

Edgemont Ph II Alternative Access: Pre-Application Review



January 11, 2021

Landmark Job No. 2471-001

City of Steamboat Springs
Planning Department
PO Box 775088
Steamboat Springs, CO 80477

RE: Pre-Application Review for Edgemont Phase II – Alternative Access
Edgemont Expansion Property, Steamboat Springs, Colorado

Ladies and Gentlemen:

On behalf of Ski-In Ski-Out, LLC., we are submitting an informational package for a Pre-Application Review for an alternative access to serve future development on the Expansion Property of the Edgemont project in Steamboat Springs, Colorado.

The Applicant, represented by Mr. Kevin Stoneburner, is trying to determine the most practical, efficient and cost-effective way to provide viable access to his property. To that end, Landmark Consultants, Inc. (Landmark) has prepared this package to demonstrate compliance with the City of Steamboat Springs (City) development criteria (where possible) as well as focus discussion items for Staff consideration.

We have organized this letter to generally coincide with the appropriate Development Review Team breakout. Thank you in advance for your time and careful consideration of this application.

The Applicant previously submitted an application for a Conceptual Development Plan (City File CDPV-19-01) and received TAC comments dated December 19, 2019. These comments included a request to secure adjacent property owner participation, which is outside of the Applicant's control. In an effort to reduce conflicts with his future neighbors, the included Alternative Access concept was developed. While there are no easy solutions, the Applicant is simply trying to determine his options.

Background:

The original Edgemont project was previously reviewed and approved under the City's file DPF-07-05. There were other related applications and approvals including final plats, improvement agreements and construction drawings.

Only Phase 1 (Building A) was constructed. The area previously designated as Phase II and III is the subject property being reconsidered by the Applicant. The buildings are being redesigned, however, the existing topography and legal constraints are still driving the general site layout and therefore resurrecting the previously reviewed access shown on the CDP.



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The Pre-Application Review described herein is for a portion of the private road accessing the Expansion Property, Edgemont Condominium – Building A, Steamboat Springs. The privately constructed and maintained road would access Ski Trail Lane via the platted Outlot. This Outlot is owned by the estate of Joe Brennan. Permission for this access investigation has been granted by the estate representative.

Due to legal access restrictions, the developed state of the surrounding properties, and the steep existing topography, the original Edgemont proposal and the active CDP application required engineer variances to best balance the impacts to the neighbors, existing structures, and to ultimately provide a safer travel way.

The necessary engineering and development code variances are almost identical for either access alignment – from below for the original Edgemont project or above as indicated on this Pre-Application package.

As a general summary, the following generally highlights the comparative differences between these accesses:

Lower Access (current CDP and former Edgemont Final development Plan):

1. Requires modifications to Ski Inn Condos parking to correct an existing encroachment into Gondola Lane;
2. Requires extensive bypassing and rerouting existing sanitary sewer mains;
3. Requires a skier access crossing interrupted by the proposed road;
4. Requires extensive impacts to the established vegetation in the drainage that generally follows the Gondola Lane ROW;
5. Requires protection of the base of a Silver Bullet gondola tower; and
6. Introduces another intersection access along a busy switchback on Ski Trail Lane.

Upper Access (subject of this Pre-Application package):

- A. Avoids all of the above challenges;
- B. Requires a significant retaining wall adjacent to the Norwegian Log property;
- C. Requires a modified 3-way intersection preventing left turns out of the Edgemont project. This is based on limited stopping sight distance for vehicles traveling uphill on Ski Trail Lane. There are existing trees on private property interfering with sight triangles.

DISCLAIMER: Please note that the buildings, driveways, and other site features outside of the access study have NOT been modified for this review. The Applicant understands that the project will require design updates based on the solidification of an access location.



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DRT Breakout:

Public Works – Engineering Division:

The proposed intersection is on the inside of a sharp curve but opposite from Poma Lane. As stated above, a splitter island is required to prevent left turns onto Ski Trail Lane based on our preliminary sight distance evaluation. It is the Applicant's opinion that the need to turn left from the Edgemont Phase II project is minimal based on the non-participation in the Edgemont and Bear Claw amenities and absence of commercial services.

The proposed roadway grades include the required minimum landings at the Ski Trail Lane intersection transitioning into a maximum 10% grade down the relatively straight alignment along the Outlot. Private property on either side restricts grading and the embankment (fill slopes) are proposed to be contained by a retaining wall on either side.

The retaining wall is a 'fill wall' which only requires excavation for the bottom course, which confines the anticipated disturbance envelope. The wall will need to be designed to avoid any mechanically stabilized earth components that may otherwise interfere with future maintenance access to the proposed utilities.

The included cross sections were developed to illustrate the relationship of drive lanes, surface drainage, guardrail, sidewalks and pedestrian protections. The road is not proposed to have a snowmelt system.

The offsite drainage network is proposed to be received and intercepted with a storm sewer system within the roadway confinement. This is to maintain existing drainage patterns.

Mt. Werner Water:

The water and sewer concept illustrated in this Pre-Application package is intended to demonstrate how the existing and proposed mains be incorporated into the alternative access.

The Norwegian Log service will need to be intercepted outside of the proposed retaining wall and routed along the property line until it can be reconnected to the existing mains. Based on review of the original Ski Trail Filing 3 Subdivision and the Norwegian Condominium plats, there is a 10-ft wide utility easement along the inside of the Norwegian Log property. The rerouting of these mains and services will require further review.

The existing section of the dead-end water main installed during the first phase of Edgemont will need to be abandoned based on conflicts with the retaining wall. Therefore, a new connection will be required. The integrity of the new water main will be a focus of further review as a water main break within the retaining wall limits could have catastrophic impacts. A duplicate casing pipe system may be appropriate for consideration.

Based on the length of a 'dead-end' water main under the proposed access road, a looping of the water main via Gondola Lane is likely required. This has not been shown.



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Fire Prevention:

The fire apparatus access road standards generally reflect similar parameters of the 'Lower Road' shown on the CDP drawings. 24-ft drive widths are provided (curb to curb) and a straight-away portion is proposed to be 10%.

An approved turn around will be required.

Planning Department:

The roadway retaining wall will be within the RR-2 setbacks. The height of these walls have been minimized assuming the 10% centerline grade will be supported through an engineering variance. The distance away from the abutting property lines has been maximized by minimizing the roadway system platform width. In other words, the narrower the road, the farther away the edges of the road is kept from the property lines.

We are happy to answer any questions you may have during your review. Thank you in advance for your time and careful considerations.

On behalf of the Applicant,

Sincerely,
Landmark Consultants, Inc.

Erik Griepentrog, P.E.
Vice-President



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