

Village Drive Townhomes Engineering Variance



February 24, 2020

Mr. Jon Snyder, P.E., Director
Public Works Department
City of Steamboat Springs
P.O. Box 775088
137 10th Street
Steamboat Springs, CO. 80477

RE: Driveway Variance Request
Village Drive Townhomes, Steamboat Springs, Colorado

Dear Mr. Snyder,

On behalf of the project applicant, Sunscope, LLC, we are requesting an engineering variance to support a Development Plan-Public Hearing application for seven townhomes at the southeast corner of Village Drive and Walton Creek Road to allow for a private driveway with a width of 20-ft.

The variance request is specific to **Section 4.5.5-Width** as described in Chapter 4 of the City of Steamboat Springs Engineering Standards (City Standards). Per Section 1.8 of those same standards, the Public Works Director is authorized to grant variances to the engineering standards, based on site specific constraints contributing to the need for the variance, the effect on safety, the constraints to City Right of Way, and the public benefit, the availability of other alternatives, the economic feasibility, and the need for mitigation measures. Per the variance criteria, the following are identified herein:

- .A. A list of standards to be varied,
- .A. A summary of the variances proposed to replace the standards,
- .A. Technical sources supporting the variances,
- .A. A description of the unique site-specific constraints contributing to the variance request,
- .A. A summary of alternatives considered and a discussion as to why the standards cannot be accommodated,
- .A. A summary of the impacts of the proposed variance to safety, traffic operations, or other applicable considerations, and
- .A. A summary of proposed mitigation measures, if needed.

Section 4.5.5 Width:

Standard: *The standards for Private Driveways are shown in Table 4-3.*

The proposed site plan reflects a minimum access width of 20-ft vs the 24-ft standard listed in Table 4-3.

Technical sources supporting the variances:

The relatively short length of the proposed access and limited number of units, 7, minimizes the opportunities for frequent 2-way traffic encounters.



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The project is expected to generate 56 vehicle trips per day.

According to the AASHTO Green Book, for rural and urban arterials, lane widths may vary from 10 to 12 feet. It goes on to say that 12-foot lanes should be used where practical on higher speed, free flowing, principal arterials. However, under interrupted-flow (roads with signals) conditions operating at low speeds (45 mph or less) narrower lane widths are normally quite adequate and have some advantages.

Additionally, the project met with the City's Fire Prevention department prior to submitting the development application and the driveway is not a required fire access road.

Description of unique site-specific constraints:

The property is an un-platted parcel located at the southeast corner of Walton Creek Road and Village Drive. It is surrounded by existing development and public right-of-way on all sides. The lot is approximately 100-ft wide from east to west. 10-ft of the width is encumbered by a utility and snowstorage easement. The remaining 90-ft experiences approximately 10-ft of vertical relief.

Alternatives considered:

The design Team reviewed the potential use of a 24-ft wide driveway in the design and was unable to make all of the required site improvements fit within the remaining 90-ft described above.

Impacts relative to safety and traffic operations:

The private access is not considered a fire apparatus access road by Fire Prevention and therefore a 24-ft wide width is not required. The proposed 20-ft width does provide adequate room for two-way traffic for passenger vehicles. The reduced width should not impact traffic operations.

Proposed mitigation measures:

The private access is proposed to include snow-melted pavement to eliminate the need for snow plowing or shoveling – which otherwise may reduce the effective width of the access during winter conditions.

Additionally, the project is proposing roll out trash service so that trash trucks do not need to enter the site.

Please let us know if you have any questions, comments, or require any additional information.

Sincerely,
On behalf of the Applicant,
Landmark Consultants, Inc.

Ryan Spaustat, P.E.