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July 12, 2023

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

RE: Narrative 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 narrative for the development of 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. Gray Stone, LLC is proposing to develop a Holiday Inn Express hotel and a future hotel whose name is still under consideration, which we shall refer to as Hotel B or Independent Hotel within the development plan package. As part of the development plan, a new private cross-access roadway and 30-foot-wide access easement are proposed along the east property line. The new access road will provide future through access that is consistent with the Steamboat Springs East Access Study.

#### 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.

#### Development Plan Criteria for Approval

The development plan as submitted meets the Community Development Code (CDC) criteria for approval under Section 707 (Conditional Use) and 709 (Development Plan) as outlined on the following page.

#### Development Plan Criteria for Approval: Section 707.C of the CDC

1. *The proposed use is compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans.*

a. The proposed use is compatible with the preferred direction and policies outlined in the CDC. No variances to Community Development Code or standards are proposed. The proposed use shall include the development of a Core Trail connection and the cross-access road is in line with the Colorado Department of Transportation US Highway 40 East Access Study. The Holiday Inn Express shall have six employee housing units, which is encouraged in the CDC by incorporating additional density. Ample stormwater treatment controls are proposed to treat runoff from the parking lot prior to discharging into the wetlands. Landscaping will provide screening for neighboring properties.

2. *The proposed use is consistent with the purpose of the zone district.*

a. The proposed use is consistent with the purpose of the zone district and with that of existing surrounding developments which include Homewood Suites Hotels neighboring to the south and Storm Peak Apartments (formerly Fairfield Inn) and Holiday Inn and La Quinta Inn neighboring to the north. The property is zoned Community Commercial and the proposed use as a hotel is a use by right in the zoning district.

3. *The proposed use will mitigate any negative impacts to surrounding properties and the community, considering factors such as hours of operation and the potential for off-site impacts such as odors, noise, smoke, dust, glare, vibrations, shadows, and visual impacts.*

a. The proposed use shall mitigate any negative impacts to surrounding properties and the community. Four Points and the owner understand the presence of the FEMA floodplain and wetland areas bordering the east property line. An engineering firm that specializes in floodplain analysis was contracted to study the potential impacts with the associated development and concluded through hydraulic modeling and floodplain analysis that the development shall not cause an increase in base flood elevations and shall not create additional risk to downstream and neighboring properties. The development plan shall provide improvements to the surrounding area including vehicular and pedestrian traffic connectivity in the form of the 8-foot-wide trail connection along the north property line and the shared cross access road. Adequate landscaping shall be provided that conforms to standards and shall provide screening of the hotels from neighboring properties. A fully enclosed dumpster enclosure shall ensure odors are contained, and the enclosure deters bears. The hotels shall not be constructed above allowed building form heights.

4. *The proposed use complies with all other applicable requirements of this CDC.*

a. The proposed use complies with all other applicable requirements of the CDC. The applicant is requesting a variance to the surface parking requirement contained in Section 438(G). Justification for this request is included below in this narrative. Additionally, an engineering variance to the roadway sections to provide for a street cross-section in closer conformance to Engineering Standards including street trees and on-street parking to serve the project.

#### Development Plan Criteria for Approval: Section 709.C of the CDC

1. *The Development Plan is consistent with the character of the immediate vicinity or enhances or complements the mixture of uses, structures, and activities present in the immediate vicinity.*

a. The proposed use is consistent with CC zoning. The proposed development will supply Steamboat Springs with additional lodging for tourists and visitors that is necessary for Steamboat's economy. The proposed use is consistent with the purpose of the zone district and with that of existing surrounding lodging developments which include Homewood Suites Hotels neighboring to the south and Storm Peak Apartments (formerly Fairfield Inn) and Holiday Inn and La Quinta Inn neighboring to the north. The proposed multiple stormwater controls complement the existing wetland areas in and around Lot 1. The 8-foot Core Trail connection enhances trail connectivity and pedestrian mobility. The proposed colors for the hotel will utilize muted earth-tones. Facades are finished in various materials including stone, EIFS stucco, and metal siding panels in 2 different profiles and colors. The elevations meet the design criteria stated in section 438 of the CDC regarding the distinct base, middle and top using changes in material and architectural accents. The façades articulate to help break up the overall mass of the building as shown in the renderings. Roof penetrations are limited to plumbing and linen chute vents. Ground mounted equipment is also minimized and will be screened by landscaping as necessary. The overall height of the building was kept as low as possible while still accommodating the 4 stories shown.

2. *The Development Plan will minimize any adverse impacts on the natural environment, including water quality, air quality, wildlife habitat, vegetation, wetlands, and natural landforms.*

a. The Development Plan shall minimize any adverse impacts to the natural environment. Multiple engineered stormwater treatment controls are incorporated in the civil design both in and around the parking lot and accesses, which blend well with the existing wetlands landscape to the east. Existing vegetation shall be removed by the development, but all unpaved areas shall be re-vegetated and/or landscaped according to the CDC. Some wetlands will be removed and disturbed; however, this area is expected to be less than 1,000 square feet in total. A nationwide permit from the Army Corps has been approved for the proposed wetland removal. The area of wetlands to be removed shall be revegetated with wetland plantings (see landscaping plan) and a water quality swale that will provide ideal conditions for vegetation to thrive. The wetland area identified in the plans requires grading to improve stormwater drainage and provide stormwater treatment for the runoff from the cross-access road.

