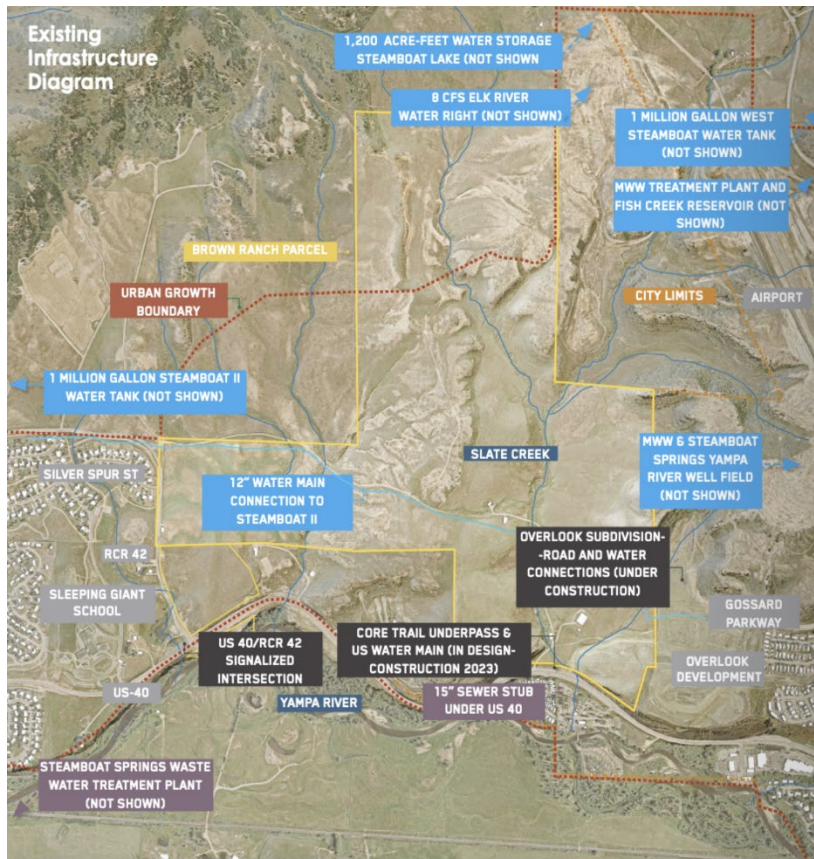




Brown Ranch Community Development Plan

Issue Areas: Streets and Transit



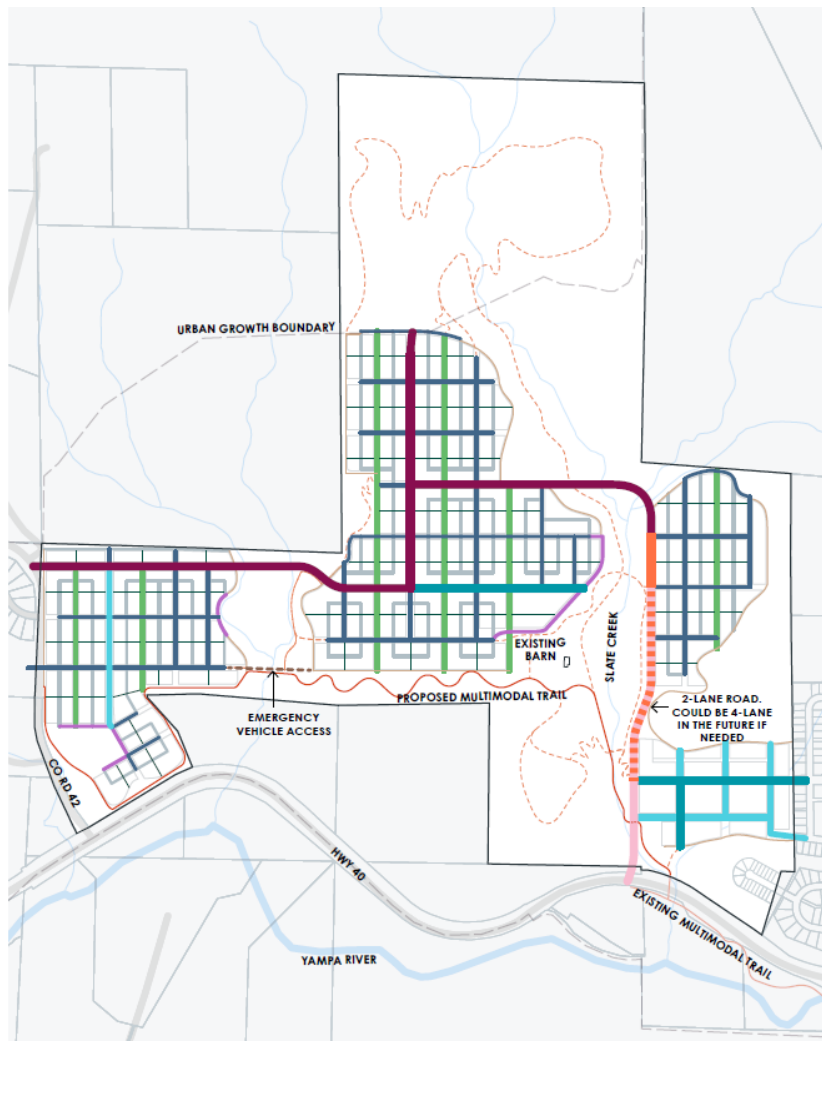
Background/History: The Yampa Valley Housing Authority (YVHA) spent a year in 2022 engaging the community to understand local housing needs, as well as community members' hopes and concerns about Brown Ranch. To date, YVHA has connected with over 3,300 community members. YVHA paired this unprecedented community input with technical study by local and national experts and consultants. The result is the *Brown Ranch Community Development Plan*, a comprehensive vision to guide development of the Brown Ranch. The Plan is available for review [using this link](#). As the Brown Ranch Annexation Committee (BRAC) members discuss topics integral to the annexation agreement, it is important to include the priorities already identified by the community during the Brown Ranch community outreach efforts, as well as sustainability and health equity measures YVHA has built into the vision for Brown Ranch.

This paper includes highlights from the *Brown Ranch Community Development Plan* and *Health Equity Action Plan*. More information can be found on the Brown Ranch website: www.brownrachsteamboat.org

STREETS

Brown Ranch Community Development Plan - Mobility Guiding Principles (p. 64)

- PEOPLE FIRST
 - Design for people before cars by prioritizing safe and comfortable pedestrian, bike, and transit infrastructure.
 - Locate a transit stop or hub within a ½ mile of all homes.
 - Implement a gridded street network to reduce street widths and improve walkability.
 - Provide designated bike lanes throughout the neighborhoods, connected to the multimodal trail.
