

Copper Mountain Resort and Continuum Partners

2019 A-Lift Neighborhood PUD Amendment

Class 5 Re-Submission: March 21, 2019



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Enhancements Made to the A-Lift Neighborhood Project Based on Community and Review Agency Input

Thank you for your continued review regarding the A-Lift Neighborhood at Copper Mountain. On behalf of Continuum Partners and Copper Mountain Resort, we have prepared a modified site plan and application in response to input received from the Planning Commission, Board of County Commissioners, Summit County, other review agencies and the Copper Mountain community during the Class 3 review phase. Below is a summary of the site plan modifications in response.

Access

- To minimize impacts to golf, a new access point and arrival sequence is now proposed. A southern access point has been discussed with CDOT as being a viable alternative and works well as a neighborhood entrance. (An access route through the existing Alpine Lot Intersection has proven to be impactful to ski operations, day skier parking and involves significant landscape modifications.)
- An Access Permit has been executed with CDOT.

Connectivity and Public Benefits

- To better connect the Neighborhood to the rest of the resort, a shuttle route is proposed to bring skiers, hotel guests, residents and public to-and-from the East and Center Village to the neighborhood and the Alpine Lift. The implementation of the shuttle road is anticipated to be a smaller roadway dimension to reduce impacts through the golf course. The shuttle route will be used by the Copper Coach operated by the Copper Mountain Resort Association and the hotel's branded van.
- By bringing a skier shuttle to the hotel and condominium entry, the project is achieving a greater level of public inclusivity. The public will have direct access to the Alpine Lift, restaurants, outdoor dining terraces and spa.
- A new trail connection is proposed from the A-Lift Neighborhood to the Colorado Trail. Subject to approval, a re-alignment of the Highway 91 trail crossing is also proposed to improve visibility and safety for pedestrians.
- A summer walking path is anticipated from the A-Lift Neighborhood to East Village through the existing cat road.
- A series of Nordic trails are planned to be groomed into the existing golf course to provide additional public recreational amenities and connections between the A-Lift Neighborhood and the broader resort.
- The mixed-use neighborhood and hotel program will provide vitality and activity year-round, and a new program type to enhance the resort experience.
- Visual impacts of the existing snow storage area (Mt. Chomiak) have been mitigated by a new snow storage plan at the maintenance and storage yard which is less visible from Highway 91.

Density Changes and Single-Family Homes

- A smaller development boundary is proposed.
- Townhomes and single-family lots are proposed in locations to utilize an existing wetland crossing and avoid creating a new wetland crossing. This reduces wetland impacts.
- The single-family homes remain a critical component to the mix of the neighborhood and additional lots have been added to support the project. The new single family lots are located to utilize the existing wetlands crossing and are intimately connected to the project's other amenities through walking paths.

Golf

- The site plan presented for the Class 3 Work Sessions reduced golf lengths by approximately 236 yards. (The previous A-Lift neighborhood design for Parcel 32 for 12 single-family lots had similar golf impacts.) The revised site plan has proposed an alternative access road, therefore, reducing golf impacts. The revised site plan does not anticipate an overall reduction in golf yardage length and includes new beneficial golf design features.

Height and Visual Impact

- From Hwy 91, the hotel and condominium building remain similar to previous plans. The single-family lots are lower on the hillside reducing their visibility. The townhomes are more consolidated within the site plan.
- From the Master's Neighborhood, the single-family homes are lower on the hillside and the condominium building is further away reducing their visibility.
- Copper Mountain's snow storage area, Mt. Chomiak, is proposed to be relocated to a more desirable location with limited visibility from Highway 91.

Wetlands

- The site plan has been modified to utilize the existing wetlands crossing at the resort's existing cat road. The existing culvert which moves water through the crossing will be replaced and improved by a bottomless culvert. Site disturbance will be minimal.
- Disturbance areas are minimized to infrastructure and grading at the improved crossing.
- A wetlands delineation report and proposed mitigation strategy has been prepared by Claffey Ecological Consulting, Inc. for the small disturbance area.

Skier Experience

- Less terrain on Formidable is being impacted by the revised site plan.
- The Copper Mountain Resort Association's Copper Coach skier and guest shuttle transit system is integrated into the A-Lift Neighborhood. The on-demand shuttle will bring users from designated pick-up locations in the resort to the hotel's arrival and drop-off area. A covered waiting area with seating and a breezeway provide convenient and direct access for skiers to the Alpine Lift and restaurant on-grade with the lift.
- An emergency pull-off is planned at the base of the lift to quickly access guests in emergency situations.
- The proposed public restrooms will be available to all guests and active recreation participants of the A-Lift Neighborhood, including golfers in the summer.

