

# STEAMBOAT 700

*Initial Submittal  
November 2007*

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# STEAMBOAT 700 MASTER PLANNED COMMUNITY

## *Initial Submittal*

November 2007



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I. Executive Summary..... 4

II. Background and Introduction ..... 6

III. Property Location and Description..... 7

IV. Vision and Goals..... 11

V. Planning and Approval Process ..... 12

VI. Conceptual Master Plan..... 15

VII. Land Use Program ..... 22

VIII. Conceptual Phasing Plan ..... 24

IX. Conceptual Infrastructure Plan ..... 26

X. Preliminary Infrastructure Financing Plan ..... 34

XI. Community Housing Plan ..... 42

XII. Preliminary Traffic Study ..... 46

XIII. Draft Development Guide, Zoning Plan  
And Design Guidelines..... 63

XIV. Sustainability ..... 68

XV. Annexation Process and Pre-Annexation Agreement..... 79

Vicinity Map ..... 8

Aerial Photograph ..... 9

Primary Site Constraints ..... 10

Proposed Project Schedule ..... 14

Conceptual Master Plan ..... 19

Conceptual Village Center Plan ..... 20

Conceptual Open Space Plan ..... 21

Land Use Program ..... 23

Conceptual Phasing Plan ..... 25

Conceptual Infrastructure Plan

    Roadway System Cross Sections ..... 30

    Transportation ..... 31

    Stormwater Management ..... 32

    Utilities ..... 33

Metro Districts Boundaries Map ..... 41

Preliminary Traffic Study

    Table 1 ..... 54

    Table 2 ..... 55

    Figure 1 ..... 56

    Figure 2 ..... 57

    Figure 3 ..... 58

    Figure 4 ..... 59

    Figure 5 ..... 60

    Figure 6 ..... 61

    Mobility and Circulation Plan Excerpt ..... 62

This is the Initial Submittal document to the City of Steamboat Springs for the Steamboat 700 Master Planned Community (Steamboat 700). The Initial Submittal is comprised of this document and a separate set of large format plans. The purpose of this submittal is to facilitate discussion between the City and the Applicant in a worksession format.

Steamboat 700 is a comprehensive proposal for a “new community within a community” that implements the 10 years of planning efforts documented in the West of Steamboat Springs Area Plan (WSSAP). The ownership group, Steamboat 700, LLC envisions creating one of West’s most inspired, innovative and livable communities; one that will contribute to the culture and vitality of the Steamboat Springs community. Quality with affordability for local residents is the goal.

Developed over the past year with significant input from the community, The Steamboat 700 Conceptual Master Plan consists of 1,837-2,243 residential units and 272,000-331,000 square feet of commercial/non-residential uses. Although the Conceptual Master Plan and the Land Use Program express a range of residential units and commercial/non residential uses, it is the intent of Steamboat 700, LLC to propose in the pre-annexation agreement that the minimum vested density be 2,000 residential units, and the minimum vested density for commercial uses and non-residential uses, excluding public facilities, be 300,000 square feet.

The following goals and objectives have guided the creation of the Conceptual Master Plan:

- ⇒ Break the trend of most new developments in resort towns by designing toward the full time resident as opposed to the second home owner.
- ⇒ Offer the full range of housing choices from condominiums, duplexes, townhomes, and small lot single family to large lot single family.
- ⇒ Achieve affordability with small lots, an innovative Community Housing Plan and a creative Infrastructure Financing Plan.
- ⇒ Create a transit-friendly community with a mixed use, high density Village Center that will function as an attractive environment for shopping, entertainment, services, multi-family residential, and an employment and transit center.
- ⇒ Utilize New Urbanism principles and Neo-Traditional Design elements such as small lots, grid pattern streets, alley access, homes with porches close to the street, streets with trees and sidewalks and a walkable, transit-friendly series of neighborhoods with mixed use areas
- ⇒ Provide recreation opportunities and multi-modal transportation choices with a dynamic open space system that features an extensive, interconnected trails network accessing small neighborhood to large community parks and the Yampa River Core Trail.
- ⇒ Phase the community from east to west with a logical sequencing of infrastructure construction, with each phase providing a strong mix of housing types and an appropriate amount of non-residential uses. Construct roadways in the first phase that serve the broader West Steamboat area.
- ⇒ Capitalize on the unique attributes found on the property and in the region.

To achieve annexation into the City of Steamboat Springs, Steamboat 700 will go through an extensive set of public review processes over the next year or so. Colorado State Statutes and the City of Steamboat Springs Community Development Code (SSCDC) set forth the specific process to be

followed. Annexation proceedings are not being initiated with this Initial Submittal and this submittal does not constitute a request for pre-application review or any other application process described in the SSCDC.

Metropolitan districts are proposed to provide funding for various public improvements necessary and appropriate for the development of Steamboat 700. The primary purpose of the districts will be to finance the costs of certain improvements, and then dedicate them to the City for ongoing operations and maintenance. These districts will not interfere with the City's primary role as provider of governmental services to Steamboat 700.

A primary goal of the Steamboat 700 community is to contribute to the culture and character of Steamboat Springs. In those regards, the community is being designed for the full time resident of Steamboat Springs; which means the full spectrum of housing options needs to be provided. A Community Housing Plan has been designed to accommodate current and future affordable housing demands and will address home buyers with area median incomes ranging from 80%- 150%. The plan contains two key components: 1) Permanently Deed Restricted Housing: as recommended in the WSSAP, Steamboat 700 will provide for 20% (5% more than other areas of the city) of all the dwelling units in Steamboat 700 to be permanently deed restricted; 2) Community Enhancement and Community Housing Fund: a real property transfer fee will be attached to every dwelling unit and every commercial property creating a perpetual funding mechanism for Community Enhancement and Community Housing.

Addressing the existing congested conditions on US 40 west of downtown Steamboat Springs is a significant challenge for the community. However, traffic is likely to grow in the US 40 corridor with or without the Steamboat 700 development. Steamboat 700's proposed development mix, density, location, and character, coupled with the proposed multi-modal transportation network will minimize the off-site automobile traffic that is added to the US 40 corridor. Roadway capacity enhancements in the US 40 corridor have been identified that should relieve existing congestion and provide for the land use development anticipated in the WSSAP.

Finally, the proposal includes new Zone Districts, Design Guidelines, and a Sustainability Plan applicable to Steamboat 700. This will accommodate the unique needs of the Steamboat 700 development relative to the existing SSCDC and allow better implementation of the WSSAP.

## II. BACKGROUND & INTRODUCTION

The City of Steamboat Springs and Routt County have adopted two “Area Plans” for the West of Steamboat Spring Area, the first in 1999 and then the West Steamboat Springs Area Plan 2006 Update (WSSAP) in June 2006. The WSSAP is an element of the Steamboat Springs Area Community Plan and provides a vision for an overall “blueprint” for a master planned community west of the current city boundary. The Steamboat 700 Master Planned Community (Steamboat 700) is a comprehensive proposal that implements the 10 years of planning efforts documented in the WSSAP.

The project proponent, Steamboat 700, LLC is managed by a group of experienced master planned community developers and real estate professionals dedicated to creating one of the West’s most inspired, innovative and livable communities in Steamboat Springs. One of the primary factors in Steamboat 700, LLC’s decision to come to Steamboat to create a new community was the guidance that the WSSAP provided.

The Steamboat 700 plan has been developed with significant input from local residents and local government staff. The input was initiated with the WSSAP’s public process in 2005-2006 and has continued with significant public input through a variety of methods for Steamboat 700’s initial concept plans. City of Steamboat Springs staff members have been extensively involved in a variety of meetings during the past year. The Steamboat 700 plan has been drafted by a comprehensive local team of professionals supplemented by several nationally known firms (see cover page).

### III. PROPERTY LOCATION & DESCRIPTION

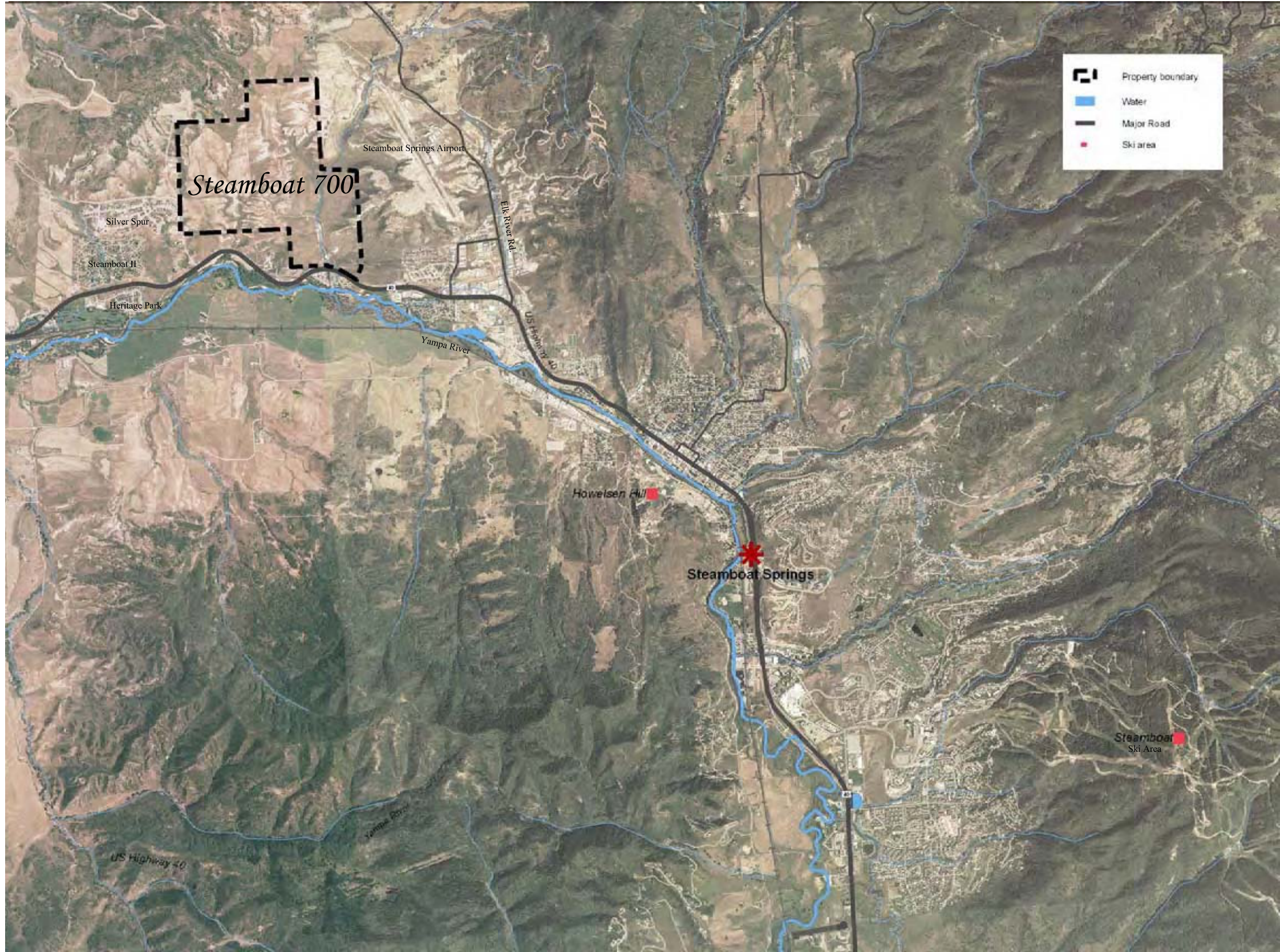
Steamboat 700, LLC property is comprised of approximately 700 acres, 540 acres of which was purchased in March 2007 from Steve and Mary Brown. The other 160 acres, located in the northwest portion of the site, is controlled through a real estate contract that allows Steamboat 700 to purchase the property at a later date.

The site is one of the few remaining large undeveloped land parcels in west Steamboat. The southeast part of the property borders US 40, across from the Sleepy Bear Mobile Home Park. Steamboat 700 is bounded on the east by undeveloped land adjacent to the Steamboat Springs Airport, some of which is located within the City boundaries. To the south is US 40 and large parcels with commercial (M&M junkyard property which is within the City boundary and the Routt County Rifle Club) and large parcel residential uses. Across US 40 to the south is the KOA Campground. On the west side is the Silver Spur subdivision, a large vacant parcel owned by the Steamboat Springs School District and another large residential parcel. North of the site are more large residential parcels as well as a ranch. The Marabou Land Preservation Subdivision is further northwest of the property, beyond the large residential parcels. Please refer to the Vicinity Map and the Aerial Photograph.

The property consists of rolling pasture lands, sagebrush slopes and vegetated drainages. Portions of the site have been used for agriculture purposes. The impact of grazing has greatly jeopardized the vegetative qualities in these areas. The central part of the site is dominated by sagebrush. Running north to south on the eastern part of the site, Slate Creek is the primary drainage on the property. Smaller drainages, mostly on the western part of the site also run north to south. The areas surrounding drainage ways include a mix of riparian vegetation which has been degraded by livestock grazing over the years. Wetlands on the site are associated with Slate Creek and the other minor drainages.

Topography is generally rolling, with slopes mostly in the 5-15% range. Steeper slopes of 30%+ can be found mostly on the southeastern part of the site on the side slopes of the distinctive bluffs that define the site's "outdoor rooms". Other steep slopes are associated with a small canyon/drainage in the center and on the hillsides that bound the northwest corner of the property. These steep slope areas define "outdoor rooms" and are located within proposed open spaces. An initial Soils and Geology Analysis indicates that a majority of the site has shale and shallow depth to bedrock. These conditions increase the cost of construction, reduce the overall developability of the site and encourage development to be clustered in areas with the best soil conditions. Please refer to the Primary Site Constraints exhibit.

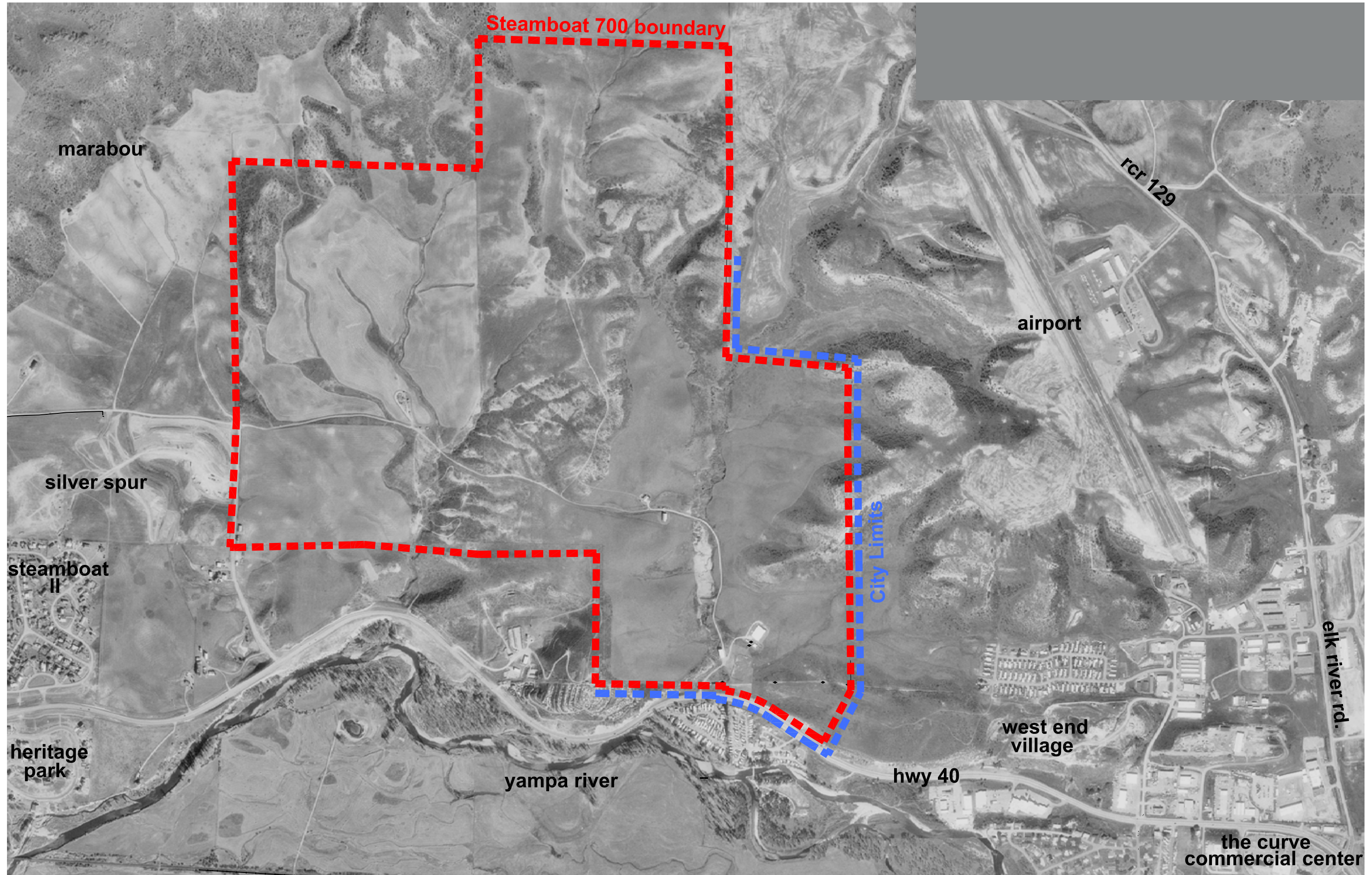




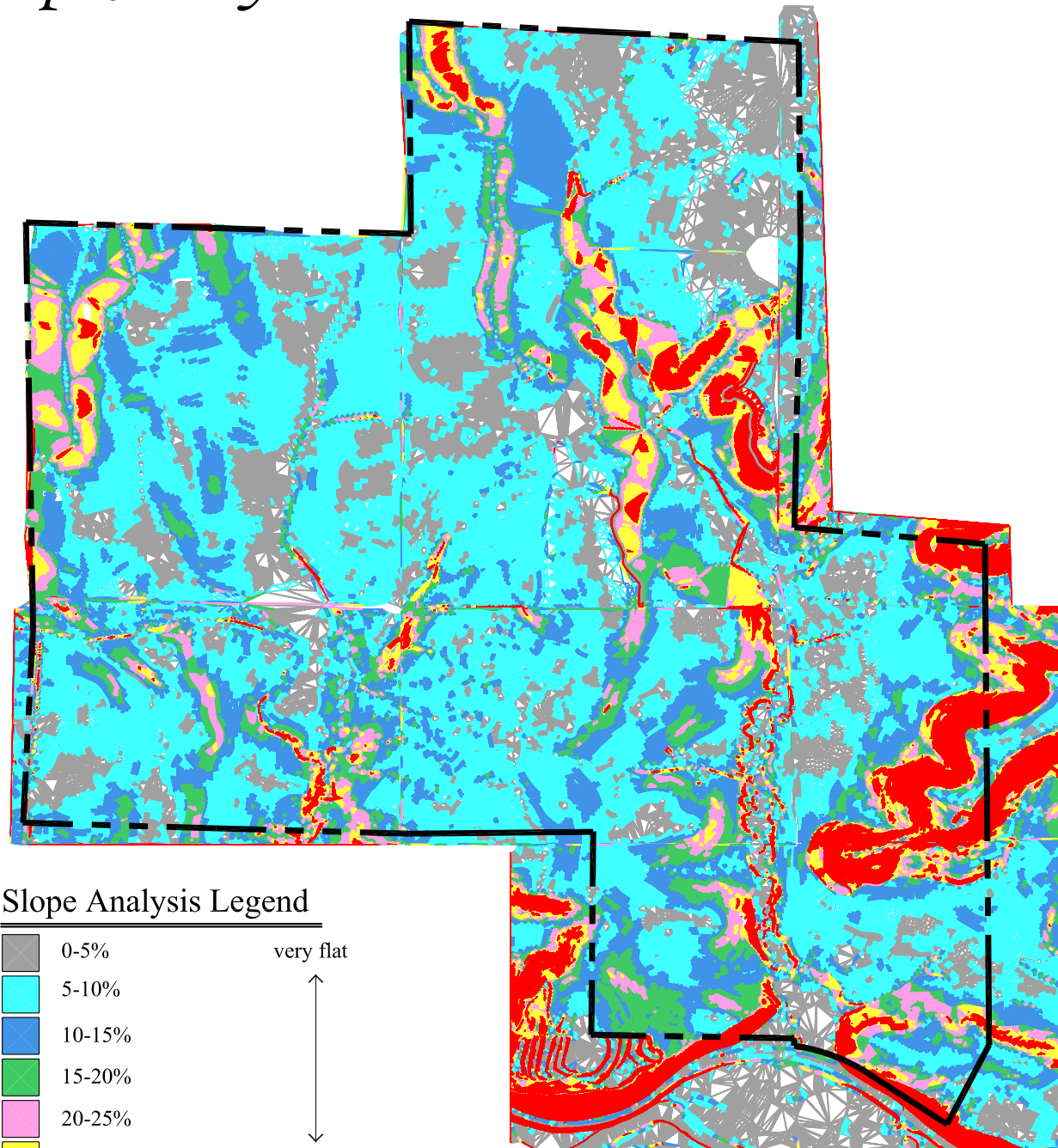
Steamboat 700



Regional Context



# Slope Analysis

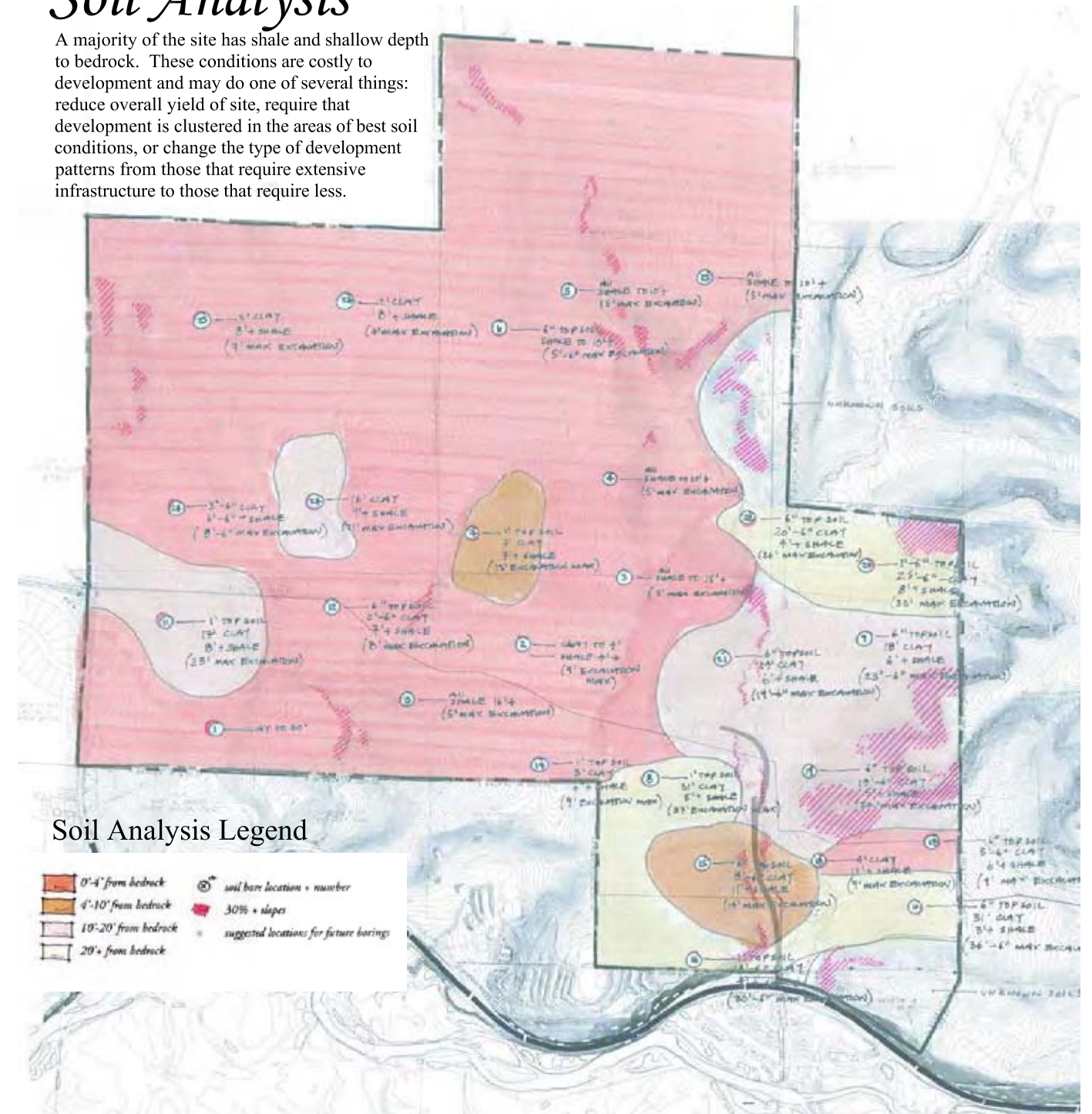


Slope Analysis Legend

0-5%	very flat
5-10%	
10-15%	
15-20%	
20-25%	
25-30%	very steep
30% +	undevelopable

# Soil Analysis

A majority of the site has shale and shallow depth to bedrock. These conditions are costly to development and may do one of several things: reduce overall yield of site, require that development is clustered in the areas of best soil conditions, or change the type of development patterns from those that require extensive infrastructure to those that require less.



