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July 12, 2023

City of Steamboat Springs Planning
137 10th St
Steamboat Springs, CO 80487

RE: Variance for Lot 1 Indian Meadows Hotels Development Plan
FPSE Job No. 1448-005

Dear Planning Department,

Four Points Surveying and Engineering is pleased to provide this variance as part of the development for two hotels located within a vacant property known as LOT 1 INDIAN MEADOWS F3. Lot 1 is 3.875 acres and zoned Community Commercial (CC). The Owner, Gray Stone, LLC, is submitting a concurrent application for a preliminary plat to split the parcel in an east-west direction.

Holiday Inn Express

The Holiday Inn Express is designed with 90 guest rooms and 9 employee units with 86 dedicated parking stalls. The parking lot and accesses are outfitted with stormwater treatment controls including rain gardens, water quality swales, and grass buffers. Some of the parking stalls will be utilized as snow storage areas during the winter months (see parking stall calculations and breakdown on sheet C1). The development plan includes an amenity area for guests, staff patio, building access/exits on all four sides of the hotel, a dumpster enclosure and bike racks. The Holiday Inn Express incorporates employee housing as part of the proposal.

Hotel B

Hotel B is designed with 73 guest rooms and 66 dedicated parking stalls. The parking lot and accesses are outfitted with stormwater treatment controls including rain gardens, water quality swales, and grass buffers. Some of the parking stalls will be utilized as snow storage areas during the winter months (see parking stall calcs and breakdown on sheet C1). The development plan includes an amenity area for guests, staff patio, building access/exits on all four sides of the hotel, a dumpster enclosure and bike racks are provided.

Specific to CDC 438(G), the primary parking lot has been located behind the proposed building (if US40 is the reference) and to the side of the proposed building (if Stone Lane is the point of reference) as required by CDC 438(G). In order to address the potential interpretation that the proposed parallel parking along the frontage access does not conform to CDC 438(G), we offer the following justification related specifically to the requirements contained in CDC 438 (G), which the design team believes is met:

1.b Surface parking shall not be the primary presence along such street frontage

The required primary parking area is located behind and to the side of the proposed hotel as required by CDC 438 (G). The proposed modification of an existing frontage road to comply with complete streets criteria and Engineering Standards includes parallel parking as a component of the street form along with landscaping, sidewalk, street trees, street lights, and vehicular drive lanes. The parking is complementary to these many elements and does not constitute a primary presence.

1.c. Surface parking shall be screened from public streets by ...landforms,...and landscaping

The area between US40 and the frontage access parallel parking has significant separation from the highway that is comprised of a large ditch/wetland area and fairly dense willow and cottonwood vegetation. As part of this proposal, street trees will be added along the frontage access and the existing sidewalk to complement the existing street lights. These improvements will serve to further screen the parallel parking from visibility and integrate it into the built environment, so the parking does not appear as the primary purpose of the access road infrastructure.

And finally based on the General Criteria for Approval for variance as stated in CDC 719.D:

1. Variance will not injure or adversely impact legal conforming uses of adjacent property

The presence of parallel parking along the frontage access road will have little to no impact on adjacent properties. The through lane width of the proposed access road will conform with requirements of the Engineering Standards for street lane width allowing for equal access to what is currently provided per the requirements of the existing access easement. The existing access easement dedication benefiting Storm Peak Apartments contains no restrictions for inclusion of the proposed improvements.

2. Variance is compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans

The variance appears to be compatible with many of the policies of the Community Plan including CD-1.4 encouraging high quality site planning as it relates to providing pedestrian and street connections and CD-1.5 by providing infill that is contextually appropriate to the surrounding neighborhood. Overall, the proposed design addresses the requirements of the US40 East Access Control Plan.

3.b. Variance application meets the criteria for an acceptable alternative as the alternative (i) achieves a result that is equal to or better than the code standard to which a variance is being sought; and (ii) The purpose and intent of the code standard will not be achieved by strict application of the standard in the particular circumstance; and (iii) The application of other code standards, purposes, or intents will be improved by varying the standard

The proposed design more closely aligns with CDC 414 Multi-mode Facilities/Complete Streets. *(a) All multi-mode facilities shall be designed and constructed in accordance with City Engineering Standards. and that (b) Public rights-of-way and private streets shall accommodate pedestrian, bicycle, transit, and vehicle modes of transportation by integrating design components appropriate to each mode considering the context, function, and volume of the transportation facility* Strict interpretation of CDC 438(G) would result in a facility that reduces conformance with CDC 414. For the reasons previously stated, the proposed design achieves a standard which is equal to or better than would be achieved through strict interpretation. The proposed design more closely conforms to Engineering Standards than the physical characteristics of the current access road. The presence of parallel parking and the associated pedestrian connections will integrate the road into the development siting thus achieving a superior result than would be achieved through strict interpretation of CDC 438(G).

Four Points looks forward to working with City Staff and bringing this Project to the community. Please do not hesitate to call with any questions, comments, or concerns.

Sincerely,

Walter Magill, PE
Four Points Surveying and Engineering