3. *The Development Plan provides adequate vehicular access, considering grade, width, and capacity of adjacent streets and intersections; parking; loading, unloading, refuse management, and other service areas; pedestrian facilities; and public or private transportation facilities.*

a. The development plan provides adequate vehicular access in both grade and width for private vehicles, emergency service vehicles (e.g., ambulances and fire trucks), and service vehicles such as garbage trucks, delivery trucks, busses, and work trucks. The development plan is consistent with the Colorado Department of Transportation US Highway 40 East Access study for a future connection to Ingles Lane. Adequate parking and snow storage is provided. The development plan incorporates interconnected pedestrian trails and sidewalks from the hotels to existing trails and sidewalks and a connection to the approved Core Trail connection on City property at the northeast property corner. Heated sidewalks around the hotels and a heated porta-cochere pull up will provide safe and unencumbered access for pedestrians. The existing paved turnaround at the end of Stone Lane is proposed to be maintained until the construction of the Stone Lane bridge is completed. Each hotel will have a fully enclosed dumpster enclosure. The Holiday Inn Express incorporates employee housing, which is consistent with the CDCs encouragement of mixed-use, employee housing, and density.

b. The development proposal contains project phasing in order to plan for the necessary site plan requirements to serve each phase of development. The project proposal includes construction of all site infrastructure to serve the lots within Phase 1 including improvements to the frontage access road, the access road along the eastern property boundary, the trail connection between US40 and the Walton Creek secondary trail, the parking lot, stormwater conveyance, stormwater treatment, and sidewalk circulation associated with the Holiday Inn Express (Lot 1). Phase 2 infrastructure (Lot 2) would be delayed and is expected to occur within 2 years of project approval. Those improvements include the parking area, drainage conveyance, stormwater treatment, and sidewalk circulation for the Hotel B site. See Phasing Plan included in plan sheet package for visual representation of proposed phasing.

4. *The Development Plan complies with all applicable requirements of this CDC.*

a. The development plan conforms to all the applicable requirements of the CDC with the following exceptions:

**Surface Parking - CDC 438(G)**

The proposal seeks to address conformance with and/or justify consideration of a variance to CDC 438(G) Surface and Structured Parking. This proposal includes a relatively small number of parallel parking (16 spaces) along the frontage access road that will be somewhat visible from US40 as the traveling public passes by the proposed development. This comprises less than 10% of the total parking required for the proposed development. It seems that the primary intent of CDC 438(G) is to address larger scale parking lots within development siting, not construction of streets which contain the required elements of a complete streets approach. That said, the following discussion attempts to offer justification for the presence of parallel parking proposed between the hotel development and US40.

In CDC 438.A, the stated purpose of the design standards includes (2) *Organize and design the siting of buildings to create vibrant and pedestrian-active spaces* and (3) *Avoid designing parking areas as the*

*dominant use of space.* CDC 438(G) provides more specific standards to reduce or eliminate the predominance of parking as a visual presence between structures and the publicly traveled way.

These design purposes are achieved with the proposed design. The inclusion of parallel parking along the frontage access road and the associated pedestrian connections to the proposed hotel entries will activate the street in the ways that the Engineering Standards for complete street design intends. This approach will integrate the street with the hotel development bringing it into the active site rather than simply having a pass-by circulation route to the adjacent property. Additionally, the presence of parallel parking between vehicular lanes and a sidewalk serves to provide for a more comfortable experience for pedestrians (CDOT Roadway Design Guide, Chapter 14, Bicycle and Pedestrian Facilities). For these reasons, the design team believes that the general purpose of CDC 438 is achieved.

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 are submitting a variance to Section 438(G).

**Engineering Variance Request** - The proposal contains a variance to the landscape buffer cross sectional element of the standard Engineering street cross section. See companion submittal and justification letter to address the administrative variance request associated with that proposed modification.

5. *The Development Plan is in substantial conformance with an approved Conceptual Development Plan, if applicable.*
  - a. A conceptual development plan was reviewed, and comments were provided by City planning and engineering staff. This development plan is in conformance with the comments and recommendations provided by City Staff.

#### Water Quality Facility Easements

To be dedicated in as-built condition at time of final approval - see easement exhibit included in development proposal plan set

#### US40 CDOT Access Permit

As noted in the traffic study, an updated CDOT access permit will be required. The design team anticipates that permit issuance will be a requirement prior to construction plan approval. It is not anticipated that improvements to the intersection will be required based on the findings of the traffic study as auxiliary lanes are present and signal warrants are not met.

#### Traffic Contribution

It is anticipated that a required cost contribution of 4.3% toward the cost of the US40/Stone Lane improvements and 8.7% toward the cost of the Stone Lane Bridge will be required at time of construction permit. This percentage is calculated as defined by the Engineering Standards for intersections identified for improvement.

#### Fee in Lieu of Stone Lane Sidewalk Construction w/ Stone Lane Bridge

Four Points used a unit cost for concrete sidewalk per city standards at \$140/SY. The required additional sidewalk along Stone Lane to Connected to the proposed future bridge is approximately 125.0 feet. 125 ft x 8 ft width x \$15.56/SF = \$15,560

Admin fee = 10% x \$15,560=\$1,556

**Total Fee in Lieu = \$17,116**

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

Sincerely,

Walter Magill, PE  
Four Points Surveying and Engineering