 - Provide a network of pedestrian-focused spaces (greenways) that connect to the multimodal (Core) trail.
- ACCESS
 - Ensure safe and clear access throughout the neighborhood for people with a range of physical, visual, and auditory abilities.
 - Minimize street slopes where possible to accommodate a range of physical abilities.
 - Prioritize 5% maximum slope in neighborhood centers, especially areas adjacent to transit stops.
 - Provide accessible pedestrian signals at intersections within neighborhood centers.
 - Provide a multi-modal trail that is a maximum of 5% slope and provide wayfinding maps to identify routes through the community that are 5% or less, to the greatest extent possible.
- CONNECTIVITY
 - Provide easy and intuitive connections from all homes to the neighborhood centers, school site, transit stops, multi-modal trail, and parks and open spaces.
 - Use a grid network to facilitate easy connections from all homes, and create multiple options for routes.
 - Distribute neighborhood centers, transit stops, and parks to allow access within ¼ mile from all homes.
 - Create shared streets, or woonerfs,* along key edges that front community park space. *woonerf: a Dutch term which means a circulation area shared by pedestrians, wheeled users, and vehicles, and accessible to surrounding uses.
- EDGES
 - Create a trail network along the perimeter of development areas to navigate wildland urban interfaces.
 - Provide a fire-break between undeveloped areas and housing for fire fighting management.
 - Create a space for people to visually connect to nature while protecting wildlife habitat.
 - Provide a gradual, flexible transition from the grid of the developed portion of the site to the undeveloped, natural portion of the site.



