

April 20, 2022

City of Steamboat Springs Planning Department
137 10th Street
Steamboat Springs, CO 80477
Phone: (970)-871-8207

RE: Lot 1 Indian Meadows Phase 1 Development Plan at 307800001
Four Points Surveying and Engineering Job No. 1448-005

Dear Planning Staff;

The letter will serve as the formal reply to the Design Review Team comments from April 5, 2022, for the Phase 1 Development Plan for Lot 1 Indian Meadows F3. The following replies in red are the design team modifications and changes per the DRT comments.

Planning Review (Reviewed By: Toby Stauffer, AICP)

1. Easement vacation and easement dedications shall occur at the same time as phase one but shall be subject to approval of this DP and approval of the easement vacation. Include a reference to easement dedication and vacation timing in the narrative. **Understood. A reference to it was added to the narrative.**

2. The 8' trail will require a public access easement. Provide the easement at the same time as all other easement dedications. Provide information about year round maintenance for trail connection and provide locations for snow storage if trail will be cleared. **Understood. Easements for the 8' trail were included in the site plan. Trail maintenance info was provided in the narrative. Snow storage area for the trail was included. The owner needs to review the easement dedication language with his lawyer but we do not anticipate a problem with what the city requires come easement dedication time.**

3. Informational comments: CDC Section 406.C.1.c: Number of parking spaces has not been evaluated but it looks like parking may exceed the maximum and may require a variance. **We will not be over the maximum but thanks for the heads up.**

4. CDC Section 421: The development is required to provide open space. **Open space to for Phase 1 shall consist of the area east of the new access road, the wetlands are along US 40, and the 8' trail addition on Lot 1. Open space was called out on the site plan. Given the open space identified for the area east of the access road, the trail addition, and the existing trail along the west side and the wetlands to the west of that, there should be no problem meeting the 15% open space required for Phase 1 development plan.**

Document Markups

5. Narrative: remove for this dp **Removed the conditional use section.**

6. Narrative: A CONCEPT PLAN was reviewed by city staff, that is different from a Conceptual Development Plan. There is no approved conceptual development plan for this property, this

criteria is not applicable. Please remove or revise these statements. **Statements were revised accordingly.**

7. Narrative: Conditional use doesn't apply to this DP. **Removed the conditional use section.**

8. Site Plan: Parking should not encroach into turn-around. Future development will need to consider an interim condition that maintains a turn-around, without parking, until Stone Lane is built. **We are proposing to maintain a 45-ft radial turn around in the currently paved area for buses, emergency vehicles, etc. Currently, the turnaround is larger than it needs to be. Fire truck turn around analysis was performed. See fire analysis site plan. The parking lot for the third phase has not been finalized.**

9. Side Plan: See Planning informational comments **OK**

10. Landscape Plan: Provide correct zoning **The correct zoning was provided.**

11. Landscape Plan: Number of spaces on landscape plan are different from landscape plan. Please revise and ensure all plans are consistent. **Landscape plan was updated w/ latest linework for the proposed development.**

12. This development plan is not a phased development plan, remove all references to future submittals or projects. Amend the scope of the current application to describe only the development that is being requested with this application. If any aspects of the development with this application will be phased, make corrections, if not, remove all references to phasing. If approved, this development would include only the four items listed in paragraph three of the narrative, revise criteria for approval accordingly. Revise plans to only show the work for this development plan, not the rest of the conceptual development of this property. **The narrative was revised to include only items for the Phase 1 development plan. Because the access road and trail and sewer is all interconnected, it makes most sense from a design perspective to include all the additional stuff for Phases 2 and 3. Shading was provided in the plans to separate phase 1 from phases 2 and 3.**

13. It appears the proposed plan may conflict with improvements planned on the adjacent property and approved DP, PL20210053, Storm Peak Apartments. Both projects should be coordinated and the adjacent property should provide a substantial conformance application to request approval of proposed changes if this development is approved.

Understood, we are working closely with the owner, Jon Sanders on this. His approved DP no longer makes as much sense given the new 8' trail and the cross access going where the approved DP trail was going to go. There should be a 30' access easement, not 20' wide, and we are proposing a sidewalk connection from SPA to the 8' trail which will meet the intent of the approved trail for DP PL20210053.

14. A development agreement will be required to coordinate access development timing, easement dedication and vacation timing, trail development, revegetation of old access, coordination of road development with hotel development, and coordination with changes to

the Storm Peak Apartments project and development plan.

Agreed, there will be many moving parts that should be coordinated. Per the DRT meeting, Planning staff will be drafting a development agreement that the engineer and owner can review.

15. To manage and mitigate environmental impacts from this project provide additional plantings, water quality, and wetland restoration along the eastern property boundary. The City will work with you to provide a temporary easement for wetland restoration work on the City's property to allow for a more effective, higher quality restoration project.

