



April 23, 2025

Ryan Spaustat, P.E.
Landmark Consultants, Inc.
141 9th Street
Steamboat Springs, CO 80487

Re: Engineering Variance for snow storage in the right-of-way, restriction against vehicles backing out onto a collector street, and requirement that multifamily driveways do not necessitate backing out onto a street—PL20250081, Marshall House 135 11th Street.

Dear Ryan,

The Public Works Engineering Division has reviewed your March 17, 2025 letter requesting a variance to Engineering Standards regarding snow storage in the right-of-way, restriction against vehicles backing out onto a collector street, and requirement that multifamily driveways do not necessitate backing out onto a street; located at 135 11th Street.

City Engineering concurs with the justifications presented in the narrative and has reviewed the identified constraints. Section 1.8 of the Engineering Standards outlines the elements to be considered when evaluating variance requests. The variance request satisfies the elements stated below.

Standards to be varied:

- *4.4.19. Snow Storage. Street and driveway design shall provide snow storage areas. The snow storage easements not specified on the street cross-section shall be sized according to Section 26-142 of the CDC. The standard ROW cross-section provides the minimum desired snow storage of ten feet. Additional snow storage easements for public streets may be required based on terrain and street classification, and shall be identified as part of the design. Alleys require pocket snow storage and utility easements along the alley and at the end of each alley. Site design shall include sufficient snow storage areas for driveways, parking areas, and sidewalks sized per the CDC requirements. All snow storage areas shall be located and sized to be reasonably used by typical plowing equipment. Hauling is discouraged. Private snow melt systems may be considered for private driveways or sidewalks with restricted snow storage; but snow melt may not be used for public streets.*

- 4.4.21. *Parking. See CDC for detailed parking requirements. Any commercial or multifamily driveway shall be designed so backing out onto a street is not required. Residential driveways may be designed to permit backing out onto local streets only. Parking stalls along driveways shall be located a sufficient distance from the street to prevent parking maneuvers from blocking the access or queuing from blocking the parking spaces.*
 - o *Table 4-3.A—Residential Driveway Standards—1 unit*
 - *Backout on street allowed? Yes onto local; No onto collector or arterial*

Proposed Variance:

- Proposing to retain the existing driveway configuration and functionality, allowing vehicles to back out onto Oak Street, and to designate snow storage within the right-of-way (ROW).
 - o Staff's Response: The City recognizes that the segment of Oak Street between 11th and 12th Street functions in a manner consistent with that of a local street with respect to vehicular, bicycle, and pedestrian travel modes. City Engineering supports the requested variance to maintain existing driveway configuration and functionality of backing out onto Oak Street based on the following considerations listed below.

Approval is based on the following considerations:

1. Constraints:

- a. Relocation and preservation of a historic structure, limiting developable space on the property.
- b. Existing parking spaces and driveway have been in use since at least 2003 and provide parking for existing residential units.
- c. Complying with the standard would eliminate essential parking for two residential units, which is critical given winter on-street parking restrictions and summer event closures.

2. Effects on Safety:

- a. No new impacts to traffic operations of the street or sidewalk since existing conditions have been in place for over two decades.

3. Public Benefit:

- a. Preservation of a historically significant structure. Relocating the parking spaces would eliminate the space required for the Marshall House, putting its preservation in jeopardy.
- b. No alteration to existing travel patterns or traffic operations of the street and sidewalk, as they will remain consistent with their established use over the past two decades.

4. Mitigation Measures:

- a. Signage designating the parking spaces as private and restricted to residential use. Signs to be located outside of ROW and privately maintained.
- b. Limit use to passenger vehicles by installing signs prohibiting commercial vehicle parking.
- c. Adding warning signage near the driveway to alert pedestrians of potential vehicle crossings.
- d. Enter into a revocable license agreement to govern the use, operation, and maintenance of the parking.

For the reasons stated above, the requested variance is approved. Please notify us if you have any further questions or concerns.

Sincerely,



Jon Snyder, PE
Public Works Director
City of Steamboat Springs

CC: File
Matt Phillips, PE - City Engineer
Emrick Soltis, PE, CFM - Community Development Engineer
Rebecca Bessey – Planning and Community Development Director
Caitlin Berube-Smith – Historic Preservation Planner