Soil Analysis Legend

0'-4' from bedrock	soil bore location + number
4'-10' from bedrock	30% + slopes
10'-20' from bedrock	suggested locations for future boring
20'+ from bedrock	

Steamboat 700, LLC envisions a community in west Steamboat Springs that will contribute to the culture and vitality of the Steamboat Springs community. This new community will set the bar for master planned communities across Colorado and the country and will combine quality and affordability.

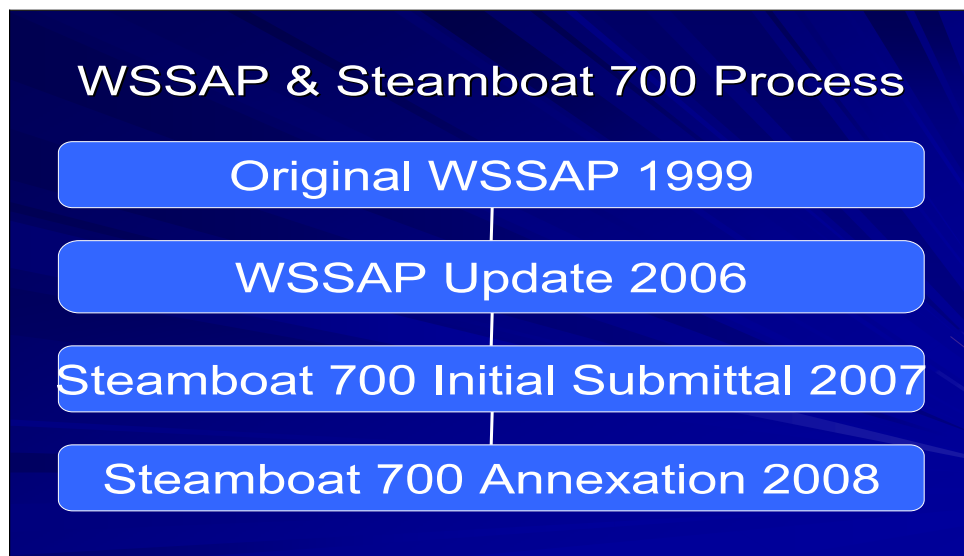
The design is based on new urbanism theory with neo-traditional design elements. Unlike most new developments in resort towns, this community will be designed around the full time resident as opposed to the second homeowner, offering the full range of housing choices from condominiums, duplexes, townhomes and small lot single family to large lot single family. Steamboat 700 will be a transit-friendly community with employment, shopping, entertainment and recreation facilities connected by an extensive, interconnected trails, parks and open space network. To promote affordability and sustainability a majority of the site has been designed as small lots ranging from 4,500 sf to 8,000 sf.

Steamboat 700's overall goals are as follows:

1. Create a wide range of affordable and attainable housing types to meet the varied needs of the demographic profile represented in Steamboat Springs.
2. Implement development standards and design guidelines that are compatible with those of the WSSAP.
3. Achieve a neighborhood architectural character that uses regionally indigenous building materials, complimenting the scale and style existing in the Steamboat Springs community.
4. Create a pedestrian, bicycle and transit-friendly community that is internally connected but also works within regional systems.
5. Minimize traffic by transit-oriented land use planning and pedestrian/bicycle-friendly design.
6. Anticipate and support the future introduction of mass transit to the site.
7. Minimize overlap of commercial uses at Steamboat 700 with existing commercial uses in Steamboat Springs by predominantly serving Steamboat 700 residents and surrounding neighborhoods.
8. Achieve a minimum of 20% of Steamboat 700 homes that meet the City's definition of Community Housing.

Steamboat 700's planning process began in fall 2006 with assembling the Steamboat-based consulting team. The consulting team was expanded to include nationally recognized firms in the disciplines of community relations/outreach, market analysis, affordable housing and design of master planned communities.

Community input has been and continues to be an integral part of the planning process. The first study of public intent was procured through a detailed analysis of the WSSAP. The second step was initiated in December of 2006 with a series of telephone polls, followed by two focus groups. The information gleaned from the first three steps was used to prepare for three intensive design charrettes. Design charrettes are intensive multi-day work sessions with the entire consultant team in the same room, talking about all aspects of the project together. The design charrettes were attended by city staff, local real estate brokers, builders, citizens and representatives from nearby homeowners associations. Steamboat 700 then undertook a series of meetings with community leaders, special interest groups, surrounding property owners, city staff and the county commissioners. After extensive review and revisions to the plan, Steamboat 700, LLC sponsored a community open house on July 26, 2007 at Howelsen Hill, in which the public was invited to see the planning efforts and to provide their input. The open house was attended by over 170 people. Other public outreach methods included the mailing of an introductory letter to every registered voter in Steamboat Springs, an interactive web site and making contact information publicly available through various methods.



To achieve annexation into the City of Steamboat Springs, Steamboat 700 will be subject to an extensive public review process. After submission of the annexation petition and map, the statute requires two public hearings: one for substantial compliance and the other for eligibility. These preliminary proceedings mandated by State law do not obligate the city to annex the property or give the property owners the right to be annexed. Rather, these proceedings allow the City to simply consider whether or not the property qualifies to be annexed (please see the Annexation Proposal section of this document). However, the City has previously agreed if requested by the property owner to annex the Brown Ranch portion of the Steamboat 700 property and to provide water and sewer service.

It is expected that this Initial Submittal will be followed by the City TAC process and consideration of this Initial Submittal in an informal work session environment by the City Planning Commission and Council where no formal action will be taken. A formal application for Pre-application Review and an Urban Growth Boundary (UGB) Amendment process will follow later to include adoption of the Pre-Annexation Agreement and the annexation ordinance by the City Council. Routt County will be involved both formally through the UGB Amendment and review of the Annexation Impact Report, as well as informally through a series of meetings with staff, Planning Commission and the Board of County Commissioners (BCC). After the City annexes the property, a Preliminary Plat will be submitted for Steamboat 700's first phase of construction. Infrastructure construction will commence following approval of the Preliminary Plat for Phase I and the issuance of a Grading and Excavation Permit. Housing construction will follow the preliminary completion of Phase I infrastructure.

There are a lot of steps in the process as described above and there is a direct correlation between the length of the process and when the first residents of Steamboat 700 move into their homes. It is the hope of Steamboat 700, LLC that the City will keep in mind the following quote from the WSSAP (page 41) indicating a desire for public review to move forward expediently:

*“In order to provide opportunities for affordable and workforce housing the City and County would like to see development of West Steamboat start in the near future. The original WSSAP was adopted six years ago and to date there have been no annexation/development applications. This update of the Plan was completed in part to address policies and requirements of the original Plan that may have precluded cost effective development areas requiring annexation.”*

The Proposed Project Schedule on the following page provides an outline of Steamboat 700's overall process.

TASK	year	2006	2007	2007	2007	2007	2008	2008	2008	2008	2009	2009	2009	2009	2010
	quarter	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st
Organize Team															
Initial Concept Plan															
Meet w/ City Staff															
Community Outreach															
-phone survey															
-focus groups															
-charrette meetings															
-community open house															
-neighborhood meetings															
Design Charrettes															
Initial City Review															
Initial Annexation Hearings															
Pre-application & UGB* Amendment															
Annexation Master Plan Zoning Public Process															
Property Annexed															
Phase 1 Preliminary Plat Approvals															
Phase 1 Infrastructure Construction															
Phase 1 Residential Construction															

The initial objective in planning the project was to achieve a thorough understanding of the goals of the WSSAP. Those goals were balanced against the community input received, the site constraints and traffic issues. Steamboat 700's intention is to be environmentally responsible and sensitive to contributing to the Steamboat Springs lifestyle. To implement this goal, Steamboat 700 has been designed as a community representing the full mix of housing products and prices while minimizing environmental impacts.

### ***Focus on Unique Site Characteristics***

Central to the design process was the goal of capitalizing on the unique attributes found on the property and in the region. Key to the development of the master plan was identifying the developable areas with their particular set of attributes and then matching these to the program elements identified by the market analysis, the WSSAP and community input. The "developable" areas are identified through a site inventory and analysis which maps the existing natural conditions and landscape attributes. Information including topography, elevation, aspect, soils, drainages, hydrology, views and neighboring uses helped to establish a basic framework for understanding the site. Detailed mapping of drainages and wetlands was provided by wetlands biologists. The site analysis information influenced the physical planning and site design decisions throughout the master planning process. Land uses and their densities for each developable area are informed by landscape and natural amenities, circulation, the surrounding development context, proximity to transit and the direction provided by the WSSAP. The lands outside of the developable areas were incorporated into the open space system to form the overall landscape framework for the project.

### ***Market Research***

Initial market research was performed in order to provide information that helped inform the master planning process. Area demographics and housing characteristics were obtained. The master plan was prepared with the goal of accommodating the recommended development program by The Sullivan Group on the site.

### ***Development Pods and Open Space System***

The Conceptual Master Plan identifies a variety of "pods" with distinct commercial and residential land use patterns and densities. The pods are buffered by a large open space network encompassing much of the site. A greenbelt comprised of drainage corridors, higher elevations, sensitive areas and park lands form an open space system while a community-wide trail and sidewalk network provide multiple connections within the site, as well as to adjoining developments and the Yampa River Core Trail.

As shown in the Land Use Program (on the Conceptual Master Plan and in the next section of the document) Steamboat 700 will provide a strong mix of housing types, from condominiums, apartments, and live/work townhouses to single family lots/homes in varied lot sizes. To emphasize affordability, the overall product mix is weighted toward small single family lots and multi-family units.



### ***Strong Variety of Housing Types to Achieve Affordability***

To contribute and further the variety of housing opportunities in Steamboat Springs, Steamboat 700 has been designed to accommodate the entire range of housing products currently found in the market. The plan reduces lot sizes to promote more sustainable neighborhoods and to provide more reasonable and accessible price points. Higher density residential units such as condominiums, townhouses and apartments represent about 45% of the total dwelling units within Steamboat 700 and 36% will be on small single family lots (under 8,000 sq. ft.) or duplexes.

### ***Mixed-Use Village Center***

The WSSAP is clear in its intent for a “village center” to consist of local commercial uses mixed with higher density residential, to give “people presence” and life to the center. Steamboat 700 embraces this concept and proposes a “walk-to” mixed use Village Center consisting of a series of 3-4 story mixed-use buildings, some “stand-alone” commercial (such as a grocery store), possibly a small hotel and various public spaces (please see Conceptual Village Center Plan). The ground floors of the mixed-use commercial buildings consist of retail and office uses while the second level will contain a mix of office and residential. Residential units will be located above the ground level of these buildings.

The goals for Steamboat 700’s Village Center are:

- ⇒ To provide a vibrant, attractive, convenient gathering place that is energized with a four-season local orientation.
- ⇒ To minimize the environmental impact and facilitate a timely absorption of the commercial spaces by locating the village center just north of US 40 across from the Sleepy Bear Mobile Home Park.
- ⇒ To reduce vehicle trips to other commercial areas in Steamboat Springs by including an adequate supply of “support” commercial and services for the residents of Steamboat 700 and the surrounding area.
- ⇒ To meet current community needs relative to commercial services and to have a strong transit component connecting the Village Center to Steamboat 700 neighborhoods, other areas of West Steamboat and other areas of Steamboat Springs and Routt County.

The perspective below represents how a portion of the Village Center might appear.



### ***New Urbanism Neighborhood Design***

One of the key specific Urban Design goals in the WSSAP is:

*“Develop West Steamboat Springs as a true extension of the historic Steamboat Springs pattern and fabric that works so well, including the connected road system; walkable, tree-lined streets; an intimate street-to-house relationship and a mix of building types that fosters social interaction and neighborliness.”*

The WSSAP’s Design Guidelines embrace the concepts of New Urbanism, or Traditional Neighborhood Design, including encouraging grid street patterns, small lots with homes close to the street/sidewalks, alley access, streets that serve vehicles but are also “narrow enough to slow traffic, be safer and foster neighborhood interaction”, planting strips between streets and sidewalks, and varied building types and lot sizes. These concepts, and those of New Urbanism on a broad scale, are embraced, where appropriate with topography and other site constraints, within the Steamboat 700 Conceptual Master Plan and will be further defined in Steamboat 700’s Design Guidelines to be produced at a later stage of the public review process. The sketch below indicates how a New Urbanist neighborhood within Steamboat 700 might appear.



### ***Open Space and Trails Plan***

Steamboat 700’s open space system is comprised of a little more than 221 acres or about 32 percent of the total property. Areas encompassed by the open space system and preserved from development include drainages and wetlands, the Slate Creek corridor, steep slopes and bluffs, as well as proposed parks (please see the Conceptual Open Space Plan).

Preserving and enhancing the key natural systems on the site influences the quality of life at the community and neighborhood levels, while highlighting Steamboat 700’s commitment to conservation. Slate Creek is targeted for an enhancement program to improve its appearance and function as a linear green belt/park (please see sketch on following page).



Passive recreational uses anticipated for the open space include trails and paths, picnic facilities and community gardens. Smaller neighborhood parks provide park space within the residential areas and can be programmed with active recreation areas including athletic fields and children’s play spaces. The amount of park land in the plan exceeds national standards for the amount of park land per capita.

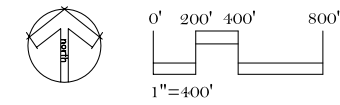
A comprehensive trail network weaves around the perimeter and through central open spaces connecting the neighborhoods to each other, the commercial and employment areas, a potential public school (either internal or adjacent to Steamboat 700), park/natural amenities along drainage courses and the regional Yampa River Trail system. The New Victory Parkway will have detached bike and walking paths on both sides of the road with connections to neighborhood streets via an extensive sidewalk system.

### ***Public Facilities***

Steamboat 700 is working with the Steamboat Springs School District, the City of Steamboat Springs, the Steamboat Springs Rural Fire District, local utility companies and other public service providers to identify the appropriate public uses and facilities and their locations. A 9-acre area in the center of the community has been identified in the Conceptual Master Plan for public facilities. The Village Center can also serve as a convenient location for public spaces and facilities.

Legend

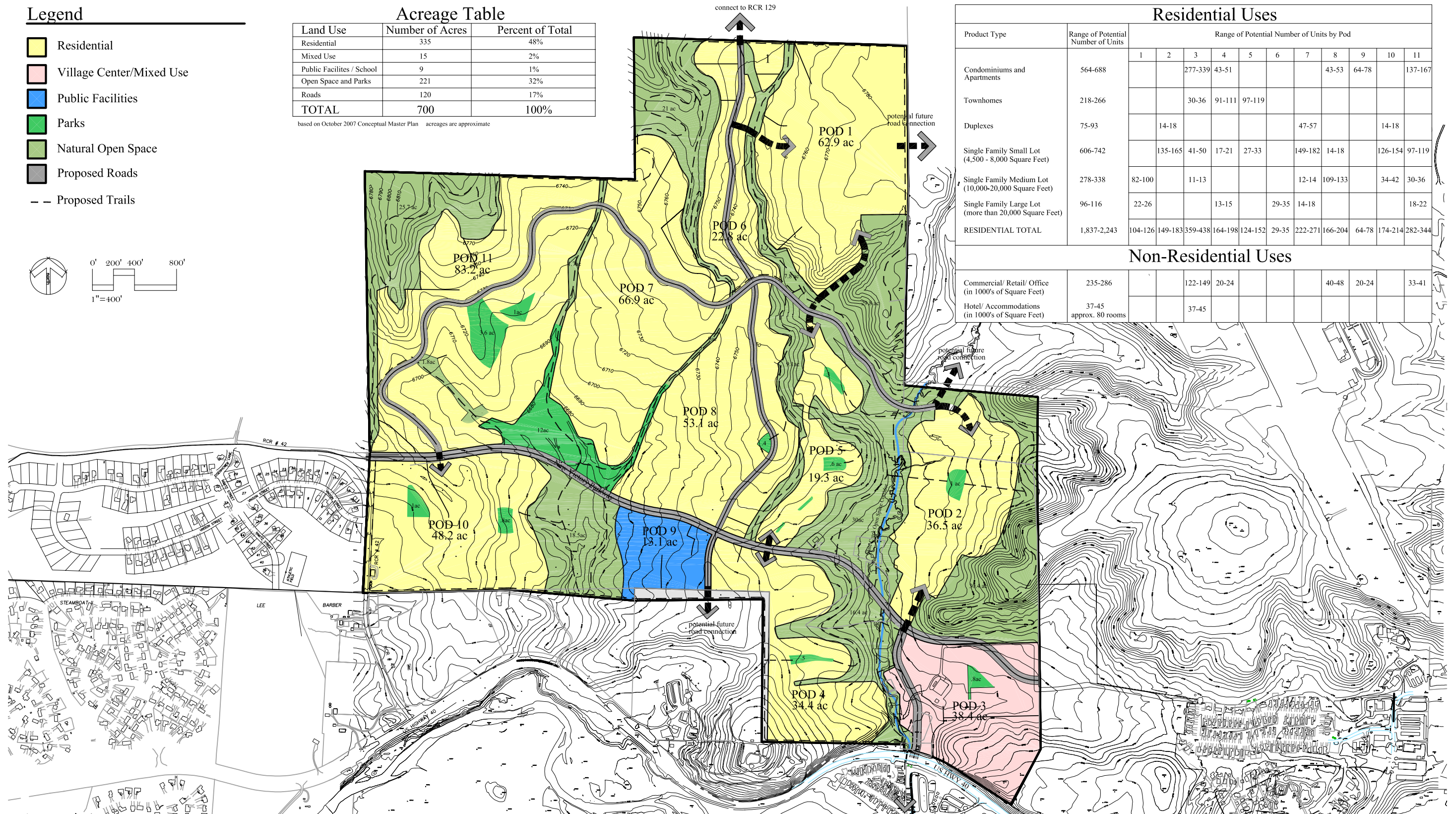
- Residential
- Village Center/Mixed Use
- Public Facilities
- Parks
- Natural Open Space
- Proposed Roads
- Proposed Trails



Acreage Table

Land Use	Number of Acres	Percent of Total
Residential	335	48%
Mixed Use	15	2%
Public Facilities / School	9	1%
Open Space and Parks	221	32%
Roads	120	17%
<b>TOTAL</b>	<b>700</b>	<b>100%</b>

based on October 2007 Conceptual Master Plan acreeages are approximate



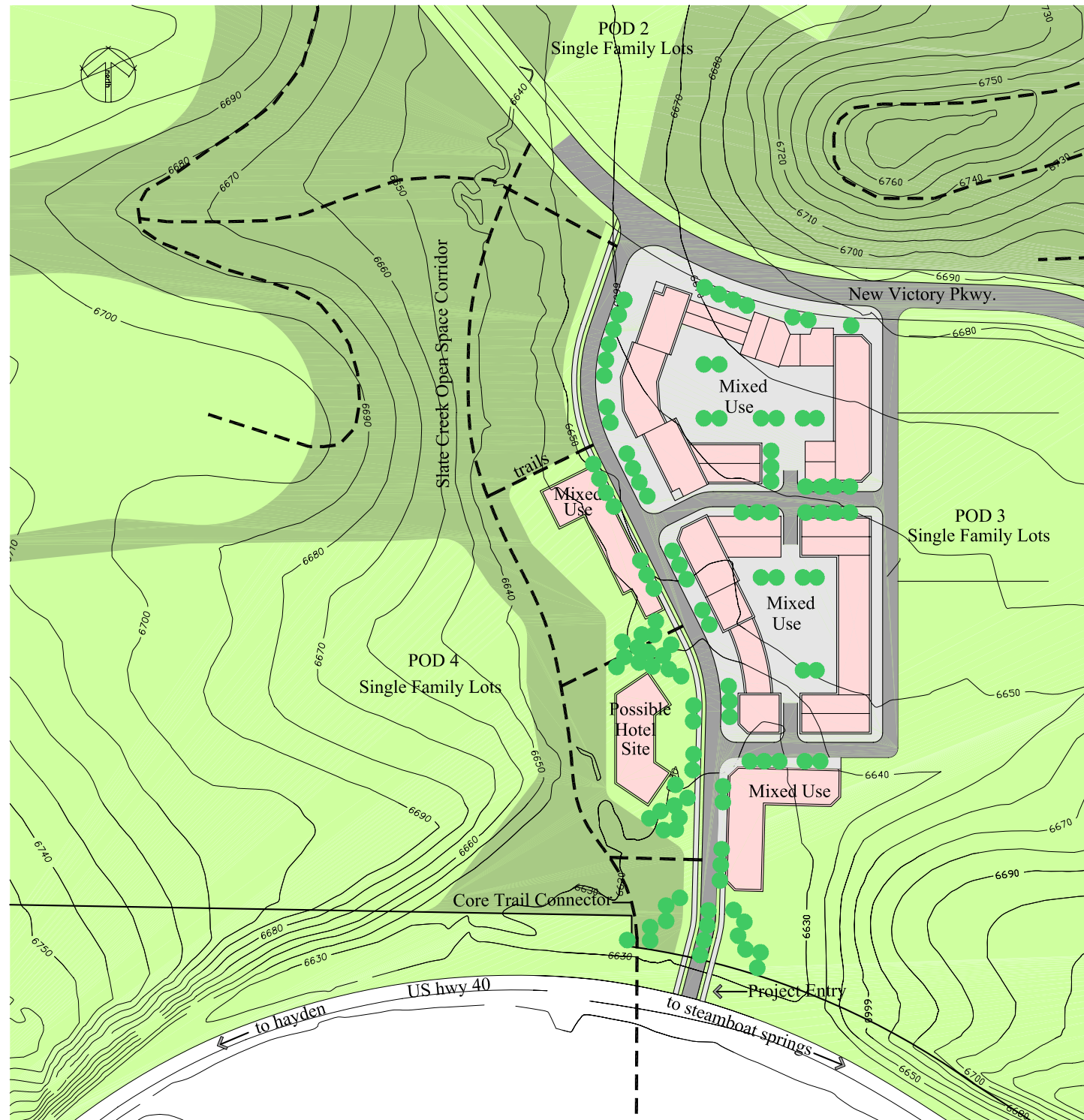
Residential Uses

Product Type	Range of Potential Number of Units	Range of Potential Number of Units by Pod										
		1	2	3	4	5	6	7	8	9	10	11
Condominiums and Apartments	564-688			277-339	43-51				43-53	64-78		137-167
Townhomes	218-266			30-36	91-111	97-119						
Duplexes	75-93		14-18					47-57			14-18	
Single Family Small Lot (4,500 - 8,000 Square Feet)	606-742		135-165	41-50	17-21	27-33		149-182	14-18		126-154	97-119
Single Family Medium Lot (10,000-20,000 Square Feet)	278-338	82-100		11-13				12-14	109-133		34-42	30-36
Single Family Large Lot (more than 20,000 Square Feet)	96-116	22-26			13-15		29-35	14-18				18-22
<b>RESIDENTIAL TOTAL</b>	<b>1,837-2,243</b>	<b>104-126</b>	<b>149-183</b>	<b>359-438</b>	<b>164-198</b>	<b>124-152</b>	<b>29-35</b>	<b>222-271</b>	<b>166-204</b>	<b>64-78</b>	<b>174-214</b>	<b>282-344</b>

Non-Residential Uses

Commercial/ Retail/ Office (in 1000's of Square Feet)	235-286		122-149	20-24				40-48	20-24		33-41
Hotel/ Accommodations (in 1000's of Square Feet)	37-45 approx. 80 rooms		37-45								





DESIGNWORKSHOP



Civil Design Consultants, Inc.



the kenney group

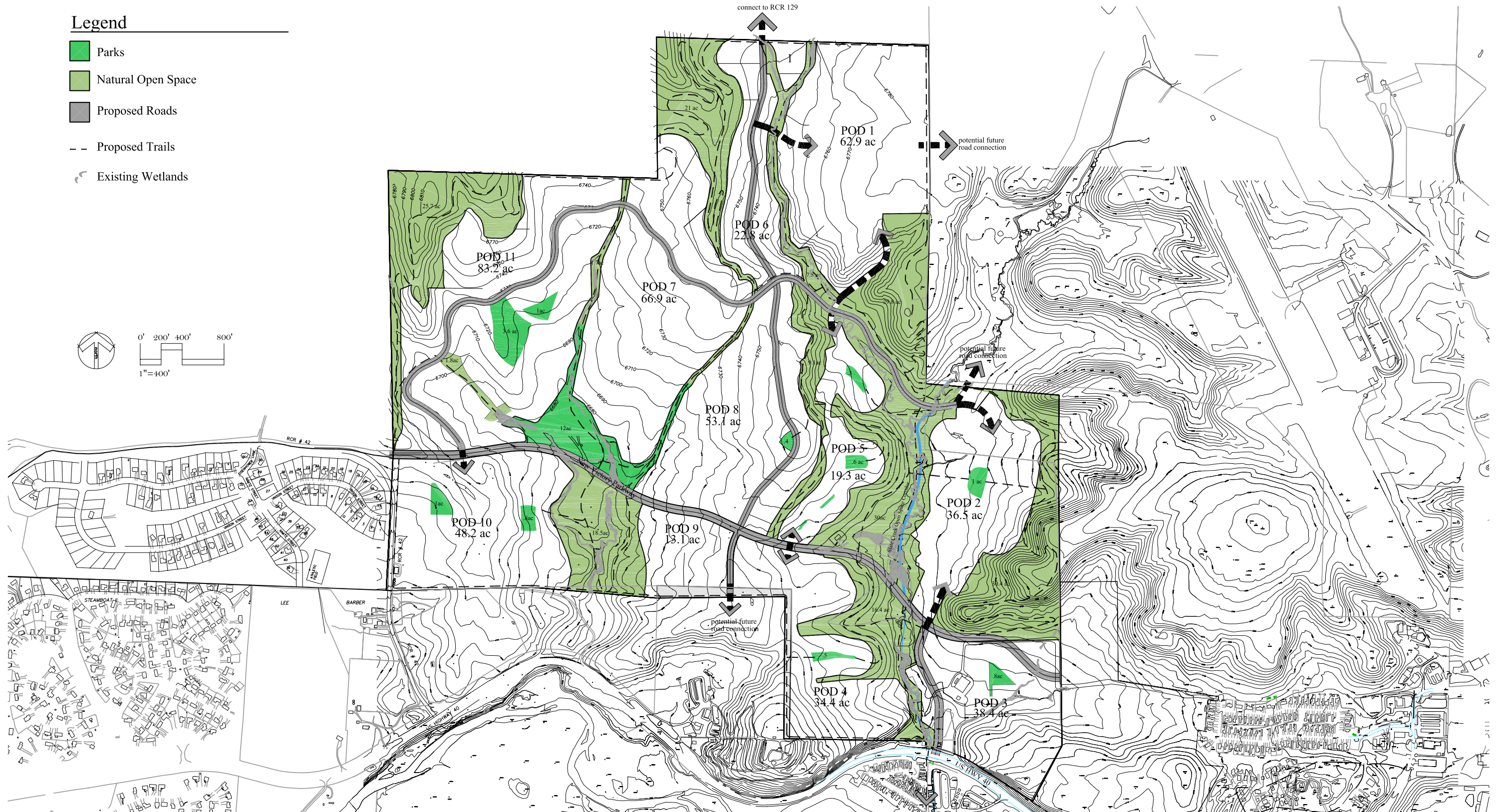
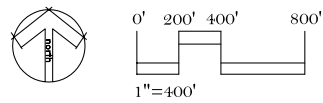


SULLIVAN group  
Analysis. Answers.



