

FOCUS TEAM WEEKLY REPORT

Review: Week of February 14 – 18, 2022

- Housing & Non-Residential Demand #1 – February 14, 2022
- Natural and Built Sustainability #3 – February 15, 2022
- Infrastructure #3 – February 16, 2022
- Urban Design #2 – February 16, 2022
- Stewardship & Project Economics #1 – February 16, 2022

Combined Focus Team Attendance Total: ~120

Top 10 things we heard

- Brown Ranch should provide a “mosaic of housing” (many different types of housing so there is opportunity for mobility from one housing type to another as personal circumstances change).
- This project should prioritize the “cliff effect” families and middle-income residents. The gap is only widening between low and high income, but Steamboat is losing working class employees because there is not a good solution for that middle ground - and the middle ground is disappearing.
- Deed Restrictions are a polarizing issue and must be explored in-depth as a long-term affordability (stewardship) mechanism.
- Homebuyer education will be an important part of implementing the vision at Brown Ranch.
- Density should be a guiding philosophy: concentrated density comes with more open space, shared and conserved resources, and opportunities to connect with neighbors.
- Design to conserve natural resources. For example, Brown Ranch should be a low flow development. To conserve energy, consider use of ground source heat pumps.
- Consider strategies to retain western heritage/character of the site. For example, consider preserving barn and horse stable and use for 4H or riding lessons, community farm, etc. Partner with CSU Extension. Community gardens could be great to build community. Also allows for higher density development where people can still have their own gardens.
- Design of Brown Ranch should incorporate and tie into the things we like about other parts of Steamboat Springs and Routt County. For example, people love the walkability and human, “pedestrian scale” of Old Town Steamboat, its neighborhood feel, and that it contains an eclectic diversity in architectural styles.
- Focus on strategies that reduce car traffic, and promote connectivity: Provide everyday amenities (childcare, grocery, medical, etc.) within the site; Make walking, biking, and transit the easiest option; prioritize safety for pedestrians and cyclists; provide a transit center within the site.
- Be sure that transportation corridors are connected to the rest of town. People who live at Brown Ranch should be able to safely access the rest of town.

Top things we learned

- Grided streets create redundancy, resiliency, and are safer! Street grids also allow for greater density.
- We have an opportunity to shift the current local transportation paradigm : design roads for community, not 1950s highway standards
- Each week, we're hearing overall support for high density development that leaves plenty of room for meaningful open space.
- The people who attend the Demand & Economics/Stewardship meetings are having similar conversations and it would be valuable to merge those groups.

Look Ahead: Upcoming Topics:

- Housing & Non-Residential Demand Meeting #2 (Feb. 21): Total Demand Today and Future Demand by RCLCO
- Sustainability Meeting #4 (March 1): Sustainability mandates for other Focus Teams
- Project Economics and Stewardship Meeting #2 (Feb. 23): Guiding Stewardship (long-term affordability) Principles by Willa Williford.
- Urban Design Meeting #3 (Feb 23): Building Typologies, Mobility Systems, & Parking
- Infrastructure Meeting #4 (Feb 23): Energy Options & Efficiency

Necessary Cross-Collaboration w/other Focus Teams:

- From Sustainability to Urban Design:
 - for lowest amount of water use possible: low flow, drought tolerance, xeriscaping, etc.
 - Each week, we're hearing overall support for high density development that leaves plenty of room for meaningful open space.
- From Sustainability to Infrastructure: Lots of interest in ground source heat pumps!
- From Urban Design to Sustainability: what are best practices for minimizing light pollution?
- From Infrastructure to Policy/Stakeholders:
 - If we propose different street standards, will require policy change with City. Process: City rights of way: community can dictate. City is re-doing roadway standards and street sections in 2022 and would like public input. Great opportunity to engage!
 - Regional Transportation Authority will go before voters in November.
 - Tough discussion looming: BR \$\$ contribution to Highway 40 expansion. Start those conversations early.
- From Infrastructure to Urban design:
 - grided streets create redundancy, resiliency, and are safer!
 - design multimodal roads: personal at human scale.
- From Demand to Project Economics & Urban Design: Demand is going to change over time. Public input so far has suggested we should reserve some land for development in the future.