Brown Ranch Community Development Plan - Street Hierarchy and Street Sections (p. 66)

The Brown Ranch street network is designed to prioritize safe pedestrian and bicycle circulation over vehicle speeds through the site. Multiple smaller streets with slower speeds are provided in lieu of arterials that prioritize car speed. Prioritizing pedestrian, bicycle, and transit circulation requires a shift in thinking about vehicle movement through neighborhoods. The measure of success should not be the speed that the vehicles can pass through the space, but rather the number of residents that choose to walk, bike or take transit for daily trips, as well as the elimination of vehicle collisions with pedestrians and cyclists.

The proposed street hierarchy relies on multiple smaller streets to accommodate traffic rather than arterials that allow for fast vehicle movement. This grid of smaller streets creates redundancy in the system, providing multiple options for emergency vehicles while limiting traffic volumes on any one street.

Following are pages 117- 122 of the *Community Development Plan* showing example proposed street sections at Brown Ranch. Please note, YVHA is committed to working with the City on mutually agreeable street sections.

CONNECTOR

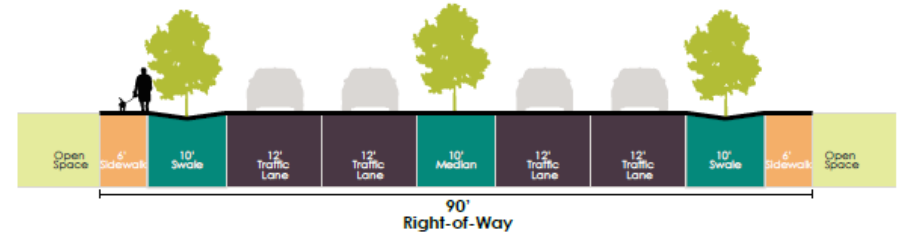
Connector streets balance through-travel needs with access to local property. Brown Ranch's connector streets will see the highest traffic volumes, connecting Highway 40 to the west side of the site as well as a future connection to the north. The varied street sections are reflective of anticipated traffic volumes and adjacent land uses.

The Connector Four Travel Lanes is the street type at the entry of the site, running from Highway 40 to the main street of Neighborhood A. This is the only four-lane segment within the community. Due to the larger volumes anticipated, on-street parking will not be provided nor will bike lanes. Instead, adjacent off-road trails will accommodate bikes.

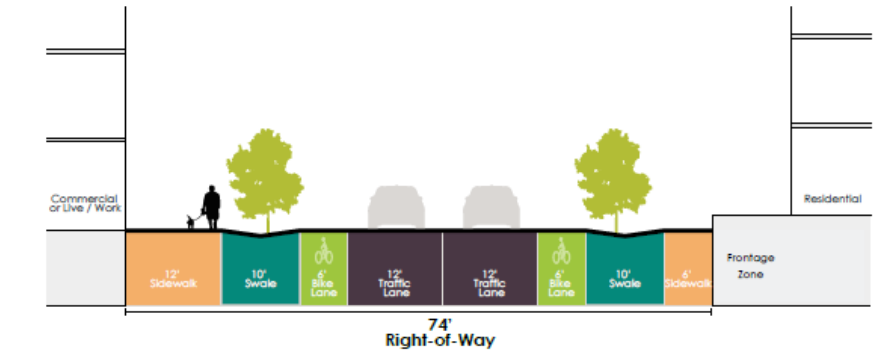
The Connector Residential street type is the most common connector street in Brown Ranch. This section has on-street bike lanes, and a detached sidewalk. On-street parking is not provided. The Connector Residential 2 street type is similar, however it provides on-street parking due to the adjacent land uses and destinations.

Each connector street type will feature large swales for landscape, snow storage, and water quality.

