

West Acres Ranch

Conceptual DRT Narrative

DHM Design, Four Points Surveying and Engineering, and Steamboat Springs Airpark LLC are pleased to submit this narrative for the Conceptual Development Plan of the West Acres Ranch Subdivision Exemption Plat.

The West Acres Ranch Subdivision is a 133.92-acre parcel located north of Gossard Parkway and west of Steamboat Springs Airport. The Final Plat for the subdivision was recorded on March 21, 2008, under Reception No. 671936, and the property is currently zoned Residential Estates One (RE-1) as holding zoning. Since 2017, Four Points has collaborated with previous owners on the development of a 15-acre parcel in the southwest corner of the property. This area is currently approved for a Final Plat with conditions under PL20230347 and PL20230348, which establishes a 3.3-acre lot zoned Multi-Family 3, a public right-of-way (Bratton Trail), and two outlots which retain RE-1 zoning.

The current ownership team, Steamboat Springs Airpark LLC, acquired the entire property on December 30, 2024, and is actively working toward a mixed density development. The vision for the project includes a diverse range of residential uses, incorporating single-family lots, townhomes, and multi-family apartments to support a well-balanced community. Additionally, ownership is interested in working with the City of Steamboat Springs for an amendment to the airport master plan that would allow for the development of hangars along the west side of the property, providing fill material for the planned extension of the Steamboat Springs Airport or additional hangar development south of the existing hangars, and modification of the existing 750' offset aviation easement on the property. The above hangar development concepts are being expanded upon at a separate but parallel basis with the development plan for the project.

This request for conceptual review is to acquire direction and feedback from the City of Steamboat Springs Planning and Public Works on several matters that will impact the development and provide direction in the development plan. The owners and development team are looking forward to staff input regarding the subjects identified below.

Previous Studies and Planning for the Parcel:

The proposed West Acres Ranch parcel was not previously included in the City of Steamboat Springs Urban Growth boundary as described in the *2006 West Steamboat Springs Area Plan 2006 Update Plan*. The West Acres Ranch parcel has no designation in any of the maps included in the *WSSAP Master Plan* update. The property was not included in the master plan map, context map, constraints map, transportation volume / capacity map, nor utility map.

The *2023 City of Steamboat Springs Future Land Use Map* split the property along the tax district line. The western half references the *WSSAP* plan, and the eastern half is noted as Neighborhood Residential- Medium.

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The *2015 Steamboat Springs Community Plan* notes the following about Neighborhood Residential- Medium and community goals.

Neighborhood Residential - Medium

Land Uses: The Neighborhood Residential – Medium classification emphasizes a wide range of residential uses predominantly for full-time residents, as well as limited nonresidential uses that are complimentary to and compatible with a one-family and two-family residential neighborhood. Uses may range from single family development to multi-family development. Some resort uses exist and expansion may occur if compatible with adjacent land uses. This classification could also allow some “neighborhood serving” uses, including small retail uses and offices. Live-work and home offices are also appropriate secondary uses.

Locational Criteria: Multi-family development should occur adjacent to arterials or major transportation corridors and should be within walking distance of community centers and shopping.

Character: Neighborhood residential-medium areas often serve as a transition between lower density residential areas and community centers and shopping. As residential areas transition to resort accommodations or commercial development, smooth transitions should be made using landscape buffers, transitions in lot sizes, as well as architectural orientation to protect existing neighborhoods. These neighborhoods will be important to developing a transit-supportive community.

Policy LU-3.2: New development will be designed to promote distinct new mixed-use neighborhoods.

Policy LU-3.1: New development will maintain and enhance the character and identity of existing residential neighborhoods

Policy LU-5.1: Develop appropriate land use densities to support transit. The Future Land Use Plan promotes the concept of mixed-use residential neighborhoods with residential and non-residential nodes that are dense enough to support transit but separated enough to promote livability.

The *Future Land Use Plan* also illustrates the concept of developing new urban neighborhoods with activity centers, primarily in the West of Steamboat Springs area. The pattern of new neighborhoods should be based generally on historic land use and street patterns. Additionally, the density of new residential neighborhoods should be appropriate to support a multi-modal transportation system that includes transit, automobiles, pedestrian, and bicycle mobility.

Current Development Overview

The property is proposed to be accessed via Gossard Parkway at two entrances to the south of the property, as identified on our access plan, *Exhibit 3—Access Plan*. Property access is restricted due to topography and location. The Overlook Subdivision is located on the west side of the property, south of the easterly portion of

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the Brown Ranch property. To the north is an 181-acre property that the City of Steamboat Springs plans to purchase for a regional park in 2026. The northeasterly portion of the property borders the City of Steamboat Springs Airport, and the southeast corner is adjacent to Gossard Parkway and Acre Lane.