Legend

- Parks
- Natural Open Space
- Proposed Roads
- Proposed Trails
- Existing Wetlands



# Land Uses

Residential Uses												
Product Type	Range of Potential Number of Units	Range of Potential Number of Units by Pod										
		1	2	3	4	5	6	7	8	9	10	11
Condominiums and Apartments	564-688			277-339	43-51				43-53	64-78		137-167
Townhomes	218-266			30-36	91-111	97-119						
Duplexes	75-93		14-18					47-57			14-18	
Single Family Small Lot (4,500 - 8,000 Square Feet)	606-742		135-165	41-50	17-21	27-33		149-182	14-18		126-154	97-119
Single Family Medium Lot (10,000-20,000 Square Feet)	278-338	82-100		11-13				12-14	109-133		34-42	30-36
Single Family Large Lot (more than 20,000 Square Feet)	96-116	22-26			13-15		29-35	14-18				18-22
<b>RESIDENTIAL TOTAL</b>	<b>1,837-2,243</b>	<b>104-126</b>	<b>149-183</b>	<b>359-438</b>	<b>164-198</b>	<b>124-152</b>	<b>29-35</b>	<b>222-271</b>	<b>166-204</b>	<b>64-78</b>	<b>174-214</b>	<b>282-344</b>
Non-Residential Uses												
Commercial/ Retail/ Office (in 1000's of Square Feet)	235-286			122-149	20-24				40-48	20-24		33-41
Hotel/ Accommodations (in 1000's of Square Feet)	37-45 approx. 80 rooms			37-45								

# Acreages

Land Use	Number of Acres	Percent of Total
Residential	335	48%
Mixed Use	15	2%
Public Facilities / School	9	1%
Open Space and Parks	221	32%
Roads	120	17%
<b>TOTAL</b>	<b>700</b>	<b>100%</b>

acreages are approximate

based on October 2007 Conceptual Master Plan

The Land Use Program on the following page indicates the types and amounts, expressed in ranges at this early stage of planning, of each residential real estate product and the general amount of commercial square feet. It was originally conceived through a market analysis prepared by The Sullivan Group and refined through conversations with local residents, real estate professionals, local builders and city staff. This market-oriented land use program then was then applied to the physical characteristics of the site through a land planning, or “site testing” process, resulting in a series of revisions to the land use program. While the specific land uses have been successfully applied to the site, the Steamboat 700 Land Use Program remains in a conceptual format, and is expressed as ranges of number of units at this early stage of development planning. A simplified Acreage Table describing the approximate number of acres of each general type of land use is found below the Land Use Program.



The Conceptual Phasing Plan on the next page indicates 3 relatively large phases that generally progress from east to west, the preferred sequence of development for the WSSAP since the original 1999 plan. The large phases shown will be broken down into smaller sub-phases as more detailed plans are generated later in the process. In addition to the desire to proceed from east to west, other primary factors influencing phasing of Steamboat 700 include providing a strong mix of housing types and an appropriate amount of non-residential uses in each phase, construction of roadways that serve the broader west Steamboat area (NVP and North/South Connector), and a logical sequencing of infrastructure construction.

As it relates to infrastructure phasing, the first phase is designed to establish the “backbone” for project infrastructure and will include the construction of primary roadways intended to provide an east-west connection through the entire site, to create an access point at US 40, and to provide for available off-site connections and transportation flexibility. The existing water trunk line traversing the project site from east to west will continue to serve as the backbone for expansion of the City’s water distribution system while needed water line looping will be provided through construction of a new water main from the south entrance of the project site, east along US 40 for another connection to the existing system. Existing sewer crossings under US 40 and the Yampa River provide a connection to the Steamboat Springs Regional Wastewater Treatment Facility, allowing for initial development of the eastern and central portions of the project site.

With the establishment of the “trunk” infrastructure in the first phase, second and third phases will sequence based upon the primary factors noted above.

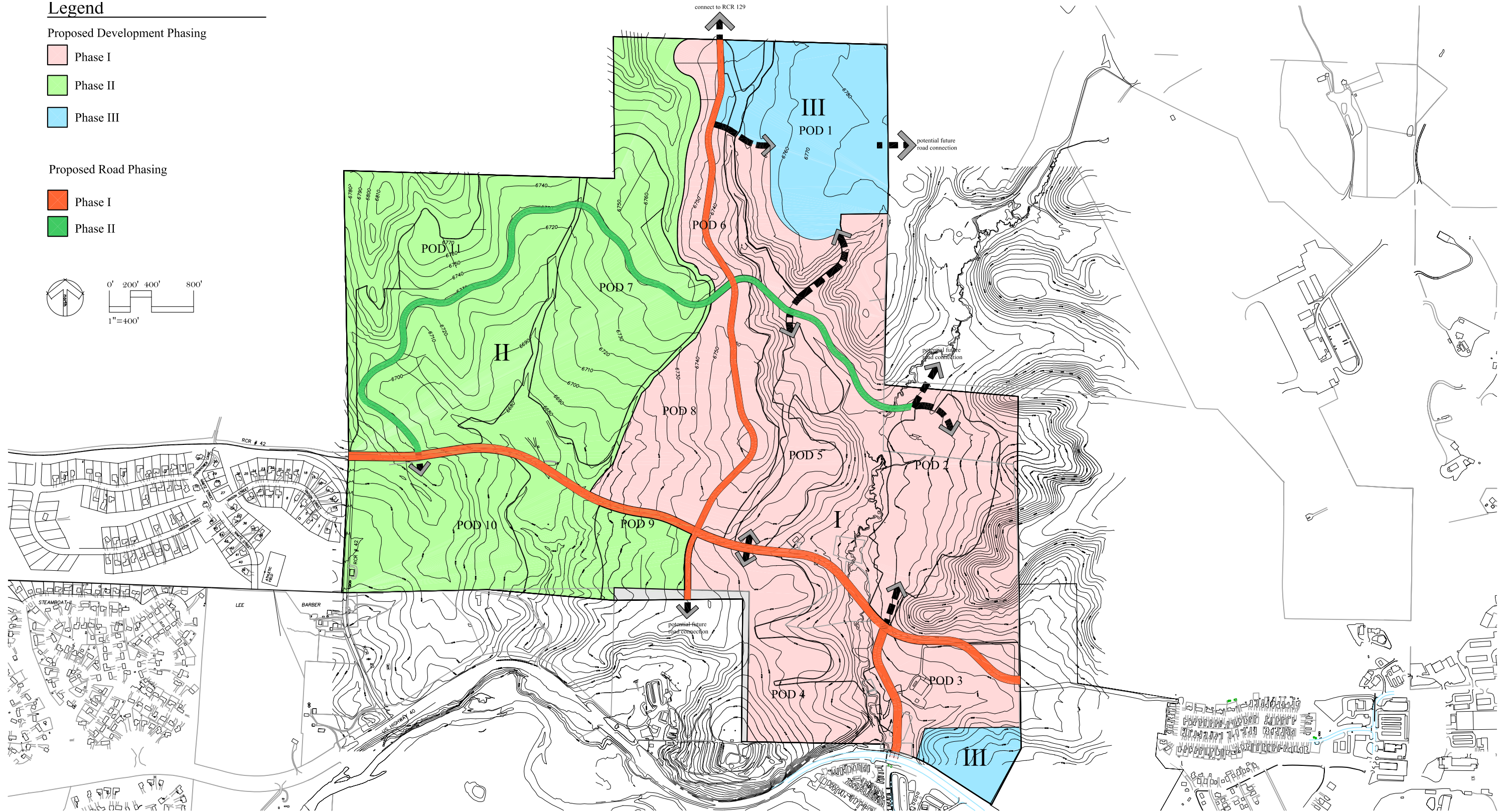
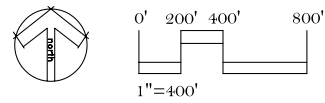
Legend

Proposed Development Phasing

- Phase I
- Phase II
- Phase III

Proposed Road Phasing

- Phase I
- Phase II



DESIGNWORKSHOP



Civil Design Consultants, Inc.



the kenney group



SULLIVAN group  
Analysis. Answers.



The Steamboat 700 Conceptual Infrastructure Plan has been prepared by Civil Design Consultants.

### ***Introduction***

This Conceptual Infrastructure Plan has been prepared in support of the Steamboat 700 Initial Submittal to the City of Steamboat Springs for annexation of the subject property. This Plan is conceptual in nature and intended to provide review authorities with a general understanding of the proposed concepts for serving the site with transportation and drainage facilities, including streets, sidewalks, trails and stormwater management systems; as well as utilities such as water, sanitary sewer, natural gas, electric, telephone, cable television and internet access.

The proposed plan has been prepared based on concepts presented in the WSSAP, our understanding of the available infrastructure, existing treated water and wastewater master plans prepared for the City, and numerous meetings with representatives of the various public utility companies.

### ***Streets, Sidewalks and Trails***

The WSSAP listed a number of ways for achieving the plan's objective of minimizing contributions to off-site traffic impacts from the project site. These have been incorporated into the general network of proposed on-site streets, sidewalks and trails, as well as the locations of connections to existing and proposed off-site transportation facilities, including public transportation. Specifically, the development of New Victory Parkway will allow for access to the site's commercial areas and the existing Downhill Drive/Copper Ridge businesses for the entire West Steamboat Springs Area, without entering US 40, and thereby provide for an alternative east-west route. In addition, the proposed North/South Connector will create the backbone for a connection between US 40 and Elk River Road (County Road 129), providing flexibility for motorists traveling north of US 40. Sidewalks and trails will provide an extensive internal network of facilities for pedestrian, equestrian and bicycle transportation and recreation, and will be connected to adjacent regional trail systems for commuting to downtown Steamboat Springs and other areas. It is anticipated that the city bus system will utilize the proposed street system to provide opportunities for public transportation.

The WSSAP also provided policy guidelines for the integrated, consistent and high-quality design of streets, including provisions for alternate standards to permit the use of traditional neighborhood streets and parkways that are in character with the pedestrian-oriented and village nature of the development. Conceptual cross sections of various types of streets have been developed to incorporate provisions for emergency services, utilities, drainage, streetscaping, snow storage and shared pedestrian and bicycle uses; see Attachment 1.

The first phase of the development will include the construction of the New Victory Parkway to provide an east-west connection through the entire site, the construction of Steamboat West Boulevard to create an access point at US 40, the construction of the North/South Connector within the Steamboat 700 property, and the construction of neighborhood trails and sidewalks to serve the initially-developed areas and provide for available off-site connections; see Attachment 2.

Subsequent construction of development pods will include additional streets such as the Steamboat Loop arterial, pedestrian-friendly sidewalks, and trails as needed to serve the areas and expand the existing infrastructure.

### ***Stormwater Management***

Stormwater and snowmelt runoff from the project site and surrounding drainage basin currently drain to a series of natural drainageways, which flow seasonally and intermittently south to the Yampa River. Slate Creek is the only named tributary of the Yampa flowing through the site. The WSSAP requires preservation of major drainageways in their natural conditions and the design of development such that 100-year storm flows are accommodated while preserving wildlife habitat and protecting vegetation. These natural drainage corridors will be utilized to accommodate stream enhancements, stormwater management, park development, pedestrian trails and passive open space; see Attachment 3.

A comprehensive stormwater management plan will be developed for the project site to determine the existing hydrological and hydraulic characteristics and to incorporate the design, construction and maintenance of drainage system and stormwater quality features in accordance with the *City of Steamboat Springs Drainage Criteria Manual*; including the use of natural swales and channels wherever possible. This management plan will serve to guide the development of stormwater improvements within each individual parcel as well as regionally, to ensure a comprehensive, coordinated approach to managing drainage from the entire site. The phasing of the proposed stormwater management system improvements will follow the general project development schedule, including the installation of drainage facilities within streets and rights-of-way as they are developed.

### ***Water***

As provided in the WSSAP and the Grant of Easement from Mary and Steve Brown to the City in 1995, the City has irrevocably committed to furnish potable water to the development site. An existing 12-inch diameter water trunk line traverses the project site from east to west to supplement the water demands of the Steamboat II Metropolitan District (SII District) consisting of the Steamboat II, Heritage Park and Silver Spur Estates neighborhoods. This trunk line also feeds the jointly owned City/SII District one-million gallon treated water storage tank, which provides fire flow, flow equalization and standby capacity for the SII District. Although significant portions of the trunk line will require replacement in order to accommodate the requirements of Steamboat 700 land development plan, it will continue to serve as the backbone for expansion of the City's water distribution system into the West Steamboat Springs area. In order to meet anticipated fire flow requirements of the project site and provide for distribution system redundancy, new water mains will be extended throughout each neighborhood; see Attachment 4.

As identified in the City's Draft Treated Water Master Plan, the development area is located within the water service area for the City's West Valley pressure zone. The West Valley Zone establishes the upper limit for structures to an elevation of approximately 6,770 feet. A new, offsite control valve station is required to hydraulically establish the West Valley Zone.

To provide water line looping, a new water main will be constructed from the south entrance of the project site, east along US 40 for connection to an existing 8-inch line. A third connection to the City's distribution system is anticipated at the north end of the development site by extending the existing water line located at the airport around the north end of the runway.

The phasing of the proposed water distribution system improvements will follow the general project development phasing schedule, including the installation of main lines and associated appurtenances within streets and rights-of-way as they are developed. A hydraulic model will be developed to serve as a guide to the design of needed facilities.

### ***Wastewater***

As provided in the WSSAP and also committed to by the City in 1995, the project site will be served by a new on-site wastewater collection system which will convey wastewater to the existing Steamboat Springs Regional Wastewater Treatment Facility via a connection to the existing twin 24-inch diameter interceptor lines located on the south side of the Yampa River. A 12-inch diameter sewer crossing under US 40 and a 15-inch sewer crossing of the Yampa River provide an existing connection to the existing interceptors and were installed by the City in anticipation of future connection from the project site. If appropriate agreements are in place, a small portion of the development site can be serviced by extending existing sewer lines from the SII District.

In order to service the westerly portion of the development site with gravity collection systems, a new interceptor sewer line is required along US 40. This US 40 sewer interceptor line would then deliver wastewater to the east, connecting to the highway crossing near Steamboat Camp Ground. Alternatively, wastewater from the western and central portions of the site could flow to one or more regional pumping lift stations thereby eliminating the need for installation of the dedicated sewer interceptor along US 40; see Attachment 4.

The phasing of the proposed on-site sewer system improvements will follow the general project development schedule, including the installation of main lines and associated appurtenances within streets and rights-of-way as they are developed.

### ***Natural Gas***

An existing Atmos Energy natural gas pressure regulating station is located to the west of the project site, near Heritage Park. A new buried 6-inch low pressure distribution line is proposed to follow US 40 from a connection to the existing system near Steamboat II east to County Road 42 and then north to the project site. This same 6-inch line will form the backbone of a new gas distribution system to serve the site and will also connect to the existing gas distribution systems at the east end of the site, near West Acres, and ultimately at the north end of the site, thereby providing improved service redundancy and reliability; see Attachment 4. No other new facilities are anticipated. The phasing of the proposed on-site gas distribution system improvements will follow the general project development schedule, including the installation of main lines and associated appurtenances within streets and rights-of-way as they are developed.

### ***Electricity***

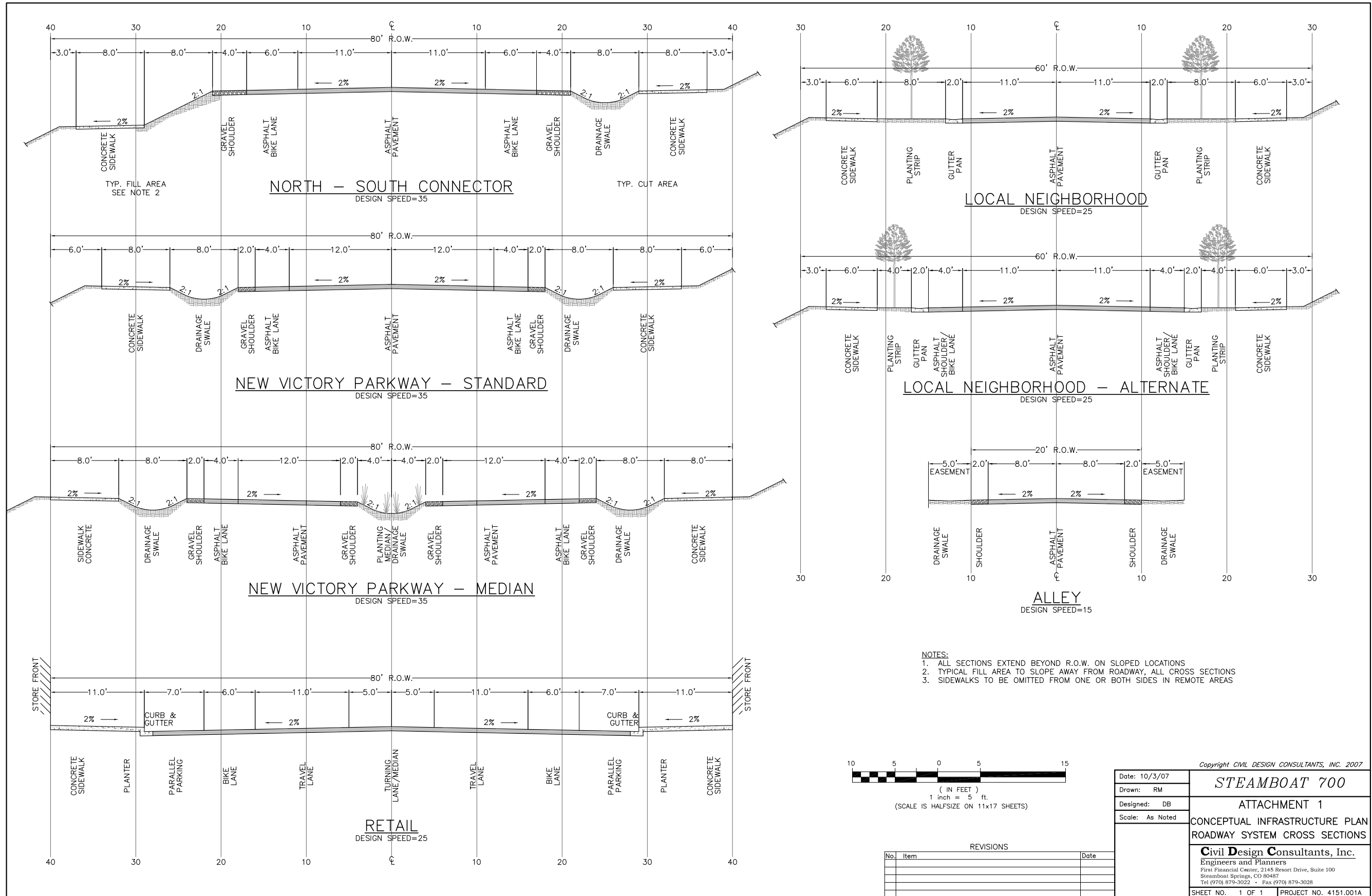
The density of the proposed residential and commercial loads of the project requires that a new substation be constructed on the site to provide adequate service. This substation will be supplied by an existing Yampa Valley Electric Association (YVEA) overhead transmission line that originates near Milner, to the west, and terminates at the existing substation east of the City of Steamboat Springs Airport, thereby providing power from two directions for the new substation and maintaining reliable service. A new underground distribution system originating at the new substation will be composed of several interconnected feeders that will supply power to the project site as well as neighboring existing loads; see Attachment 4. This underground system will replace part, or all of, the existing overhead YVEA distribution line that traverses the project's south boundary and crosses a portion of the site. The phasing of the proposed on-site electrical distribution system improvements will follow the general project development schedule, including the installation of main lines and associated appurtenances within streets and rights-of-way as they are developed.

### ***Telephone***

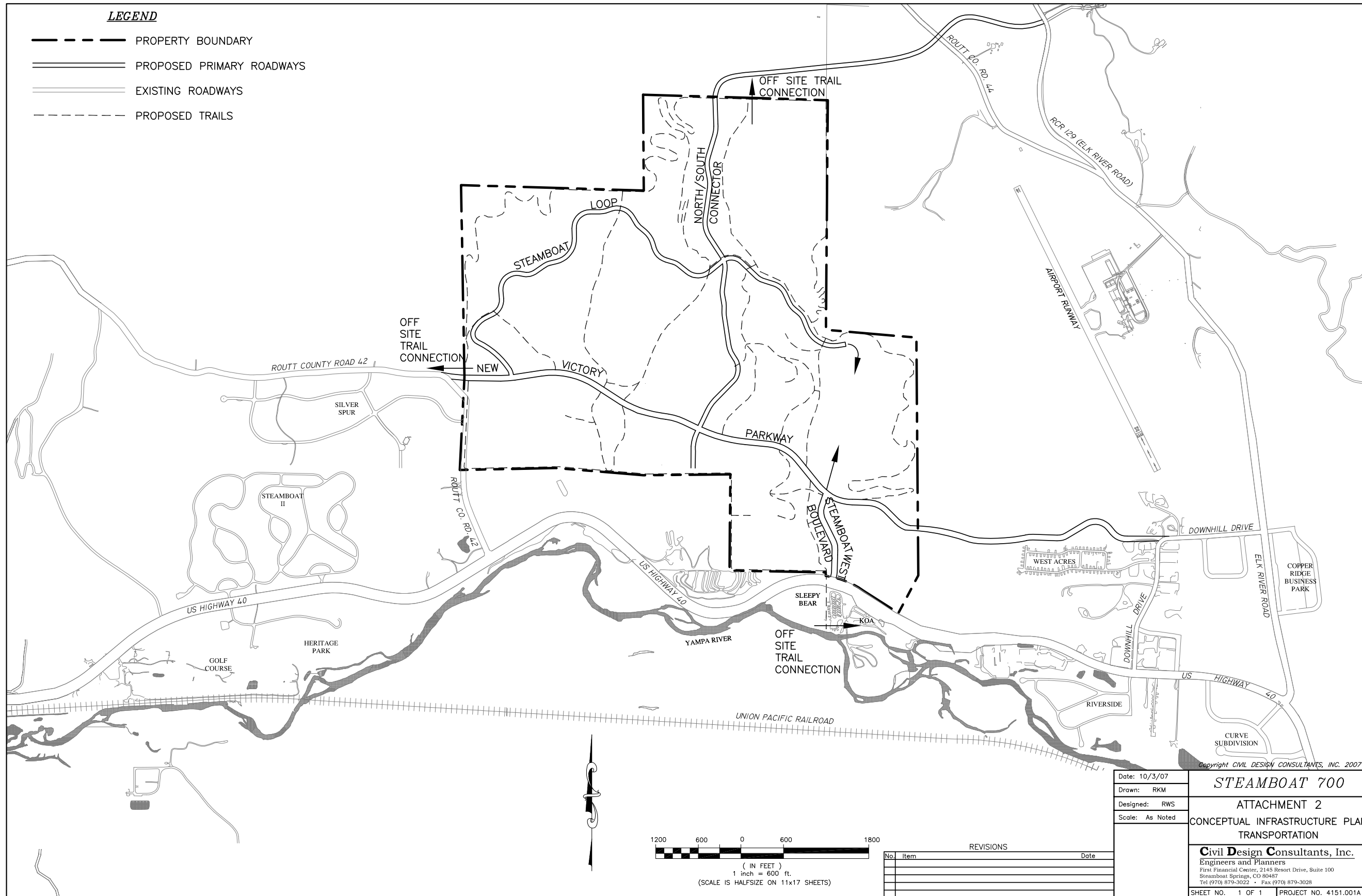
An existing, buried Qwest fiber optic telephone line currently traverses the project site's south boundary and crosses a portion of the proposed development at the southeast corner of the site. This is a major trunk line connecting Steamboat Springs with Craig and includes an existing access point for providing the site with telephone, internet and possible television services through a new underground distribution system; see Attachment 4. No other new facilities are anticipated. The phasing of the proposed on-site telephone distribution system improvements will follow the general project development schedule, including the installation of main lines and associated appurtenances within streets and rights-of-way as they are developed.

