DRT Narrative.

The Fire Prevention Office does not support this variance. The interconnected roadways depicted in Exhibit 1 and 3 that “enhance” internal circulation are not a substitute for access roads with adequate separation in a development of this size.

Other large subdivisions in Steamboat Springs have adequate separation of access roads despite their topography. Sunlight and Overlook are examples. Brown Ranch will be held to the same standard.

**Engineering Review** (Reviewed By: Makenzie Carroll)

1. Parks and Open Space #1: Refer to Engineering Standards Appendix 4-B Standard Details.
2. Parks and Open Space #3: Parks, Recreation, Open Space, Trails and Yampa River Master Plan (PROSTR)
3. The stub-outs to the north and west will need to be dedicated as public ROW.
4. Circulation & Access #1: Reach out to Fire.
5. Circulation & Access #2. Stub-outs to the north and west will need to be dedicated as public ROW for future connection to adjacent lots.
6. Circulation & Access #3. A transit stop on Gossard Pkwy will likely be installed when Brown Ranch is constructed which will provide the ridership volumes to make a new loop feasible. (confirm with transit).

7. Per the approved civil construction drawings for Steamboat Airpark Subdivision, the proposed typical section for Bratton Drive includes sidewalks on both sides. Missing sidewalks are an increasing complaint the City receives so eliminating them from the typical section would be difficult to justify and staff to support.
8. Roadway Sections #1. Any modifications to typical sections will require an engineering variance for review.
9. Roadway Sections #1. Engineering will consider approval of a modified typical section consistent with the Steamboat Airpark Subdivision. However, an Engineering variance request will need to be submitted through a separate CityView application for review. Please follow criteria as outlined in chapter 1.8 of the Engineering Standards.
10. Roadway Sections #2. Yes
11. Roadway Sections #3. Engineering will consider approval of a modified typical section. An Engineering variance request will need to be submitted through a separate CityView application for review. Please follow criteria as outlined in chapter 1.8 of the Engineering Standards.
12. Roadway Sections #4. No, this is not a desired design approach due to impacts on future maintenance. Adequate drainage infrastructure shall be designed and constructed per the associated drainage study.
13. Roadway Sections #5. Engineering will consider any variance to the standards, however, it is unlikely this will be approved.
14. Roadway Sections #6. Engineering will consider any variance to the standards, however, it is unlikely this will be approved.
15. Offsite Improvements #1. There may be developer contributions associated with traffic impacts. Refer to Chapter 6 of the Engineering Standards.
16. Offsite Improvements #2. There will not be developer contributions associated with US40/Downhill, which is currently under construction.
17. minor collector roadway
18. combined driveways
19. on-street parking
20. All proposed roadways will be designed per City public roadway standards.
21. (less than 3:1)
22. At time of future development submittal, a drainage study and storm water quality plan by a professional engineer is required. Drainage studies are governed by City of Steamboat Springs Engineering Standards Chapter 5 - Drainage Criteria. A drainage study scope approval form is required to be reviewed and approved by City Engineering prior to the initiation of the study.
23. A pre-application submittal inherently lacks technical detail. Engineering review of this submittal is not intended to be a review of feasibility or implied approval of any elements shown. The following comments are intended to provide information and direction to the applicant and should not be construed as a comprehensive outline of all standards and code requirements that may arise at time of future development submittal. As the project moves forward, all applicable sections of the City Engineering Standards will need to be met.

24. At time of future development submittal, a traffic study by a professional engineer is required. Traffic Studies are governed by City of Steamboat Springs Engineering Standards Chapter 6 -Traffic Impact. A traffic study scope approval form is required to be reviewed and approved by City Engineering prior to the initiation of the study.

25. At time of future development submittal, a geotechnical report by a professional engineer is required. The report will describe soil and site conditions and provide pavement design, and recommendations for slope stability, retaining structures, foundation design and water quality facilities.

**External Agency Review** (Reviewed By: Bob Keenan, AICP)

See attached.

**Utilities-City Review** (Reviewed By: Amber Gregory)

1. A full assessment of the project cannot be completed without a water and sewer plan. A water demand report will need to be provided.

2. Answers to questions:

1. The maximum serviceable elevation in our system is 7170

2. I do not have an anticipated date for the tank to be operational. It is anticipated the West Area tank will need to be online and a booster station constructed to provide water to the proposed subdivision.

3. Any dead end line over 600 feet must have a loop. The design staff would need to evaluate if multiple connections to the Gloria Gossard water line are necessary. It would be recommended to have multiple connections for redundancy.

4. Water lines must be installed and extended for connections to future developments.

Backflow preventors attached to a fire hydrant for dust mitigation is not allowed due to our water conservation plan. Water will need to be purchased from Rain Drop or the WWTP can be contacted for potential water.

Please see draft conditions of approval for this application below. All conditions of approval are also visible in Portal.

Sincerely,



Bob Keenan, AICP  
Principal Planner



Attachments:

1. Planning DRT Comments
2. FAA Letter
3. CDOT Letter
4. CPW Email