Note: At full build-out, four travel lanes will be needed up to the middle of Neighborhood B. The dashed line area should be two travel lanes initially to align with the scale of build-out, but be designed for easy expansion to four lanes once the traffic loads require it.



CONNECTOR FOUR TRAVEL LANES
CITY STREET STANDARDS: BOULEVARD - NO MEDIAN



CONNECTOR RESIDENTIAL
CITY STREET STANDARDS: CONNECTOR



CONNECTOR RESIDENTIAL 2
CITY STREET STANDARDS: CONNECTOR - PARKING ON BOTH SIDES

NEIGHBORHOOD STREET VILLAGE CORE

Streets within commercial zones, or village cores, should be highly walkable and more urban in character. These streets have a sidewalk and amenity zone combined into a larger space. Curbs and gutters define the space between vehicles and pedestrians.

The Village Core Without Bike Lanes street type will provide narrow travel lanes, on-street parking, and a wide sidewalks and pedestrian zones. The pedestrian zone is wide enough to accommodate walking, street furniture, bike racks, lighting, and other streetscape elements. The Village Core With Bike Lanes is similar, but is wider to accommodate bike lanes. Space for snow storage is not provided within these street types and will need to be plowed to strategic nearby locations, to be identified during design.



VILLAGE CORE WITHOUT BIKE LANES
CITY STREET STANDARDS: NEIGHBORHOOD STREET I



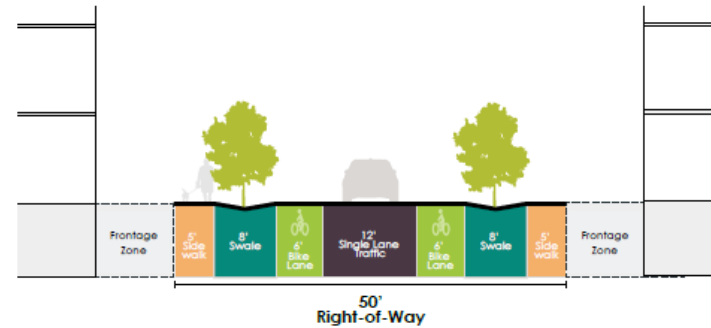
VILLAGE CORE WITH BIKE LANES
CITY STREET STANDARDS: NEIGHBORHOOD STREET I - BIKE LANE

NEIGHBORHOOD STREET & ALLEY

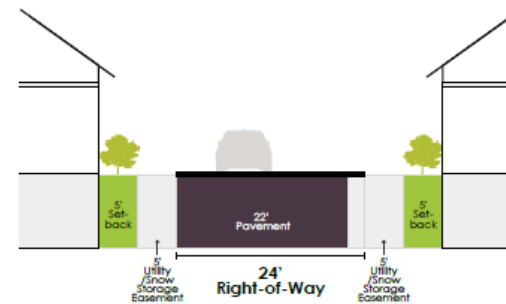
Local neighborhood streets provide direct access from collector streets to properties. The primary purpose of these streets is to provide access to private properties.

Neighborhood streets and alleys are the most common street types in Brown Ranch, knitting together much of the neighborhood fabric. The Neighborhood Street type minimizes pavement as much as possible and gives more space to bikes. Swales are provided for snow storage and detached sidewalks line all neighborhood streets. On-street parking is not provided.

The Neighborhood Alley Woonerf provides alley access but also creates a comfortable pedestrian environment with landscaping within the setback. Snow storage is not provided and needs to be accommodated at the ends of the alleys.



