



Astrid Site Development

Gondola Lane Engineering Variance

The project area is located at 2410 Ski Trail Lane adjacent to Steamboat Ski Resort and is approximately 4.33 acres including the existing right-of-way at the location of the access off of Ski Trail Lane. The site is currently undeveloped and ground cover consists mostly of native grass. The site has over 100 of vertical relief from the top to the bottom.

Given the existing slopes of this parcel we request a variance to Table 4-3.B. See below for details.

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Table 4-3.B - Internal Private Access Standards

Design Element	Classification	
	Internal Private Access Multifamily Residential	Internal Private Access Commercial or Industrial
Minimum Width (a)	24'	24'
Maximum Width	24"	32'
Pavement Return Radius/Flare at street	10'-15'	10'- 25'
Driveway intersection angle at street/variability	90/30	90/30
Driveway approach staging area length	75'	75'
Staging Area Slope - decline driveway approach (driveway lower than street at end of staging area) (b)	-2% minimum to -4% maximum provide 2% ADA through sidewalk or future sidewalk	-2% minimum to -4% maximum provide 2% ADA through sidewalk or future sidewalk
Staging Area Slope/length - incline drive approach (driveway higher than street at end of Staging Area) - (c)	10' @ -3%, 15' @ +3%, to 4% for 50 ft provide 2% ADA through sidewalk/ future sidewalk	10' @ -3%, 15' @ +3%, to 4% for 50 ft provide 2% ADA through sidewalk/ future sidewalk
Maximum Centerline Slope	7%	7%
Backout onto street allowed?	Not Permitted	Not Permitted
Surface (d)	Paved	Paved
Minimum Horizontal Curve along Centerline (e)	61'	61'
Fire Turnaround required at end (f)	if IPA longer than 150 ft	if IPA longer than 150 ft
Fire Turn Out required. (g)	if IPA longer than 200 ft	if IPA longer than 200 ft
Fire Staging Area required (h)	if IPA longer than 100 ft	if IPA longer than 100 ft
Minimum separation from Local Street (i)	50'	50'
Minimum separation from from Collector Street (i)	150'	150'
Minimum separation from Arterial Street (i)	300'	300'
Vertical Clearance	16'	16'
Required Snow Storage (1 sqft. storage per 2 sqft. pavement)	Yes	Yes

Note: A Traffic Impact Study (TIS) is required for multifamily developments, commercial developments and Industrial developments.

Note: For driveways onto US 40 See CDOT Access Code and other CDOT Standards.

a) Internal Private Access are considered a fire apparatus access road.

b) Maintain 2% ADA slope across existing or future sidewalk.

c) Valley required. The distance to valley transition may vary to correspond with existing ditch location.

d) Paved surface shall be per Engineering Standards Section 4.5.2.5. Pavement is required prior to T.C.O or C.O. In lieu of geotechnical report, pavement for Internal Private Access minimum is 8" Pit Run, 4" road base with 4" asphalt or 7" PC Concrete.

e) Internal Private Access are considered a fire apparatus access road.

f) Fire Apparatus back out allowed only for straight IPA no longer than 150 ft. Fire turnaround shall meet Fire Dept Stds.

g) IPA longer than 200 ft and less than 20 ft wide shall provide fire Turn Out (passing area) per Fire Dept Stds. in addition to fire turnaround.

h) Fire Staging Area is a 50 ft long section of IPA with a maximum slope of 4%.

i) Separation is measured from closest edge of driveway to Right of Way. If lot width is less than the required separation, driveway shall be placed 25' from far property line. If driveway is off of alley, the required separation is 25 ft. IPA driveway location to be verified by TIS.

revised 5/3/2022

TABLE 4-3.B – ASTRID VARIANCES

MAXIMUM WIDTH:

Road width at switchback is 29' for curve widening.

DRIVEWAY APPROACH STAGIN AREA LENGTH:

Design Staging Area Length = 50'

STAGIN AREA SLOPE/LENGTH – INCLINE:

Design: 10 LF @ -2%, 30 LF Vertical Sag Curve (Varies -2% to +4%), 10 LF @ 4% (50 LF Total Staging Length)

If we try to achieve the design standards, it will result in the need to steepen the road further up to make our elevation at Bldg 1, potentially resulting in grades in excess of 10%.

MINIMUM HORIZONTAL CURVEY ALONG CENTERLINE:

Curve Radius at Switchback = 58.7'

We added curve widening to help compensate.