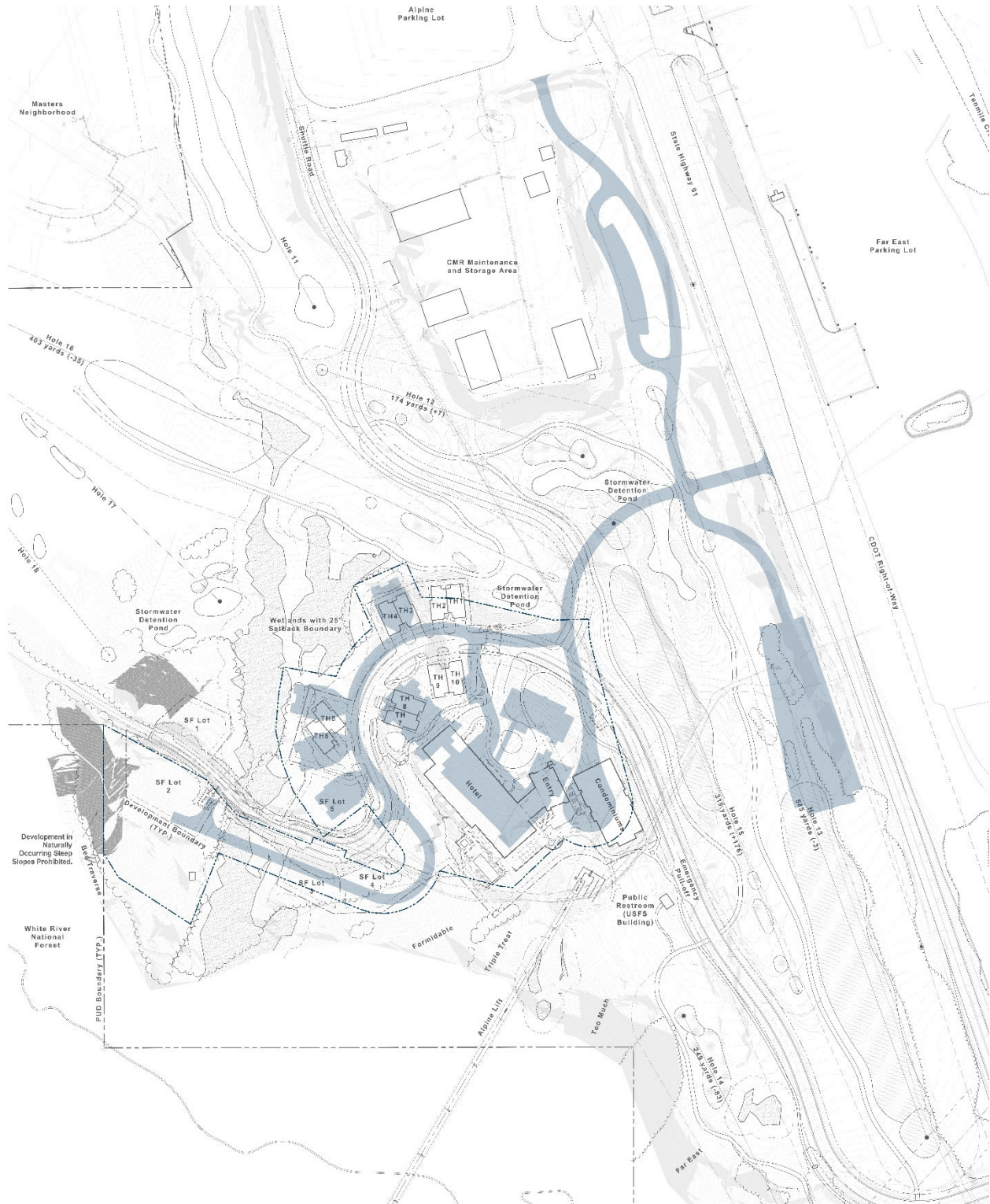
Open Space

- The revised site plan has achieved a more compact approach and smaller development area. The new development area is approximately 7.7 acres.
- No loss of public or private open space occurs with the development.

Treatment of Development Constraints

- The proposed A-Lift Neighborhood balances minimal impacts to development constraints in order to maintain reasonable use of the property. Mitigation measures are discussed in the Application and Written Reports and Analysis.

See Class 3 Site Plan overlay with the Class 5 Site Development Plan on the following page.



Class 5 Preliminary Site Development Plan, with the Conceptual Site Plan overlay from Class 3 (see L-2 in Appendix C for a 60-scale Preliminary Site Development Plan)

Project Narrative

The A-Lift Neighborhood Plan proposes to activate a utilitarian and underutilized section of the resort with a boutique hotel and complementary residential neighborhood. Since the 2008 PUD Amendment, no significant developments have been proposed at the Resort (with the exception of Copper's continued commitment to providing Employee and Affordable Housing and on-mountain improvements). Included in this mixed-use land application are opportunities for an enhanced guest and community experience including additional event space, dining and hospitality services as well as a new neighborhood that is unique in character and scale. The proposed project location offers distinct views and direct mountain access in a natural wooded setting. The project will expand upon previous A-Lift Neighborhood concepts documented in the Copper Mountain PUD. A boutique hotel and proposed commercial uses will complement the mix of offerings currently available in the Copper Mountain community. The single-family and duplex homes will be replaced with guest service and program-oriented land uses, further expanding the resort's appeal to international, state and local guests. The ideas developed herein represent a unique opportunity for Copper Mountain Resort and Summit County to benefit from the addition of a vibrant new neighborhood at Copper Mountain's Alpine Lift base area.

Existing Conditions

The area for the A-Lift Neighborhood is located to the west of State Highway 91 within the Copper Mountain PUD boundary. (Refer to Exhibit 1 and 2.) The Resort's existing maintenance and storage area is located to the north of the site and the White River National Forest and ski area are located to the west and to the south of the development area. The Far East Parking Lot is located east of State Highway 91 on US Forest Service land. The existing Triple Treat day skier parking lot and golf hole 15 are centrally located within the project area. Just to the northwest of the Triple Treat lot is an abandoned structure previously used by the USFS. (The previously considered A-Lift Neighborhood site was planned to overlay on the footprint of the current Triple Treat Lot.) The existing Alpine Lift terminal is located just south of the Triple Treat Parking Lot. Four ski runs connect to the Alpine Lift including Far East, Too Much, Triple Treat and Formidable. Some day-skiers park in the existing Triple Treat Lot to access the Alpine Lift, however the Resort does not provide shuttle service to this lot. The Triple Treat Lot is also utilized for the resort's snow storage operations also known as "Mt. Chomiak".

Existing natural features include forested wetlands, steep slopes and some other isolated instances of smaller wetlands. The largest existing wetland is within a mostly wooded area to the north-west of the Alpine Lift. Slopes of 30 percent or greater are mostly located to the southwest of the project area with some smaller areas of steep slopes that are mostly the result of roadway grading, parking lot grading and golf facilities. (Refer to *Analysis of Steep Slopes* in Appendix B.)

Existing golf, pathways and access exist at the site. A network of cart paths provide access to the golf holes. A cat road traverses through the dense forest from the Alpine Lift to the south of golf hole 18. A vehicular roadway connects the Alpine Lot to the north of the Maintenance Area then to the Triple Treat Lot. The regional Colorado Trail traverses the mountain just outside the Copper Mountain PUD boundary from the southeast to the northwest - toward the Copper Mountain Village. A telecommunications and water utility corridor follow State Highway 91 and then turns west and follows an existing cat road to the East Village Neighborhood

Location and Development Area

The proposed development area is approximately 7.7 acres within Parcel 32 and Open Space Area OS-X. In the existing PUD, the A-Lift Neighborhood is shown as replacing the existing Triple Treat parking lot, an exposed visual condition from the scenic view corridors of HWY 91. This project site is located higher on the hillside and further to the west to maintain natural and vegetated views from the highway corridor and existing neighborhoods. (Refer to *Visual Impact Analysis* in Appendix B.)

Proposed Development Overview and Land Uses

This mixed-use project includes hotel/ lodging, commercial, conference facilities, resort support facilities, and residential land uses. The residential uses include condominiums, townhomes/duplex and single-family unit types. The condominium units are in a building attached to the hotel and therefore described within the hotel land use area. The total area and percentage of area devoted to each land use is:

Table 1: Percent of Area Devoted to Each Land Use

A-Lift Neighborhood Total Development Area		
7.7 Acres (335,450 sf)		
Land Use	Area - Acres (square feet)	Percent of Dev. Area
Hotel (Condominiums Included)	3.6 acres (158,772 sf)	47%
Residential	2.1 acres (89,648 sf)	27%
Roads, Parking and Landscape	2.0 acres (87,030 sf)	26%
Total	7.7 acres (335,450 sf)	100%

Development Density and Transfers

The Copper Mountain Resort PUD provides the opportunity to transfer development densities between parcels. The Applicant intends to transfer equivalent units and commercial square footages densities from the Chapel Lot - Parcel 18, Stables – Parcel 34 and Triple Treat East – Parcel 33. The Chapel Lot (Parcel 18) was previously planned for hotel and lodging uses and the density transfer is consistent with the proposed uses at the A-Lift Neighborhood. The transferred development densities will result in appropriate balance within the resort where the densest residential and commercial areas will continue to be Copper Village and East Village (Refer to Exhibit 3).

A portion of existing commercial square footage in the A-Lift Neighborhood is from Parcel 34, the Stables Lot. This commercial area was 1,500 sf in total, with 1,500 sf being transferred to Parcel 32. Parcels 33 and 34 have been removed from the PUD with this application. For more information regarding these parcels, please see the open space narrative and Table 10.

Table 2: Density Transfer – Equivalent Units

Equivalent Units	Existing	Transfer	Proposed
Chapel Lot (Parcel 18)	239	- 42	197
A-Lift Neighborhood (Parcel 32)	30	+42	72 *

* The proposed Preliminary Development Plan includes 69.92 EUs. The Applicant is requesting 72 EUs to provide flexibility as the design advances in future project phases.

