



September 22, 2025

Planning Department
City of Steamboat Springs
124 10th St.
Steamboat Springs, CO 80487
Attn: Kelly Douglas

**RE: SUBMITTAL #3 - PS25-0010 DPVC/PL20250063 - PROJECT NARRATIVE – STEAMBOAT
BASECAMP, PH 2 APARTMENTS**

The subject project proposes a new 80-unit apartment building on the remainder of Lot 3, Steamboat Basecamp subdivision, located at the corner of Curve Ct. and US40 Lincoln Ave. Additionally, this development plan proposes a future commercial building with additional surface parking for Lot 2, Steamboat Basecamp, which will be further developed and submitted for a full development plan at a later date.

The original development plan for this lot was previously approved under DPVC-21-16, and included a total of 27 townhome units, the first seven of which have recently been completed. Due to market changes, and the still ever-present need for more housing, the Applicant is proposing to modify the plan for the remainder of the lot to construct another apartment building very similar to the one completed in Fall of 2023 on Lot 1, Steamboat Basecamp (Lofts at Basecamp). The Lofts at Basecamp have been well received by the community, and the building is consistently leased at 95%+/- occupancy, proving the demand for additional apartment units on the site.

The Applicant is proffering that between both the Lofts at Basecamp and the new proposed Apartment building, a ***total of forty-one (41) Studio and 1 BR units will be deed restricted and designated as workforce housing***. This quantity represents approximately 20% of the overall unit count across both buildings (73+80 = 153). By providing flexibility that the units could be spread between both buildings, the applicant is confident that this quantity of workforce deed restriction/designation can be successfully met. In the highly unlikely event that the two buildings change ownership between two different entities in the future, the Applicant will split the deed restricted units between both buildings.

The Applicant is proposing a design very similar to the new construction portion of the Lofts at Basecamp, with some minor changes in setbacks and exterior materials. Additionally, the unit mix will vary some to include only Studio, 1BR, and 2BR units (no 3BR suites). The applicant is requesting six (6) variances, namely for the standards related to CS ground floor height, roof forms, transparency/glazing, parking lot setbacks, snow storage, and access. Additionally, the applicant is requesting approval of conditional uses, namely Multiple-Family Residential in CS zone, surface parking in CS zone, and modifying the pedestrian-active frontage standards. All variance requests and the conditional use application are addressed on pages 4-10 of this narrative.

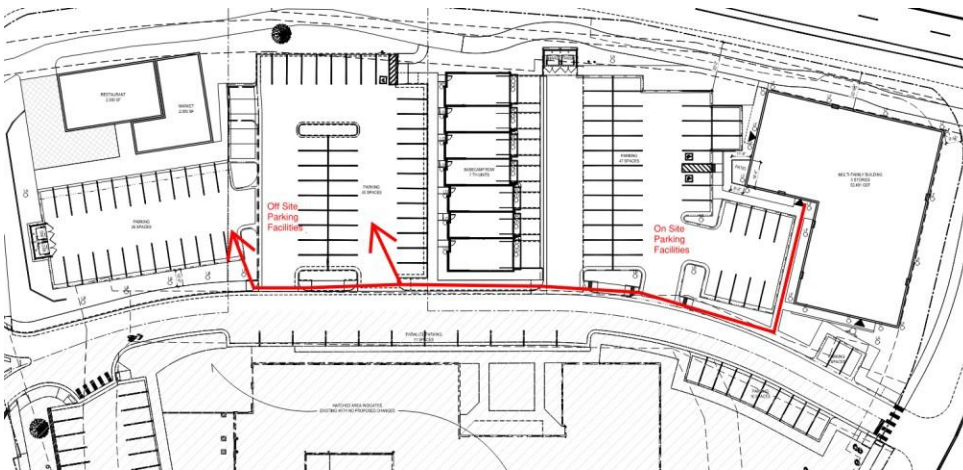
The project is located within a CS zone, allowing for multi-family residential as a Conditional Use. Within a CS zone, parking requirements are maximum limits. The shared parking model previously created by Stolfus & Associates (via DPVC-20-06), which accounts for the fact that the varying uses in the building produce peak parking demand at differing times throughout the day, has been updated to look at the Basecamp

subdivision holistically and incorporates all the final proposed uses across the entire site. Throughout the site, 233 parking spaces are provided, however, 2 are reserved at all times for loading and deliveries, therefore there remains a total of 231 available spaces. The updated shared parking model shows a peak demand of 219 spaces. Therefore, the project's overall parking space count suffices for the additional units being proposed. The Applicant has also updated and included in this application a supplemental parking management plan to address how the shared parking model will work across all the final uses on the site.