Topographically, the property primarily sits on a plateau near the airport's elevation, featuring a large knoll and small side canyons to the west and north. The natural topography is over 140 vertical feet from the south access points on Gossard Parkway to the plateau area. The vegetation is a mixture of sagebrush, scrub oak, and native grasses.

Development Vision

The vision for this proposed development is to create a thoughtfully designed, diverse, and dynamic residential community that accommodates a wide range of demographics while maintaining a unique and intimate neighborhood character centered around open space, connectivity, and quality living environments. By incorporating larger lot sizes ranging from 1/3 to 1/4 acre alongside smaller lots of 6,000 to 8,000 square feet, the design team plans to provide a variety of home types that appeal to young professionals, families and retirees.

This development seeks to establish a balanced, lower-density to medium-density residential community that offers larger backyards ideal for gardens, recreational spaces, and ample room for children to play. The integration of townhome developments and multi-family apartment residences will complement the single-family homes, creating a mixed-density residential neighborhood that caters to a broad range of housing needs. There is the potential for the City Transportation Service to enter the project at the Gossard Parkway Loop with transit stops along the looped access roadway.

This rezoning and development initiative aims to cultivate a welcoming, multi-generational neighborhood that blends open space, diverse housing options and densities, and thoughtfully planned infrastructure. By prioritizing medium to large lots, integrated community parks, and a mix of home types, the project will enhance the livability and long-term value of the area while meeting the needs of a broad range of residents. The development's focus on accessibility, sustainability, and community cohesion will create a lasting, high-quality residential environment that evolves with its residents for generations to come.

The owners plan to move forward with the approved infrastructure on Gossard Parkway and to begin construction of the roadway and utilities for Bratton Driveway in summer 2025. The 2025 construction work will provide crucial information on the soil conditions and necessary access points for future development and showcase the property.

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Community Character & Design

At the heart of this development are central park areas designed to serve as communal gathering spaces, fostering a sense of connection and engagement among residents. These green spaces will provide walking paths, playgrounds, and open recreational areas encouraging outdoor activity and community interaction. The parcel layout and roadway standards prioritize pedestrian-friendly design with bike lanes and connected trails along Gossard Parkway, ensuring accessibility and connectivity for residents of all housing types.

The inclusion of different housing products within the community ensures a variety of price points, making homeownership accessible to a diverse population while maintaining the desired medium to low-density feel. Incorporating single-family homes with spacious lots will attract buyers looking for private outdoor space. At the same time, townhomes and multi-family units will provide options for those seeking affordability and convenience within a vibrant, cohesive community.

Implementation & Infrastructure Development

The initial phase of the development will focus on overlot grading and the establishment of essential infrastructure, including roads, utilities, and stormwater management systems. The focus of the first phase is access to the upper property and the development of secondary access to the site and multi-family lots. Once these foundational elements are in place, lots and parcels will be designated for vertical construction and made available to one or multiple developers for homebuilding. This phased approach allows for flexibility in development while ensuring a seamless transition from land preparation to home construction.

The designated multi-family apartment parcels in the southeast corner of the property are strategically positioned near bike lanes and pedestrian trails along Gossard Parkway. The location of the multi-family parcels will maximize accessibility and promote a walkable environment. This placement supports an active lifestyle and provides convenient access to local amenities, public transportation routes, and nearby commercial areas.

Conceptual Development Review Topics

a. Zoning, Lot Sizes, Parks, and Community Plan Amendment

Exhibit 1 – is the proposed *Lot and Zoning Plan for West Acres Ranch Subdivision*. The design group is requesting a combination of zoning classifications that align with the *Future Land Use Map* and support the community's development goals, recognizing the property's strategic location within the City of Steamboat Springs and the Urban Growth Boundary. Currently, there is an approved Final Plat (PS23-0185) and zoning amendment (PS22-0189) for a fifteen-acre parcel situated in the southeast corner of the property. These approvals established two outlots without any entitlements, which remain zoned as Residential Estates 1 (RE-1), and a single three-plus acre parcel approved for Multi-Family 3 (MF-3) zoning. Current zoning and entitlements allow for 50 units to be

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developed on the west side of Bratton Drive with another 150 MF units (total of 200) planned for the full 15-acre parcel.