### ***Cable TV***

Existing Comcast cable television and high-speed cable internet services are available at locations adjacent to the project site. These will provide connection points for a new underground distribution system to provide similar services throughout the site; see Attachment 4. No other new facilities are anticipated. The phasing of the proposed on-site cable television distribution system improvements will follow the general project development schedule, including the installation of main lines and associated appurtenances within streets and rights-of-way as they are developed.



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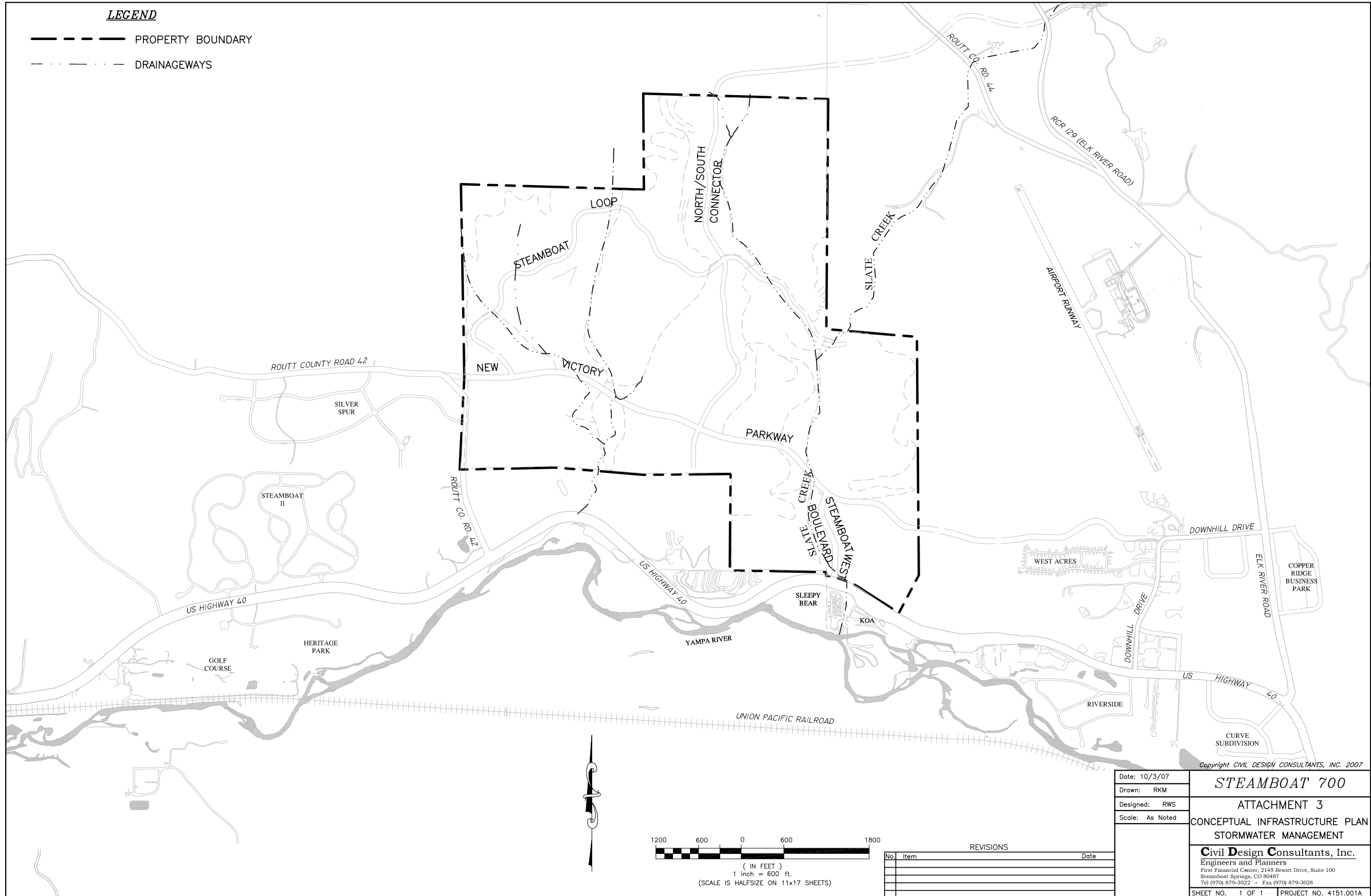
Date: 10/3/07	<b>STEAMBOAT 700</b>
Drawn: RKM	ATTACHMENT 2
Designed: RWS	CONCEPTUAL INFRASTRUCTURE PLAN
Scale: As Noted	TRANSPORTATION
<b>Civil Design Consultants, Inc.</b> Engineers and Planners First Financial Center, 2145 Resort Drive, Suite 100 Steamboat Springs, CO 80487 Tel (970) 879-3022 • Fax (970) 879-3028	
SHEET NO. 1 OF 1	PROJECT NO. 4151.001A

REVISIONS		
No.	Item	Date



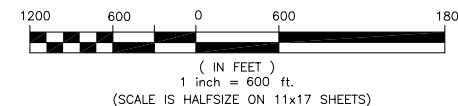
**LEGEND**

-  PROPERTY BOUNDARY
-  DRAINAGEWAYS

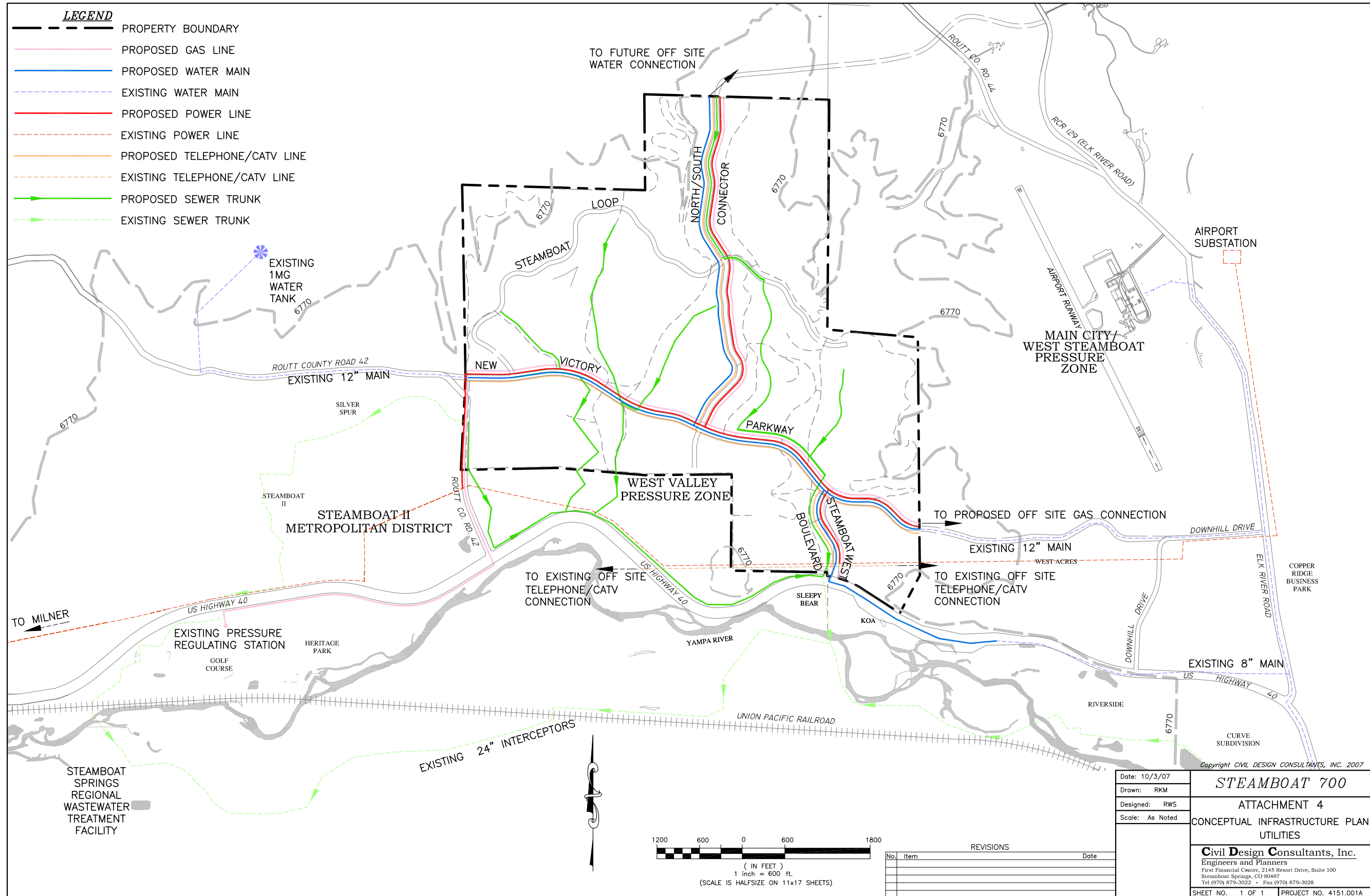


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Date: 10/3/07	<b>STEAMBOAT 700</b> ATTACHMENT 3 CONCEPTUAL INFRASTRUCTURE PLAN STORMWATER MANAGEMENT <b>Civil Design Consultants, Inc.</b> Engineers and Planners First Financial Center, 2145 Resort Drive, Suite 100 Steamboat Springs, CO 80487 Tel (970) 879-3022 • Fax (970) 879-3028
Drawn: RKM	
Designed: RWS	
Scale: As Noted	
SHEET NO. 1 OF 1      PROJECT NO. 4151.001A	



REVISIONS		
No.	Item	Date



## X. PRELIMINARY INFRASTRUCTURE FINANCING PLAN

The Preliminary Infrastructure Financing Plan was prepared by the law firm of White, Bear & Ankele Professional Corporation with the assistance of Stan Bernstein and Associates, financial planning consultants.

### STEAMBOAT 700 METROPOLITAN DISTRICT NOS. 1-5

---

#### I. INTRODUCTION

The Steamboat 700 Metropolitan District Nos. 1-5 (the “Districts”) are proposed to provide funding for a portion of the public improvements necessary and appropriate for the development of the Project. The primary purpose of the Districts will be to finance the costs of certain improvements, and then dedicate them to the City for ongoing operations and maintenance. As the Districts are not expected to operate facilities or provide services, they will not interfere with the City’s primary role as provider of governmental services to the Project.

The creation of the Districts will provide many benefits to the Project as well as to the City. A Project of this size requires a significant amount of public infrastructure not typically seen in smaller projects. The primary benefit to the use of the Districts is their ability to issue tax-exempt municipal bonds at lower interest rates than are available in the private markets. This lower cost financing allows the Project to “pay its own way” without impacting the City and its existing citizens. The use of lower cost financing can help the Project succeed, to the benefit of future property owners within the Project, as well as to the benefit of the City generally. Although the use of the lowest cost financing makes sense under any conditions, it can help reduce the pressure in a less favorable market, by keeping the costs of essential public infrastructure as low as possible.

This can result in lower costs to future property owners, as the taxes imposed by the Districts to repay their debt are deductible by property owners and are repaid over 20- 40 years rather than a one-time non-deductible payment, as with homeowners’ association dues or through higher lot prices.

Furthermore, the use of special district financing can make it possible to provide important infrastructure to connect with and expand existing City infrastructure and systems. Among the more significant uses of municipal bond financing planned in this Project are:

- a. Extension of the Core Trail from its existing terminus at the west end of the City to connect with a system of public trails to be constructed within the Project
- b. Construction of proposed New Victory Parkway, providing a parallel access route to the City, mitigating traffic flow impediments and congestion on US 40
- c. Construction of transportation facilities, including bus stops, purchase of additional bus vehicles, and other improvements that will extend the existing multi-modal transportation system of the City
- d. Construction of numerous public parks, including a large community park, and a trail network through over 200 acres of open space, all of which will be open to City residents.

## **II. BACKGROUND ON DEVELOPMENT**

The Project consists of 700 acres of undeveloped property, all of which is proposed for annexation to the City. At full build-out, expected to occur within 20 years, it is anticipated that there will be between 1,837-2,243 residential units. A Conceptual Metro Districts Boundaries Map can be found at the back of this section. The actual boundaries of the Districts will vary depending on the location and pace of development, and based upon advice from financial consultants regarding maximizing the economic efficiencies of bond issues.

## **III. PUBLIC IMPROVEMENTS**

The proposed Districts would be authorized to provide all public improvements set forth in the Special District Act, §§ 32-1-101, et seq., C.R.S. Such improvements generally include, but are not limited to, streets, traffic and safety controls, water, sanitation, storm drainage, transportation and park and recreation improvements. All improvements will be constructed in accordance with the City's standards and specifications. It is intended that most, if not all, of the public improvements will be dedicated to the City, other governmental entity or owners' association for ongoing operation and maintenance of the improvements. The total estimated cost of the Project infrastructure is approximately \$103 Million. The public infrastructure component of this is projected to be at least \$60 Million in 2007 dollars. Of this amount, approximately \$36 Million is projected for off-site and regional improvements, and the remainder to consist of on-site improvements. However, since the City maintains control of all land use decisions, the specific list of public improvements (and their associated costs) for the Project will not be known until City development approvals occur.

## **IV. FINANCING**

The Districts would be authorized to finance and construct the public improvements through the issuance of debt, including general obligation and revenue bonds. In order to protect future property owners, property tax levies for debt will be limited to 50 mills. The projected actual mill levies for debt service, however, range between 25 and 35 mills. A small additional mill levy is anticipated to fund basic operating costs of the Districts.

The Colorado Legislature has established a variety of limitations on the issuance of debt by special districts, most of which are designed to protect property owners from unreasonably high mill levies, and to ensure that development risk remains with the private developer until the project can support itself. Typical features are letters of credit, developer financial guarantees and restricting the issuance of bonds to sophisticated investors.

A preliminary analysis of the debt capacity of the proposed District has been prepared based on development assumptions consistent with the conceptual plan for the Project, a copy of which is attached as **Exhibit A** below. The financial analysis projects capacity to issue approximately \$55 million in bonds. This amount is less than half of the total infrastructure costs for the Project, meaning that the total financing for the Project infrastructure is the result of a public-private partnership between private developer financing and public financing. It should be emphasized that, under existing Colorado law, the Project developer will bear the financial risk of issuance of bonds by the Districts, until adequate assessed valuation exists within the Districts to pay debt service on the bonds at reasonable rates. Therefore, initially the Project developer will be 100% responsible for Project infrastructure costs.

**Exhibit A**

**Stan Bernstein and Associates, Inc.**  
*Financial Planners and Consultants*  
*For Local Governments, Municipal Bond Underwriters, and Real Estate Developers*  
8400 East Prentice Ave., Penthouse  
Greenwood Village, Colorado 80111  
Telephone: 303-409-7611; Fax: 303-409-7612; Email: [stanplan@earthlink.net](mailto:stanplan@earthlink.net)

September 24, 2007

Mr. Danny Mulcahy  
Mr. Tony Daileda  
Ms. Katie Kolbe  
Steamboat 700

**RE: PRELIMINARY ESTIMATED LIMITED TAX GENERAL OBLIGATION BONDING CAPACITY**

Dear Danny:

Attached is a preliminary estimate of the amount of non-rated limited tax general obligation bonds that could be supported by a proposed Steamboat 700 Metropolitan District assuming that (i) 35 mills would be used for debt service purposes and (ii) 5 mills would be used for administrative expenditures. A maximum authorized debt service mill levy of 50 is also assumed for bond marketing purposes although the bonding estimates are based upon levying only 35 mills.

Our estimate of the amount of non-rated limited tax bonds that could be supported is based upon land use and an average home price of approximately \$635,000 as provided by the Developer and assumes a modest inflationary rate of only 1% annually. Based upon discussions with investment bankers, we have also assumed average interest rates of 6.5% and thirty-year level debt service.

The following chart shows the gross bond issues, and the net bond proceeds (after issuance costs) that could be used to reimburse the Developers for infrastructure costs.

The years in which the bonds can be issued and supported will be determined by the number of residential living units actually completed.

<u>Estimated Cumulative Units Completed</u>	<u>Gross Bond Issue</u>	<u>Net Bond Proceeds</u>
629	\$10,250,000	\$9,942,500
1,047	10,600,000	10,282,000
1,674	17,400,000	16,878,000
2,093	19,000,000	18,430,000
Totals	<b><u>\$57,250,000</u></b>	<b><u>\$55,532,500</u></b>

**Disclaimer**

This preliminary estimate of bonding capacity has been assembled by Stan Bernstein and Associates, Inc. based upon information and key assumptions provided by the Developer. Stan Bernstein and Associates, Inc. has not independently evaluated or reviewed these key assumptions and, consequently, does not vouch for the achievability of the estimated bond issues. Furthermore, because of the inherent nature of future events, which are subject to change and variation as events and circumstances change, the actual results may vary materially from the estimates presented in this letter. For example, in the event that actual price points and rates of inflation differ from those assumed, the resulting bonding capacity could vary materially. Stan Bernstein and Associates, Inc. has no responsibility or obligation to update this information for events occurring after the date of this letter.

The actual amount of the limited tax general obligation bonds that could be supported by the Combined Financing Districts will depend on the rate of buildout and the related increases in assessed valuation, interest rates, debt service coverage requirements, and the actual amounts needed to pay for the Districts' administrative expenses.

Very truly yours,

*Stan Bernstein, for the firm*  
Stan Bernstein and Associates, Inc.

As some flexibility is needed to account for inflation, increasing construction and materials costs and higher than projected assessed valuation, it is proposed that the total debt the Districts, in the aggregate, would be permitted to issue may not exceed \$80 Million. The Districts would also be authorized to impose fees, rates and charges relating to their activities.

## V. MULTIPLE DISTRICT STRUCTURE

### A. In General

In projects where the development projection involve build-out horizons of significant length a multiple district structure is often used, where two or more districts work in tandem to construct, acquire, and finance the needed public improvements. Multiple district structures contemplate the use of “Coordinating District”, which is the district controlled by the developer throughout the life of financing and construction of the public improvements, and the use of one or more “Financing Districts,” which contain the developable property within the project and generate the revenues to pay for facilities and services delivered under the direction of the Coordinating District.

The Coordinating District serves as the equivalent of a “lead agency”, which has the primary responsibility for managing the timing and delivery of public infrastructure improvements to support a successful development. The use of a Coordinating District permits an appropriate level of direction and control by entities that are most involved in the long-term success of a given project, and helps to ensure that development plans approved by the local City or Town, or the County, are executed in an orderly fashion. It also represents a benefit to future property owners in that the Coordinating District is responsible for fairly and equitably allocating the costs of project improvements among the various development phases.

Current planning for the Project calls for the use of this type of multiple district structure. The specific number of districts has been determined based on 500-550 single family unit increments, which contain enough assessed valuation to allow for stand-alone financing, or joint financing with Financing Districts. As there are a projected 1,837-2,243 units, this leads to the result of a total of five districts, one being the Coordinating District, and the other four being Financing Districts consisting of 500-550 unit modules.

Funding under the multiple district structure can take a number of forms involving issuance of debt by the Coordinating District, the Financing District(s) or in combinations. One structure involves the Coordinating District initially issuing revenue bonds in the public market paid from a pledge of revenue from the Financing District(s) (usually secured by the developer with letters of credit or other forms of credit enhancement). Alternatively, the Coordinating District may choose to finance the public improvements by borrowing funds from the developer in return for promissory notes or privately placed bonds. Flexibility with respect to all means of financing is assured by empowering the Financing Districts to issue debt directly, and transferring proceeds to the Coordinating District for use in construction of public improvements, or to pay off revenue bonds issued by the Coordinating District. Finally, the Financing Districts also retain the ability to continue to fund debt service on the revenue bonds issued by the Coordinating District on an annual basis.

The use of a multiple district structure assures that the appropriate development risk remains with the developer, and that risk is not transferred to the property owners until sufficient tax base exists to pay the debt with reasonable mill levies. Furthermore, the use of a multiple district structure, due to the degree of developer control and risk assumed by the developer, minimizes any incentive for capital infrastructure financing to be front-loaded ahead of phasing needs. The multiple district structure helps promote the coordinated administration of construction, finance and operation of the public improvements.

The amount of bonds issued will depend on the assessed valuation growth within the project. Since initial debt is normally either issued with developer credit enhancement or issued to the developer directly, the risk of revenue shortfalls will fall primarily on the developer, and not on future property owners.

## **B. Master Intergovernmental Agreement**

When using a multiple district structure, the districts typically enter into an intergovernmental agreement (“Master IGA”) to implement the Service Plan. The Master IGA generally provides that the Financing District(s) will pay to the Coordinating District over a period of years the costs of (1) the construction, acquisition, and equipping of certain public improvements and services (the “Capital Costs”), and (2) the operation and maintenance of the improvements (“Service Costs”).

The Master IGA states that the obligation to pay the amounts required thereunder is a contractual general obligation debt of the Financing District(s). The Financing District(s) has the option in any year to pay the full Capital Costs and Service Costs or to pay on an annual basis pursuant to the provisions of the Agreement. In addition, the Coordinating District may supplement the revenues from the Financing District(s) through the imposition of fees for the services the Coordinating District provides.

Under the Master IGA, the Financing District(s) covenants to levy the taxes necessary, together with other available funds, to meet the payment obligations set forth therein. In return for the payment, the Coordinating District agrees to (1) acquire, construct and equip the public improvements, (2) provide for their operation and maintenance, and (3) provide service to the property within the districts or convey improvements to other appropriate entities that will provide service.

## **VI. SERVICE PLAN**

A special district is both empowered and limited by the provisions of the Service Plan. The Service Plan will be prepared with sufficient flexibility to enable the district to provide requisite public services and facilities as are necessary to meet the needs of the project and will allow the district to fund local and regional improvements for the benefit of the Districts’ residents and taxpayers. A single Service Plan will be used for all five Districts.

As a general matter, the Service Plan is drafted with provisions designed to protect the risk of excessive property taxes and fees to future homeowners. Common limitations consist of:

- **Debt Limitation:** the Service Plan will set forth a finite amount of debt that may be issued by the Districts. This debt limitation will be based upon the public infrastructure needs of the development and the Project’s ability to reasonably discharge the proposed amount of debt.
- **Mill Levy Cap:** the Service Plan will limit the total mill levy that may be assessed by the Districts for purposes of paying general obligation debt of the Districts. The level of the mill levy cap will be subject to future adjustment based upon changes in the residential ratio that are effected through the Gallagher amendment. The Gallagher amendment is a provision of the Colorado Constitution which requires that the percentage of actual value at which all residential property in the state is assessed, be maintained at the same ratio to all other property. Since

passed, the ratio applied to assess residential property has maintained a steady decline based upon the pace at which residential development is occurring versus that of commercial development. In order to permit the Districts to maintain a revenue-neutral position in light of this residential assessment ratio change, the provisions of the Service Plan would allow a proportionate adjustment to the mill levy. The Service Plan would also provide for an eventual release of the cap when the risk of increasing mill levies due to a lack of development has been effectively eliminated.

- **Dissolution of the Districts:** the Service Plan will provide that in the event there is reason to believe that the purposes for which the Districts were created have been accomplished, a public hearing shall be conducted before the City Council to determine whether the Districts should be dissolved. Prior written notice of such hearing shall be provided to the Boards of Directors of the Districts. Upon an independent determination of the City Council that the purposes for which the Districts were created have been accomplished, the Districts will agree to file a petition in the District Court for dissolution. In any event, such dissolution shall not occur until the Districts has provided for the payment or discharge of all of its outstanding indebtedness and other financial obligations.
- **A provision requiring application of the current zoning, subdivision and building codes:** the Service Plan will explicitly provide that all construction that is undertaken by the Districts shall be subject to current zoning, subdivision and building codes, as modified by the Pre-annexation Agreement. Creation of the District is not intended to circumvent any of the City's development approval process or requirements.
- **Annual Report:** the Districts will be required to submit a general report of its activities to the City at the close of each fiscal year. In addition to the general summary of construction and financing activities, the report would include budgets adopted for the current fiscal year.
- **Meeting notices to be provided to the City:** the Service Plan will require that the Districts provide notice of both regular and special meetings to the City. This will allow the City to remain abreast of District meetings, and will specifically inform the City of meetings at which general obligation debt is proposed for issuance.