Table 3: Density Transfer - Commercial

Commercial			
	Existing	Transfer	Proposed
Chapel Lot (Parcel 18)	28,149 sf	- 8,300 sf	19,849 sf
Stables (Parcel 34)	1,500 sf	-1,500 sf	0 sf
Triple Treat East (Parcel 33)	200 sf	-200 sf	0 sf
A-Lift Neighborhood (Parcel 32)	1,000 sf	+ 10,000 sf	11,000 sf

The development program includes 53 overnight hotel rooms, 21 condominiums, 10 townhomes and 5 single-family lots. The hotel amenities include a fitness center and pool. The hotel restaurants, bar and spa are open to the public. The hotel includes a club affiliation program for members to benefit from customized hospitality services. The event space is intended to be available to hotel and resort guests upon reservation for retreats and other celebrations and special occasions. It is anticipated these events will also utilize a designated and leveled-surface outdoor space within OS-X parcel at the base of the Alpine Lift. A new public restroom is provided at the base of the lift to support winter and summer recreational activities and guests.

The classification of uses within the proposed project includes the following:

- Commercial:** This includes Restaurants, a Bar and Spa within the hotel. The definition is based on the Public use nature of the commercial space which allows for people who are not hotel guests to utilize the services. *From Copper Mountain PUD page 1-2: "Commercial shall mean space where merchandise, products or services are purchased by the general public, including, without limitation, space used as retail sales establishments, restaurants, bars and lounges, farmer's markets, flea markets, rental shops, for-profit day care, public lockers, ticket windows, professional offices, season pass offices, and real estate sales offices, excluding space that is a Community Facility, Resort Support Facility, Lodging Services, Cafeteria, Conference Facility or free to use recreational facility."*
- Conference Facilities:** This shall include the event space within the hotel. Conference Facilities are exempt from commercial density and will be available to hotel and resort guests upon reservation for retreats and other events. Conference Facilities shall mean the facilities used for professional or private meetings or gatherings. These facilities shall be limited to banquet halls, conference rooms, exhibit halls, meeting rooms, boardrooms, and other spaces used for conference services, and administrative offices related to the foregoing. *From Copper Mountain PUD page 1-3: "Conference Facilities" shall mean the facilities used for professional or private meetings or gatherings. These facilities shall be limited to banquet halls, conference rooms, exhibit halls, meeting rooms, boardrooms, and other spaces used for conference services, and administrative offices related to the foregoing.*
- Lodging Services:** This is the space that is used within individual lodging facilities that allows the facility to operate. The front desk is an example of this classification of use. This includes front desk, bell staff, valet, housekeeping, reservations, property management and Administration and Back-of-House areas. *From Copper Mountain PUD page 1-5: Lodging Services shall mean space used by the service personnel within the individual lodging facilities such as front desk area, bell staff, valet, housekeeping, central reservations, call centers, Property Management, security and administrative offices and storage related to the foregoing."*
- Resort Support Facility:** This category includes space within buildings that are used in connection with the operation of a destination resort. Examples of these type of uses are transportation facilities, public restrooms, kitchen, and other back of house spaces. *From*

Copper Mountain PUD page 1-7: "Resort Support Facilities shall mean the buildings or spaces that are provided or occupied by services or operational facilities, which are used in connection with the operation of a destination resort, excluding Cafeterias. Examples of such facilities include maintenance facilities, utility facilities, storage facilities, transportation facilities, lift terminals, ski school facilities (limited to areas for staff, equipment and guest warming), non-commercial laundry facilities, Lodging Services, public restrooms, Employee Housing support facilities, Employee cafeterias, and administrative offices related to any of the foregoing."

- Hotel/ Lodge:** The definition of this use is related to a facility held in common ownership offering transient lodging facilities to the general public. Example of this type of space proposed includes the hotel great room, check-in, fitness and lockers, events space, club affiliation and pre-function areas. *From Copper Mountain PUD page 1-4: "Hotel/Lodge shall mean a facility held in common ownership offering transient lodging accommodations to the general public, and may provide additional services such as restaurants, in-building check-in/ check-out services, meeting rooms and recreation facilities. Such facilities are generally smaller rooms and shall not have kitchens. A wet bar or kitchenette as defined by the Code is a permitted use within such units."*

Table 4: Floor Area of Non-Residential Uses

Non-Residential Uses (Exempt Areas)	
Use Type	Area (gross square feet)
Guestrooms	40,000 gsf
Public Areas	28,000 gsf
Administration	2,500 gsf
Back-of-House	11,000 gsf
Mechanical Areas	2,500 gsf
Circulation/ Exterior Walls	9,500 gsf
Total	93,500 gsf

Table 5: Floor Area Allocation of Hotel

Floor Area Allocation	
Use Type	Area (gross square feet)
Commercial	11,000 gsf
Lodging Services	4,500 gsf
Resort Support Facilities	7,000 gsf
* Hotel/ Lodge	71,000 gsf
Total	93,500 gsf

*Hotel/ Lodge includes conference facilities.

The boutique hotel includes a mix of room types to serve a wide range of guest experiences. The rooms are sized to provide living spaces within the accommodation for guests to gather, relax and enjoy their resort experience. The rooms also provide space for the typical luggage that accompanies guests to recreation destinations. The variety of room accommodations meets the needs of guests traveling in small or large groups. The types and number of lodge rooms are:

Table 6: Type and Number of Lodging Rooms

Boutique Hotel		
Room Type	Area (square feet)	Number of Units
King	516 sf	32
Queen	516 sf	12
Deluxe Suite	925 sf	7
Champions Suite 1	1,225 sf	1
Champions Suite 2	1,225 sf	1
Total		53

Connected to the hotel by a corridor and elevator, the condominium building consists of 21 condominium units for residential use. These units will be privately owned; however, owners will have the option of including their residential unit into a rental pool for over-night lodging use managed by the hotel. Included in the 21 units is 1 employee housing unit. This mixed-use option brings additional energy and vibrancy to the resort through year-round use and increase in turnover of the lodging bed base. The residential unit types include:

Table 7: Residential Uses (7.7 Acres of Total Development Area)

Residential Uses			
Residential Units	Unit Floor Area (SF)	Number of Units	Total Floor Area
Employee Housing	1,060 sf	1	1,060 gsf
Condo (1-BR)	1,060 sf	3	3,180 gsf
Condo (2-BR)	1,394 sf	4	5,576 gsf
Condo (2-BR, Corner)	1,410 sf	4	5,640 gsf
Condo (2-BR, Loft)	1,600 sf	2	3,200 gsf
Condo (3-BR)	1,843 sf	2	3,686 gsf
Condo (3-BR, Loft)	2,300 sf	2	4,600 gsf
Condo (3-BR, Corner)	2,340 sf	2	4,680 gsf
Condo (4-BR)	2,700 sf	1	2,700 gsf
Townhomes	2,495 sf	10	24,950 gsf
Single-Family Lot 1	7,000 sf	1	7,000 gsf
Single-Family Lot 2	10,000 sf	1	10,000 gsf
Single-Family Lot 3	6,000 sf	1	6,000 gsf
Single-Family Lot 4	7,000 sf	1	7,000 gsf
Single-Family Lot 5	10,000 sf	1	10,000 gsf
Total		36 units	99,262 gsf
Total Units Per Acre		4.68 units / acre	

*An employee housing unit is provided in the condominium building and is not included in the total multi-family square footage calculations for equivalent units. Gross square footage is not limited by this table. At all times, the proposed gross square footages shall follow PUD standards for EU conversion and not exceed the permitted EUs for the A-Lift Neighborhood.