NEIGHBORHOOD STREET
CITY STREET STANDARDS: NEIGHBORHOOD STREET III - BIKE LANES

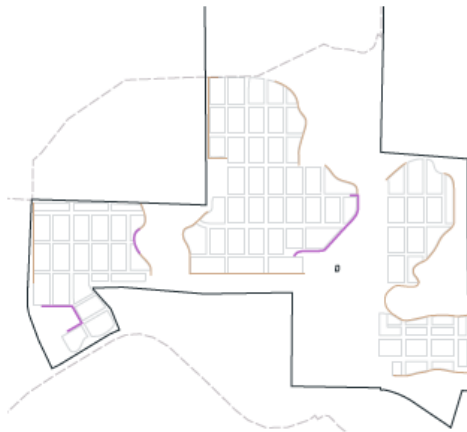


NEIGHBORHOOD ALLEY WOONERF
CITY STREET STANDARDS: LANE

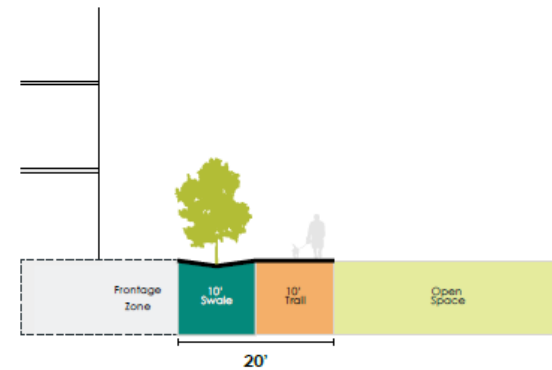
EDGE CONDITIONS

Edge conditions are a critical component of wildfire protection for mountain communities.

Brown Ranch's edge conditions provide publicly accessible spaces around all development zones. The Woonerf Edge condition has a pavement zone that prioritizes pedestrians and bikes but is also open to cars. A wide landscape/swale provides a buffer and space for snow storage and water quality. The Trail Edge only provides space for bikes and pedestrians while also having space for snow storage.



WOONERF EDGE
CITY STREET STANDARDS: NEIGHBORHOOD STREET III - BIKE LANES

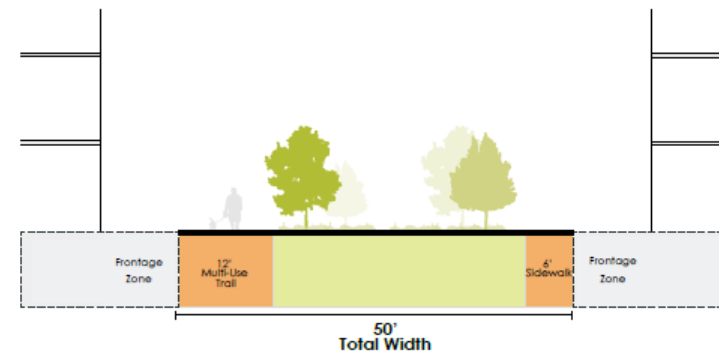


TRAIL EDGE
CITY STREET STANDARDS: LANE

GREENWAY & SEASONAL MIDBLOCK PATH

Providing more green space and connections through neighborhoods increases health, wellness, and overall walkability of a community.

The Greenways throughout Brown Ranch improve access to community-oriented green space and increase mobility options. These spaces are within two to three blocks of all residents. These spaces can be programmed for activation while also improving safe mobility options. The Seasonal Midblock Paths are optional paths to improve connectivity in key areas, especially to schools and other destinations.



— GREENWAY



— SEASONAL MIDBLOCK PATH
CITY STREET STANDARDS: BACK COUNTRY TRAIL

INTERSECTIONS & TRAFFIC VOLUMES

The Brown Ranch intersection design will prioritize the safety of pedestrians, bicyclists, and transit users.

The intersections at Brown Ranch will feature a combination of roundabouts, stop control, and traffic signals to provide safe and efficient operations while promoting traffic calming.