The conceptual plan proposes extending the MF-3 zoning to encompass 9.69 acres on the east side of Bratton Drive (Outlot 2), which is planned to serve as a **minor collector roadway** looping throughout the development. Given the steep topography below the upper plateau, the construction of Bratton Drive will require substantial vertical cuts along the roadway cross-sections. The ownership group is planning to begin construction of Bratton Drive and the required attached and detached sidewalk on the north side of Gossard Parkway in the summer of 2025. The project team plans to construct a modified roadway cross-section to the City of Steamboat Springs Engineering Standards, as further detailed in the roadway section of this letter.

North of the approved Bratton Drive temporary cul-de-sac, the plan envisions an east-west roadway with Residential Neighborhood 3 (RN-3) zoning designated on the south side and on the north side of the roadway. A total of 61 lots is proposed for the RN-3 zone.

As Bratton Drive extends northward through the cut section, it will eventually reach the upper plateau of the property. On this plateau, the site plan introduces a diverse range of residential densities, including a Multi-Family 1 (MF-1) neighborhood consisting of townhomes along the eastern portion of the property, outside the avigation easement and park areas. The total number of townhomes within this proposed MF-1 zone includes 47 units.

Additionally, the plateau will accommodate Residential Neighborhood 1 (RN-1) zoning for single-family homes, which are arranged in a traditional grid pattern and connect back to the west side of Bratton Drive. Lot sizes within this zone are planned to be between 1/3 acre and 1/4 acre and will be in character with surrounding developments including The Glen, also known as the Overlook Subdivision. A total of 105 lots are proposed within the RN-1 zone.

While higher-density development was initially considered for the plateau, the project team determined that single-family homes offer an appropriate transition to the surrounding rural character of the area. Several factors led to this decision, including limited connectivity to the north due to the City purchasing a parcel for a park on this border that will include 131 acres of open space on a conservation easement, the adjacent airport to the east, and neighboring county-zoned properties. The proposed land use plan is intended to provide a balanced and compatible residential development that respects the natural constraints of the site while fulfilling community growth objectives.

All single-family lots shall be front-loaded with **combined driveways** proposed where possible to reduce roadway cuts. The townhome development area will include traditional grid streets and **on-street parking**.

Parks and Open Space

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The total acreage of parkland is identified as 1.5 acres of park space as illustrated in *Exhibit 2 – Parks and Open Space*. Each park is designated by a ‘letter’. Public trails for bicycles and pedestrian paths will be provided to natural areas within the property. The property is proposed to have sidewalk access to Gossard Parkway and future transit stops.

Park A – 0.22 Acres

Park B – 0.05 Acres

Park C – 0.83 Acres

Park D – 0.19 Acres

Park E – 0.06 Acres

Park F – 0.08 Acres

Park G – 0.07 Acres

Further design, programming and detailing of these park spaces will be developed during the Preliminary Plat and Development Plan application. Neighborhood parks will provide parkland areas for residents, including small structured recreational facilities, such as playgrounds, shelters, picnic tables, lawn area, and landscape for unprogrammed play while the surrounding open space will allow for unstructured exploration.

The total acreage of planned open space is 60.9 acres of usable open space. The *City of Steamboat Springs Community Development Code (CDC) Section 421* identifies a minimum 15% Open Space requirement. Our zoning map identifies 60.9 acres/ 45% as open space. All open space areas are denoted with a roman numeral.

Open Space I – 11.49 Acres

Open Space II – 5.03 Acres

Open Space III – 14.67 Acres

Open Space IV – 5.03 Acres

Open Space V – 14.67

Open Space VI – 10.01 Acres

All open spaces areas shall be designed to meet the *CDC* code for “usable open space” and provide passive open space and natural areas with limited enhancement. Trails will be developed in accordance with an approved trail

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plan t at a future submittal and will be constructed to meet the standards in City Engineering Standards for trails.

Improvements to these open space areas will be limited to enhancing the existing natural landscapes, and include the following:

1. Enhancements to natural areas, including tree or other native planting, and erosion control.
2. Enhancements to native plant landscapes, including the careful clearing and management of invasive plant species and the re-introduction of native grasses and plants.
3. Enhancements to natural drainages for the purpose of storm water management, including the construction or improvements of naturally disposed extended detention basins.
4. Construction of soft-surface hiking trails that follow existing topography.

Parks and Open Space #1: Refer to Engineering Standards Appendix 4-B Standard Details.

Specific Questions:

1. Does the City prefer perimeter soft surface trails within the passive open space areas or paved trails?
2. Can the City please provide feedback on the proposed zoning and neighborhood layout?
3. Does the City have any park or open space standards we will need to comply with other than those noted?