Table 8: Equivalent Unit Conversion

Equivalent Unit Conversion		A-Lift Neighborhood	
Unit Type	Actual Units	Equivalent Units	
Single-Family (greater than 2,500 sf)	5	12.5	
Townhome (less than 2,500 sf)	10	10	
Multi-family/ (avg. exceeds 1,400 sf) *	20	23.76	
Hotel (less than 520 sf)	44	14.66	
Hotel (greater than 520 sf)	9	9	
Employee Housing Unit **	1	0	
	Total	89	69.92

* "If the average size of the multi-family units within any individual buildings on a Development Parcel exceeds 1,400 square feet, then additional EUs will be allocated in order to compensate for the additional residential square footage at 1 Equivalent Unit per 1,400 square feet." - Footnote D, 2-11. The average size of the multi-family (condominium) units exceed 1,400sf. The total square footage is 33,262/ 1,400 = 23.76.

** "Notwithstanding Table 2 or any other provision of this PUD Designation, appropriately restricted Employee Housing Units...are deemed to equal zero Equivalent Units." - Footnote A, 2-11.

The proposed Preliminary Development Plan includes 69.92 EUs. The Applicant is requesting 72 EUs to provide flexibility as the design advances in future project phases.

Building Architectural Design Standards

The A-Lift Neighborhood will be an attractive neighborhood creating a quality living environment for guests and residents, increasing property values and complementing Copper’s natural assets. The collection of buildings is compatible in terms of scale, materials and forms within a mountain setting. The project design promotes a unique sense of place for the Copper community founded on historical traditions and natural character. The architectural detailing and proposed façade and landscape materials complement and enhance the perception of the environment. Variations are provided in mass and scale to ensure a contextual fit, visual interest and appropriate response to human scale. The architectural character of the building is designed to articulate distinctions in building mass, form and scale to break large volumes into multiple smaller volumes and is enhanced by variation in wall planes and roof forms. To accomplish this, the upper level guestrooms are contained within the slope of the main roof with smaller shed dormers providing light and views, as well as variation and rhythm in the roof scape. Further, guestroom windows will be setback from the façade to shift the wall plane and create visually interesting shadows. Additionally, the primary entrance of the hotel is clearly visible on approach and visually enhanced by landscape. The single-family units are composed of natural materials and colors to blend into the hillside and existing trees. (3505.05: Building Architectural Design Standards, Summit County Tenmile Master Plan/ Copper Mountain Subbasin Plan’s Built Environment Design Goals.)

The hotel is 4 levels above grade (with the fourth level contained within the roof) and 1 parking level below grade. The condominium building is 3 stories with the upper level unit lofts contained within the roof. All other buildings are 2 to 3 stories. The building is calculated as set forth in the Summit County Development Code (3505.06: Height Limit) and designed as well to meet the height restrictions set forth in the International Building Code (IBC 2012: section 504). Per the Summit County Development Code, the building height is measured vertically from any point on the proposed roof (or eave) including the roofing material, to the natural or proposed finished grade (whichever is more restrictive). This distance is to be measured directly below each point on the afore-mentioned roof or eave. Per IBC, the building height is measured from grade plane to the average height of the highest roof surface. (Refer to Exhibit 4.)

Table 9: Maximum Building Heights

Maximum Building Heights		A-Lift Neighborhood	
Building Type		Feet	
Single-Family		35'	
Townhome		35'	
Condominium Building		65'	
Hotel		65'	

There is a centralized garbage and recycling collection for the hotel and condominium buildings. Dedicated space is allocated within the loading / receiving area for roll-out bins for trash collection and recycling to sufficiently serve both buildings. The service areas are enclosed inside the building. The single-family residences and townhomes will be contracted with waste management companies to haul trash and recycling away to regional centers. (3505.03: *Dumpsters.*)

Steep Slopes

A thorough inventory and analysis of steep slopes in the A-Lift Neighborhood Development is included identifying steep slopes that are “naturally occurring, “previously graded and disturbed” and “isolated areas of naturally occurring steep slopes with limited functional preservation value”. (Refer to *Analysis of Steep Slopes* in Appendix B.) Development on steep slopes is limited to isolated areas and previously disturbed. Development in naturally occurring steep slopes is avoided by the proposed A-Lift Neighborhood.

- o Complete avoidance of isolated areas and previously disturbed steep slopes leads to a limited intensity of development. Limited intensity development is cost prohibitive and leads to unreasonable use of the property because it cannot be reasonably implemented.
- o The proposed A-Lift Neighborhood supports a range of master plan policies (Refer to *Master Plan Conformance Executive Summary* and *Detailed Analysis of Master Plan Conformance* in Appendix B). Impacts to isolated areas and previously disturbed steep slopes is necessary to:
 - o Enhance the existing wetlands crossing.
 - o Cluster development into the backdrop of the hillside rather than be situated in the exposed nature of the golf course area and the open space. By positioning the A-Lift Neighborhood on the hillside, the project contributes to a contiguous open space buffer and foreground view.
 - o Provide trail connections.

Disturbed areas will utilize a Summit County Aggressive Seed Mix recommended for erosion control and reclamation. (3604: Table 3-2: Required Plan Material List.)

Open Space, Trails and Recreation

Background

There are 295 acres of open space within the Copper Mountain PUD, approximately 61% of the 480-acre area (excluding 193.93 acres of mining claims). Copper’s open space parcels are separated into two distinct categories – private open space and public open space. Private open space generally permits active recreation uses such as skiing and golf, and may have controlled access and fee-based uses. There are 237.44 acres of private open space located throughout the resort. Public open space generally permits passive recreation uses such as hiking and nature viewing, is established to protect natural features and dedicated to public use. Public open space is located along West Tenmile Creek and key wetland areas, and contains a total of 57.63 acres. There is no public open space in the A-Lift Neighborhood. Permitted uses and densities for Copper’s development and open space parcels are identified in Table 1 and Exhibit B of the PUD. Open space acreage, maintenance and implementation is documented in Table 13. Table 13 is the only location in the PUD that establishes specific acreages associated with land uses, as all other parcel acreage is determined through subdivision plat.

The A-Lift Neighborhood, Parcel 32, is surrounded by several private open space parcels, including OS-P, U, V, W and X. These private open spaces are primarily used for golf and skiing, both fee-based activities. The implementation mechanism for recording these open space parcels is the subdivision plat for Parcel 32 and/or Parcel 22. The A-Lift Neighborhood proposes to plat open space parcels OS-U, V and X as part of this development.

Recreational Quality

The overarching open space and recreation focus for the A-Lift Neighborhood is to promote qualitative enhancement to the Copper community's recreation experience. The Copper Mountain Subbasin Plan includes Goal T regarding open space:

"Promote and where appropriate preserve open space areas within the Copper Mountain Subbasin to enhance the area's environmental, aesthetic and recreational qualities."