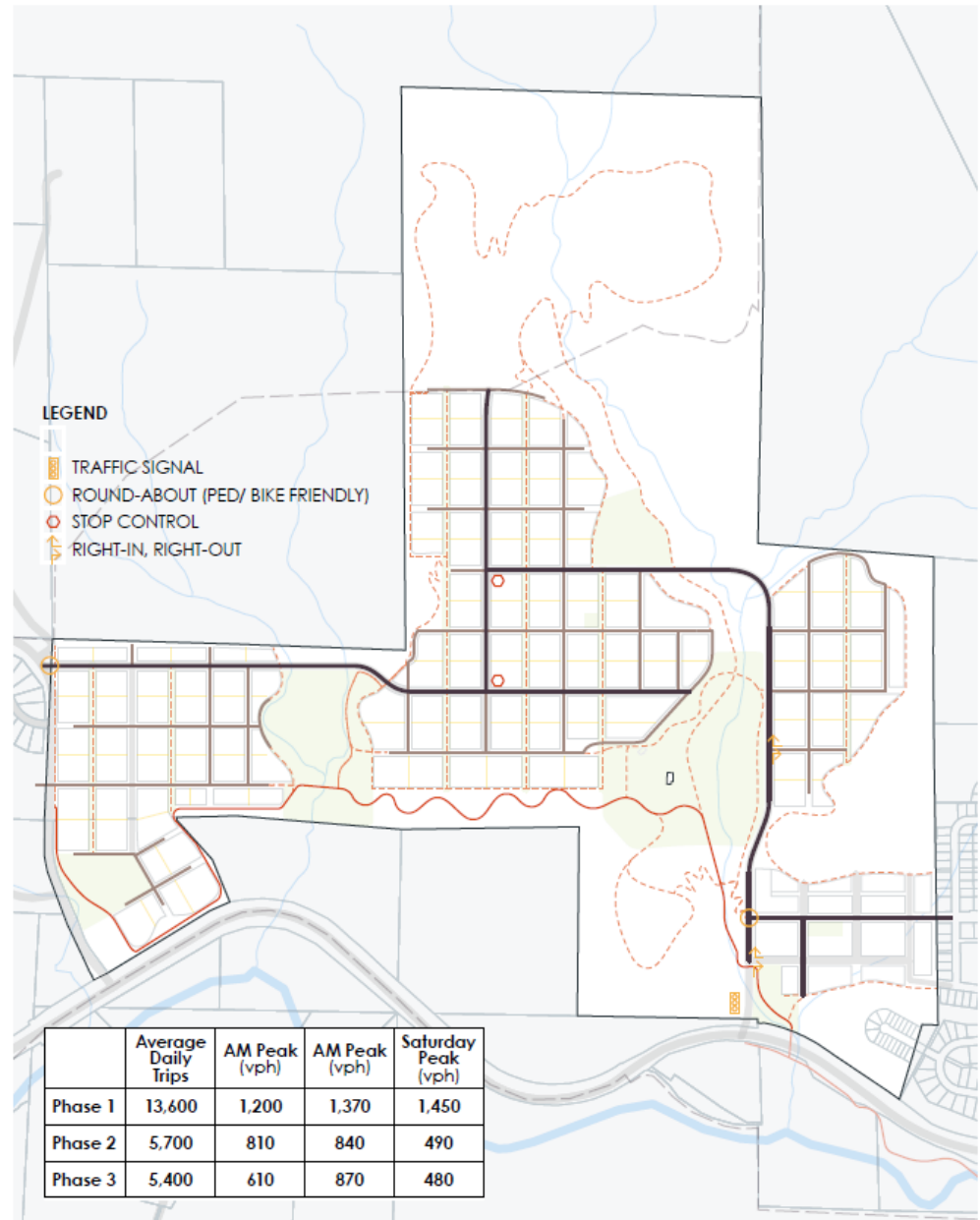
The following strategies should be considered when developing detailed traffic design:

- Raised crosswalks simplify roadway crossings for pedestrians (particularly for strollers, wagons, people with disabilities). They also serve as traffic tables to slow traffic at intersections.
- High profile crossings should be supplemented with Rectangular Rapid Flashing Beacons (RRFB) for additional visibility and safety, especially along busier vehicle segments.
- Right-in, right-out intersections can facilitate traffic flow without widening intersections by adding turn lanes, and should be considered wherever possible.