Request for Alternative Compliance under 406.E.2

The current proposal represents a development-wide parking approach, with parking for multiple uses distributed across multiple lots, rather than provided on the same site as each use. Per Section 406.E.2 – Off-Site Parking Facilities, this arrangement may be considered through the Development Plan–Public Hearing process and approved by City Council. The applicant requests approval of the development-wide parking approach, as all requirements of Section 406.E.2 are met, namely:

- a. Proximity of off-site facilities (within 600 feet); **The furthest parking space for use by a resident of the proposed building on Lot 3 would be approximately 480 feet.**
- b. Demonstration that off-site parking will fulfill the intent and function of required parking; **The “off-site” parking will fulfill the intent and function of the required parking for the proposed uses. Please refer to the updated Stolfus and Associates Parking Memorandum (dated 8/4/25) as well as the Applicants supplemental parking narrative, both included in this resubmission.**
- c. Evidence that the facilities are as usable and convenient as on-site spaces; **The facilities are as usable and convenient as on-site spaces, and require walking an additional 100 ft along the Big Bend Dr. sidewalk to reach the Lot 1 and Lot 2 surface parking spaces, as demonstrated below.**



- d. Confirmation that the arrangement will not create traffic or visual impacts; **The arrangement will not create traffic or visual impacts. The surface parking on Lot 1 already exists and has been utilized as surplus parking for the commercial and residential uses currently operating on site. No traffic or visual impacts have occurred to date and the parking lot has been operating smoothly. Since the Lot 1 spaces will primarily be for residential use, low activity is expected, thus having minimal impacts on traffic. Landscaping within and surrounding the parking areas will help minimize any visual impacts.**
- e. Legal documentation (e.g., easements, plat notes) to ensure long-term availability and maintenance. **Perpetual non-exclusive easements will be granted between lot 3 and lots 1 and 2 for the apartment residents of Lot 3 to park in spaces technically located on lots 1 and 2. This will be accomplished by an amendment to the existing Steamboat Basecamp Easements, Maintenance, and Reimbursement Agreement (reception no. 861289), once the project is completed.**

Development Plan Criteria for Approval

Per Section 709.C, Criteria for Approval of a Development plan, the following criteria must be met.

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.

The proposed development is consistent with the character of the immediate vicinity in that it is complementary to the existing Lofts at Steamboat building recently completed; it will be very similar in design and utilize many of the same exterior materials. The site is immediately adjacent to commercial land uses, both existing and newly developed in the first phase of the Basecamp Project. The proposed development is complementary and additive to the mixture of uses located in the immediate vicinity, namely residential, retail, restaurants, and office.

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.

The proposed development will not create any adverse impacts on the natural environment. The site has already been cleared and graded for further development per previous approvals, therefore no additional impacts or disturbances are anticipated.

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.

The Development Plan provides adequate vehicular access, as it is served by three points of access (Curve Ct, Shield Dr, and Elk River Rd.). The grade, width, and capacity of these streets and intersections are sufficient for access to the proposed development. A bus stop is located immediately adjacent to the site along Elk River Rd., and the site already has existing pedestrian sidewalks through the site to facilitate easy access to public transportation.

The parking proposed in the development plan is adequate for the development plan. The shared parking study has been updated to account for the additional 80 residential units (with 41 total units proposed to be deed restricted/designated as Workforce Housing across the site). Across the entire site, 231 Parking spaces are available for the proposed uses, and the peak parking demand, which occurs between the hours of 12-4 AM, requires 219 spaces.

For loading and unloading, there will be a space reserved in front of the entrance that will be for loading/unloading (mainly for move-ins and move-outs) and postal delivery personnel from 10 AM – 5 PM. Signage will indicate the reserved nature of the space, and it may be used as overflow/guest parking during evening and overnight hours.

A trash enclosure that meets CDC standards is proposed to be relocated from its current location in the existing surface parking area (it was originally intended to service the originally proposed activity from the corner, Lot 2 Steamboat Basecamp) to a location closer to the apartments just across the parking area. This also allows for additional parking to be accommodated in the existing surface lot.