While there are open space changes proposed with A-Lift, the request meets the intent of Goal T through preservation, aesthetics and qualitative recreation enhancement. The proposal will provide all-season community trail access through private open space and maintains existing trails that provide important connections, such as from Woodward / Copper Athletic Club to Green Acres and the Colorado Trail. Free public access will be provided to new trails from A-Lift, East Village and Center Village that allow the community to experience the open space environment in the summer without disrupting golf. Additional benefits of the proposal include clustered development allowing for protected viewsheds into open space, no net loss of open space and removal of some resort support uses that previously utilized open space areas (outdoor storage and snow storage). The following sections provide more detail on each of these items.

No net loss of open space

The area surrounding the A-Lift and associated open spaces was recently surveyed and includes a total of 136.105 acres. The acreage surveyed included the development areas Parcel 32 - A-Lift Neighborhood and Parcel 22 - Creekside North, and open space parcels OS-P, U, V, W, X and O. The area also included two development Parcels which have been eliminated from the PUD – Parcel 33 - Triple Treat East Parking and Parcel 34 - Stables. The areas within the survey represent a variety of land uses and ecosystems, including golf, ski lifts and terrain, wetlands, West Tenmile Creek, forested areas and development sites. Figure 3 below identifies the existing and proposed parcels, land uses, and acreages associated with each parcel. There is no net loss of open space with this proposal. The existing acreage of development area within the A-Lift Neighborhood is 8.594 acres. As shown below in Figure 3, the existing estimated development acres are dispersed between Parcels 22, 32, 33 and 34. The proposed PUD Amendment would remove Parcel 34 and the commercial density associated with it, and Parcel 33 was eliminated during the North Alpine PUD Amendment. Per Figure 3 the development acreage is reallocated to Parcel 32 and Parcel 22.

Table 10: Development Parcel and Open Space Tabulation

Parcel	Use	Existing PUD Open Space Acres	Existing PUD Estimated Development Acres	Proposed PUD Open Space Acres	Proposed PUD Development Acres
OS-O	Public Open Space	3.03	-	3.03	-
OS-P	Private Open Space	124.48	-	7.648	-
OS-U	Private Open Space		-	7.952	-
OS-V	Private Open Space		-	6.173	-
OS-W	Private Open Space		-	34.246	-
OS-X	Private Open Space		-	66.946	-
New OS-CC	Private Open Space		-	-	1.516
Sub-total Open Space		127.51			
Parcel 32	A-Lift Neighborhood	-	3.5	-	7.7
Parcel 22*	Creekside North	-	2.41	-	0.894
Parcel 33	Parking	-	2.65	-	-
Parcel 34	Stables / Commercial Equestrian Operation	-	.034	-	-
Total		127.51	8.594	127.511	8.594
Total Surveyed Area		136.105		136.105	
*This acreage does not include any area of the existing bus lane. Creekside North previously included portions of the bus lane in its conceptual development plan. This proposed acreage is similar to several development sites in Copper Mountain such as Mountain Plaza, Summit House and Copper Valley.					

Total open space area is maintained by creation of new open space parcel OS-CC and reduction of the size of Parcel 22, Creekside North. Private open space is shifted to OS-CC, but acreage remains the same as originally contemplated and required by the PUD. The development team acknowledges that while OS-P, U, V, W and CC are private open spaces, the existing landscape of the open space areas are different. OS-CC is located adjacent to West Ten Mile Creek, between the Copper Road bus lane and Public Open Space OS-L (Togwotee Park). The OS-CC location is a benefit to the community because it will provide views into Togwotee Park (OS-L), maintain trail connectivity and public access to West Tenmile Creek (OS-O). OS-X is the largest open space area at Copper Mountain and includes golf, A-Lift, ski area, parking, wetlands and forested areas. While a small portion of forested area is proposed to become a part of the A-Lift Neighborhood, OS-X still maintains a large portion of forested area, which is proposed to include new soft surface trail (see below) T-22 and T-24. See Exhibit 36.

Open space parcels OS-L and OS-O are adjacent to Parcel 22, Creekside North. These are both public open space parcels and surround West Tenmile Creek, also known as Reach 2. OS-P is located on the south side of West Tenmile Creek. The timing for dedication and platting for these parcels has been revised with this proposal to be implemented with either Parcel 24, Sky Chutes, or Parcel 22, Creekside North. Restoration of Reach 2 will be implemented with development of either Parcel 22 or 24, whichever comes first. No public open space is impacted with this proposal.

A high percentage of areas within the A-Lift neighborhood will be maintained with an open space character including compatibility with the adjacent golf course and forested wetlands. Areas of existing trees are preserved for screening and for their aesthetic value. Through maintaining the total acreage

of open space where most appropriate, the A-Lift Neighborhood meets the intent of the Subbasin plan. (3505.10: Open Space Area, Summit County Tenmile Master Plan/ Copper Mountain Subbasin Plan.)

Clustered development

The proposed A-Lift Neighborhood design is discussed extensively in other areas of the narrative. This section will focus on the benefits of reducing the size of the Creekside North Parcel 22. As previously contemplated Parcel 22 Creekside North extended the length of West Tenmile Creek Reach 2 frontage, virtually eliminating public access and view corridor from Copper Road. The proposal maintains a developable parcel for Creekside North while providing additional open space along the north side of the West Tenmile Creek frontage. The creek will look and behave more like a public amenity through the proposed clustering of development. The clustering of development promotes better environmental quality along West Tenmile Creek and improves the aesthetics along the Copper Road frontage.

Trail Connectivity

Copper Mountain residents had the opportunity several times over the past year and a half to provide input and recommendations regarding recreation and parks. One of residents' highest priority improvements is better trail connectivity, followed by access to West Tenmile Creek. Copper is taking this input into consideration with the proposal for A-Lift. Although some level of development was always contemplated at the A-Lift, no trails were previously proposed. New trails are proposed to provide community linkages as well as connections to existing trails. Existing trails include T-17 (winter only) and T-7 (Colorado trail). Proposed Trails are T-21, T-22, T-23 and T-24. See Exhibit 33, 34 and 35 for proposed winter and summer trails. Each trail is described below:

- T-21: Paved community trail, connects to Copper Community Trail. Shares access with bus lane and will include striped lane.
- T-22: Natural surface trail, connects A-Lift Neighborhood to East Village above golf hole 18 and provides an additional ski-way in the winter separate from the Bee Traverse. With T-24, these two new trails provide access from existing neighborhoods to Colorado Trail that do not currently exist.
- T-23: New grooming and plowed trail connection in the winter connecting A-Lift Neighborhood to East Village. Golf cart paths will be the plowed trail connection with Nordic trail groomed adjacent.
- T-24: Natural surface trail, connects East Village to Center Village above golf hole 1 and 2 in the summer. With T-22, these two new trails provide access from existing neighborhoods to Colorado Trail that do not currently exist.
- T7A: Re-alignment of the Colorado Trail and Highway 91 crossing for safety. The proposed trail located from the A-Lift Neighborhood to the Colorado Trail will be soft surface, 5' minimum width and be designed for seasonal use. The maximum grade will be 8%.

These proposed trails provide enhanced quality of experience for community residents and guests. There is currently no access to the Colorado Trail from East Village, and the A-Lift neighborhood provides this improvement. This supports the subbasin plan and is a community benefit requested by residents.