Any "material modification" to the substance of the authorization granted as part of the Service Plan would require further approval of the City Council. This would expressly include any change in the debt limitation or mill levy cap (except as allowed in the Service Plan). In the event that the Districts desired to pursue further modification of its Service Plan, a public process before the City, similar to that required for the initial approval of the Service Plan, would be required.



## **VII. ORGANIZATIONAL STEPS**

The organizational steps consist primarily of the obtaining approval of a Service Plan from the City, followed by a Court-administered election at which the Districts' organization and debt questions would be approved. The election is not a City-wide election, but only an election of property owners within the area of the proposed Districts (which initially would be limited to developer representatives). A summary and general time parameters is as follows (note that annexation of the Project would have to occur at or before the time of Service Plan approval).

- Approval of Service Plan (City)(February-March 2008)
- District Court Orders Election (March 2008)
- Election on Organization and Debt Issuance (May 2008)
- Court Order of Organization (Following May Election)

## Legend

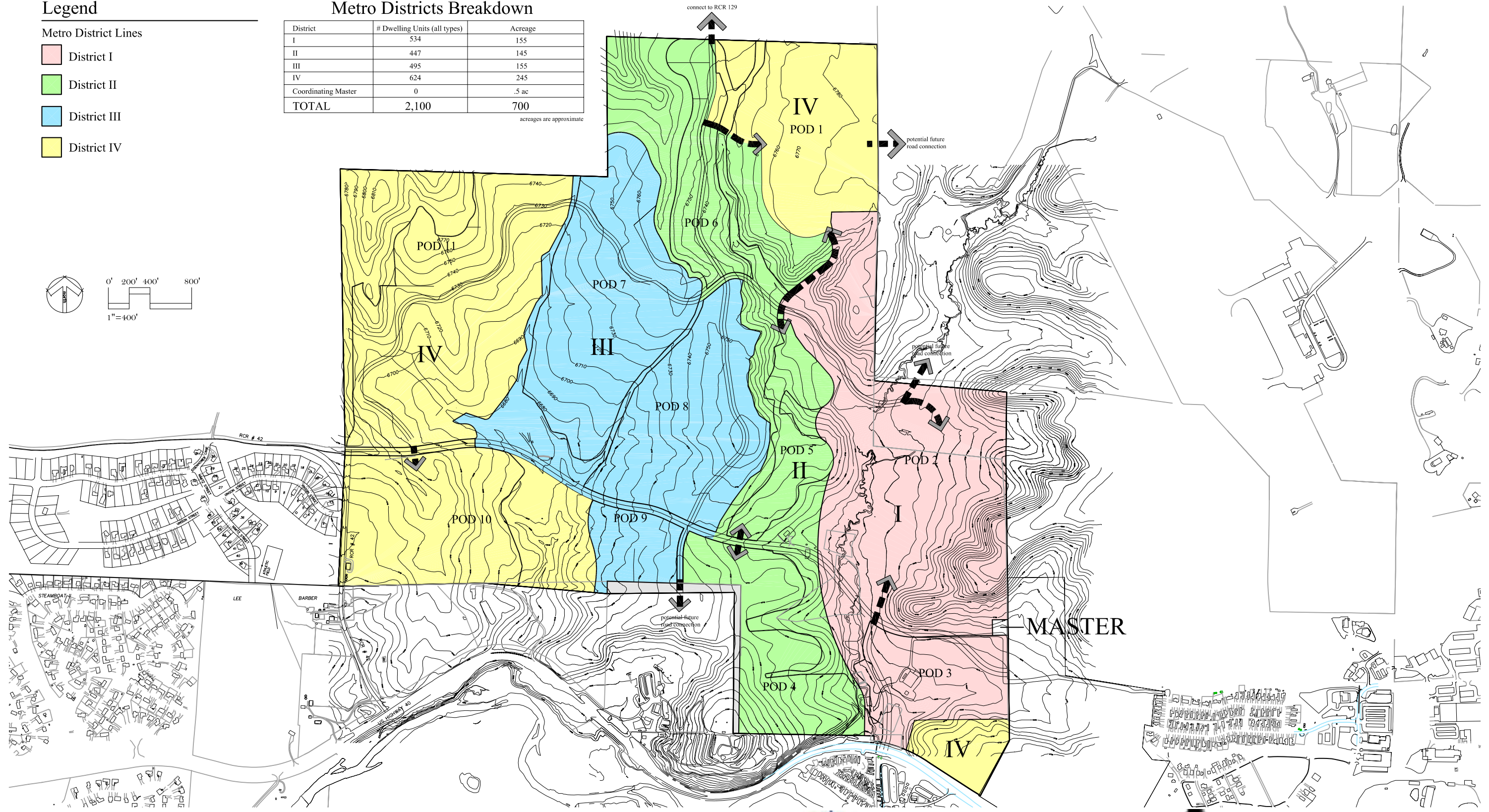
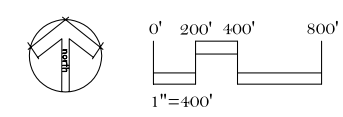
### Metro District Lines

- District I
- District II
- District III
- District IV

## Metro Districts Breakdown

District	# Dwelling Units (all types)	Acreage
I	534	155
II	447	145
III	495	155
IV	624	245
Coordinating Master	0	.5 ac
<b>TOTAL</b>	<b>2,100</b>	<b>700</b>

acres are approximate



DESIGNWORKSHOP



Civil Design Consultants, Inc.



the kenney group



SULLIVAN group  
Analysis. Answers.



This Community Housing Plan was prepared by UniDev, LLC, a nationally recognized firm specializing in the development of affiliated workforce housing.

### I. INTRODUCTION

The Steamboat 700 Community Housing Plan (the “Plan”) is intended to conform to the Community Housing regulations as well as the implementing Community Housing Guidelines, Section 26-148 of the Steamboat Springs Community Development Code (collectively referred to as the “affordable housing requirements”). Additionally, the Plan has been prepared to be consistent with the West Steamboat Springs Area Plan adopted in June 2006 (the WSSAP), calling for 20% of all new housing to be developed in the West Steamboat Springs Area to be affordable to the workforce. All of the affordable homes to be provided in accordance with the Plan will be offered on-site (i.e. integral to the Steamboat 700 Master Planned Community).

### II. PLAN SUMMARY

As outlined in more detail in Section III below, between 367 and 448 on-site Community Housing Units will be made available within Steamboat 700, representing twenty percent (20%) of the total number of dwelling units proposed for development on the property, as reflected in the Land Use Program of this Initial Submittal. Although the City’s recently enacted affordable housing requirements state that 15% of all new residential units developed in the City be affordable, Steamboat 700 will adhere to the 20% Inclusionary Zoning requirement contained in the WSSAP.

To meet the broadest range of household incomes possible that are cost-burdened by the escalating prices of market-rate housing in the City, the affordable housing to be produced under the Plan will be (i) permanently affordable; (ii) available for sale as a primary residence; and (iii) offered to eligible households with incomes between 80% and 150% of Area Median Income (AMI), with an overall average targeting 120% of AMI.

With regard to either (i) addressing the housing needs of households with annual incomes between 50% and 80% of AMI; and/or (ii) making available affordable rental housing as part of the Steamboat 700 community, a variety of financing tools necessary to achieve these additional goals will be pursued in good faith, with due diligence, and with all deliberate speed. Steamboat 700 agrees with the WSSAP’s recognition that it will be critical to determine the respective roles that may need to be played by the City, Routt County, Yampa Valley Housing Authority, and other organizations in order to achieve these goals.

**A Community Enhancement and Community Housing Fund (the “Fund”)** is also proposed, to create a perpetual funding mechanism for affordable housing and to fund certain community enhancements. The Fund will be created through a real property transfer fee on all retail sales of residential lots, dwelling units (other than Community Housing Units under the Plan) and commercial property. The uses to which the Fund will be devoted are intended to be very broad, governed by a non-profit Board of Directors that will see to the best interests of the Steamboat 700 community as a whole. However, a minimum of **Ten Percent (10%)** of the Fund will be set aside as an additional source of buyer-financing for the affordable homes to be provided under the plan. To the extent that it is determined that such set-aside funds are not required to assist eligible households to purchase affordable homes under the plan, the set-aside funds may be used to provide financial assistance to

households earning between 150% and 180% of AMI (that have at least one household wage-earner employed full time within the City of Steamboat Springs) to purchase market-rate units priced just out of their affordability range.

In all likelihood, the total number of Community Housing Units delivered within Steamboat 700 will be more than 20% through assisting free market developers in other parts of the City in fulfilling their community housing requirements on the Steamboat 700 site. Also, Steamboat 700 will work with the City and/or YVHA relative to land acquisition when they desire to invest the fee-in-lieu monies they have received by building their own community housing units. This is consistent with the WSSAP's goal of providing for Community Housing Units above the 20% level.

The Plan provides one-third more affordable home ownership units than what is required under the affordable housing requirements (20% versus 15% affordable) and substantial additional monies for affordable housing through the Fund. Therefore, it is proposed that the Steamboat 700 development be exempt from linkage fees under the Alternative Compliance Method per Section 26-148(g)(7) or as a variance under Section 26-148(m) of the CDC.

### **III. AFFORDABLE HOMES AVAILABLE UNDER THE PLAN**

Table 1 summarizes the total number of market-rate homes proposed in this Initial Submittal and the number of affordable homes proposed under the Plan, subject to the following programmatic parameters:

- The affordable homes under the plan will include:
  - Multistory homes (i.e., apartments and condominium units)
  - Townhomes
  - Duplex homes
  - Single-family detached homes on lots < 5,000 sq. ft.
- To assure a healthy mix of product types, a minimum of ten percent (10%) of the total number of affordable homes or of each particular product type (whichever is less) will be provided.
- No more than 50% of any one unit type in a given neighborhood will be affordable, with the remainder comprised of market-rate housing.
- No more than 50% of any one unit type throughout the entire community will be affordable under the Plan, with the remainder comprised of market-rate housing.
- To assure a healthy balance between market-rate and affordable homes throughout the entire community, no more than 50% of the total number of homes in a given neighborhood, will be Community Housing Units.
- The precise number and mix of affordable housing types will depend, among other things, on the phasing of the construction of each residential neighborhood and the actual demand for Community Housing Units determined through market research, pre-sales, and completed transactions from within the range of household incomes to be served by the Plan.
- The Plan is intended to be flexible enough to address the needs of the market for affordable housing over an extended period of time and respond to specific household incomes, demographics, and compositions of eligible households in the Steamboat Springs community with a range of product types and affordable home prices.

**Table 1**

<b>Housing Type</b>	<b>Total # Units</b>	<b>Minimum # CHP Units</b>	<b>Maximum # CHP Unit</b>	<b>Range of CHP Units</b>
Condo/Apt.	564 - 688	37 - 45	282 - 344	56 - 344
Townhouse	218 - 266	22 - 27	109 - 133	22 - 133
Duplex	75 - 93	8 - 9	38 - 46	8 - 46
Small-lot SFD	606 - 742	37 - 45	303 - 370	61 - 74
Subtotal (all DUs)	1,463 -1,789			
% of Total Homes	80%			
Med-lot SFD	278 - 338			
Large-lot SFD	96 - 116			
<b>Total for all Homes</b>	<b>1,837 - 2,243</b>			<b>367 - 448</b>

The Plan is intended to create a true mixed-income community at Steamboat 700. To the greatest extent possible Community Housing Units will emulate market-rate homes in terms of unit sizes and configurations by housing type. Table 2 provides guidelines for unit sizes by product type for the affordable homes to be provided under the Plan. These guidelines represent a significant enhancement over what is required for an average unit size in the City’s affordable housing requirements, which call for much smaller units than what the Plan contemplates. It should be recognized, however, that builders purchasing neighborhood pods and/or individual lots for the production and sale of market-rate housing will not be limited as to the sizes and configurations of the housing they choose to build for the open market. Additionally, some lots may be sold to individuals for the construction of custom homes .

**Table 2**

<b>Housing Type</b>	<b>Housing Type</b>	<b>Configuration</b>	<b>Size Range (sq. ft.)</b>
Condo/Apt.	Multifamily	Studio – 2BR/1.5ba	600 – 950
Townhouse	Single-family, attached	2BR/1.5ba-3BR/2ba	1,050 – 1,250
Duplex	Single-family, attached	2BR/2ba-3BR/2.5ba	1,100 – 1,400
Small-lot SFD	Single-family, detached	3BR/2ba-4BR/3ba	1,000 – 1,500

Community Housing Unit lots will be integrated with market-rate lots, including lots related to the construction of multi-story housing, such that a builder will be required to assume the responsibility of meeting the requirements of the CHP as a condition of being able to develop market-rate housing in those neighborhoods where Community Housing Units will be located. Consequently, the schedule on which Community Housing Units will be delivered and ready for occupancy will depend upon the order in which the neighborhoods are developed. The Developer intends to organize and fund the development of the site’s backbone infrastructure so that those neighborhoods with Community Housing Units will be developed first .

#### **IV. PERMANENT AFFORDABILITY**

The Community Housing Units will be permanently affordable using either deed restrictions or the long-term ground-lease model developed by UniDev, LLC (a nationally recognized Owner's Representative specializing in the development of affiliated workforce housing). This approach satisfies the requirements of Sec. 26-148(g) of the affordable housing requirements regarding the permanent affordability of Community Housing Units.

The Preliminary Traffic Study was prepared by the Fox Higgins Transportation Group, LLC.

### 1.0 Introduction

The West Steamboat Springs Area Plan (original 1999 Plan and 2006 Update) identifies the area generally west of Steamboat Springs, east of Steamboat II and north of US 40 as the location for future higher density residential and supporting commercial development in the Steamboat Springs area. Transportation access to this area west of Steamboat Springs in the US 40 corridor has always been an important consideration. The West Steamboat Springs Area Plan (WSSAP) identifies the importance of:

- ⇒ a land use mix that will encourage internal trip making and minimize the demand for traffic access to the downtown area;
- ⇒ a development pattern that promotes walking and bicycling for local trips;
- ⇒ a development pattern that can be served by transit;
- ⇒ a multimodal transportation network that helps minimize the need for automobile travel;
- ⇒ the construction of the New Victory Parkway as parallel capacity to US 40 west of CR 129 (Elk River Road);
- ⇒ improvements to US 40 between Elk River Road and 13th Street.

The Steamboat 700 property encompasses most of the development area in West Steamboat as illustrated on the attached Figure 1. A Preliminary Pod Plan for the proposed Steamboat 700 project is contained in the Appendix of this report.

The purpose of this Preliminary Traffic Study is to quantify the anticipated travel demand increases that will be generated by the proposed Steamboat 700 project and to identify potential improvement measures in the US 40 corridor that will need to be put in place by the community to accommodate the increased traffic. In future submittals, this traffic study will be expanded to identify site and intersection specific traffic operations, levels of service, and necessary improvements as the Steamboat 700 Plan is refined.

### 2.0 Proposed Land Uses

The land use Plan for the Steamboat 700 project includes between 1,837-2,243 new dwelling units (of a variety of residential densities), approximately 235,000-286,000 sq. ft. of commercial and office floor area, and a small hotel (approximately 80 rooms). The attached Preliminary POD Plan illustrates the development areas within the overall site and the primary roadway and trail network that will serve the area. Table 1 includes a breakdown of the land uses by pod within the project. The commercial development will include a Village Center area located in Pods 3 and 4 with proximity and access to US 40, and smaller Neighborhood Centers in Pods 8, 9, and 11 designed to serve the surrounding development.

### 3.0 Proposed Transportation Network and Site Access

The primary new roadways that will provide access to and through the Steamboat 700 project are illustrated in Figure 2 (clearly, there will be numerous additional local roadways within and between the development pods that are not illustrated on this Figure) and described as follows:

- ⇒ The New Victory Parkway will be an east-west roadway extending from the CR 42 corridor on the west edge of the Steamboat 700 property, traversing across the center of the project, and extending east to intersect with Downhill Drive and Elk River Road. This new arterial roadway will have a single through lane in each direction. It will not only serve the individual developments along its length, but will also provide parallel east-west capacity to the US 40 corridor through an area where topography will not allow for widening of US 40.
- ⇒ Main Access to US 40 will intersect US 40 in the eastern portion of the Steamboat 700 site and will extend north to the New Victory Parkway. This new access onto US 40 is in the approximate location of the existing Sleepy Bear access driveway on the opposite side of the highway. It will serve traffic accessing the Village Center from US 40 and will also serve as one of the primary residential access points. There is excellent sight distance along US 40 in the vicinity of this new access roadway. It is anticipated that this new intersection on US 40 will warrant a traffic signal.
- ⇒ The Slate Creek Connection will extend from the New Victory Parkway, north through the center of the site, and on around the north end of the airport to intersect with CR 129. This connection was identified in the WSSAP. It will provide the primary north-south access through the main residential portion of the Steamboat 700 site.
- ⇒ A future roadway connection from the Steamboat 700 site to the US 40 corridor is anticipated when the adjacent Gun Club property redevelops. This connection will serve as a secondary access to the central portion of the site. The future intersection on US 40 will be located where there is adequate sight distance along the highway. It is likely that this new intersection on US 40 will also warrant a traffic signal when the Gun Club site is redeveloped and the connection to the Steamboat 700 site is completed. The location of this new intersection is approximately ½ mile west of the Steamboat 700 main access intersection, which should comply with the Colorado Department of Transportation (CDOT) recommendations for traffic signal spacing.
- ⇒ The New Victory Parkway will provide access to the County Road 42 corridor on the west edge of the Steamboat 700 site. CR 42 will then provide access to US 40 at the existing intersection which has already been upgraded with acceleration and deceleration lanes. This intersection is located approximately ½ mile west of the future new Gun Club access intersection, and should work well if a traffic signal is warranted in the future.

A detailed network of local roadways has been designed within each development pod and between the development pods to provide the necessary local transportation access. These local roadways will also extend to adjacent properties as illustrated on the Pod Plan. Internal local roadways are illustrated in more detail on related development submittal documents.

An extensive trail network is illustrated on the attached Pod Plan. It utilizes roadway and greenway corridors throughout the site, as well as traversing the outer perimeter of the site. It provides access to and between all the pods and to adjacent properties. A future trail connection across US 40 to an eventual extension of the Core Trail along the Yampa River is also anticipated in the vicinity of the main site access to US 40.



It is anticipated that the SST bus service will access the Steamboat 700 site and provide an alternative to the automobile for access to Steamboat Springs. A bus loop through the site that utilizes the main eastern access to US 40, the New Victory Parkway and CR 42 was identified in preliminary discussions with SST staff. On-site roadways that will carry SST service will be designed to accommodate the bus traffic. Specific bus routing, stop locations and bus stop amenities will be developed by working closely with SST staff.

#### **4.0 Anticipated Trip Generation**

A trip generation estimate has been prepared for the proposed land uses described above. Table 1 details this analysis and includes the following:

- ⇒ Specific land uses for each development pod;
- ⇒ Automobile trip generation rates (daily and peak hour) for each land use based on information in the Institute of Transportation Engineers (ITE) Trip Generation Manual ( 7th Edition);
- ⇒ Automobile trip reduction factors including:
  - multi-modal trip reduction factor to account for trips made as a pedestrian, a bicyclist, or on transit
  - internal trip and multipurpose trip factor to account for trips between residential and commercial land uses within the site that never access US 40, and trips that stop at multiple destinations within the site
  - pass-by trip reduction factor to account for traffic that is already bypassing the site on US 40 and will now divert onto the site to access one or more of the land uses without adding new traffic to US 40
- ⇒ Daily trips generated by the site before any reduction factors are taken
- ⇒ Daily and peak hour (AM and PM) weekday traffic external to the site after accounting for the various trip reduction factors.

It can be seen in Table 1 that if we use national average automobile trip generation rates with no trip reductions, the proposed land uses in the Steamboat 700 project would generate approximately 27,600 automobile trips per day when the site is fully developed. That said, however, we do not anticipate that there will be anywhere near that much traffic accessing the site. In fact, we project that there will be only approximately 14,000 additional automobile trips per day that access the roadways surrounding the Steamboat 700 project. To arrive at this projection, we utilized the trip reduction factors listed above. Specific trip reduction factors that were applied to the individual land uses are described below:

##### Multi-modal Trip Reductions

- ⇒ A multi-modal reduction of 15% was applied to all residential trip generation in the project due to the range, mix, and proximity of land uses, the extensive network of pedestrian and bicycle trails, and the availability of SST service. We anticipate that this estimate is conservatively low.
- ⇒ Commercial uses in the neighborhood centers were also given a 15% multi-modal trip reduction for the same reasons.
- ⇒ The commercial uses in the Village Center area along US 40 were given a lower multi-modal trip reduction factor of 5% due to the location and proximity to US 40.

### Internal Trip and Multipurpose Trip Reductions (applied after the multi-modal trips were reduced)

- ⇒ Commercial uses in the Village Center area were given a 25% reduction for multi-purpose trips (more than one destination in the Village Center on a single trip) and internal trips (trips between the residential and commercial uses that never leave the boundary of the project).
- ⇒ Commercial uses in the smaller Neighborhood Centers were given an 80% trip reduction for internal and multi-purpose trips. This high reduction reflects the very intent of these Neighborhood Centers as serving the surrounding local land uses.
- ⇒ All residential units were given a 30% trip reduction for multi-purpose and internal trips. This reduction factor represents the intent of the WSSAP to create land uses that result in many of the trips being local and not accessing the US 40 corridor. This trip reduction factor was calibrated such that the total residential internal trips reduced in the development balanced with the internal trips reduced at the commercial sites in the development. This balancing was necessary because in effect, the trip ends reduced at the commercial properties are the other end of the same internal trips generated at the residential properties.

### Pass-by Trip Reductions

- ⇒ A 25% pass-by trip factor was applied to only the commercial uses in the Village Center area along US 40. This reduction accounts for the traffic that is already driving by on US 40, but now diverts into and out of the site to access the new commercial development. These trips are new to the new site access roadways but are not new to the traffic on US 40. This reduction factor is consistent with ITE guidance, and also reflects the fact that many of the trips bypassing the site today are doing so to access commercial sites in Steamboat Springs.
- ⇒ A 10% pass-by trip reduction was applied to the hotel use in the Village Center.

## **5.0 Trip Distribution**

Directional trip distribution estimates were developed to project where the traffic accessing the Steamboat 700 site will be destined to or from. Figure 3 includes the primary directional distribution factors developed for this project. It is anticipated that 15% of the traffic that exits this site will be destined to/from the west. This is consistent with existing traffic counts at residential driveways and accesses currently along US 40. We believe this estimate may be conservatively low given the residential development, schools, other towns and the regional airport that are west of this site.

The Slate Creek connection is projected to serve 5% of the traffic exiting the site, although this estimate may also be conservatively low given the WSSAP's desire to provide this connection between US 40 and CR 129.

Finally, the balance of traffic exiting the site (80%) is anticipated to be to/from the existing Steamboat Springs area. A significant portion of this traffic (30% at least) may be accessing the commercial areas in the "Curve", although some will access the Downtown or the Mountain areas.

Figure 4 includes a more detailed estimate of trip distribution pattern given the roadway connections that will serve the site. We have initially projected that 40% of the traffic to/from the east will utilize the New Victory Parkway, although this percentage may increase depending on traffic conditions in the US 40 corridor between the site and the Elk River Road intersection.

## **6.0 Daily Traffic Assignment**

As noted above, this Preliminary Traffic Study has focused on the daily traffic that will exit the Steamboat 700 site and add to the traffic on area roadways. The 14,000 daily “external” or “off-site” trips generated by the buildout of the Steamboat 700 project were assigned to the area roadways using the trip distribution estimates described in the previous section. Figure 5 summarizes these “new” off-site trips. We have projected that US 40 and the New Victory Parkway will each carry approximately 5,600 new automobile trips per day east of the site.

The New Victory Parkway and the Slate Creek Connection will be able to easily accommodate the new traffic generated by the Steamboat 700 site. US 40 west of this site will also be able to accommodate the projected traffic increase given that a recent traffic count documented 10,000 vehicles per day near Steamboat II and the roadway has the capacity of over 15,000 vehicles per day. The challenge for the Steamboat Springs community is accommodating traffic increases in the US 40 corridor east of the site. This issue is discussed in more detail in the following section.

## **7.0 Accommodating Traffic in the US 40 Corridor**

The limited traffic capacity in the US 40 corridor west of the Downtown has been an issue of growing concern in the community for many years. The original WSSAP acknowledged this issue and the Steamboat Springs Mobility and Circulation Plan (TransPlan, 1998) evaluated numerous alternatives for adding roadway capacity through the “bottleneck” between 12th and 13th Streets, and west to Elk River Road. At the time, the community decided against adding roadway capacity in the area. The Steamboat Springs Area Community Plan (FHU, 2004) revisited this issue, but still no capacity additions were recommended.

Traffic counts completed earlier this summer have documented that traffic has continued to grow on US 40 to a point where the 2-lane section east of Elk River Road is carrying 25,000 vehicles per day. This is a significant finding since traffic engineers generally consider a 2-lane roadway to have a capacity of say 20,000 vehicles per day. This section cannot accommodate a significant traffic increase without being widened to 4 lanes.