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

The Development Plan complies with all applicable requirements of this CDC, but for the areas where variance requests have been submitted.

5. The Development Plan is in substantial conformance with an approved Conceptual Development Plan, if applicable.

N/A.

CONDITIONAL USE PROJECT NARRATIVE

This narrative seeks approval for the following Conditional Uses:

- 1) The proposed development is located within a CS zone, which allows for multiple-family residential as a Conditional Use.
- 2) The proposed parking lot on Lots 2 and 3 are surface lots per 302.J. Per table 300-1, this use is a Conditional Use in the CS zone.
- 3) Workforce units are classified as a Limited Use in the CS zone. The Applicant would like to retain flexibility for any residential use at the ground level, including workforce units. Therefore, this conditional use application also requests to modify the pedestrian-active frontage use standard 301.B.5.b, which states that in the CS zone district, workforce units shall not be located within the pedestrian-active building frontage.

The proposed uses outlined above meet the criteria for approval for a Conditional Use, namely they are compatible with the direction and policies of the Community Plan, consistent with the zone district, mitigate negative impacts, and comply with the requirements of the CDC.

Per Section 707.C, Criteria for Approval of Conditional Use, the following criteria must be met:

1. The proposed uses are compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans.

The proposed uses are compatible with the preferred direction and policies outlined in the Community Plan, specifically those which promote urban and infill development, mixed-use neighborhood development, providing housing in mixed-use areas, and development along existing multi-modal commercial activity nodes and transit corridors. Specifically, the Conditional uses proposed further the following goals and policies identified in the Community Plan:

- **Goal LU-3: The Steamboat Springs community will continue to support and plan for cohesive and mixed-use neighborhoods that serve year-round residents and visitors.**
- **Goal H-3: The Steamboat Springs community will have a mix of housing types and styles that can accommodate the people who work in the community.**
- **Policy LU-4.1: Existing commercial developments along highway corridors shall evolve over time into mixed-use corridors, with compact multi-modal oriented mixed-use Commercial Activity Nodes at key intersections.**
- **Policy LU-4.2: Existing commercial developments along highway corridors in between Commercial Activity Nodes should evolve over time to become mixed-use corridors.**
- **Policy LU-5.1: Develop appropriate land use densities to support transit.**
- **Policy H-1.3: Integrate housing in mixed-use areas.**
- **Policy LU-2: Support infill development and redevelopment**

2. The proposed uses are consistent with the purpose of the zone district.

Per CDC 224.A, the purpose of the CS zone district is to provide areas for higher intensity community-wide commercial uses. The CS zone district is also stated to accommodate automobile-oriented uses, but also emphasizes pedestrian-friendly development and multi-modal access.

The proposed uses are consistent with the purpose of the zone district, and are similar and complementary to other existing multi-family residential buildings within the immediate vicinity, all of which contain surface parking lots as well as residential units within the pedestrian-active frontage (Lofts at Basecamp, Sunlight Crossing, The Reserves). Holistically, the Basecamp redevelopment has already completed and delivered 8,000 square feet of commercial space, and has activated the site

with a fitness studio, golf simulator, bike shop, and coffee shop, in addition to the completed 73 residential units and 7 townhomes that have been completed. The greatest need of the community remains housing, and the proposed development aids in providing 80 additional units (many of which are proposed to be deed restricted workforce housing) in a multi-modal access location, further integrating housing in mixed-use areas. The surface parking areas are needed in order to make the added housing and commercial viable.

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.

No odors, excessive noise, smoke, dust, glare, vibrations, or shadows are expected to impact any neighboring properties. Per the updated Stolfus Parking Study Memorandum, there is sufficient parking for the added multiple-family residential units during peak parking demand, mitigating any parking impacts to surrounding properties or public roads.

Perpetual non-exclusive easements will be granted between lot 3 and lots 1 and 2 for the apartment residents of Lot 3 to park in spaces technically located on lots 1 and 2. This will be accomplished by an amendment to the existing Steamboat Basecamp Easements, Maintenance, and Reimbursement Agreement (reception no. 861289) to include parking easement areas, once the project is completed.

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

The proposed uses comply with all other applicable requirements of the CDC.