Parks and Open Space #3: Parks, Recreation, Open Space, Trails and Yampa River Master Plan (PROSTR)

b. Circulation And Access

Exhibit 3 - Access Plan illustrates the two primary access points to the development along Gossard Parkway. A primary “loop” road will be the main roadway internal to the development as shown in *Exhibit 1 – Lot and Zoning Map*. The development will include considerations for future access to the north (potential City Park) and to the west (potential future development). These will be planned as sixty-foot-wide public access and utility easements since no development currently exists to the north or the west. The connection points will be viable and constructable based on design plan and profiles that meet the City of Steamboat Springs specifications.

The stub-outs to the north and west will need to be dedicated as public ROW.

Secondary Access: Access is limited to the property to the south boundary line. The longest diagonal distance across the property, from the access point on Gossard Parkway to the northern property boundary, measures 3,160 feet. However, the proposed access point separation along Gossard Parkway is restricted to 800 feet.

These are the only two feasible connection points currently, as no developments exist to the west nor north and land and topography limit where the roadway can access this property.

The project is requesting a variance from the secondary access separation requirements outlined in the City of Steamboat Springs Fire Apparatus Access Road Standards due to infeasibility in achieving the required separation distance between access points.

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The project team evaluated potential alternatives to increase access separation but concluded that the steep topography along Gossard Parkway, with slopes exceeding 50%, prevents the construction of a roadway with a maximum grade of 7%. Additionally, the site's geotechnical characteristics present stability challenges, further limiting the feasibility of a compliant roadway connection. As a result, the proposed separation distance represents only 25% of the property's diagonal length rather than the 50% specified in Section 1.2 of the Access Road Standards.

To address this limitation, the project includes a secondary east-west roadway that will connect to Bratton Trail approximately 1,400 feet into the site, enhancing internal circulation and improving emergency access and egress. The upper development area will feature multiple interconnected roadways providing further secondary access. The project also plans to dedicate roadway easements for potential future connections to adjacent properties to the north and west, ensuring long-term access improvements. All proposed roadways will be designed per City public roadway standards.

Specific Questions:

1. Given topography constraints, will access points be acceptable (with variance) less than one half of the maximum overall length?
2. Are future connections to adjoining properties - given there are no current roadway layouts - required to be constructed as public roadways or are e utilities sufficient?
3. Does the City envision transit service in the project from Gossard Parkway?

Circulation & Access #1:
Reach out to Fire.

Circulation & Access #2. Stub-outs to the north and west will need to be dedicated as public ROW for future connection to adjacent lots.

c. Roadway Sections

Four Points Surveying and Engineering and City of Steamboat Springs drawings for the Steamboat Airpark Subdivision on September 11, 20 PL20230348. The approved roadway section for Bratton Drive is a m cross-section. The proposed modifications include incorporating a cu ditch in areas, providing sidewalks on one side of the street only, and adjusting the number of required street trees. These modifications intend to create a quiet, neighborhood-friendly street environment that allows homes to face the street with direct driveway access. The limitation on street trees will be offset by requirements for each single-family residence to plant two trees in the front yard of the lot. This will lessen the need for irrigation systems in the public rights-of-way and overall water use. Residential trees are less likely to be damaged by snow removal and have a record of success in the Silver Spur and Steamboat II neighborhoods.

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).

The proposed sidewalk will be limited to one side of Bratton D roadway climbs the plateau from the east-west connector to t property. These areas present design challenges due to steep g infrastructure. Removal of the sidewalk in these areas is propo

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.

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Roadway Sections #1. Any modifications to typical sections will require an engineering variance for review.

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.

Sidewalks on local roads are unnecessary since residents can safely cross a local roadway, and sidewalk crowding will not be an issue. The project team plans to connect Downhill Drive to connect to Elk River Road, enhancing pedestrian access for residents in Steamboat Springs as an alternative to double-sided sidewalks in the development.

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.

Specific Questions:

1. Is staff supportive of continuing the approved roadway section for consistency throughout the development? This section will be modified with curb and gutter in high-density areas and ditches in areas with residential home access from the roadway.
2. Will staff require sidewalks on each side of the residential streets?
3. Will a concrete pan be acceptable instead of a curb and gutter for the public roads?
4. Does the City desire concrete pans at intersections?
5. Is the City supportive of a single-side sidewalk on the main loop connector due to the development on certain portions of the roadway?
6. Does the City Staff support sidewalk construction on Downhill Drive as an alternative to sidewalks on both sides of the proposed roadways?

Roadway Sections #2. Yes

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.

d. Onsite Cut and Fill; Development on Steep Slopes

To meet the City's vision of development within City limits, significant development of the subdivision is anticipated to drop the center knoll area down, filling adjacent sloped areas and ravines to create a central plateau for the main loop road and buildable lots. The site plan includes development and fill slopes on existing slopes greater than 30%. However, the area planned for the lots will be filled to create stable slopes or cut to become flatter slopes, rendering the areas more geologically stable. The proposed development will avoid geologic hazard areas and unstable slopes. Refer to *Exhibit 8—Slope Analysis Map and Grading Plan*.