The “bottleneck” between 12th and 13th Streets is carrying 30,000 vehicles per day. The capacity of a 4-lane arterial roadway is typically considered to be approximately 35,000 vehicles per day.

The section of US 40 west of Downhill Drive currently carries 11,000 vehicles per day in an area where the capacity of this 2-lane section west of town is in the 15,000 to 20,000 vehicle per day range.

Clearly there will need to be expansions to the east-west roadway capacity in these areas to relieve existing congestion and provide for future traffic increases. It is likely that traffic will increase in this corridor even if the Steamboat 700 project were not to be developed since the demand for housing would be met by less efficient development in communities to the west of Steamboat. The Steamboat 700 project offers the advantage of meeting the land use goals defined in the WSSAP in a way that will ultimately minimize the future traffic demand in the US 40 corridor (assuming a similar amount of residential development were otherwise provided further west).

This study has evaluated the potential to expand the east-west roadway capacity in the following four areas using a “screenline” analysis:

- A. West of Elk River Road
- B. Between Elk River Road and 13th Street
- C. Between 13th and 12th Streets
- D. East of 12th Street in the Downtown area

Figure 6 illustrates screenlines at these four locations and Table 2 includes the existing conditions on the roadways crossing each screenline. It can be seen that the most limiting condition today is the bottleneck between 12th and 13th Streets (Screenline C) where the traffic demand is within 5,000 vehicles per day of the roadway capacity. The second most limiting condition is east of Elk River Road (Screenline B), where US 40 is effectively full, but there is some available capacity on 13th Street south of the Yampa River. The US 40 corridor just east of the Steamboat 700 project could potentially accommodate an additional 9,000 vehicles per day, but it is acknowledged that the congestion increases to the east on US 40.

The Elk River Road / US 40 intersection contributes to existing congestion in the area and has been identified to be in need of reconstruction for many years. It is our understanding that the community has discussed the potential for replacing the signalized intersection with a roundabout, which would greatly improve the level of service in the intersection and reduce motorist’s delay.

#### Potential to Increase East-West Capacity at Screenlines A – C

Table 2 lists a number of potential roadway system improvements that could increase the east-west capacity across screenlines A, B, and C where congestion is most pronounced. Those improvements are:

##### Screenline A

- Construct the New Victory Parkway between CR 42 and Elk River Road
- Construct the Slate Creek Connection from the Steamboat 700 project to CR 129

These connections will add parallel capacity to US 40 and will solve the congestion issues west of Elk River Road.

##### Screenline B

Widen US 40 to 4 continuous through lanes from Elk River Road to the existing 4-lane section west of 13th Street.

Much of the roadbed width to accomplish this widening is already constructed. The City is having a cost estimate for this widening project prepared as part of current planning work being completed jointly with CDOT in the US 40 corridor. This improvement will add more than enough capacity to accommodate the additional traffic from developments anticipated in the WSSAP.

##### Screenline C

Widen Lincoln Avenue from 4 to 6 lanes in the one block segment of US 40 between 12th and 13th Streets, and improve connections from Lincoln Avenue to Oak Street and Yampa Avenue on 12th Street.

This improvement is one of the Alternatives considered in the Mobility and Circulation Plan (see Figure in the Appendix) and would increase the roadway capacity through the “bottleneck” by at least 5,000 vehicles per day. This improvement should allow the “bottleneck” to accommodate the development traffic generated by land uses in the WSSAP given that a significant portion (30% based on existing traffic patterns) of the traffic added to US 40 west of town will be to and from the “Curve” area and will not reach the bottleneck.

#### Screenline D

This screenline crosses three parallel roadways through the Downtown area (Lincoln, Oak, and Yampa) and does not have the same level of capacity limitations that exist farther west. No roadway expansion is suggested.

Table 2 details the capacity enhancements described above. With these improvements, the roadway system should be able to accommodate the development traffic resulting from the land uses identified in the WSSAP, including those from the Steamboat 700 project.

### **8.0 Conclusion**

The Steamboat 700 project is proposing the development of 1,837-2,243 dwelling units and 235,000-286,000 sq. ft. of commercial area, consistent with the guidelines contained in the WSSAP. The proposed development mix, density, location, and character, coupled with the proposed multi-modal transportation network should minimize the off-site automobile traffic that is added to the US 40 corridor. This preliminary traffic study has projected the amount of traffic that will access the site, estimated the directional traffic distribution patterns, and reviewed roadway capacity limitations in the US 40 corridor between this site and the Downtown area. Significant findings, observations, and conclusions are listed below:

- ⇒ It is projected that approximately 14,000 vehicle trips per day will access the site to/from the surrounding roadway system.
- ⇒ 80% of the off-site traffic will likely be oriented to and from Steamboat Springs to the east.
- ⇒ At least 30% of the traffic that does head east toward Steamboat will be destined for the “Curve” area and will not contribute to traffic congestion farther east.
- ⇒ Traffic congestion and capacity limitations in the US 40 corridor west of the Downtown area have been a source of concern for many years.
- ⇒ The 2-lane roadway on US 40 east of Elk River Road is effectively full today with approximately 25,000 vehicles per day using the roadway.
- ⇒ **Traffic is likely to grow in the US 40 corridor with or without the Steamboat 700 development. Traffic growth may actually be minimized in the corridor with the development of the Steamboat 700 project since it offers the opportunity to implement the goals of the WSSAP which will help minimize automobile traffic for a given level of residential development.**

- ⇒ A set of roadway capacity enhancements in the US 40 corridor have been identified, including the New Victory Parkway, widening US 40 to 4 lanes east of Elk River Road, and widening Lincoln Avenue to 6-lanes from 12th to 13th Streets.
- ⇒ These roadway capacity enhancements should relieve existing congestion and provide for the land use development anticipated in the WSSAP.
- ⇒ This preliminary traffic study will be expanded in the future to provide more detail related to specific intersection operations, traffic control, recommended laneage, development phasing, etc.

# TABLE 1 – TRIP GENERATION ESTIMATE



**Table 1. Trip Generation Estimate**

POD	ITE Code	Land Use	Size	Unit	Trip Reduction Factors		Average Daily Trips		External A.M. Peak Hour Trips			External P.M. Peak Hour Trips						
					Multi-Modal	Internal Trips and Multi-Purpose Trips	Pass-By	Rate	Total Trips with No Trip Reductions	Total External Trips With Trip Reductions	Rate	Total	In	Out	Rate	Total	In	Out
1	210	Single Family Detached	114	Dwelling Units	0.15	0.30	0.00	9.57	1091	649	0.75	51	13	38	1.01	69	43	26
2	210	Single Family Detached	150	Dwelling Units	0.15	0.30	0.00	9.57	1436	854	0.75	67	17	50	1.01	90	57	33
2	230	Townhome / Condo	16	Dwelling Units	0.15	0.30	0.00	5.86	94	56	0.44	4	1	3	0.52	5	3	2
3	230	Townhome / Condo	341	Dwelling Units	0.15	0.30	0.00	5.86	1998	1189	0.44	89	14	75	0.52	106	71	35
3	210	Single Family Detached	57	Dwelling Units	0.15	0.30	0.00	9.57	545	325	0.75	25	6	19	1.01	34	21	13
3	820	Commercial	115	1,000 SF	0.05	0.25	0.25	42.94	4938	2284	1.03	55	34	21	3.75	199	96	103
3	710	Office	20	1,000 SF	0.05	0.25	0.00	11.01	220	157	1.55	22	19	3	1.49	21	4	17
3	310	Hotel	80	Rooms	0.05	0.05	0.10	8.17	654	524	0.56	36	22	14	0.59	38	20	18
4	230	Townhome / Condo	148	Dwelling Units	0.15	0.30	0.00	5.86	867	516	0.44	39	6	33	0.52	46	31	15
4	210	Single Family Detached	33	Dwelling Units	0.15	0.30	0.00	9.57	316	188	0.75	15	4	11	1.01	20	13	7
4	820	Commercial	22	1,000 SF	0.05	0.25	0.25	42.94	945	437	1.03	10	6	4	3.75	38	18	20
5	230	Townhome / Condo	108	Dwelling Units	0.15	0.30	0.00	5.86	633	377	0.44	28	4	24	0.52	33	22	11
5	210	Single Family Detached	30	Dwelling Units	0.15	0.30	0.00	9.57	287	171	0.75	13	3	10	1.01	18	11	7
6	210	Single Family Detached	32	Dwelling Units	0.15	0.30	0.00	9.57	306	182	0.75	14	4	10	1.01	19	12	7
7	230	Townhome / Condo	52	Dwelling Units	0.15	0.30	0.00	5.86	305	181	0.44	14	2	12	0.52	16	11	5
7	210	Single Family Detached	194	Dwelling Units	0.15	0.30	0.00	9.57	1857	1105	0.75	87	22	65	1.01	117	74	43
8	230	Townhome / Condo	48	Dwelling Units	0.15	0.30	0.00	5.86	281	167	0.44	13	2	11	0.52	15	10	5
8	210	Single Family Detached	137	Dwelling Units	0.15	0.30	0.00	9.57	1311	780	0.75	61	15	46	1.01	82	52	30
8	814	Specialty Retail	44	1,000 SF	0.15	0.80	0.00	44.32	1950	332	1.03	8	5	3	2.71	20	9	11
9	230	Townhome / Condo	71	Dwelling Units	0.15	0.30	0.00	5.86	416	248	0.44	19	3	16	0.52	22	15	7
9	814	Specialty Retail	22	1,000 SF	0.15	0.80	0.00	44.32	975	166	1.03	4	2	2	2.71	10	4	6
10	230	Townhome / Condo	16	Dwelling Units	0.15	0.30	0.00	5.86	94	56	0.44	4	1	3	0.52	5	3	2
10	210	Single Family Detached	178	Dwelling Units	0.15	0.30	0.00	9.57	1703	1014	0.75	79	20	59	1.01	107	67	40
11	230	Townhome / Condo	152	Dwelling Units	0.15	0.30	0.00	5.86	891	530	0.44	40	6	34	0.52	47	31	16
11	210	Single Family Detached	161	Dwelling Units	0.15	0.30	0.00	9.57	1541	917	0.75	72	18	54	1.01	97	61	36
11	814	Specialty Retail	37	1,000 SF	0.15	0.80	0.00	44.32	1640	279	1.03	6	4	2	2.71	17	7	10
<b>Subtotal - Western Area:</b>									<b>27,294</b>	<b>13,684</b>		<b>875</b>	<b>253</b>	<b>622</b>		<b>1,291</b>	<b>766</b>	<b>525</b>

2,038 Dwelling Units  
260 1,000 sq. ft. non-residential floor area  
80 hotel rooms

15,972  
10,668  
654

# TABLE 2 – WEST STEAMBOAT ROADWAY CAPACITY ANALYSIS



27-Aug-07

## West Steamboat Roadway Capacity Analysis

### Comparison of Existing Traffic Volume to Existing and Potential Future Roadway Capacity at Key Locations (Screenlines)

US 40 Location** / Facility Description	Existing Conditions			Capacity Enhancement I Complete New Victory Hwy & Slate Creek Rd. Improve Elk River Road / US40 Intersection			Capacity Enhancement II Widen US 40 – Elk River Rd. to 13th St.			Capacity Enhancement III Widen Lincoln to 6 lanes - 12th to 13th St.***			
	Existing Daily Traffic (vpd)****	Available Travel Lanes	Daily Traffic Capacity (vpd)	Unused* Traffic Capacity (vpd)	Available Travel Lanes	Daily Traffic Capacity (vpd)	Unused* Traffic Capacity (vpd)	Available Travel Lanes	Daily Traffic Capacity (vpd)	Unused* Traffic Capacity (vpd)	Available Travel Lanes	Daily Traffic Capacity (vpd)	Unused* Traffic Capacity (vpd)
<b>A. West of Elk River Road</b>													
- 2-lane on US 40	11,000	2	20,000	9,000	2	20,000	9,000	2	20,000	9,000	2	20,000	9,000
- Add Slate Creek Connection to CR 129	0			10,000	2	10,000	10,000	2	10,000	10,000	2	10,000	10,000
- Add New Victory Highway				15,000	2	15,000	15,000	2	15,000	15,000	2	15,000	15,000
<b>Screenline Total:</b>	<b>11,000</b>	<b>2</b>	<b>20,000</b>	<b>9,000</b>	<b>6</b>	<b>45,000</b>	<b>34,000</b>	<b>6</b>	<b>45,000</b>	<b>34,000</b>	<b>6</b>	<b>45,000</b>	<b>34,000</b>
<b>B. East of Elk River Road</b>													
- Existing 2-lane / 4-lane on US 40	25,000	2/4	25,000	0	2/4	25,000	0	2	10,000	6,500	2	10,000	6,500
- Existing 2-lanes on 20-Mile Road (13th)	3,500	2	10,000	6,500	2	10,000	6,500	4	35,000	10,000	4	35,000	10,000
- Widen US 40 to 4 continuous lanes													
<b>Screenline Total:</b>	<b>28,500</b>	<b>4/6</b>	<b>35,000</b>	<b>6,500</b>	<b>2</b>	<b>35,000</b>	<b>6,500</b>	<b>6</b>	<b>45,000</b>	<b>16,500</b>	<b>6</b>	<b>45,000</b>	<b>16,500</b>
<b>C. Between 13th and 12th Streets</b>													
- Existing 4-lane on Lincoln Ave (US 40)	30,000	4	35,000	5,000	4	35,000	5,000	4	35,000	5,000	4	35,000	5,000
- Widen Lincoln Ave to 6-lanes													
<b>Screenline Total:</b>	<b>30,000</b>	<b>4</b>	<b>35,000</b>	<b>5,000</b>	<b>4</b>	<b>35,000</b>	<b>5,000</b>	<b>4</b>	<b>35,000</b>	<b>5,000</b>	<b>4</b>	<b>35,000</b>	<b>5,000</b>
<b>D. Downtown, East of 7th St.</b>													
- Existing 4-lane on Lincoln Ave.	30,000	4	35,000	5,000	4	35,000	5,000	4	35,000	5,000	4	35,000	5,000
- Existing Oak Street	3,000	2	10,000	7,000	2	10,000	7,000	2	10,000	7,000	2	10,000	7,000
- Existing Tampa Ave.	2,000	2	8,000	6,000	2	8,000	6,000	2	8,000	6,000	2	8,000	6,000
<b>Screenline Total:</b>	<b>35,000</b>	<b>8</b>	<b>53,000</b>	<b>18,000</b>	<b>8</b>	<b>53,000</b>	<b>18,000</b>	<b>8</b>	<b>53,000</b>	<b>18,000</b>	<b>8</b>	<b>53,000</b>	<b>18,000</b>

\* Unused traffic capacity is relative to today's traffic volume. This gives an indication of potential traffic growth from development in West Steamboat area.

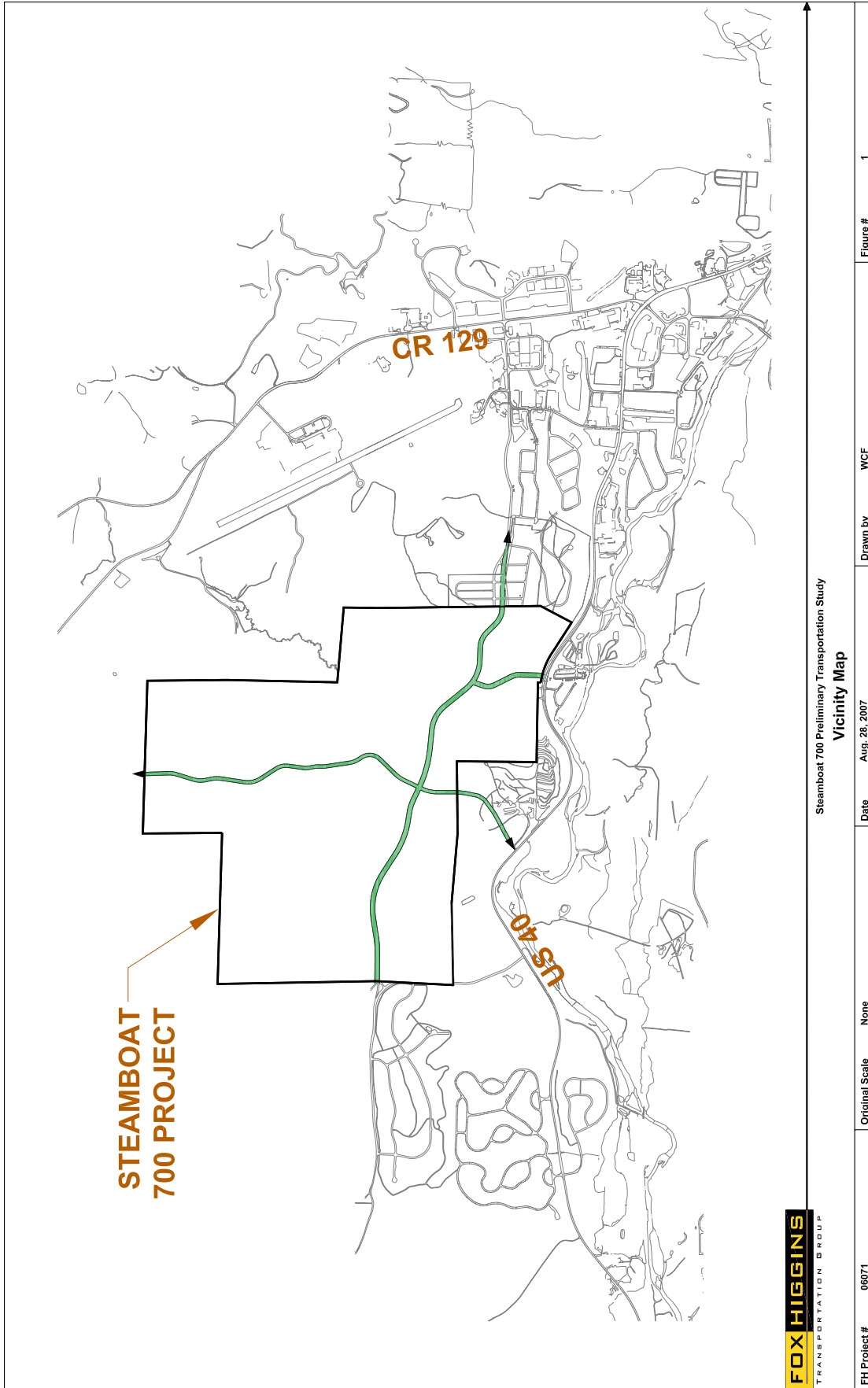
\*\* See Screenline locations on Figure 6

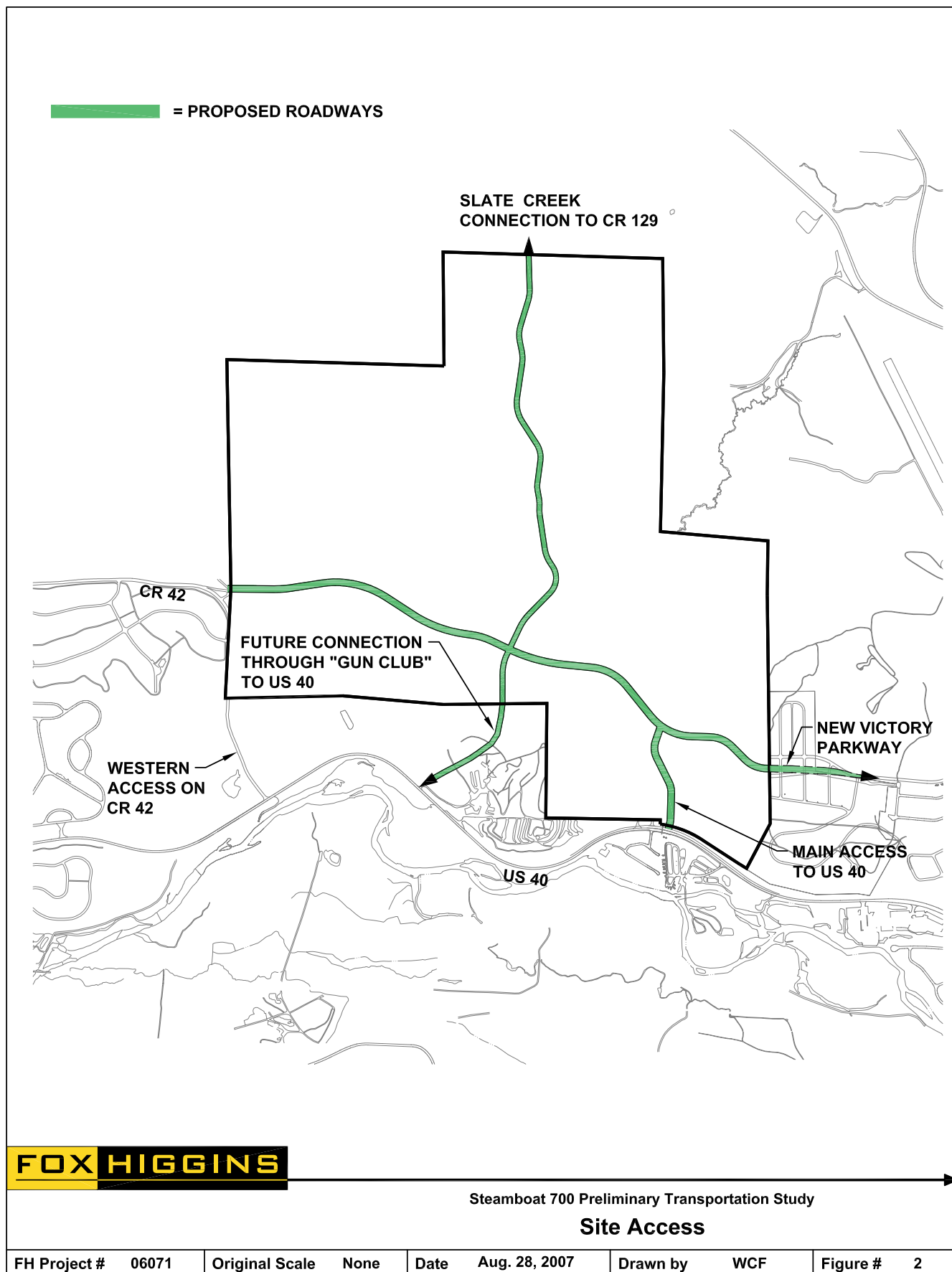
\*\*\* See Alternative No. 16 from the Mobility and Circulation Plan - copy attached in Appendix

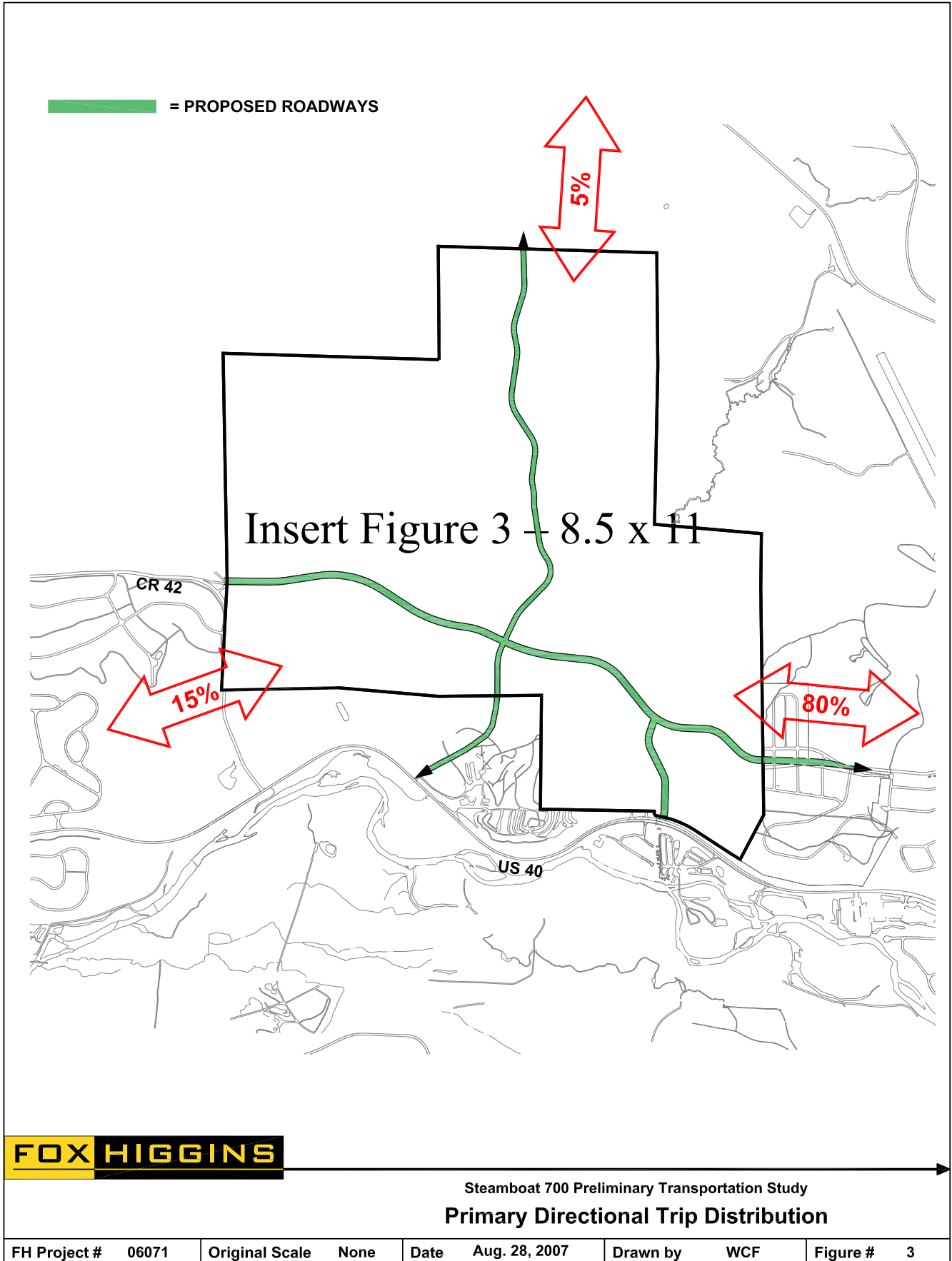
\*\*\*\* includes most recent counts taken in the US 40 corridor this year (where available)

Note: The shaded areas indicate the locations where additional roadway capacity is added to the network under each "Enhancement" scenario.