VARIANCE REQUEST #1 – MINIMUM GROUND FLOOR CEILING HEIGHT

Criteria:

Section 224.B Zone District Commercial Services – Minimum Ground Floor Height – 14’

Proposed:

Ground Floor Height of 10’-7” (floor to floor), approx. 9’-0” (floor to finished ceiling).

Per CDC Section 719.D – Variances may be approved upon a finding that the following criteria are met:

1. The Variance will not injure or adversely impact legal conforming uses of adjacent property or the applicant has accurately assessed the impacts of the proposed Variance and has agreed to mitigate those impacts.

This variance will not injure or negatively impact legal conforming uses on adjacent properties. The ceiling height that is proposed is industry standard and customary for the type of use and has no effect on adjacent properties.

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

The variance is compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans. Some of the specific policies this proposed development plan promotes are as follows:

- **Policy CD-1.4: Encourage high quality site planning and building design.**
- **Policy H-1.3: Integrate housing in mixed-use areas.**
- **LU-3: Supporting and planning for cohesive and mixed-use neighborhoods that serve year-round residents and visitors.**

3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:

The variance application meets the criteria for an acceptable alternative, namely the application of other code standards, purposes, or intents will be improved by varying the standard. By varying the CS ground floor height standard, the following purpose statements from Section 438 Commercial and Mixed Use Buildings Design Standards will be enhanced:

438.A.1 – Provide for development of commercial and mixed-use buildings while ensuring compatibility with adjacent properties of lower densities.

438.A.2 – Organize and design the siting of the buildings to create vibrant and pedestrian-active spaces.

VARIANCE REQUEST #2 – ROOF STANDARDS

Criteria:

437.F.1.a - Multiple-family buildings shall incorporate roof pitches of between 5:12 and 12:12 (rise:run).

Proposed:

The Applicant is proposing a roof as follows:

- 1) Approx. 59% of the roof area at 5:12
- 2) Approx. 9% of the roof area at 2:12
- 3) Approx 32% of the roof area at 0.5:12 (flat)

Per CDC Section 719.D – Variances may be approved upon a finding that the following criteria are met:

1. The Variance will not injure or adversely impact legal conforming uses of adjacent property or the applicant has accurately assessed the impacts of the proposed Variance and has agreed to mitigate those impacts.

The variance will not injure or negatively impact legal conforming uses on adjacent properties.

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

The variance is compatible with the following preferred direction and policies outlined in the Community Plan:

- **Policy CD-1.5: Infill and redevelopment projects shall be compatible with the context of existing neighborhoods and development.**
 - **Policy CD-1.4: Encourage high quality site planning and building design.**
3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:

The variance application meets the criteria for an acceptable alternative. The alternative achieves a result that is equal to or better than the code standard to which a variance is being sought.

The intent of the roof standard is to reduce or soften the massing of a building, and the proposed variety of roof forms meet this aim. Additionally, the roof forms are consistent many other guidelines found in section 437.F as follows:

- 1) **437.F.2.a and b – The pitched roof areas are oriented away from high traffic areas. Snow retention will be utilized on the south and east elevation edges, however the north and west elevations (which have closer sidewalks and parking areas immediately adjacent) will utilize the flat roof to hold snow, thus minimizing hazards to people and property below.**
- 2) **437.F.5.b - “Roof forms should balance compatibility with the character of the area with snow retention and snow shed considerations. The choice of roof pitch should include consideration of if and where the roof will hold or release snow to avoid hazards to people and property below.” The pitched roof areas will have snow retention on the south and east elevation edges, however the north and west elevations (which have sidewalks immediately adjacent) will utilize the flat roof to hold snow, thus minimizing hazards to people and property below.**
- 3) **437.F.5.c – “A variety of roof forms should be considered to break up the massing of large buildings...”**
- 4) **437.F.5.d – “In the EC overlay zone, development should incorporate sloping roof forms that are appropriate to regions of heavy mountain snow. Gable, hip, or shed roof forms should be used on the principal building form. Flat roofs may be provided on secondary building elements.”**

VARIANCE REQUEST #3 – TRANSPARENCY STANDARDS

Criteria:437.H.4–b.:

Transparent glazing, including glazed doors, shall be provided as follows:

- i. A minimum of 30 percent of the wall area of all ground floor building facades facing public circulation or gathering areas.
- ii. A minimum of 40 percent of the wall area of all pedestrian-active building frontage.
- iii. A minimum of 25 percent of the wall area of all upper floor building facades. b. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor. c. Reflective glazing is prohibited.