As a part of the A-Lift Neighborhood design sidewalks and trails are included that will provide connectivity for guests and residents, including:

- A connection from the A-Lift neighborhood to the existing groomed nordic trails. These trails will be over snow and are provided seasonally.
- Internal walking paths connecting the residential homes to the hotel and Alpine Lift located within the development parcel. The pedestrian walking pathways indicated on the site plan will be 5' minimum in width with an all-weather surface. Due to topography, steps are included to traverse the grade. The maximum slope on pathways will be 8%.

The existing Alpine Lift bottom terminal is intended to be adjusted as part of the project and be maintained within the Private Open Space OS-X, where it is currently located. The Lift's lower terminal is proposed to be moved horizontally by approximately 75 feet and upgraded to a compact terminal design as part of the project and new location. Lift facilities are allowed on Private Open Space.

Transit access to the Alpine Lift from Center Village or East Village is proposed to be provided by the Copper Mountain Resort Association's Copper Coach shuttle service (on-demand shuttle). Shuttles will use the proposed shuttle road and drop skiers off at the hotel entry, where a breezeway access will lead skiers directly to the Alpine Lift. To better serve recreation users, a new public restroom is proposed at the base of the lift which will be open in the summer and winter to benefit golfers, skiers and the general public.

Golf

The proposed A-Lift Neighborhood has a positive impact to the Copper Creek Golf Club and no net loss of yardage will result. The proposed changes will improve the visual quality of the surrounding landscape and increase playability and interest of the course through additional landscape, green backdrops and a new stormwater detention area that will function as a new hazard. (Refer to Exhibit 6).

The golf hole changes include:

1. Hole 12 will remain a par 3. Player experience is improved by the addition of a fairway, a new hazard and landscape screening of the maintenance lot.
2. Hole 13 will remain a par 5. The green will be modified to accommodate the new access road into the A-Lift Neighborhood. Playability is enhanced by the addition of a green backdrop.
3. Hole 14 will change to a par 3, however, the high elevation tee boxes will remain. A landscape backdrop to the green will enhance play.
4. Hole 15 is proposed as a new par 4 and is more logically connected in the play sequence (separated from the par 5 of Hole 15 by the shortening of Hole 14). Playability is improved with the introduction of a wetland hazard and a landscape backdrop that frames the green.
5. Hole 16 is proposed with minor modifications to the tee boxes.

Table 11: Golf Layout Summary

Golf Layout Summary			
Hole	Existing Par	Proposed Par	Proposed Changes
1	4	4	No change
2	4	4	No change
3	3	3	No change
4	4	4	No change
5	4	4	No change
6	5	5	No change
7	3	3	No change
8	4	4	No change
9	4	4	No change
10	3	3	No change
11	5	5	No change
12	3	3	Relocated tee and green.
13	5	5	Relocated tee.
14	4	3	Relocated fairway and green.
15	3	4	New hole location.
16	4	4	Relocated tee.
17	3	3	No change
18	4	4	No change
Total Course	69	69	

Wetlands (Also Refer to *Balance of Development Constraints Analysis in Appendix B*)

The wetlands in the vicinity of the A-Lift Neighborhood range in quality and size. The Wetland Delineation Report prepared by Claffey Ecological Consulting (CEC) dated January 8, 2018 describes each wetland in the study area boundary. (Refer to Exhibit 7.)

The site plan has been adapted around the existing wooded wetlands and 25-foot setbacks located in the development area. Wetland disturbance is avoided except to improve an existing wetland crossing and provide access to single family lots located at higher buildable land areas of the neighborhood. The estimated area of wetland disturbance is 0.028 acres, and wetland setback disturbance is approximately 0.05 acres.

- 7105.01 (A): Small sections of wetlands are impacted by the proposed A-Lift Neighborhood.
- 7105.01 (B): The Applicant is proposing strategies to minimize disturbance to wetlands using criteria listed in Sections 7105.03, 7105.04 and 7105.05.
- 7105.01 (C): Small impacts to wetlands are requested to achieve vehicle and utility access to the property. Other access routes are technically possible; however, the wetland impacts are greater. In order to achieve vehicle and utility access to the property, wetland impacts cannot be avoided and there are no practical alternatives.
- 7105.02: The Applicant will follow all applicable requirements of 7105.02, 7105.04 and 7105.05.
- 7105.03 (A): The Applicant is proposing wetland impacts in order to provide vehicular and utility access, meet master plan policies and allow reasonable use of the property. There are no practical alternatives to avoid wetland disturbance completely in the A-Lift Neighborhood.

- 7105.03 (B): The proposed plan limits the degree of impacts on the wetland areas and setback by incorporating mitigation procedures outline in Section 7105.05.
- 7105.03 (C): The proposed plan will be mitigated through effective preservation and maintenance operations.
- 7105.03 (E): The project's discharges will not violate other applicable regulations and laws, or significantly degrade the waters of the United states or other wetlands.

The Preliminary Development Plan anticipates preserving the flow of water in the wetlands crossing through a bottomless culvert system. Currently, the wetlands crossing at the existing cat road is one small damaged culvert and is sloped at 9.5 percent to convey water from wetland A1 to A2. The bottomless culvert improves the wetland connection on either side of the culvert. According to CEC, the structure provides multiple ecological and hydrologic values to mitigate project impacts:

- The bottomless culvert system provides passage of peak flows in the watershed allowing a stable system both upstream and downstream.
- It allows for the construction of a bank full width channel beneath the culvert to maintain stability and allow for sediment transport in the system. The area outside of the channel can be armored to prevent scour at high flows, although the use of TRM would be encouraged with some random rock armoring.
- The structure will also allow for the passage of semi-aquatic organisms, salamanders and other amphibians. The height of the structure (2 feet) and width (4 feet) also allows for passage of small mammals, small to mid-sized terrestrial predators (including the population of red fox on the golf course), and even black bear as they frequently use smaller culverts for movement. There is a dense population of pine squirrel in the forested wetland and surrounding habitats and the structure will allow for movement of this species as well as their predators. Ungulates will use the road surface for movement throughout the residential development. Low traffic volumes and speeds will minimize collisions.
- The structure and minimization of wetland impacts also improves flows downgradient. Groundwater connections in the slope wetland system will be maintained. In addition to the open culvert, the native material roadway base will maintain groundwater connections. It is anticipated the subbase will be covered with a construction fabric (Mirafi 140 N or equivalent) to prevent sedimentation of the porous materials.
- Any buried utilities through the roadway will include ditch blocks around the pipelines and bedding materials to maintain groundwater movement down gradient.
- The cross-section design of the structure will include a constructed channel on the upgradient side to maintain flows. The cross-section slope will be constructed to allow for proper wetland function.

The direct wetland impacts have been minimized with the access road placement and designed wetland crossing. Potential direct impacts to wetlands from the proposal will be mitigated through best management practices, such as through placement of non-porous material in the embankment or use of a non-porous liner or fabric.

The adjacent residential lots may or may not require mitigation measures to ensure groundwater flows continue to wetlands downgradient of any excavations into native soils and subsoils, and the subsequent foundations and perimeter drains. The hotel and condominium buildings may or may not interrupt groundwater flows. The project geotechnical engineer and civil engineers will be consulted to review this potential impact on existing sampling described in the CTL Thompson report, and either design mitigation measures as needed, conduct additional groundwater monitoring as needed or describe why additional mitigation measures are not required.