Roadway Sections #6. Engineering will consider any variance to the standards, however, it is unlikely this will be approved.

Roadway Sections #5. Engineering will consider any variance to the standards, however, it is unlikely this will be approved.

A geotechnical investigation is planned for spring 2025 to determine soil characteristics and suitability for reuse as onsite structural fill and any areas of unstable slopes. The geotechnical investigation will also provide some insight into perched water, if any, encountered during the installation of borings and/or test pits. Note that cutting to a relatively flat (less than 3:1) slope will result in geotechnically stable slopes for development. Filling in the steeper areas will also create flatter areas, lending to higher stability when the soils are suitable and are compacted to meet structural fill requirements. The edges of fill areas will have design slopes of 3:1 or lower, catching grade in the surrounding area, generally outside of the building envelope. Generally, mass grading of this property will reduce slope steepness across the development area.

Excess fill soil generated can be available for offsite uses, including for use at the Bob Adams Airport. Work within the aviation easement area will be a separate application with the City of Steamboat Springs.

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Environmental impacts of mass grading will be minimized through active dust mitigation during site work, stormwater controls, and re-establishment of temporary vegetation following grading. The final landscape plan will include native plants and manicured areas after individual lots are constructed.

Specific Questions:

1. The site plan includes development and fill slopes on existing slopes greater than 30%. However, the area planned for the lots is not geologically unstable. Does the City feel that Section 602.D Usable Lot areas 3.a. "Existing slopes which exceed 30 percent are unbuildable on the subdivision" is relevant or applicable in this situation? The development plan is as proposed, and mass grading will be completed to lower the existing knoll and place fill on the ravines and slopes to create buildable areas.
2. Will the City consider a backflow preventer on a metered fire hydrant to reduce two or more water trucks running continuously on Gossard Parkway and Downhill Drive to load water from Raindrop? In making this decision, sustainability, safety, and traffic issues should be addressed as an overall community vs. the risk to the community water system. Communities throughout Colorado allow backflow preventers and water use from fire hydrants. The contractor could have one or two employees trained or certified by the City utility department to reduce risk to the water system.

e. Development Phasing

The development will be phased into sections that manage the scale of mass grading and allow for the phased sale of lots, creating the secondary access point and subsequently phased vertical construction. *Exhibit 6 – Proposed Construction Phasing Plan* illustrates the proposed phasing. Starting with Phase 1, the area would include the platted multi-family units and a portion of the loop road, to allow for both access points to Gloria Gossard to be completed. Phase 2 will include completion of infrastructure and additional roadways to finalize the multi-family development. Phase 2 construction of homes would then be concurrent with Phases 3 and 4 earthwork and grading. Phase 3 includes the installation of the roads, utility infrastructure, and grading to develop the multi-family development on the east. Phase 4 and 5 includes the remaining single-family lots 1 through 105, including grading, utility, and roadway installation.

Specific Questions:

1. Can the project be approved as one development and plat the entire subdivision? The phasing will then be applied only to the construction of infrastructure.

f. Skyline Analysis Points

The West Acres Subdivision development completed a skyline analysis in 2023 for the platted multi-family area reviewed under PL20230347 and PL20230348.

Specific Questions:

1. Where are the designated public vantage points for the project?

G. Offsite Improvements

1. Does the City expect to assess impact fees for any surrounding roadway improvements?
2. Are there assessed impacts for US 40 and Downhill Drive intersection improvements?

Offsite Improvements #1. There may be developer contributions associated with traffic impacts. Refer to Chapter 6 of the Engineering Standards.

H. Water and Sewer

Does the City expect any additional fees for water and sewer plant upgrades?

1. What is the highest elevation at which the City of Steamboat Springs can supply water, given pipe sizing and pressures?
2. What is the timeline for the Game Trails water tank to be operational?
3. Does the City plan for a looped waterline from West Acres Subdivision?

Offsite Improvements #2. There will not be developer contributions associated with US40/Downhill, which is currently under construction.

Exhibits listed in this narrative:

Exhibit 1 – Lot and Zoning Plan

Exhibit 2 – Parks and Open Space

Exhibit 3 – Access Plan

Exhibit 4 – Roadway Section

Exhibit 5 – Cut-Fill Splash Map

Exhibit 6 – Proposed Construction Phasing Plan

Exhibit 7 – Original Skyline Points

Exhibit 8 – Slope Analysis Overlay