Proposed:

TRANSPARENCY CALCULATIONS					
PRIMARY STREET FACADES - NEW CONSTRUCTION					
FACADE LOCATION	AREA	% REQUIREMENT	TRANSPARENCY REQUIRED	TRANSPARENCY PROVIDED	% PROVIDED
NORTH FACADE / GROUND LEVEL:	1,072 SF	30%	321.6 SF	352 SF	32.8%
EAST FACADE / GROUND LEVEL:	972 SF	30%	291.6 SF	348 SF	35.8%
SOUTH FACADE / GROUND LEVEL:	1,072 SF	30%	321.6 SF	299 SF	27.9%
WEST FACADE / GROUND LEVEL:	972 SF	30%	291.6 SF	195 SF	20.1%
NORTH FACADE / UPPER LEVELS:	4,288 SF	25%	1072 SF	1,312 SF	30.6%
EAST FACADE / UPPER LEVELS:	3,888 SF	25%	972 SF	1,606 SF	41.3%
SOUTH FACADE / UPPER LEVELS:	4,288 SF	25%	1072 SF	1,268 SF	29.6%
WEST FACADE / UPPER LEVELS:	3,888 SF	25%	972 SF	1,164 SF	29.9%

Per CDC Section 719.D – Variances may be approved upon a finding that the following criteria are met:

1. The Variance will not injure or adversely impact legal conforming uses of adjacent property or the applicant has accurately assessed the impacts of the proposed Variance and has agreed to mitigate those impacts.

This variance will not injure or negatively impact legal conforming uses on adjacent properties.

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

The Variance is compatible with the policies outlined in the Community Plan, specifically the following:

- **Policy CD-1.5: Infill and redevelopment projects shall be compatible with the context of existing neighborhoods and development.**
 - **Policy LU_2.2: Residential infill will be compatible in character and scale with the surrounding neighborhoods.**
 - **Policy LU-3.1: New development will maintain and enhance the character and identity of existing residential neighborhoods.**
 - **Policy CD-1.4: Encourage high quality site planning and building design.**
3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:

The variance application meets the criteria for an acceptable alternative: The alternative achieves a result that is equal to the code standard to which a variation is being sought. The proposed design meets transparency standards for all upper floors, but falls short at the ground floor/pedestrian active frontages. This is consistent with most of the residential developments in the vicinity.

Furthermore, it's important to note that commercial transparency standards are difficult to achieve for a residential product, which is constrained by several limiting elements, namely unit demising walls, kitchen runs with full-height cabinetry, bathrooms (not recommended to have exterior wall plumbing). Additionally, too much transparency creates privacy concerns for residents. That said, the applicant is still providing glazing that is consistent with industry standards and provides ample light within the interior spaces of the units.

Additionally, many other strategies have been implemented to create adequate architectural articulation and visual interest to compensate for not meeting the required glazing percentages. These strategies include: accent wood planks utilized at many windows throughout giving the perception of a larger window opening, building recesses/balconies, building step-backs at the top floor, and a varied mix of exterior materials.

The Applicant is also implementing two of the three guidelines indicated in section 437.H.5 – Glazing and Transparency Guidelines. Namely, item a. (Extensive glazing should be utilized to take advantage of views and avoid large areas of blank walls) and item b. (Clear glazing incorporating UV protection technology should be used – low-e glass will be implemented).

VARIANCE REQUEST #4 – SURFACE PARKING LOT SETBACK STANDARDS

Criteria:

224.B Dimension Standards – Parking Lot Placement in the CS Zone requires a 30' lot line setback.

Proposed:

Lot 2: The parking lot is setback from the access easement line on the private street by 16'-8" at the closest and 21'-9" at the furthest point (closest to Elk River Rd). These dimensions are taken from the access easement line (as required per Section 801.B.1.a.ii), and not the property line. The setback does meet the 30' standard if taken from the property line.

Lot 3: The parking lot is set back from the access easement line on the private street by dimensions ranging from 11'-2" (closest) to 16'-3" (farthest) for the 10-space lot area directly in front of the proposed building. The other section of parking located parallel to the Townhomes is setback at dimensions ranging from 15'-4" (closest) to 18'-8" (farthest) from the access easement line.