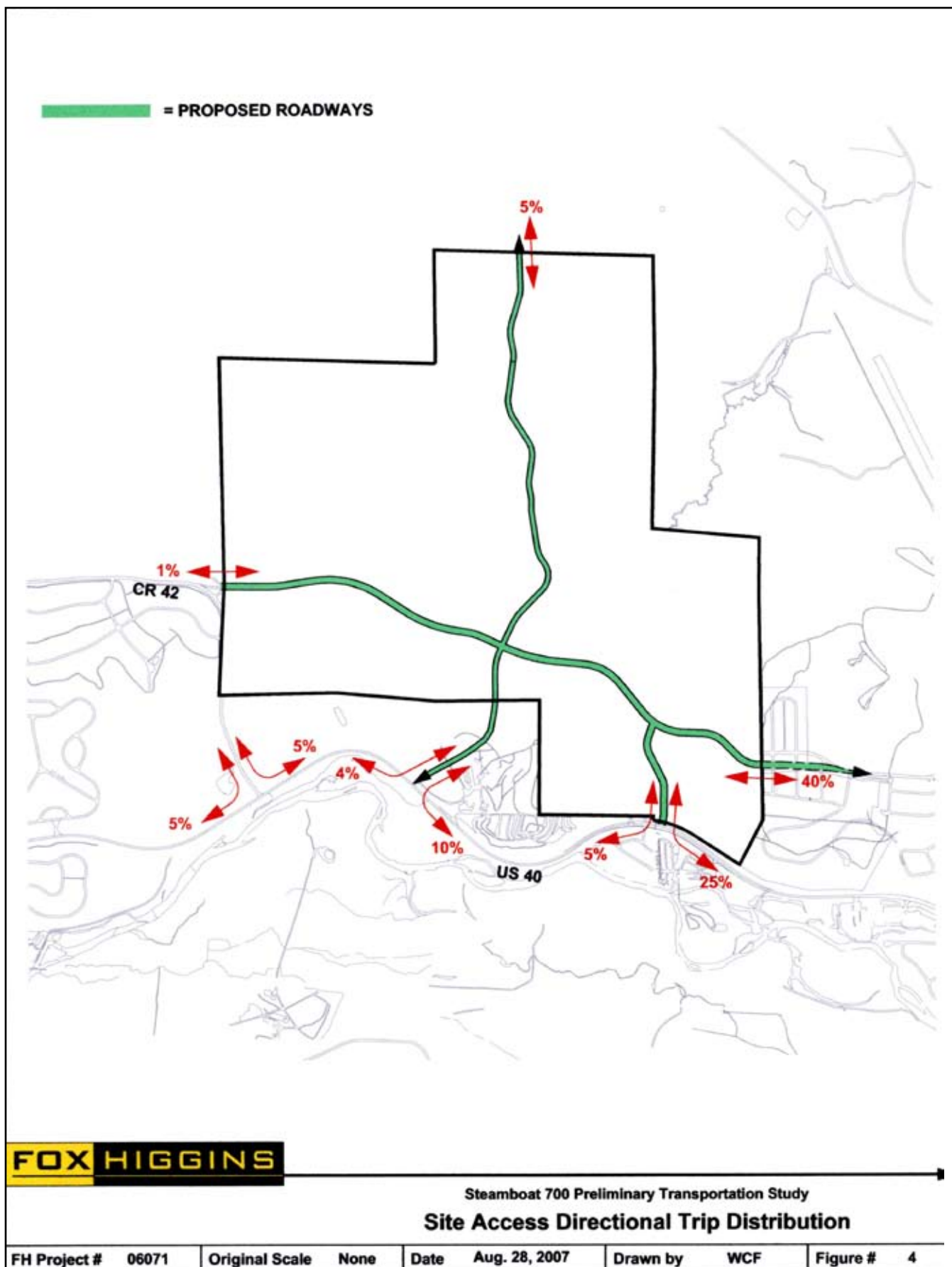




**FOX HIGGINS**

Steamboat 700 Preliminary Transportation Study  
**Primary Directional Trip Distribution**

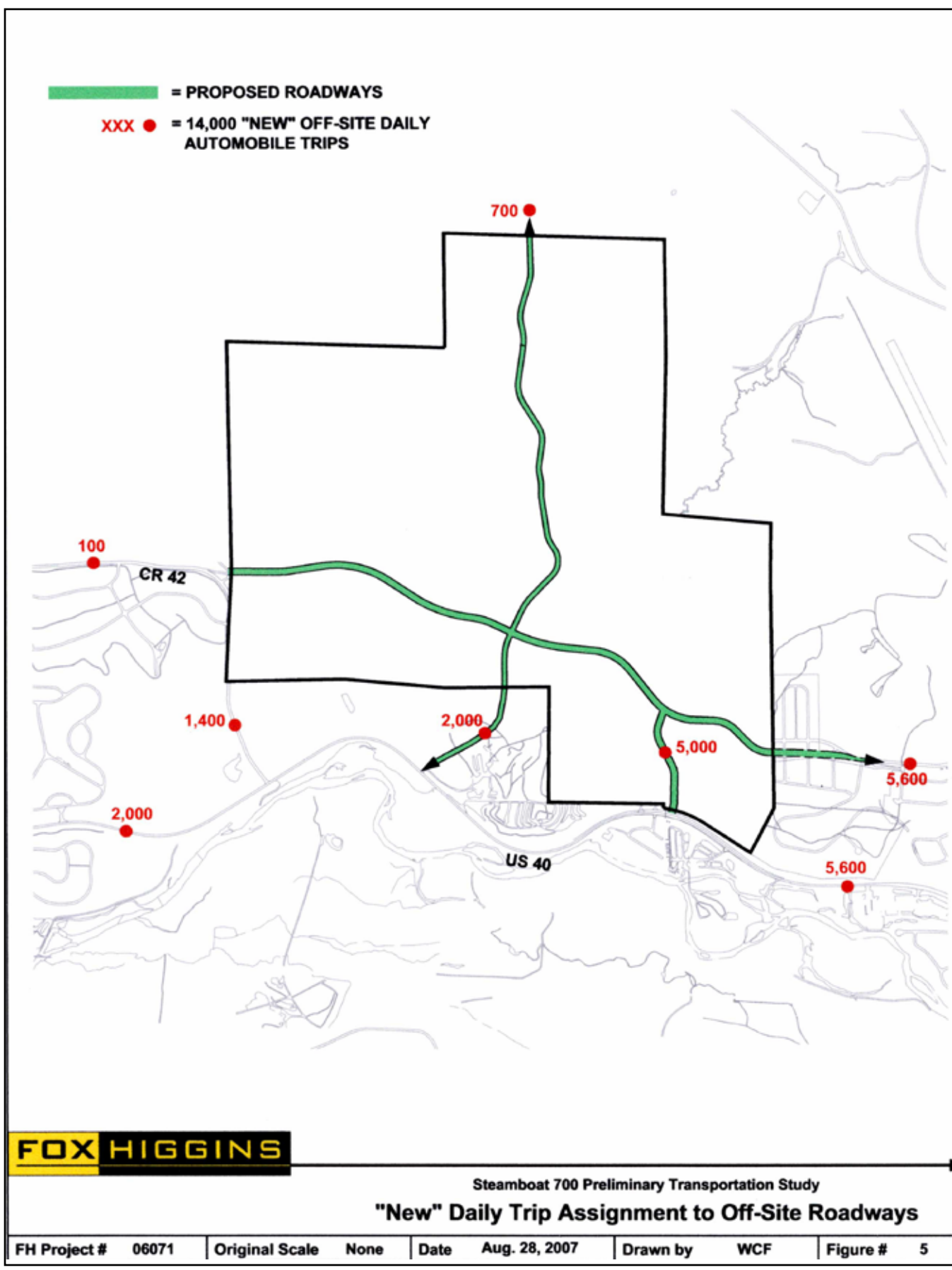
FH Project #	06071	Original Scale	None	Date	Aug. 28, 2007	Drawn by	WCF	Figure #	3
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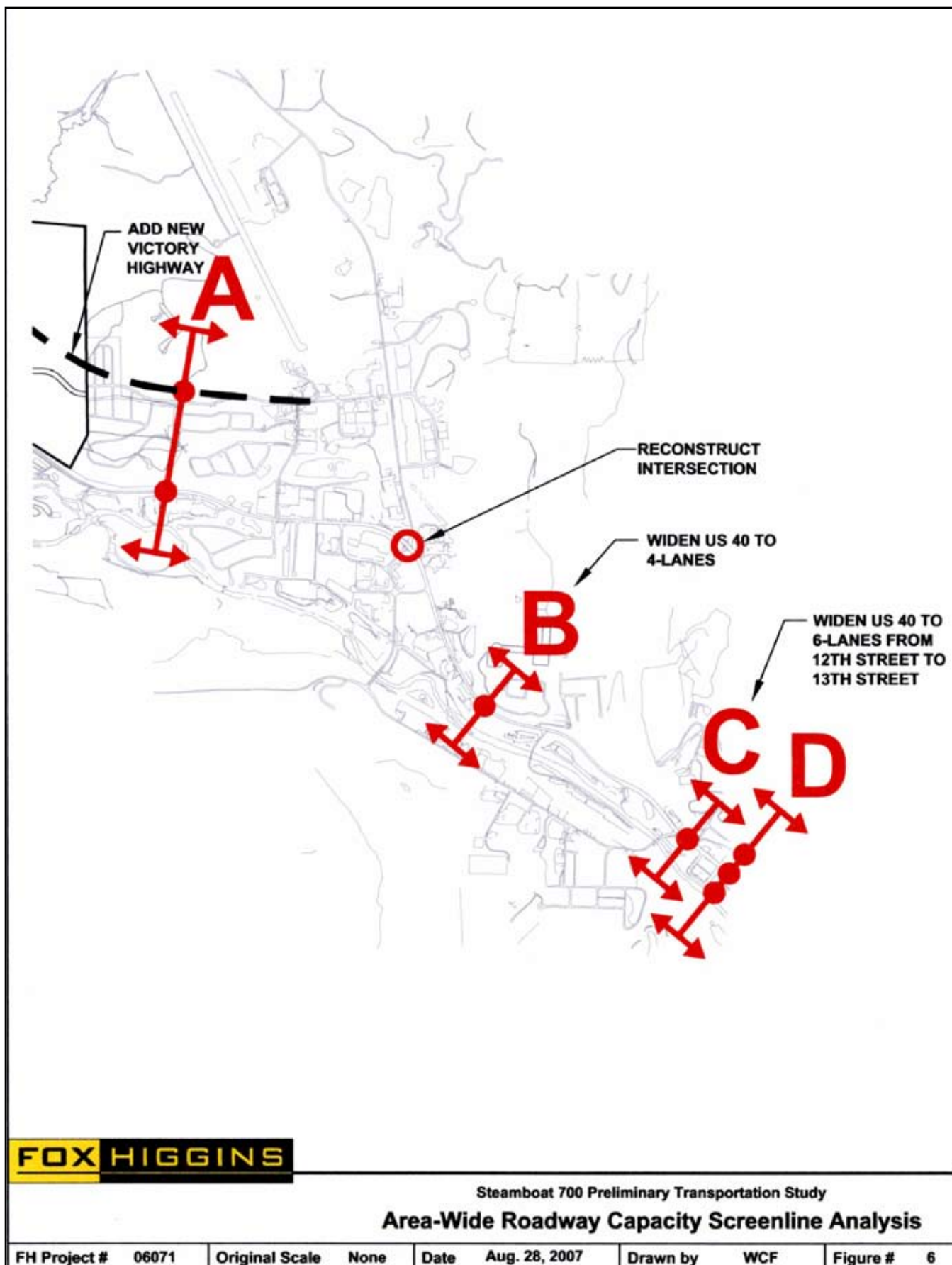


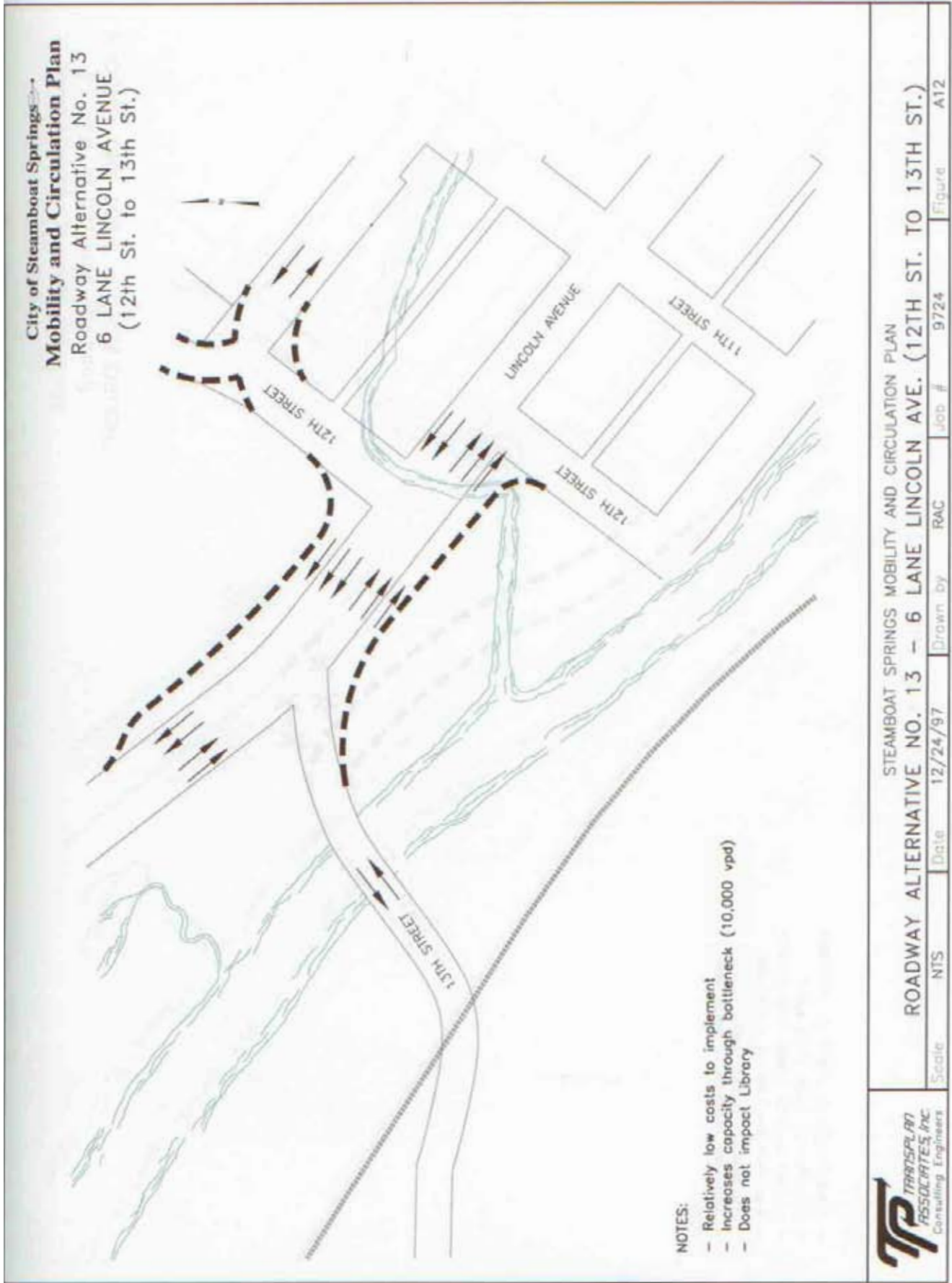
**FOX HIGGINS**

Steamboat 700 Preliminary Transportation Study  
**Site Access Directional Trip Distribution**

FH Project #	06071	Original Scale	None	Date	Aug. 28, 2007	Drawn by	WCF	Figure #	4
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STEAMBOAT 700 MASTER PLANNED COMMUNITY
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*Draft Development Guide*

October 2007

**1. Development Guide****1.1. Purpose for the Development Guide**

The purpose of the Steamboat 700 “Development Guide” (S7DG) is to provide an overriding document meant to govern and regulate all development within the Steamboat 700 Master Plan Community boundaries with regard to zoning and design guidelines. The Guide will also include the project’s Sustainability Plan, which will be incorporated into the Design Guidelines and other elements of the S7DG and homeowner covenants.

The West of Steamboat Springs Area Plan (WSSAP) outlines a vision for the character of development desired within its boundaries. According to the plan, that is “one that integrates the historic pattern of Old Town Steamboat with the topography of West Steamboat to create a livable community with a true sense of place.” Further, the Plan calls for Traditional Neighborhood Development (TND), using grid streets and house to street relationships patterned after Old Town with a mix of housing units, walkable streets and pleasant streetscapes.

Because of the unique nature of the Steamboat 700 development, the prescriptive requirements of the WSSAP with respect to use and design and the differences with this type of development and what is allowed within the existing Community Development Code (CDC), the applicant is proposing a completely unique and separate Zoning Plan, Design Guidelines, and a Sustainability Plan, specifically for development for Steamboat 700.

The existing CDC is designed for certain types of development and geographical areas (e.g. Old Town) that have existing and unique requirements, which are not necessarily conducive to traditional neighborhood design. Because of this, inherent conflicts with the Steamboat 700 plan and the existing CDC are inevitable which would result in the approval process being much longer and more difficult for both the applicant and the city. This scenario will likely require a series of CDC amendments to allow WSSAP development to be implemented. The S7DG is designed to avoid this.

This concept of a revised or alternative code is supported in the WSSAP through specific action items, such as the following:

*“The City shall review and if necessary revise the Community Development Code to accommodate and encourage the land uses, housing types and standards listed herein. If necessary, revise or create zoning district(s) or regulations....”*



Although the WSSAP recommends that staff assume this task, the applicant proposes that they prepare the Zoning Plan, with review by staff and Planning Commission and adoption by City Council, to expedite the process.

Another component of the Development Guide is the Steamboat 700 Design Guidelines, which will address issues such as architectural and building design, landscaping, street standards, site planning, signage and other design elements. Similar to the Zoning Plan, because of the unique nature of the Steamboat 700 development, it makes sense to create guidelines specific to the project to ensure compliance with the desired development character. WSSAP policies support alternative design standards to account for the planned urban design of Steamboat 700, such as the following:

*“In order to permit traditional neighborhood streets (narrow road widths, shorter radius curbs, etc.) alternate road standards consistent with AASHTO and industry practice may be approved providing adequate provisions for emergency services, utilities, drainage, and snow storage are provided...”*

*“Review industry standards to develop alternative planning, streetscape design, and street design criteria for pedestrian oriented and traditional neighborhood village streets.”*

## **1.2. Use of Document**

All development within Steamboat 700 will be approved and administered by the City of Steamboat Springs utilizing the provisions of the Steamboat 700 Development Guide. It is anticipated that the Guide will be adopted by the City of Steamboat Springs and that the Zoning Plan portion will be used by the City to review future Development Plan applications within the MPC boundaries.

An exception to this is with regard to the administration of the Design Guidelines. To ensure a thorough and efficient review process, the applicant proposes that the primary review responsibilities be under the auspices of the to-be-established Steamboat 700 Design Review Board (DRB) of the Metropolitan Districts. To help ensure oversight and communication with the City, it is proposed that one representative of the City Planning Commission be a non-voting ex-officio member of the DRB and give regular reports of DRB activities back to city staff and the rest of Planning Commission and City Council.

### **1.3. Development Guide Draft Table of Contents**

#### 1.3.1. Zoning Plan

- Purpose
- General
- Use Classifications
- Permitted uses
- Zone Districts

#### 1.3.2. Design Guidelines

- Purpose
- Applicability
- Use of Document
- DRB Makeup and Function
- Architecture and Building Design
- Site Planning
- Parking Lot Design Standards
- Transit Oriented Development
- Landscape Requirements
- Lighting
- Refuse Management
- Snow Storage
- Street Standards
- Signage

#### 1.3.3. Sustainability Program

- Purpose
- Background
- Guidelines

## 2. Draft Zoning Plan

### 2.1 Zone Districts: Purpose and Intent

New zone districts will be proposed that capture the character of development at Steamboat 700, including: Village Center/Mixed Use, Commercial, Single Family: small, medium, and large, Duplex, Multi-Family: low, medium and high density, and park and open space zone districts.

### 2.2 Permitted, Conditional and Accessory Uses

A use table, similar to the existing CDC will be included. A draft Use Table is included below (specific uses to be added in later):

Steamboat 700 Zoning Use Table						
Use Classification:	Zone Districts					
	Small Lot Single Family	Medium Density SF	Large Lot SF	High Density Multi-Family	Village Center/ Mixed Use	Comm'l./ Retail/ Office
<b>Residential Uses</b>						
Single Family						
Duplex						
Multi-Family						
Carriage House						
<b>Commercial</b>						
Bank						
Commercial						
Hotel						
Movie Theater						
Office						
Etc.						
<b>Industrial Uses</b>						
Light Industrial						
Transit Service Facility						
Warehouse						
Etc.						
<b>Public, Civic and Institutional Uses</b>						
Child Care Center						
Community Park						
Library						
School						

### 2.3 Dimensional Standards

The Development Guide will provide a list of dimensional standards (as shown below) pertinent to the desired character of development in Steamboat 700:

	Small Lot Single Family	Medium Density SF	Large Lot SF	High Density MF	Village Center/ Mixed Use	Commercial/ Retail/Office
Ground floor Use						
Upper floor Use(s)						
Off-Street Parking Main Building Accessory Bldg. Commercial						
Front Setback						
Side Setback						
Rear Setback Primary Building Garage						
Garage Setback from Front façade						
Maximum Lot Coverage Building Height (eave) Main Building Outbuilding Carriage House Max.						

Steamboat 700 is committed to being an environmentally friendly community that takes into consideration the sustainability of every aspect of a project from initial design to construction through the long term livability of the community for the residents. To help provide a framework with which to guide the project in meeting this goal, a conceptual sustainability program has been formulated, which will eventually be integrated into a variety of guiding documents used within the development, including design guidelines, zoning plan, and project covenants.

There are many different ideas of what constitutes sustainability. For this level of conceptual planning we will utilize the most widely recognized rating system in the development business, which is the LEED (Leadership in Energy and Environmental Design) program. Part of LEED is the new pilot program for Neighborhood Development (ND). LEED ND is a rating system that integrates the principles of smart growth, new urbanism, and green building into the first national standard for neighborhood design. It is being developed by USGBC in partnership with the Congress for the New Urbanism (CNU) and the Natural Resources Defense Council (NRDC). The Steamboat 700 Sustainability Program utilizes the intent portion of LEEDS ND as a basis for its plan and will continue to update the plan as the pilot program itself is updated.