Wetland plantings were provided in the landscape plan and identified on the site plan. We agree with the wetland restoration and that was going to be the intent. Just noting that some wetlands must be removed first in order to make the necessary improvements and just to account for the fact that construction will be occurring right along the wetland fringe. Additional annotation was provided regarding wetland restoration. Wetland planting ID's can be established for construction level drawings.

16. Cross Access Plan: Add additional labeling that indicates this is a potential/draft/not approved/not constructed with this project cross access alignment. Consider graying out some information that is not part of this DP request. Some unnecessary annotation was removed that is not representative of Phase 1. Phase 1 was isolated w/ grey hatching. From a drafting perspective, it makes most sense to include the entire buildout of Lot 1 in one design file. The site plans were included with dark hatching to separate phase 1 from the rest.

17. Review draft conditions of approval in the conditions panel and review informational comments in documents and images panel.

Draft conditions of approval and informational comments were reviewed.

Engineering Review (Reviewed By: Emrick Soltis, P.E.)

1. C2: Missing 30ft utility easement. Easement added

2. Easement Revised spelling

3. Remove. Not a part of this development plan. Removed.

4. C3: Sidewalk tie-in shall be to the nearest joint. OK, noted on the plan.

5. C3: Not showing the existing valley pan along the north side of Stone Lane on all sheets.

The existing valley pan was added to all plans.

6. C3: Provide a cost estimate and provide fee in lieu for length of sidewalk to be built with Stone Lane bridge. OK, the cost estimate was provided in the narrative.

7. C3: Crosswalk cross slope of 2.00% max is required.

A 2% cross slope was established as the crosswalk location.

8. C3: Explain the purpose of this additional paved area and need for a median? It appears that both can be removed to reduce maintenance needs and potential issues with snow removal. May be an ideal location for a water quality facility.

The median was intended to provide a separation from the parked vehicles and traffic on the

access road. This paved area will be used for oversized vehicles like RVs or trailers and will also be used as a snow storage area in the winter time. WQ treatment is designated elsewhere.

9. C3: Is this parking required? If not, it may be better suited to remove and provide water quality facility to treat this area.

This parking will be dedicated to the Hotel B and yes it is required and valley pan on the outside edge will collect runoff and convey it into the swale that leads to the WQ swale further down.

10. C3: ACOE permit will be required prior to BP.

A permit was obtained from the ACOE for the area identified and included with the resubmittal in Other.

11. C3: Provide cross sections of access road including critical locations showing property line, grading limits wetland disturbance limits etc. OK, section views added as requested.

12. C3: Show FES and riprap at outfall and confirm linework. Appears there are two pipes? FES and rip rap shown. There are in fact 2 pipes shown, as the culvert will be required for the first phase of construction as drainage will not come from the storm sewer network part of phases 2 and 3.

13. C3: How will vehicles be restricted from encroaching onto the sidewalk?

A spill curb that will be part of phase 2. The trail was shifted so it's not so close to the parking lot.

14. C3: What is this extra line work? a catch curb

15. C3: This trail shall be concrete. OK, the trail was hatched w/ concrete

16. C3: Show future phases as a lighter line weight and hatch so it is clear what is proposed with the first phase on all sheets. Grey hatching was added to distinguish what is and is not part of Phase 1.

17. C3: This proposed access shall be constructed and feathered into the existing pavement. This will allow for the remaining area of turnaround to be removed without impacting access. Understood, this was accounted for with the proposed transitional paving section w/in the cul-de-sac as shown. However, this is construction level detail that you are asking for. Please refrain from commenting on these types of details for development planning in the future.

18. C3: Determine if vehicle overhang encroaches into travel lane? 4ft offset may not be sufficient for clearance.

There will be no vehicle overhang here because any car parked here would be parallel, not perpendicular with the access road. That is the point of the median.

19. C4: Plan and Profile do not seem to match at interface of existing/proposed at Sta. 0+57? The profile was revised accordingly.

20. C4: Explain the need for a sag vertical curve?

To conform with the drainage swales that run parallel to it. Because fill for roads is

expensive.

21. C4: Confirm this will be provide with this City Project

Discussion w/ Baseline has occurred regarding the merging of drainage from the Core Trail on City land with drainage from Lot 1. The engineers at Baseline feels that the positive drainage away from Lot 1 and the culvert outfall for the trail can be established.

22. C4: Provide details on how drainage will be conveyed through this area when Stone Lane Bridge is constructed? Additional drainage detail was added. The outfall point for the existing valley pan that drains the Stone Lane ROW will be maintained.

23. C4: All drainage easements need to provide access from the public Right of Way.

The 30' foot public access easement will replace the existing 50' wide public access easement that is to be vacated as part. This public access easement shall be adequate for BMP inspection purposes and that can be indicated in the plat and easement dedication language. The water quality swales associated with phase 1 have easements that border the proposed 30' wide public access easement.

24. C4: Crosswalk cross slope of 2.00% max is required. Corrected.

25. C4: FES and riprap shall terminate prior to property line.

Rip rap terminated at the property line.