Per CDC Section 719.D – Variances may be approved upon a finding that the following criteria are met:

1. The Variance will not injure or adversely impact legal conforming uses of adjacent property or the applicant has accurately assessed the impacts of the proposed Variance and has agreed to mitigate those impacts.

The variance will not injure or negatively impact legal conforming uses on adjacent properties.

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

The variance is compatible with the following preferred direction and policies outlined in the Community Plan:

- **Goal LU-2: Our community supports infill and redevelopment in core areas**
 - **Policy GM-1.3: Infill development and redevelopment will be promoted in targeted areas**
 - **LU-2.1: Infill and redevelopment will occur in appropriate locations, as designated by the city**
 - **Policy CD-1.4: Encourage high quality site planning and building design.**
 - **LU-3: Supporting and planning for cohesive and mixed-use neighborhoods that serve year-round residents and visitors.**
 - **Policy CD-1.5: Infill and redevelopment projects shall be compatible with the context of existing neighborhoods and development.**
5. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:

The variance application meets the criteria for an acceptable alternative. The application of other code standards, purposes, or intents will be improved by varying the standard. The purpose and intent of the CS Zone District is to provide areas for higher intensity community-wide commercial uses.

In order to program Lot 2, an important, albeit small, lot/site at one of the key intersections of West Steamboat, sufficient parking needs to be provided for the proposed commercial use(s). Shifting the surface parking lot further plan north another 13'-4" in order to comply with the setback standard would greatly compromise what is left of the site, making it difficult to locate a commercial building in the area remaining. Similarly for Lot 3, allowing a variance for the parking lot setback along the Private road on site allows the Applicant more space within the lot for a larger building footprint, in order to maximize the amount of housing units that can be built for the residents and workforce of Steamboat Springs.

Therefore, varying this standard improves the ability to further the purpose and intent of the CS zone as well as the Future Land Use Map Commercial Activity Node designation, both of which call for higher intensity of development, at this key location.

Also important to note, is that the parking lot setback is met on the sides of the lot that face public streets, namely the Elk River Rd side of the surface parking lot on Lot 2, and along the public US40 side of Lot 3. The sides where the parking lot setback is not technically compliant are along a Private street, primarily used by residents and patrons of the existing commercial operations.

VARIANCE REQUEST #5 – SNOW STORAGE STANDARDS

Criteria:

409.D.1 Minimum Required Area. The snow storage standards in Table 409-1 shall apply to all zone districts unless a different zone-specific standard is provided.

Table 409-1. Snow Storage

Required Area ^{1 2}	Standard	Zone-Specific Standard
Minimum Area ³	1 sf per 2 sf of paved area	G-2, CO, CY: see footnote ²
Additions		
Trees in Snow Storage	+30 sf per evergreen tree	
Up-Sloping Snow Storage	+ % equal to average slope ⁴	
Reductions ³		
Down-Sloping Snow Storage	- % equal to average slope ⁴	
Lots with Average Elevation ≤6,750'	- 25%	

¹ Required snow storage area = minimum area + additions - reductions.

² In G-2, CO, and CY zone districts, off-site snow storage and hauling may be permitted in lieu of on-site snow storage. In OR zone districts, snow storage is required only if the facility is utilized during snow months.

³ The minimum snow storage area may be reduced for the provision of an acceptable snow melt system or a perpetual snow storage easement on an adjacent property.

⁴ For example, if the average slope of the snow storage area is 20%, the minimum area required shall be increased or decreased, as applicable, by 20%.

Proposed:

The available area for snow storage for the proposed apartments at Lot 3 does not meet the area required by the standards in 409.D.1 within the confines of Lot 3 alone, and requires the use of the stormwater detention pond area on Lot 1 to store snow. See area summary below:

	Ph 1 (existing)	Ph 2 TH/Pkg (existing)	Ph 2 lot 2	PH 2 lot 3	Totals
Req'd Snow Storage (SF)	20,701	8,981	6,462	8,200	44,344
Available Area for Snow Storage (SF)	25,683	4,566	6,911	5,861	43,021
Available Detention Pond Area (SF)	3,637	-	-	-	3,637
Surplus/Deficit	8,619	(4,415)	449	(2,339)	2,314

Per CDC Section 719.D – Variances may be approved upon a finding that the following criteria are met:

1. The Variance will not injure or adversely impact legal conforming uses of adjacent property or the applicant has accurately assessed the impacts of the proposed Variance and has agreed to mitigate those impacts.