Roundabouts should be considered where high vehicle volumes would require turn lanes, as the roundabouts can provide shorter crossing distances. However, the roundabouts should be designed to prioritize pedestrian and bicycle safety, with continuous sidewalks, raised crossings, and possibly separate bike lanes. See the Massachusetts Department of Transportation example below:



These strategies are general considerations for the the Brown Ranch. Creating a mobility network that truly prioritizes safety requires more than just design guidelines. The "Vision Zero Network" provides a framework for designers, policy makers and public health officials, as well as local community groups and stakeholders to collaborate on specific solutions, and should also be considered as an approach for Brown Ranch and beyond.



Brown Ranch Community Development Plan - Parking Strategy (pp. 124-125)

“The proposed design for Brown Ranch uses a “District Parking” strategy to balance individual car ownership with the larger community goals tied to transit, bike, and pedestrian infrastructure. Solving for parking is often one of the biggest factors shaping housing developments. America has eight parking spaces for every car. These spaces and drive aisles consume enormous amounts of land and add significant cost to development, which are ultimately passed on to the residents. The design for Brown Ranch assumes that all homes will have direct access to one covered parking space, but that the second parking space, if provided, will be located in a common surface parking lot that may not be directly adjacent to the home it serves. The total parking ratio provided at Brown Ranch will be approximately 1.6 spaces per unit, with smaller homes having one dedicated parking space, and larger homes having two spaces. This ratio was derived from YVHA’s experience with parking space utilization in current properties, and is allowed for in the zoning code through the provision for deed restricted or workforce housing. Investing in a robust transit network with the features described in the Transportation Demand Management (TDM) plan and ensuring that critical services and amenities are provided on site within walking or biking distance of homes, will reduce reliance on car use and allow the proposed parking ratio to adequately address the need.

Parking for the school and fire station will be provided on their sites. Parking for other nonresidential uses at Brown Ranch such as retail, office, and the work portion of live/work will be provided as aggregated on-street parking in the Neighborhood Core, mixed-use portions of the neighborhoods.”

WHY DISTRICT PARKING?

- **Flexibility** - It is impossible to predict the Brown Ranch parking needs 50 years from now, but aggregating parking into lots separate from housing allows changes in parking needs to be addressed at a community scale rather than forcing individual property owners to take on this burden. It also allows for the possibility of developing these sites in the future, should housing needs expand and car reliance dwindle.
- **Affordability** - Structured parking, whether it’s in a shared garage of an apartment building or in a small individual garage serving single family attached or detached units, is very expensive to build. Reducing the number of covered spaces provided will reduce the cost of housing. Surface parking in a district lot could be dedicated to a specific property as part of the deed, or be held by the Housing Authority and be leased on a monthly basis. If the parking is leased, the costs can be adjusted to align with the AMI of the tenant. Tenants can lease parking spaces based on their needs, which may change over time.
- **Sustainability** - District lots have the potential to become carbon-free energy generators by extensively covering the lots with solar panels owned by YVHA, a district energy association, or energy provider.

Note: For streets on which on-street parking is allowed, YVHA intends to comply with the City’s existing on-street parking rules and seasonal restrictions. YVHA recommends private maintenance of residential surface parking areas. YVHA recommends the City of Steamboat Springs maintains all streets and alleys.

PARKING STRATEGY

DISTRICT PARKING RECOMMENDATIONS

District parking lots should be located in a way that minimizes the impact to the neighborhood while providing adequate access to the parcels they serve.

- District lots should not be located in active street use zones and ideally not front onto greenways.
- Their size should be limited to approximately 1/4 of the total parcel area on a block.
- They should be located throughout the neighborhood such that all the parking for Lincoln blocks occurs within the Lincoln blocks, and the parking for the Oak blocks occurs within the Oak blocks.
- Current zoning should be revised to allow flexibility with this strategy, while still discouraging large full-block parking lots.
- District parking lots can provide an excellent opportunity for large installations of community photovoltaic solar panels.