26. C7: Include removal of existing access road in Ph. 1 Removal of the existing road was included in phase 1.

27. C7: This pavement area shall be included with Ph.1 and taped into existing. Included the pavement area and transition in Phase 1.

28. C7: Water quality for west side of access road will be required with Ph.1

Water quality swales on the west side of the access road were included in Phase 1.

29. L1: Water quality swale is shown differently on other sheets. Which one is correct?

Linework was updated on the Landscaping Plan to correspond with the rest of the civil plan.

30. C4: Provide two site plans and profiles for the cul-de-sac. One during the time Stone Lane cul-de-sac is in plane. One when Stone Lane has been extended to the east.

An additional sheet was created showing the extension of Stone Lane. Sheet C3.2

31. Drainage Study: Does not appear grass swales provide sufficient treatment. May consider making the entire length of grass swale a treatment facility. There is more treatment being provided in phases 2 and 3 of the development plan. WQ swales were upsized. The WQ swale on the east side of the access road will be solely for half of the access road and the parallel parking along it. The parking lot for phases 2 and 3 will have bio-retention gardens

for the parking lot AND have the WQ swales on the west side of the access road.

32. Drainage Study: n=1 shall be used for grass swales.

33. Drainage Study: 18.62

34. Drainage Study: n=1 shall be used for grass swales.

35. Drainage Study: 49

36. Drainage Study: n=1 shall be used for grass swales.

37. Drainage Study: 45

38. Drainage Study: n=1 shall be used for grass swales.

39. Drainage Study: 43.2n=1

n=1 for grass swales was used for all WQ swale TSS reduction calcs and the TSS load revised accordingly.

40. Drainage Study: side slopes need to be 4:1

41. Drainage Study: side slopes need to be 4:1

42. Drainage Study: side slopes need to be 4:1

43. Drainage Study: side slopes need to be 4:1

Side slopes were made 4:1 for channel flow calcs. The swale receiving the most flow is that receiving flows from SB3. This proves that all swales have sufficient capacity.

44. Drainage: Next page shows 0.5%. which one is it?

45. Drainage Study: 19% of the site is not being treated. Fill out second portion of sheet.

Doing my best to keep items separated by phase so a separate TSS design checklist and project sheet was made for Phase 1. Phase 1 area is approx. 0.50 acres in size. The area not being treated is located along the easterly property line that does not flow into the swale along the east side of the cross access road. This area is about 0.08 acres or 16% of phase 1.

46. Drainage Study: there are four grass swales total.

There are 4 now for phase 1, the report and project sheets were updated.

47. C8: grass swales will need to be deep enough to handle the proposed snow storage to eliminate the chance of spilling over into wetlands. some sort of snow fence may be necessary. The swale will be 1' deep. This is about as deep as I'd like to go as any deeper requires a larger berm and steeper slopes along the wetlands edge. The snow storage plan was modified to account for the wetlands. Snow storage should cease at the top of the swale berm. Reflective fiberglass stakes should be placed along the wetland edge for plow drivers to know the limits at which to push snow.

48. C8: Where is the future phases store snow? it appears there is limited space for future snow storage area. Snow storage should be evaluated for each phase. Current snow storage analysis shows that there is sufficient snow storage for the access road and the Holiday Inn Express (part of the phase 2 submittal). Phase 3 snow storage areas have not been established yet and may require a variance.

49. Drainage Study: Each sub-basin is not fully treated by the entire length of the grass buffer. further detail will need to be provided to show that drainage will be conveyed through the entire length of the grass buffers. Sub-basins have been divided up more in the phase 2 parking lot to flow into bio-retention/rain gardens. Please reference the phase 2 development plan application for bio-retention proposed within the parking lot.

50. Drainage Study: evaluate the outflow controlled condition for the 100 yr event. This was evaluated using the AutoCAD Express tool for Culvert analysis under a 100-year base flood elevation scenario. A scenario such as this where the peak flows out of the site is 100-year and AND the outfall condition is at BFE is unlikely to occur simultaneously. See appendices.

51. Prelim. Floodplain Analysis: The over-topping of Stone Lane needs further study and discussion. What is the overflow path? Mary Wohnrade has addressed this in the final study and report. See final report.

External Agency Review

1. Atmos Energy

There is a 4" gas main near phase 1 road easement. The line runs behind the Fairfield/Holiday Inn hotels and end behind the Homewood suites. Will the new access road effect the gas line easement? I do not see it on any of the drawings. The approximate location of the gas main was shown based on locates performed behind the Homewood Suites. A locate request has been made for Lot 1 and those locates will be surveyed once the locates are performed and updated on all future plans.

2. Parks and Recreation- Craig Robinson

Provide additional information about who will maintain the proposed soft surface trail. Clarify and confirm that car bumpers will not encroach into the soft surface trail. More separation or a fence may be needed. Trail maintenance information was provided. The owner of the Holiday Inn Express will be required to clear and maintain the trail addition. More separation was provided from the parking lot and there will be a spill curb that will keep cars from encroaching onto the trail.