The variance will not injure or negatively impact legal conforming uses on adjacent properties.

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

The variance is compatible with the following preferred direction and policies outlined in the Community Plan:

- **Goal LU-2: Our community supports infill and redevelopment in core areas**
- **Policy GM-1.3: Infill development and redevelopment will be promoted in targeted areas**
- **LU-2.1: Infill and redevelopment will occur in appropriate locations, as designated by the city**
- **Policy CD-1.4: Encourage high quality site planning and building design.**
- **LU-3: Supporting and planning for cohesive and mixed-use neighborhoods that serve year-round residents and visitors.**
- **Policy CD-1.5: Infill and redevelopment projects shall be compatible with the context of existing neighborhoods and development.**
- **Goal H-1: Our community will continue to increase its supply of affordable home ownership,**

rental, and special needs housing units for low, moderate, and median-income households.

3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:

The variance application meets the criteria for an acceptable alternative. The proposed design achieves an outcome that is equal to or better than the code standard.

Per the area chart above, when the site is looked at holisitcally, there is more than enough snow storage area available with a surplus of 2,314 SF. This is primarily due to the site-wide storm water detention pond area being able to accommodate snow storage during winter months. The use of this area on Lot 1 is allowed via the blanket snow storage easement that already exists for the Subdivision (reference section III of the Steamboat Basecamp Easements Maintenance and Reimbursement Agreement, recorded at reception no. 861289 – included in this resubmission informationally).

The use of the detention pond for snow storage has operated effectively over the past winter since the completion of the Lofts at Basecamp, and this area meets the criteria of an alternative snow storage location as described in CDC Section 409.D.2 as follows:

- i. The alternative snow storage area contains enough unencumbered space to accommodate the necessary snow storage:*

The storm detention pond area exceeds the needed additional snow storage area required. The detention pond is unencumbered, i.e. not proposed for any other site amenities including landscaping, sidewalks or other active uses.

- ii. The snow storage area is configured to adequately facilitate the proposed snow storage without damage to landscaping, sidewalks, or other site amenities:*

The detention pond area is readily accessible from Big Bend Dr. via a mountable curb across the last three head-in parking spaces along Big Bend Dr that was installed Spring of 2024. The applicant also had a tree relocated in order to free a path for snow removal equipment to access without damaging the landscaping. Loading and hauling (on-site) are not expected to be necessary for routine clearing/each snow event, but rather for periodic site snow storage and “cleanup” as certain areas become overloaded (estimated 3-4 times over the course of the winter).

- iii. Snow can be moved to the alternative snow storage area on-site through the use of commonly accessible equipment or machinery.*

The Applicant is contracted with a snow removal contractor that possesses the necessary equipment for snow management including pickup trucks with snow blades, front end loaders, snow blowers, and regular employees with shovels. The contractor has already utilized the detention pond area as surplus snow storage area for one winter with success. The alternative snow storage area is contiguous with Big Bend Drive, and will not require special equipment or machinery.

VARIANCE REQUEST #6 – ACCESS

Criteria:

437.D.1 - Buildings shall prioritize orientation of primary pedestrian entries to predominant public and **private** streets, pedestrian circulation, and gathering areas.

Proposed:

The proposed building at Lot 3 has three main access points: two located on the West Elevation along Big Bend Dr (one is the main entrance and the other a stairwell egress) and one on the North Elevation facing the parking area, but approx. 35' from the US40 sidewalk (will be "connected" to US40 via a ramped sidewalk and a prominent canopy structure with signage). The building prioritizes orientation and primary pedestrian entries from the predominant **private** street, namely Big Bend Dr., which will experience the largest amount of pedestrian circulation and is most proximate to the Basecamp commercial and other gathering areas. There are no proposed building entries along the Curve Ct. or US40.

Per CDC Section 719.D – Variances may be approved upon a finding that the following criteria are met:

1. The Variance will not injure or adversely impact legal conforming uses of adjacent property or the applicant has accurately assessed the impacts of the proposed Variance and has agreed to mitigate those impacts.

The variance will not injure or negatively impact legal conforming uses on adjacent properties.