TRANSIT

Brown Ranch Community Development Plan – Transportation Demand Management (P. 123)

Providing safe, convenient access to public transit is a critical part of the Transportation Demand Management (TDM) plan for Brown Ranch. YVHA's long-term goal is to ensure all residents are within ½ mile of a transit stop. At full build-out, that would require three transit stops, as well as the proposed transit hub in Neighborhood A. In the short and mid-term, one transit stop, plus a "demand response micro transit system" like the City's Yellow Line, would be an appropriate solution. See excerpts below from the Brown Ranch Transportation Demand Management Plan for additional explanation and details.

"Transportation Demand Management (TDM) is a set of strategies aimed at providing a range of choices for mobility, and reducing reliance on cars. It is a critical component in achieving health equity, reducing air pollution, and reducing traffic congestion. The TDM plan for Brown Ranch builds on surveys conducted by the City of Steamboat Springs, Focus Team discussions, and best practices for bikable, walkable communities. It relies on an urban design framework with a connected grid and a program that includes neighborhood serving commercial and community spaces that reduce trip generation outside of Brown Ranch."

The TDM plan includes a transit hub, transit stops, amenities that promote biking and walking, and a range of programs and strategies that encourage walking, biking, and transit as the preferred modes for residents.

TRANSIT HUB - Brown Ranch will provide one transit hub for local/ regional/ shuttle bus connections in the town core developed as part of Neighborhood A. The transit hub should include amenities to encourage use of public transit and other mobility options that reduce reliance on single occupancy vehicles. The transit hub should include the following:

- An Americans with Disabilities Act (ADA) accessible transit building with restrooms, indoor waiting area, and a real-time posted transit schedule.
- Secure, covered bike parking.
- Bicycle repair stations and e-bike charging stations.
- Small parking area for deliveries, carpool/ vanpool waiting areas, ADA parking, and carshare parking spaces.
- Bikeshare and/ or scooter-share station.

TRANSIT STOPS - The Community Development Plan proposes three transit stops will be located in Brown Ranch in addition to the transit hub. These stops should also incorporate amenities to encourage use of transit including:

- Covered bus shelter with ADA accessibility, seating, trash bins, transit signage, pedestrian scale lighting, and posted transit schedule (preferably real-time).
- Bus pullout from roadway.
- Secure bike parking.

NON-TRANSIT AMENITIES

Transportation amenities should be distributed throughout the site, not just in close proximity to transit. TDM amenities should be available at all places of employment, key destinations, and residential centers. Suggested amenities include:

- Secure bicycle parking, preferably covered.
- Direct, detached sidewalk.
- Landscaping to encourage sense of place and pleasant multimodal travel conditions.
- Traffic calming features as applicable.
- Bikeshare access
- End-of-trip facilities such as showers, personal lockers, changing spaces, etc.

ADDITIONAL TDM RECOMMENDATIONS

The following programs are recommended for Brown Ranch to encourage pedestrian, bicycle, and transit travel:

- Unbundle the parking associated with residential rental units.
- Eliminate or reduce free parking.
- Provide wayfinding for cyclists and pedestrians.
- Support Steamboat Spring's free transit system.
- Provide real-time transit data.
- Shuttle services to major employers, ski resort, etc.
- Market the benefit of alternative travel.
- Offer bicycle safety classes.
- Hold multimodal awareness events.
- Meet the City's EV readiness plan / charging capability goals.

Brown Ranch Health Equity Action Plan – pp. 31 and 40

In addition to the Community Development Plan, YVHA partnered with community-based organizations to create the *Brown Ranch Health Equity Action Plan* so all residents, regardless of their income, background, or social position, will be able to achieve their full health potential as a result of the services, amenities, and housing stability provided at Brown Ranch. [A draft of the plan can be found here.](#) “Mobility for all ages and abilities” is a key goal identified in the plan. Actions to achieve that goal include:



- “Provide/promote car sharing in the neighborhood, provide car sharing spaces in new buildings.”
- “Provide a new bus stop and shuttle service within Brown Ranch supported by transit centers, through coordination with the bus operator.”
- “Provide bike, scooter, and adaptive bike sharing options within Brown Ranch, coordinate with transit hubs.”