During construction of the proposed A-Lift development project, careful management of stormwater will be employed, and strict adherence to erosion and sediment control standards both during and after construction. Stormwater detention basins will be maintained.

Wetland Mitigation

The Applicant will continue to work with Summit County on wetland mitigation requirements. Three methods of compensatory wetland mitigation are proposed for consideration:

- A series of smaller wetlands are planned in the golf course near holes 12, 13, and 15. Currently, this feature is planned to be .12 acres (5,200 square feet) of wetlands. As shown on the plans they would be lacustrine wetlands on the perimeter of a man-made pond. (CEC has created wetlands on Holes 6 and 10 at Copper Mountain, and they are functioning well.) The proposed wetland creation would be fed by an existing diversion from Ten Mile Creek within the golf courses irrigation system and CMR’s snowmaking system. The wetlands on the southern side of the pond are palustrine emergent wetlands with some willow patches for diversity. Although lacustrine in appearance, they would function much like a riverine wetland.
- To replace some of the functions lost by impacting forested wetland, the planting of native conifers is proposed (Refer to L-9 Preliminary Overall Landscape Plan). The proposed trees vary in size and height. Planting in the wetland setback is an enhancement, and the structural habitat values of the forested wetland will be replaced and enhance wildlife habitat functions of the system. A few trees will also be planted in the wetland mitigation area on the golf course.
- Other mitigation sites have been previously identified at Copper Mountain and may be considered for mitigation measures for the A-Lift Neighborhood.

Outdoor Storage Areas and Yards - No such areas are proposed. (3505.11: *Outdoor Storage Areas and Yards*)

Recreational Vehicles Storage Yards - No such areas are proposed. (3505.12: *Recreational Vehicle Storage Yards*)

Setbacks

Specific building setbacks are proposed for the A-lift Neighborhood. (PUD 3.4: *Building and Parking Setback Standards, 3505.13: Setbacks*)

Table 12: Building Setbacks

Building Setbacks	
Setback from	A-Lift Neighborhood
Front Property Line	10'
Side Property Line	10'
Rear Property Line	10'
USFS Property Line	10'
Wetland Boundary	25'
Public Access Trail Easement	25'
SH-91 ROW	50'
Ski Lifts	20'

The proposed land uses of the A-Lift Neighborhood anticipate an average of 570 vehicle-trips per day based on the Copper Mountain Travel Model. Some land uses generate significantly less vehicle-trips per day. Given the low projected traffic volumes and small Neighborhood size (well below 20 acres), the proposed roadways, access easements and setbacks are appropriately scaled to the Neighborhood’s land uses. (5102.04: *Local Access Road and 5102.05: Low Volume*).

Site Area and Coverage

The project is consistent with site coverage standards. (*PUD 3.6: Site Coverage Standards*)

Table 13: Site Area and Coverage

Site Area and Coverage			
Site	Lot/ Parcel Area (square feet)	Impervious Area (square feet)	Site Coverage (impervious areas/ lot area)
Hotel Parcel	158,772 sf	90,000 sf	<85%
Townhomes within Common Area	56,958 sf	34,100 sf	60%
Access Easement Areas	50,961 sf	N/A	N/A
SF Lot 1	10,360 sf	6,000 sf	<65%
SF Lot 2	20,668 sf	12,000 sf	<65%
SF Lot 3	9,503 sf	6,000 sf	<65%
SF Lot 4	12,714 sf	8,000 sf	<65%
SF Lot 5	15,514 sf	9,000 sf	<65%
Total Development Area (7.7 Acres)	335,450 sf		

Access, Internal Circulation and Resort Connectivity

Based on information contained in a person-trip travel demand model developed for a comprehensive traffic study of the Copper Mountain PUD, the A-Lift Neighborhood is anticipated to generate approximately 570 total vehicle-trips per day from the new land uses. Some land uses generate less vehicle-trips per day and have informed the proposed roadway design standards. In addition to the anticipated low volume of average daily trips, it is the project’s goal to reduce the need for personal vehicle trips within the neighborhood and resort. Considering the low average daily traffic count, the A-Lift neighborhood will not need two public access roads. A comprehensive strategy has been developed to encourage residents and guests to park and leave their personal vehicles upon arrival and use alternative transportation options during their stay. Alternative transportation mode options include:

- Copper Mountain Resort’s Association’s Copper Coach
- Hotel’s passenger van (managed by hotel staff)
- Pedestrian, bicycle and nordic trails

Table 14: Estimated Land Use Vehicle-Trip Generation Based on Copper Mountain Travel Model

Estimated Land Use Vehicle-Trip Generation	
Land Use	Vehicle Trips Per Day Generated
Single Family Detached Housing	46
Residential Condominium/ Townhouse	176
Ski Club	188
Hotel	59
Commercial	101
Total	570

Estimated vehicle-trips based on industry standards (ITE Trip Generation) is estimated to be 1,200 vehicle-trips per day (Refer to Traffic Impact Study). The estimated vehicle-trips shown in Table 14 incorporate adjustments for travel by alternative mode options and are based on the Copper Mountain Travel Model. Seasonal variation is anticipated with higher pedestrian and bicycle travel in summer months.

The A-Lift Neighborhood roads are proposed within Public Access, Emergency Access and Utility Easements. It is anticipated that all roads will be maintained by an HOA for the A-Lift Neighborhood, or through partnerships with the existing Copper Mountain Resort Association. (Refer to L-5, Dimensional Standards Plan.) Roadway and driveway standards are proposed for the Neighborhood in order to maintain a clustered and compact development footprint and provide environmental benefits. The Copper Mountain PUD, Section 4.2 B Access states: "All public and private roadways and access ways shall be constructed to County standards as outlined in the Code unless superseded by development standards as listed in the PUD. Copper Road shall meet standards for a Collector Road and all other roads shall be designed and constructed to accommodate the average daily trip counts estimated for the roads to the approval of the County engineer." The average daily trip counts (ADT) as completed in the A-Lift Neighborhood traffic study has been used as the basis to design the road segments for A-Lift Neighborhood consistent with the Copper Mountain PUD.

Road A: This is the main access for the A Lift Neighborhood. The road is divided into three distinct sections based on ADT and the function of each section, fitting either a road or driveway classification with details as described below for each section (ADT counts are per the Institute of Transportation Engineers):

- Section 1 STA 1+50 to 17+65: This is the main access providing public access into the development for the hotel, condominiums, townhomes and single-family residences. The expected average daily trip count (ADT) is 1,281.
- Section 2 STA 17+65 to 25+36: This section of the road provides public access to the townhomes and single-family residences proposed with the development. The expected average daily trip count (ADT) is 135.
- Section 3 STA 25+36 to 28+11: This section is a shared driveway providing access to single-family residences. The expected average daily trip count (ADT) is 28.

Road B Transit Road: This road provides private access for transit and private shuttle service from the A Lift Neighborhood to the rest of Copper Mountain, public trail access and a second emergency access route for fire apparatus to the proposed hotel.