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

The variance is compatible with the following preferred direction and policies outlined in the Community Plan:

- Goal LU-2: Our community supports infill and redevelopment in core areas
 - Policy CD-1.4: Encourage high quality site planning and building design.
 - Policy CD-1.5: Infill and redevelopment projects shall be compatible with the context of existing neighborhoods and development.
 - Goal H-1: Our community will continue to increase its supply of affordable home ownership, rental, and special needs housing units for low, moderate, and **median-income** households.
3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:

ii. The purpose and intent of the code standard will not be achieved by strict application of the standard in the particular circumstance

The purpose and intent of this code standard is to enhance activity and vitality in public areas and facilitate wayfinding. The Applicant feels that the current proposed orientation and access point facing Big Bend Dr is successful in achieving this intent, and that adding arbitrary entrances along US40 and Curve Ct. in order to meet the standard will not help in furthering this intent. In fact, it will hinder it in terms of wayfinding. Additional entry points in a multi-family residential apartment building will cause confusion for non-residents/guests as to where the primary building entry is (all entrances will be access-controlled with key fobs issued to residents only). Unlike a hotel or other use with high turnover and transient users, having one primary pedestrian entry promotes the safety of residents and is helpful in designating a principal entry for guests, deliveries, or other users unfamiliar with the building.

US40 at this location is a high-speed, vehicular corridor with minimal pedestrian activity and Curve Ct. is primarily a vehicular connector between US40 and Shield Dr. which also does not

serve as a primary pedestrian route. The Steamboat Basecamp subdivision was designed to bring pedestrians into the site via Big Bend Dr, which is a private drive that is pedestrian-friendly, contains sidewalks on either side, and is located immediately adjacent to the bus stop on Elk River Rd. Big Bend Dr. experiences virtually no cut-through vehicular traffic from non-residents or non-patrons of the commercial spaces. All the resident parking for the proposed apartment building is oriented toward Big Bend Dr. which is why the Applicant has prioritized primary entries/access and orientation toward Big Bend Dr. This increases convenience, wayfinding, and connection to the existing subdivision and public gathering spaces.

In an effort to provide some orientation/connection to US40, there is a secondary building entrance along the North elevation adjacent to the patio amenity space, which contains a ramped sidewalk that connects to the US40 sidewalk (approx. 35' away). This entrance will have an elongated canopy that extends to the corner of the building, helping provide visual connection to vehicular traffic and pedestrians traveling along US40.

iii. The application of other code standards, purposes, or intents will be improved by varying the standard

Other standards, purposes or intents will be improved by varying the standard. Namely, the following goals and standards:

- Goal H-1 of the Community Plan - Our community will continue to increase its supply of affordable home ownership, rental, and special needs housing units for low, moderate, and median-income households.
 - If entrances are added along US40 and Curve Ct, the applicant would likely need to eliminate 2 apartment units to accommodate them. By varying the standard, the amount of much-needed housing units offered to the community is maximized.
- 437-A-2 - Organize buildings to frame easily accessible shared common space that creates a sense of community within a multi-building development.
 - The building is organized to frame easily accessible shared common spaces and maintains a sense of community vs. adding entrances along other facades that will likely not be utilized often, could potentially confuse visitors and guests, and pose a risk to resident safety.
- 437-C-2-b - Development should be placed and oriented in a manner that is consistent with the traditional or desired development pattern within its immediate context as defined by the established zone district.
 - In looking at other adjacent multiple-family residential buildings, there doesn't appear to be entrances along each predominant public street. For example, Sunlight Crossing, directly across US40 from the subject property does not have a primary entrance along US40 (only one obscure, access-controlled stairwell egress door) or along Sunlight Drive. This is likely because of the adjacency to the high speed, vehicular nature of US40. Building user experience is much improved when access is provided via a buffered area that also serves as the shared common space and promotes a sense of community. Additionally, the Lofts at Basecamp Row does not have an entry along the South elevation/Curve Ct. frontage either.

In summary, the proposed Phase 2 Basecamp apartments will help fill the ever-growing need for attainable long-term and seasonal housing for the Steamboat community by providing an additional eighty (80) rental units on Lot 2. The applicant is proposing to deed restrict a total of forty-one (41) Studio and/or 1 Bedroom units for workforce housing across both the existing and the new proposed apartment building, which will ensure that a good portion of this housing remains for the local Steamboat workforce.

Thanks for your consideration and please reach out with any questions.

Sincerely,

Gabriela Riegler