



Ph: 970-871-6772 · Fax: 970-879-8023 · P.O. Box 775966 · Steamboat Springs, Colorado 80477

February 9, 2026

City of Steamboat Springs Planning & Community Development
137 10th Street
Steamboat Springs, CO 80477
Phone: (970)-871-8207, Fax: (970)-879-8851

RE: Ski Area SSWSC Training Facility
34120 Forest Road 321
Steamboat Springs, CO 80487
Development Plan – Public Hearing & Conditional Use

Dear Planning Department;

Please accept this letter as a major variance request from the City of Steamboat Springs Community Development Code (CDC) for the Steamboat Springs Winter Sports Club (SSWSC) Training Facility, a private sport facility located at, legal description: PT LOT 1 GREEN HORN RANCH (TA 25 = 169.88ACS) TOTAL 173.88 ACS. The project consists of a launch ramp into a retention pond, internal private access, a deck inset with four trampolines, seasonal placement of portable toilets and three outbuildings for storage of skis, boots, personal flotation devices, ski tuning equipment, and other operational storage for operating the facility. The site is zoned Open Space and Recreation (OR) and is situated at the base of the freestyle complex on Voo Doo trail at Steamboat Ski Resort. To complete the project, Four Points Surveying and Engineering (FPSE), SSWSC and Steamboat Ski and Resort Corporation (SSRC) are requesting two major variances to the CDC.

Variance #1 – Section 406.C.5 Off-Street Parking – Standards- Surfacing

- a. Required parking areas, including parking spaces, maneuvering aisles, and driveways, shall:**
- i. Be paved with asphalt, concrete, or similar permanent surfacing so as to provide a durable and dust-free surface**

The development of the proposed sports training facility requires a variance to proceed with gravel all-weather surfacing for the internal private access, four parking spaces and T-turnaround.

Section 719.D – General Criteria for Approval.

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.
All of the access roads within the ski area boundary have gravel surfacing. The site is located nearly one mile from the nearest paved access connection and travel via existing gravel roads is required to access the site. Dense vegetation surrounding the project site provides sufficient dust suppression. The variance will not injure or adversely impact legal conforming uses for any of the adjacent properties.

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

Key Initiative 8: Habitat and Wildlife Conservation – Gravel surfacing is more aligned with the natural environment on this OR zoned site that borders US Forest Service land. Sensitive ecological areas benefit from the reduced runoff potential from a more pervious surfacing.

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

b. Acceptable Alternative

The proposed development provides at least one of the following acceptable alternatives to the standard:

- i. The alternative achieves a result that is equal to or better than the code standard to which a variance is being sought; or
Access will be limited by SSWSC and SSRC to this private facility, and only four parking spaces are provided. Therefore, the design is better than the following code standard:

406.C.5.b “In the OR zone district, parking facilities with less than 10 spaces that provide parking for trailheads may be constructed with an all-weather surface, such as gravel, rather than asphalt or concrete.”

At a public trailhead there would be more use and less regulation for use during muddy conditions.

- ii. The purpose and intent of the code standard will not be achieved by strict application of the standard in the particular circumstance; or
Section 406.A Purpose
 1. Prevent a shortage of vehicular parking areas.
Ample parking is provided for the intended use.
 2. Require parking areas to be designed, operated, and maintained in a manner that ensures their usefulness, prevents congestion, and protects public safety.
Gravel surfacing is aligned with the remote location and limited access to this facility. The parking spaces will be privately maintained as necessary. The proposed design poses no risk to public safety.
 3. Encourage multi-modal transportation.
Multi-modal transportation is not applicable for this private sports training facility. Athletes will arrive via organized ride sharing vans.
- iii. The application of other code standards, purposes, or intents will be improved by varying the standard.

Variance #2 – Section 406.C.1 Off-Street Parking – Standards- Amount

- b. **Off-street parking spaces shall be provided for each use in accordance with Section 300.F.1 and Table 300-1 or as approved through a planned Unit Development. In circumstances where any general parking standards are in conflict with any zone-specific parking standards, the zone-specific standards shall apply.**

Direction from planning staff indicate that the intended use classification for this development is most closely Arts, Recreation, and Entertainment, subcategory Amusement, Outdoor. Per Table 300-1 the required parking spaces for Amusement, Outdoor shall be 10+ (20 per acre >0.5 acre). The entire area of disturbance for the project is under 1 acre; therefore 10 parking spaces are required. This major variance request is seeking approval to proceed with 4 parking spaces.

Section 719.D – General Criteria for Approval.

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 parking layout will only be used by SSWSC and SSRC and it has been designed to meet their needs. The variance will not injure or adversely impact legal conforming uses for any of the adjacent properties.
2. The Variance is compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans.
A reduction in parking spaces means a smaller area of disturbance. There are wetlands present on site adjacent to the parking area. This design aims to minimize the area of disturbance, and in turn limit ecological impacts and promote habitat conservation. These goals are aligned with Key Initiative 8: Habitat and Wildlife Conservation.
3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative.
 - b. Acceptable Alternative
The proposed development provides at least one of the following acceptable alternatives to the standard:
 - i. The alternative achieves a result that is equal to or better than the code standard to which a variance is being sought; or
 - ii. The purpose and intent of the code standard will not be achieved by strict application of the standard in the particular circumstance; or
The purpose of the code is to prevent a shortage of vehicular parking areas. With four available parking spaces, the needs of this facility are met. All of the athletes will be transported to and from the site by SSWSC staff via their vans. Requiring additional parking spaces that will remain empty is unnecessary to achieve the purpose of the code.
 - iii. The application of other code standards, purposes, or intents will be improved by varying the standard.
The following CDC purposes as listed in Section 100.B will be improved by varying this standard:
 - *Avoid unnecessary and unclear regulation*
 - *Maintain open spaces*
 - *Protect natural resources*
 - *Encourage the most appropriate and efficient use of land*

In conclusion, we request the City of Steamboat Springs Planning Department consider the variances as outlined herein acceptable for the development plan of the Ski Area SSWSC Training Facility.

Thank you for your review of the variances and we look forward to moving forward with the project.

Sincerely;

Cameron Breton, EIT
Walter Magill, PE
Four Points Surveying and Engineering