<b>STEAMBOAT 700: SUSTAINABILITY ANALYSIS (BASED ON INTENT OF LEEDS NEIGHBORHOOD DEVELOPMENT PILOT PROGRAM)</b>	
<b>I. Smart Location &amp; Linkage</b>	
<b>1. Smart Location:</b>	
<b>Intent:</b> Encourage development within and near existing communities or public transportation infrastructure. Reduce vehicle trips and miles traveled and support walking as a transportation choice.	
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> The Steamboat 700 site is an infill site in a designated growth area per the WSSAP, a City and County adopted Area Plan. The site fills in the gap that lies between the urban densities of Steamboat II, Silver Spur, and Heritage Park, and the existing western edge of the City of Steamboat Springs municipal boundaries. Public transit service will be extended to serve this project. Steamboat 700 has been designed to orient the higher residential densities surrounding proposed transit stops to encourage and facilitate convenient transit use. In addition, over 60% of the proposed dwelling units will be within a ¼ mile distance to a transit stop.</li> </ul>	
<b>2. Proximity to Water and Wastewater Infrastructure:</b>	
<b>Intent:</b> Encourage new development within and near existing communities in order to reduce multiple environmental impacts caused by sprawl. Conserve natural and financial resources required for construction and maintenance of infrastructure.	
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> Again, the property represents the vast majority of the area</li> </ul>	

<p>encompassed in the WSSAP. The community, through the adoption of the WSSAP, has determined that the City should grow into the Steamboat 700 site. The property is located immediately adjacent to the City of Steamboat Springs municipal boundaries. Urban services have already been extended through (the City constructed a waterline through the property about 12 years ago) and to the west of the site (Silver Spur, Steamboat II, and Heritage Park.</p>
<p><b>3. Imperiled Species and Ecological Communities:</b></p>
<p><b>Intent:</b> Protect imperiled species and ecological communities.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> A wildlife impact study has been initiated by the development’s wildlife consultant. Preliminary findings indicate that there are no endangered species or imperiled species on the property. Approximately 193 acres of the total project area, consisting of potential wildlife habitat, drainage and riparian areas and steep slopes will remain largely in their natural states.</li> </ul>
<p><b>4. Wetland and Waterbody Conservation:</b></p>
<p><b>Intent:</b> Conserve water quality, natural hydrology and habitat and preserve biodiversity through conservation of water bodies or wetlands.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> Every effort will be made to conserve existing water quality, natural hydrology and habitat through conservation and enhancement of the primary waterbody on site, Slate Creek. Other minor drainages and wetlands will be impacted only where necessary for street and trail crossings. Open space corridors along drainages help preserve habitat and wildlife corridors.</li> </ul>
<p><b>5. Agricultural Land Conservation:</b></p>
<p><b>Intent:</b> Preserve irreplaceable agricultural resources by protecting prime and unique farmland and forest lands from development.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> According to the project soils engineer, NWCC, the majority of the site’s soil is made up of shale and shallow depth to bedrock, which is soil not generally conducive to farming. Therefore, no prime or unique farmland is being lost (some dry wheat farming has occurred on the site in the past). Soil quality will actually be improved through the importing of topsoil. No forest lands are being impacted from development.</li> </ul>
<p><b>6. Floodplain Avoidance</b></p>
<p><b>Intent:</b> Protect life and property, promote open space and habitat conservation, and enhance water quality and natural hydrological systems.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> According to the FEMA maps, there is no floodplain designated for the project’s major drainage: Slate Creek. Despite this, a sizable buffer between Slate Creek and any development is designed into the plan and the only disturbance to Slate Creek will be required road crossings and potential waterbody enhancements, such as with the existing pond in the southwest portion of the site.</li> </ul>
<p><b>7. Brownfields</b></p>
<p><b>Intent:</b> Encourage the reuse of land by developing sites where development is complicated by environmental contamination, reducing pressure on undeveloped land.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> N/A</li> </ul>

<b>8. High Priority Brownfields Redevelopment</b>
<b>Intent:</b> Encourage the cleanup of contaminated brownfields sites in areas targeted for redevelopment.
➤ <b>Steamboat 700 Compliance:</b> N/A
<b>9. Preferred Location</b>
<b>Intent:</b> Encourage development within existing communities and developed places to reduce multiple environmental harms associated with sprawl. Reduce development pressure beyond the limits of existing development. Conserve natural and financial resources required for construction and maintenance of infrastructure.
➤ <b>Steamboat 700 Compliance:</b> The Steamboat 700 site is an infill site in a designated growth area per a City and County adopted Area Plan and within the Urban Growth Boundary (with minor adjustments on the north edge). The project fills in the gap that lies between the urban densities of Steamboat II, Silver Spur, and Heritage Park, and the existing western edge of the City of Steamboat Springs municipal boundaries.
<b>10. Reduced Automobile Dependence</b>
<b>Intent:</b> Encourage development in locations that exhibit superior performance in providing transportation choices or otherwise reducing motor vehicle use.
➤ <b>Steamboat 700 Compliance:</b> By virtue of a multiple transportation choices, including an extensive pedestrian/bicycle sidewalk and trail system (eventually connecting to the Yampa River Core Trail) and an expanded Steamboat Springs Transit service (which would likely provide at least 20 or more accessible transit rides per week day within a ¼ mile distance of over more than 60% of the dwelling units), the development will provide the opportunity for residents to reduce motor vehicle use. Further, with ample on-site recreational opportunities and inclusion of several mixed use areas throughout the site, there are additional methods for encouraging and reducing vehicle use. According to the Preliminary Traffic Study by Fox Higgins, total trips generated by the project on non-project roadways (US 40, Elk River Road, etc.) will be reduced by about 50% over national average automobile standards due to multi-modal transportation opportunities and mixed use development which will provide services that allow residents to stay within the development and not require use of US 40.
<b>11. Bicycle Network</b>
<b>Intent:</b> To promote bicycling and transportation efficiency.
➤ <b>Steamboat 700 Compliance:</b> A vast network of biking trails (approximately 10 miles of trails) is proposed throughout the property, including a perimeter trail adjacent to the outer boundary. An eventual connection with an extended Yampa Valley Core Trail is anticipated. Three commercial areas will be located throughout the community within easy biking distance from the neighborhoods.
<b>12. Housing and Jobs Proximity</b>
<b>Intent:</b> Encourage balanced communities with a diversity of uses and employment opportunities. Reduce energy consumption and pollution from motor vehicles by providing opportunities for shorter vehicle trips and/or use of alternative modes of transportation.

<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> At this stage, the plan proposes about 260,000 square feet of commercial space within the project in several locations throughout the site, providing employment opportunities for residents who wish to work close to home and who will have a shorter commute by car or by alternative modes of transportation, such as walking or biking.</li> </ul>
<p><b>13. School Proximity</b></p>
<p><b>Intent:</b> Promote public health through physical activity by facilitating walking to school. Promote community interaction and engagement.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> The Steamboat Springs School District currently owns 34 acres of property immediately to the west of the Steamboat 700 property that is targeted for a new school in the future. There has also been discussion with the school district about a location for a school within Steamboat 700. Continued discussion will take place during the public review process. Either location would provide the opportunity to have a school within convenient walking or biking distance for the majority of future students living at Steamboat 700.</li> </ul>
<p><b>14. Steep Slope Protection</b></p>
<p><b>Intent:</b> Minimize erosion to protect habitat and reduce stress on natural water systems by preserving steep slopes in a natural, vegetated state.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> The project preserves steep slopes (i.e. those over 30%, as defined in the WSSAP) in their natural, vegetated state.</li> </ul>
<p><b>15. Site Design for Habitat or Wetlands Conservation</b></p>
<p><b>Intent:</b> Conserve native wildlife habitat, wetlands and water bodies.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 has engaged biologists to make detailed wetland and wildlife assessments on the property. The findings of these assessments have been incorporated into the land plan, resulting in the preservation and enhancement of the site’s wetlands and waterbodies by including them within the project open space. Further, the project minimizes road crossings across wetland areas, while trying to meet other design goals of high levels of connectivity. Wildlife habitat is maintained through large open space buffers along waterbodies where wildlife can access the creek and movement corridors. Habitat will be improved through planned enhancements along Slate Creek.</li> </ul>
<p><b>16. Restoration of Habitat or Wetlands</b></p>
<p><b>Intent:</b> Restore wildlife habitat and wetlands that have been harmed by previous human activities.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> Wildlife habitat and wetland areas were degraded on the property by historical grazing activities. Steamboat 700 will restore many of these areas and protect them through designation as project open space. More information about planned enhancements will be provided with later submittals.</li> </ul>
<p><b>17. Conservation Management of Habitat or Wetlands</b></p>
<p><b>Intent:</b> Conserve native wildlife habitat, wetlands and water bodies.</p>
<ul style="list-style-type: none"> <li>➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 is planning to enhance the degraded</li> </ul>



riparian area along Slate Creek and do on-site mitigation of wetland disturbance. Both of these activities will require long term monitoring to ensure that the wetlands, and consequently, the riparian and wildlife habitat function as planned.

## II. Neighborhood Pattern & Design

### 1. Open Community

**Intent:** Promote communities that are physically connected to each other. Foster community and connectedness beyond the development.

- **Steamboat 700 Compliance:** New Victory Parkway will be extended through the site, connecting Steamboat 700 with other developments to the east and west. A new North/South Connector will be constructed through the site providing a direct route from US 40 to the northern boundary of Steamboat 700. Within Steamboat 700, strong connections will be provided internally between neighborhoods by “through” street connections, sidewalks along streets and soft surface trails. Further, all project sidewalks, trails and streets will be designated for full public use with no gated streets precluding access to any part of the site.

### 2. Compact Development

**Intent:** Conserve land. Promote livability, transportation efficiency, and walkability.

- **Steamboat 700 Compliance:** The Steamboat 700 land plan promotes compact development and land conservation. All of the residential and commercial development is located on half of the land, which allows a generous amount of open space (approximately 32%) and “livability” with over 28 acres of neighborhood and community parks. The extensive, 10 lineal miles of trails coupled with neighborhood sidewalks, bike lanes, and transit stops within walking distance of over 60% of the units provides an emphasis on multi-modal transportation efficiency. Several mixed use areas throughout the site will provide shopping, dining, resident-oriented services, and other retail opportunities.

### 3. Diversity of Uses

**Intent:** Promote community livability, transportation efficiency, and walkability.

- **Steamboat 700 Compliance:** Steamboat 700 will be a true mixed use community incorporating a variety of land uses throughout, but there will also be buildings that contain a variety of commercial and residential uses. Approximately 260,000 square feet of commercial space is anticipated in mixed use areas in three different locations within the development. These areas are within walking distance from the majority of residential units in the project. While it is too early to specify commercial uses, it is anticipated that many of the uses will support Steamboat 700 residents and, as such, will promote community livability and transportation efficiency and walkability by being within close proximity. The Preliminary Traffic Study estimates a high degree of trips to be contained on site through this mixed use approach.

### 4. Diversity of Housing Types

**Intent:** To enable citizens from a wide range of economic levels and age groups to live within a community.

- **Steamboat 700 Compliance:** One of the primary focuses of Steamboat 700, as stated in

the WSSAP, is to provide housing opportunities for a wide range of economic levels and age groups. There are 14 different types of housing/lot sizes in the Steamboat 700 Land Use Program. The goal of Steamboat 700 is to provide at least 20% of its housing units (between 367-448 units) that meet the City’s definition of Community Housing (i.e. those making up to 120% of the area median income). In addition, the project will strive to provide ample “attainable” market-rate opportunities (i.e. units with price points just above deed-restricted Community Housing options). Rental housing will also be available. It is anticipated that the area will be attractive to some second home owners as well, which is a well established market segment in Steamboat Springs and other mountain communities throughout Colorado.

**5. Affordable Rental Housing**

**Intent:** To enable citizens from a wide range of economic levels and age groups to live within a community.

- **Steamboat 700 Compliance:** It is the intent of the Steamboat 700 Community Housing Plan to provide affordable rental housing opportunities, along with affordable ownership opportunities, to meet a need within the community and to incorporate other economic and age groups within the development. At this stage, it is anticipated that the rental housing will be in the form of apartments within the mixed use core areas, which places them in close proximity to transit and also will help to enliven these areas with vitality. In addition, it is expected that a variety of individually owned units will be leased or rented on the open market.

**6. Affordable For-Sale Housing**

**Intent:** To enable citizens from a wide range of economic levels and age groups to live within a community.

- **Steamboat 700 Compliance:** Please see the Community Housing Plan section and the response to #4.

**7. Reduced Parking Footprint**

**Intent:** Design parking to increase the pedestrian orientation of projects and to minimize the adverse environmental effects of parking facilities.

- **Steamboat 700 Compliance:** Steamboat 700 is still in the conceptual design stage and has not yet done any specific site design for commercial and multi-family areas; however, Steamboat 700 supports the concept of designing parking to be sensitive to pedestrian facilities and to minimize the adverse environmental effects of parking facilities. More information on how this will be accomplished will be provided later in the Steamboat 700 Design Guidelines.

**8. Walkable Streets**

**Intent:** Provide appealing and comfortable pedestrian street environments in order to promote pedestrian activity. Promote public health through increased physical activity.

- **Steamboat 700 Compliance:** Streets are proposed to be designed to provide appealing and comfortable pedestrian street environments. Neighborhood streets include detached concrete sidewalks on both sides of the street with physical separation from the street by planting strip or gutter pan to promote comfortable and safe walking conditions. Local streets are designed for a maximum speed of 25 mph to not overwhelm the pedestrian

environment. The New Victory Parkway is designed for maximum speed of 35 mph and will also include four-foot wide bike lanes.

### 9. Street Network

**Intent:** Encourage the design of projects that incorporate high levels of internal connectivity and the location of projects in existing communities in order to conserve land, promote multimodal transportation and promote public health through increased physical activity.

- **Steamboat 700 Compliance:** At this preliminary stage, the vast majority of streets are internally connected streets. Thus, the project provides an extremely high level of internal street connectivity. The only places street connectivity is not provided are areas that preclude such connection due to steep slopes.

### 10. Transit Facilities

**Intent:** Encourage transit use and reduce driving by creating safe and comfortable transit facilities.

- **Steamboat 700 Compliance:** The preliminary transit plan is to extend Steamboat Springs Transit service to the project and create three transit stops within the project located at major intersections along the New Victory Parkway. At least two of the transit stops will be in the mixed use, higher density environment to provide convenient transit access to as many residents as possible. Although not yet designed, it is anticipated that well lit, partially enclosed shelters will be provided at each stop to provide safe and comfortable waiting areas. Sidewalks and trails will provide easy pedestrian access to and from the transit facilities.

### 11. Transportation Demand Management

**Intent:** Reduce energy consumption and pollution from motor vehicles by encouraging use of public transit.

- **Steamboat 700 Compliance:** Through superior project design, utilizing dense, compact development and orienting the highest density residential immediately surrounding transit stops (over 60% of the units are planned to be within ¼ mile of a transit stop), in addition to the free SST transit system, the elements are in place for easy use of public transit for residents.

### 12. Access to Surrounding Vicinity

**Intent:** Provide direct and safe connections, for pedestrians and bicyclists as well as drivers, to local destinations and neighborhood centers. Promote public health by facilitating walking and bicycling.

- **Steamboat 700 Compliance:** Connections to all adjacent properties, where physically feasible, are proposed. The perimeter trail system allows for non-vehicular access to all adjacent properties. All the neighborhood centers will have excellent vehicular and pedestrian and bicycle accessibility.

### 13. Access to Public Space

**Intent:** To provide a variety of open spaces close to work and home to encourage walking, physical activity and time spent outdoors.

- **Steamboat 700 Compliance:** Homes within all neighborhoods in the development will have convenient access to either a park, natural open space, or the extensive trail

network, (in some cases all of these will be conveniently accessible). Parks consist of neighborhood parks with playground and picnic facilities up to a larger community park with playfields and other facilities. The approximately 10 miles of trail circle the entire perimeter of the property and wind along all major drainage and open space corridors. Together, there are over 10 different parks proposed, consisting of a total of 28 acres, plus 193 acres of natural open space and trail corridors.

#### 14. Access to Active Spaces

**Intent:** To provide a variety of open spaces close to work and home to encourage walking, physical activity and time spent outdoors.

- **Steamboat 700 Compliance:** Steamboat 700 will have a primary community park with fields and sports activities and will work with the City Parks and Recreation Department to design and program the specific facilities. Other small, neighborhood parks will provide additional active areas. Finally, the trail system, to which the majority of units are within ¼ walking distance, will connect all of these park areas.

#### 15. Universal Accessibility

**Intent:** Enable the widest spectrum of people, regardless of age or ability, to more easily participate in their community life by increasing the proportion of areas that are usable by people of diverse abilities.

- **Steamboat 700 Compliance:** Universal accessibility will be addressed when the project moves into more detailed design.

#### 16. Community Outreach and Involvement

**Intent:** To encourage community participation in the project design and planning and involve the people who live in a community in deciding how it should be improved or how it should change over time.

- **Steamboat 700 Compliance:** The Steamboat 700 development team is committed to involving the community in the design and evolution of this project. Steamboat 700 owners and consultants have taken the following steps:
  - Conducted a scientifically valid survey of local citizens;
  - Conducted a series of focus group discussion with local residents;
  - Met with and will continue to meet with immediate neighbors and local public officials to solicit input on the proposed project;
  - Hosted an community open house in July 2007 to solicit input on the proposed project;
  - Modified the project design as a result of community input;
  - Worked directly with community groups and community leaders to discuss the project and listen to comments on project design;
  - Established a variety of communication tools, including a website for an ongoing means for communication between the developer and the community.

#### 17. Local Food Production

**Intent:** Promote community-based and local food production to minimize the environmental impacts from transporting food long distances and increase direct access to fresh foods.

- **Steamboat 700 Compliance:** At this conceptual stage, local food production has not yet been considered, but opportunities for individual food production will not be prohibited

in residential areas, including greenhouses in residential yards, balconies, patios or rooftops.

### **III. Green Construction and Technology**

#### **1. Construction Activity Pollution Prevention**

**Intent:** Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation.

- **Steamboat 700 Compliance:** Prior to construction a comprehensive construction site management plan will be devised that will adequately mitigate all of the above activities.

#### **2. LEED Certified Green Buildings**

**Intent:** Encourage the design and construction of buildings to utilize green building practices.

- **Steamboat 700 Compliance:** At this conceptual phase, no specific green building standards have been created. A sustainability plan with respect to vertical construction will be developed and shared with the community at a later stage in the process.

#### **3. Energy Efficiency in Buildings**

**Intent:** Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

- **Steamboat 700 Compliance:** At this conceptual phase, no specific green building standards have been created. Steamboat 700 will encourage the design and construction of energy efficient buildings - the sustainability plan with respect to vertical construction will be developed and shared with the community at a later stage in the process.

#### **4. Reduced Water Use**

**Intent:** Minimize water use in buildings and for landscape irrigation to reduce the impact to natural water resources and reduce the burden on municipal water supply and wastewater systems.

- **Steamboat 700 Compliance:** At this conceptual phase, no specific green building standards have been created. A sustainability plan with respect to water use in vertical construction will be developed and shared with the community at a later stage in the process. Also, landscape standards will be incorporated into the Steamboat 700 Design Guidelines requiring native planting and minimizing water use.

#### **5. Building Re-Use and Adaptive Re-Use**

**Intent:** Extend the life cycle of existing building stock, conserve resources, reduce waste, and reduce environmental impacts of new buildings as they relate to materials manufacturing and transport.

- **Steamboat 700 Compliance:** N/A

#### **7. Reuse of Historic Buildings**

**Intent:** Encourage use of historic buildings in a manner that preserves their historic materials and character.

- **Steamboat 700 Compliance:** N/A

<b>8. Minimize Site Disturbance Through Site Design</b>
<b>Intent:</b> Preserve existing tree canopy, native vegetation and pervious surfaces while encouraging high density, smart growth communities.
➤ <b>Steamboat 700 Compliance:</b> The conceptual land plan promotes minimizing site disturbance by avoiding sensitive environmental areas to the greatest extent practical and by conserving over 32% of the overall land as project open space.
<b>9. Minimize Site Disturbance During Construction</b>
<b>Intent:</b> Conserve existing natural areas and protect trees to provide habitat and promote biodiversity.
➤ <b>Steamboat 700 Compliance:</b> Prior to construction, a comprehensive construction site management plan will be devised that will adequately mitigate site disturbance during construction.
<b>10. Contaminant Reduction in Brownfields Remediation</b>
<b>Intent:</b> Encourage <b>brownfields</b> cleanup methods that reduce contaminant volume or toxicity and thereby minimize long-term remediation or monitoring burdens.
➤ <b>Steamboat 700 Compliance:</b> N/A
<b>11. Stormwater Management</b>
<b>Intent:</b> Reduce adverse impacts on water resources by mimicking the natural hydrology of the region on the project site, including groundwater recharge. Reduce pollutant loadings from stormwater discharges, reduce peak flow rates to minimize stream channel erosion, and maintain or restore chemical, physical, and biological integrity of downstream waterways.
➤ <b>Steamboat 700 Compliance:</b> Stormwater and snowmelt runoff from the project site and surrounding drainage basin currently drain to a series of natural drainageways, which flow seasonally and intermittently south to the Yampa River. Natural drainage corridors will be utilized to accommodate stream enhancements, stormwater management, park development, pedestrian trails, and passive open space. A comprehensive stormwater management plan will be developed for the project site to determine the existing hydrological and hydraulic characteristics and to incorporate the design, construction and maintenance of drainage system and stormwater quality features in accordance with the <i>City of Steamboat Springs Drainage Criteria Manual</i> ; including the use of natural swales and channels wherever possible. This management plan will serve to guide the development of stormwater improvements within each individual parcel as well as regionally, to ensure a comprehensive, coordinated approach to managing drainage from the entire site.
<b>12. Heat Island Reduction</b>
<b>Intent:</b> Reduce heat islands to minimize impact on microclimate and human and wildlife habitat.
➤ <b>Steamboat 700 Compliance:</b> Further information on a mitigation plan for heat island effect will be provided with later submittals.
<b>13. Solar Orientation</b>
<b>Intent:</b> Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies.
➤ <b>Steamboat 700 Compliance:</b> The majority of the site enjoys good solar orientation for

both passive and active solar strategies.
<b>14. On-Site Energy Generation</b>
<b>Intent:</b> Reduce air, water, and land pollution from energy consumption and production by increasing the efficiency of the power delivery system. Increase the reliability of power.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this and respond further with a later submittal.
<b>15. On-Site Renewable Energy Sources</b>
<b>Intent:</b> Encourage on-site renewable energy self-supply in order to reduce environmental and economic impacts associated with fossil fuel energy use.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this and respond further with a later submittal.
<b>16. District Heating and Cooling</b>
<b>Intent:</b> Reduce air, water, and land pollution resulting from energy consumption in buildings by employing energy efficient district technologies.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this and respond further with a later submittal.
<b>17. Infrastructure Energy Efficiency</b>
<b>Intent:</b> Reduce air, water, and land pollution from energy consumption.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this and respond further with a later submittal.
<b>18. Wastewater Management</b>
<b>Intent:</b> Reduce pollution from wastewater and encourage water reuse.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this and respond further with a later submittal.
<b>19. Recycled Content in Infrastructure</b>
<b>Intent:</b> Use recycled materials to reduce the environmental impact of extraction and processing of virgin materials.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this and respond further with a later submittal.
<b>20. Construction Waste Management</b>
<b>Intent:</b> Divert construction and demolition debris from disposal in landfills and incinerators. Redirect recyclable recovered resources back to the manufacturing process. Redirect reusable materials to appropriate sites.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this.
<b>21. Comprehensive Waste Management</b>
<b>Intent:</b> Reduce the waste hauled to and disposed of in landfills. Promote proper disposal of office and household hazardous waste streams.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 will look into the feasibility of this.
<b>21. Light Pollution Reduction</b>
<b>Intent:</b> Minimize light trespass from site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on nocturnal environments.
➤ <b>Steamboat 700 Compliance:</b> Steamboat 700 is committed to reducing light pollution through use of appropriately sized and designed lighting and using only the minimum amount of lighting to accomplish lighting needs throughout the project. More detail on our plan for doing this will be provided with future submittals.

## XV. ANNEXATION PROCESS & PRE-ANNEXATION AGREEMENT

At the Pre-application Review stage, which is the next step in the process after this Initial Submittal, Steamboat 700 will initiate the formal land use review process and will also submit an annexation petition, annexation map and a proposed pre-annexation agreement. Once the City determines, if appropriate, by resolution that the petition is in substantial compliance with the provisions of section 31-12-107, C.R.S. and eligible for annexation, Steamboat 700 will formally request consideration of the conceptual land use plan and program through the City pre-application process. As part of the process, an Annexation Impact Report will be submitted and considered by the Board of County Commissioners.

The detailed terms of the pre-annexation agreement, which Steamboat 700 and the City will negotiate and finalize prior to the City's final action on annexation, will include, in addition to the land use plan and program, transportation, community housing, public infrastructure and financing components and other elements. Although under section 31-12-108, C.R.S., the City must schedule a public hearing on the petition's eligibility for annexation, neither the annexation nor the pre-annexation agreement will become effective unless and until the City acts to adopt an annexation ordinance, and all parties have agreed on the pre-annexation agreement. Ideally, the public hearing to consider the second reading of the annexation ordinance and pre-annexation agreement will occur on the same evening.

Section 26(g) of the Community Development Code provides that no petition for annexation of land shall be reviewed or approved until the petitioner and the City have negotiated and entered into a Pre-Annexation Agreement. The purpose of the Pre-Annexation Agreement is to govern the "proposed development of the land proposed for annexation, the timing and phasing of such development, provisions regarding the construction and maintenance of the infrastructure required to serve such land, pre-existing vested property rights and such other matters as the City shall deem appropriate." It is proposed that the Pre-Annexation Agreement be negotiated and agreed to no later than the date of final reading of the annexation ordinance and that the Pre-Annexation Agreement also be approved by ordinance of the City. In addition to the matters above, it is anticipated that the Pre-Annexation Agreement would include these provisions:

- (a) Approving the major components of the Steamboat 700 Concept Plan, including a community housing plan, a parks, open space and trails plan, a transportation plan, conceptual land use plans and program, including vested and minimum development density specifying vested residential units and commercial and industrial square footage.
- (b) The anticipated duration of the Pre-Annexation Agreement, which is expected to be not less than 25 years.
- (c) The commitment of the City to agree to the formation of the Districts as described above.
- (d) The commitment of the City to contribute to the cost of the Highway 40 improvements and to the New Victory Parkway infrastructure financing as agreed by the parties.
- (e) Other terms and provisions normally included in a pre-annexation agreement of this type.

An Annexation Plat Map has been prepared by Emerald Mountain Surveys. It has been determined that more than 1/6 of Steamboat 700's boundary is contiguous with the current City boundary, meeting statutory requirements.