

August 22, 2024

Department of Planning & Community Development  
124 10th Street  
Steamboat Springs, CO 80477-5088  
Attn: Jeremy Brown

**RE: DRT Comment Response for Submittal #1 PL20240106 (2075 Walton Creek Rd at 155100009)**

Dear Jeremy,

Thank you for your time in the review of the Subject Project. Please find below Applicant responses to the DRT Comments provided on May 18, 2024. Applicant responses will be noted in **bold** below.

**Planning Review (Reviewed By: Jeremy Brown)**

1. Principally we allow units to double park garages, however there is concern of whether or not the turning movements will actually work as shown. **The applicant has modified the development plan to now have the two "Visitable" units (those requiring a third parking space double parked behind the garage) in the lower 3-unit building ("Building 2"). This allows more room for a slightly wider drive aisle that can better accommodate the two additional surface parking spaces needed. Please refer to sheets C3 and C4 in the revised civil plans, which shows turning radius analyses.**
2. While the letter of serviceability from the refuse management company addresses access and turning movements of the waste collection vehicles, staff have concerns around the actual waste management plan. Will rolling cans be stored inside garages? **Yes, they will be stored in the individual garages.** Is there room to accommodate them WITH vehicles as well? **Yes, the toters are now shown in the garages on the revised unit plans (ref. A401-A405).** Where will trash be located on pickup days to ensure unobstructed ingress/egress of all units? How will "A" units in particular (with double parked cars) locate bins for collection? **Proposed location on pick-up days to ensure unobstructed ingress/egress for all units is shown in the Architectural site plan (A100). The only time ingress/egress might be obstructed is for the few minutes when the truck is collecting all of the consolidated bins.**
3. Informational Comment: multifamily must include recycling service **Noted. A bin for both trash and recycling is shown on the floorplans and architectural site plan.**
4. The CDC defines "Right-of-way" as "A tract or strip of land owned by or dedicated to the City, County, or State and intended for or used by the public for circulation, service, or other public uses." By definition, and for the purposes of review against the standards of this CDC, the 25' Ingress/Egress Easement is considered Right-of-way. Per 801.B.1.a of the CDC "Front Lot Line" is "Any property line that separates a lot from an abutting public street right-of-way" meaning building setbacks and landscaping setbacks should be adjusted accordingly to be taken from the 25' easement line. Understandably this will significantly

change that plan but ultimately make better sense of setback standards as they relate to retaining walls, landscaping, building setbacks etc. **The development plan has been revised to meet the setback standards from the effective lot line (edge of the 25' ingress/egress easement).**

5. The requested landscape variance will need reassessment after revisions to comply to comment #4. Following site plan revisions, please recalculate plantings within the 10' setback of the ROW established by the ingress/egress easement. **A revised variance request is being included with this resubmission (Submittal #2).**

6. snow storage along the Southeastern retaining wall is too insignificant to contribute to overall calculations and should be removed. **Noted, calculations have been revised.** The strip is only about 1' wide and will likely retain no more than the snow that falls on it. Also, please separate snow storage calculations into areas served (I would suggest one zone for each parking area, and maybe a zone for each sidewalk area). The concern is that, for example, there is more snow storage along the southeastern sidewalk than is needed to serve that adjacent sidewalk (meaning that some of that "stored snow" is coming from the driveway which is impractical). The greater concern example is that the smaller Western parking area appears to have the greater snow storage and there is no way to push snow from the Eastern drive to the Western section. **Calculations have been revised to address the above concerns. Please refer to sheet C2.**

7. Need street trees conforming to engineering standards.

8. when the ROW sidewalk is designed per engineering comments, internal sidewalks must

connect to this public sidewalk. **Noted, the Applicant has shown a connection from the ROW sidewalk to the internal sidewalk between the two buildings. This is shown on sheets C1 and A100.**

9. Identify, designate, and calculate open space (15%). **This has been completed. Please refer to sheet C2.**

10. Staff do not believe the requested variances to garages (setbacks and building entry interruption) meet the acceptable alternative criteria. Based on the CDC, the garages are oriented on an angle to, and facing Walton Creek, therefore technically making them "front

facades" (see figure 801-10). Staff also disagree with their characterization as "back of house". The rendering perfectly demonstrates how prominent the garage façade will be. **A revised variance request is being included with this resubmission (Submittal #2). We have recessed the garages two feet and included vertical stone architectural elements to help break up the garages, which helps meet the intent of the CDC.**

11. staff find the wall height variance supportable. **Noted – thank you.**

12. "Development shall be placed to define the edges of and orient access to ... public streets" (CDC 437.C). While the most desirable orientation would likely be front facade alignment with Walton Creek Rd, Building 1 is acceptable, however building 2 is not an acceptable orientation to Walton Creek. **The development plan design has been revised to show the main entrance, as well as a front porch, for the end unit of "Building 2" to be oriented along Walton Creek Road, which helps reinforce the streetscape and improve the pedestrian scale and experience along Walton Creek Rd.**

13. staff find the glazing variance request supportable. **Noted – thank you.**

14. mechanical location and screening is unclear. Please identify locations and any necessary screening from public view. **It is uncertain whether air conditioning will be provided on the project (may just be radiant heat flooring). In the event air conditioning is provided, a conceptual placeholder location is shown on A100 adjacent to each unit (either on the side of the building for an end unit, or near the unit entries). In this scenario, these outdoor units, which are approx. 34”H x 33”W x 13”D would be mounted up against the building and screened with a black metal slat box similar to the below image, which would meet the specific clearance and ventilation requirements of the selected unit. The black metal would coordinate with the proposed facades, which incorporate many black accent details (window frames, trim, railings, front door canopies).**



15. Informational note: Asphalt shingles must be architectural grade. **Noted – we will be sure to specify architectural grade shingles.**

16. Provide bicycle parking in accordance with 406.C.7 **Bike racks are now shown on the site plan, see sheets C1 and A100.**

17. Informational Note: "retaining walls by others" must meet material standards **Noted.**

Engineering Review (Reviewed By: Emrick Soltis, P.E., CFM)

1. Sh. 1: Stamp? **Stamp is now included.**

2. C1: 8ft Sidewalk Required. **8 FT sidewalk is now shown in the Development Plan submittal.**

We look forward to your review of our second submittal for this Project, and as always, are available to answer any questions or clarify anything that may be needed.

Thank you for your time,

Gabriela Riegler