PETITIONER:	RYAN & REBECCA NOWOSIELSKI
PETITION:	VARIANCE TO CONSTRUCT A SINGLE-FAMILY RESIDENCE IN THE SETBACK
LEGAL:	LOT 1, COUNTRY GREEN SUBDIVISION
LOCATION:	34620 COUNTRY GREEN ROAD
ZONE DISTRICT:	MOUNTAIN RESIDENTIAL ESTATES (MRE)
AREA OF PARCEL:	2.47 ACRES
REQUIRED SETBACK:	50' FROM PROPERTY LINE TO STRUCTURE (NORTH)
	50' FROM PROPERTY LINE TO STRUCTURE (WEST)
PROPOSED SETBACK:	10' FROM PROPERTY LINE TO STRUCTURE (NORTH)
	20' FROM PROPERTY LINE TO STRUCTURE (WEST)
STAFF CONTACT:	MICHAEL FITZ (MFITZ@CO.ROUTT.CO.US)
	ALAN GOLDICH (AGOLDICH@CO.ROUTT.CO.US)
ATTACHMENTS:	Site Plan - Slope Analysis Map

SUPPLEMENTAL NARRATIVE:

As requested, please see below for additional explanation on why a variance has been requested on the west and north sides of the site.

Due to the existing extreme slopes, as demonstrated on the "Site Plan - Slope Analysis Map" attachment, the safe design of the driveway for fire, medical emergency, and general access considerations dictates that the building envelope be placed as far north and west as possible. This design approach allows the house to nestle into the hill and avoid using potentially hazardous, excessively large, retaining walls on the downslope side and to prevent an even longer complex driveway through means of multiple switchback configurations. As the site slopes to the south at upwards of 80%, most notably at the north end where the Country Green Road access occurs, the difference created between the graded surface and the adjacent existing topography deviates rapidly (*for every foot that naturally falls at 80% versus every foot that is designed to fall at 20%, there is approximately 7" of vertical difference that must be retained or filled)*. With the slope of the driveway ideally at 10% or less, and the current design already increasing to 20% to offset that grade difference as quickly as possible, infilling and retaining earth at that capacity is impractical. The driveway is immediately angled west (*therefore a setback variance request on the north side*) and stretches as long as possible (*therefore a setback variance request on the west side*) so that the 20% driveway runs perpendicular to the primary site slope and makes up that difference as best it can. A shorter, less steep driveway to a building envelope within the standard setbacks results in a building pad elevation so far above the existing conditions that it is unattainable and undesirable from a logistics, cost, and safety standpoint.

The final driveway design and site access logistics have been presented to Fire Marshall Doug Shaffer and is still in review with him. However, through discussions with him over the past year, he understands the extreme nature of the site and the measures necessary to ensure as safe an environment as possible, given the constraints provided.