Parking

Residents and visitors to the A-Lift Neighborhood will arrive from State Highway 91 from a new access point approximately .43 miles from the existing Alpine Intersection. The location is a balance of the Colorado Department of Transportation's access code requirements between intersections and the project goal of wetland preservation. Lane improvements to Highway 91 will be required and are described in detail in the CDOT Access Permit. The CDOT Access Permit is referred to as Permit No. 318033. (Refer to *CDOT Access Permit* in Appendix B.)

The entry road will bring guests to an internal motor court with designated drop-off spaces and valet staging near the hotel lobby. All hotel guests' and condominium residents' vehicles will be stored below the footprint of the hotel and condominium building through a mechanical vehicle stacking system which is accessed by separate service drives. The mechanical vehicle stacking system has the capacity for 148 vehicles and will be operated by trained valet employees. Two (2) surface parking spaces are included under the condominium footprint. (Refer to Exhibit 9.) Townhome and single-family home residents will utilize attached garages. A portion of the townhomes and single-family lots are proposed to utilize shared driveways (made possible by easements per *5107.03 C. Shared Driveways*). Overflow parking for non-residential and lodging uses are allowed in day use parking areas. The Alpine Parking Lot may be used as overflow for the hotel's special events as needed. (*PUD 4.1: Parking, 3505.05: Building Architectural Design Standards*).

Skiers, patrons to the hotel’s public amenities, guests and neighborhood residents will be transported to-and-from other areas of the resort through a new internal connection route. The connection route is not anticipated to be a public road and will accommodate the on-demand shuttle (Copper Coach) and hotel’s branded passenger van. The shuttle road will be signed appropriately to avoid motorists utilizing it. The hotel’s motor court will be utilized as the public and transit drop-off location. Skiers will be able to easily access the Alpine Lift through an internal courtyard connection and access the hotel’s public amenities. In addition to providing recreational amenities, a series of pedestrian, bicycle and nordic routes are planned to increase mobility options for the neighborhood to East and Center Village.

Fire and emergency access are accounted for in the proposed site plan by Roadway A. (Refer to Exhibit 8.) All residential units are accessible from the roadway and two turnarounds are included along the roadway. Access to the hotel and condominium building is by the entry road and clear ground ladder access zones are identified. In addition to emergency access for the proposed neighborhood, an emergency vehicle pull-off is provided for direct access to the Alpine Lift.

Table 15: Parking Summary

Parking Summary		
Unit Type	Number of Units	Minimum Required Parking Spaces
Single-family detached (2 per unit)	5	10
Townhome (2 per unit)	10	20
Multi-Family/ Condominiums (1 per unit)	20	20
Employee Housing (1 per unit)	1	1
Hotel/ Lodge (.75 per unit)	53	40
Total	89	91
89 Additional Spaces Proposed (For club memberships and events)		

Walls and Fences

Townhome and single-family residential walls and fences will comply with height, location and design as outlined for residential zone districts. (3505.17.A.2: *Walls and Fences*). Hotel and condominium walls and fences will comply with height, location and design as outlined for commercial development. (3505.17.A.3: *Walls and Fences, Summit County Tenmile Master Plan/ Copper Mountain Subbasin Plan*).

All retaining walls will be designed by a Colorado Licensed Professional Engineer with adequate subsurface drainage, durable materials and will not exceed 8’ in height without a step between walls. Stepping of retaining walls and landscaping between steps will be used when practical. (3505.17.D: *Walls and Fences*).

Garages

Garages for the townhomes or single-family residences are below 900 square feet and will be attached to the primary residential structure. (3505.18: *Garages*).

Lighting

The lighting approach is to safely illuminate pedestrian walkways and the hotel arrival and entries with architectural exterior lighting. Exterior lighting fixtures will use full cut-off fixtures and PUD and Summit County standards. No warning signals, blinking or flashing lights or lighting which causes off-site glare

is anticipated in the proposed plan. (*PUD 3.7 Lighting Standards, 3505.07: Lighting Regulations*). The following landscape lighting is anticipated:

- Entry monument.
- Intersection of the access road and hotel arrival road.
- Public space lighting around the hotel and condominium building.
- Path lights (internal walking paths).
- Single-family access road (also used as an internal walking path).

Signage

An entry monument sign is anticipated at the intersection of the A-Lift Neighborhood access road and Highway 91 (directly adjacent to the property and used for identification only). The entry monument sign will not be within 5' of Highway 91 and is located within the CDOT right-of-way. The entry monument sign is located to be visible from the highway and not be blocked by existing stands of trees. Traffic control signage will be used to prohibit personal vehicles from utilizing the shuttle road. An overhead road structure is planned at the threshold to the residential portion of the Neighborhood and may contain a signage component. All signs will comply with the Copper Design Review Committee and County standards. (*PUD 3.9 Sign Controls, 9200: Sign Regulations*).

Snow Storage

Snow storage maximizes snowmelt and drainage opportunities. Snow storage has been planned for a minimum of 25 percent of the paved and gravel areas that will be plowed. Snow storage areas are set back from buildings by a minimum of 10 feet and not located on steep slopes or wetlands. (Refer to Exhibit 10.) Public spaces are not proposed to be located below snow and ice shedding areas of roofs. (*3505.19: Snow Storage and Snow Shedding Standards*).

The A-Lift Neighborhood, Parcel 32, is located on the existing Triple Treat Parking Lot. The existing PUD plans for development on Parcel 32 and identifies the south end of the future Triple Treat East parking lot as the new site for snow storage. There are several disadvantages to locating snow storage on the site as currently identified in the PUD, including (1) visibility from the Scenic Byway, (2) impacts to golf, (3) limited ability to screen this location from Highway 91, the Colorado Trail and the A-Lift Neighborhood, and (4) limited ability to catch trash and debris from the snow storage area as it melts. This PUD Amendment proposes to relocate the snow storage area to Parcel 31, Maintenance Lot, in an effort to mitigate these concerns.

Copper Mountain currently utilizes a large portion of the existing Triple Treat parking lot for snow storage. The snow storage comes from various properties within the resort, identified on Exhibit J of the PUD, and also accommodates demands from Summit County's snow removal operations within the resort. PUD Section 6.2 specifically addresses snow storage for the resort and recognizes that "*the more intense urban village areas in the Village Center and East Village Neighborhoods may not be able to accommodate on-site snow storage in certain areas.*" The PUD allows for snow to be transported to areas described on Exhibit J, to an approved snow melting facility and/or removed through snow-melt systems incorporated into project development. The existing snow storage site in the Triple Treat Lot is the primary area to receive snow from these locations.

The existing snow storage area, commonly referred to as Mt. Chomiak, has provided ample snow storage for resort and County operations. In the 2008 PUD the snow storage area was identified as 1.3 acres and 52,500 cubic yards. This area and volumetric quantity was derived from a Tetra Tech study also completed in 2008 based on 40' tall snow piles. During the 2013 PUD Amendment the snow storage area was changed to 2.1 acres and eliminated the volumetric quantity (cubic yards). Based on the aforementioned Tetra Tech snow storage analysis, this acreage would maintain the same 52,500 cubic yards however reduced the height of snow piles to 20'. Although Copper Mountain has no

written record of why this change occurred, it may have been to reduce the height in an effort to limit some visibility of the snow storage pile from Highway 91. See Figures 1 and 2 on the following page.

The proposal to move snow storage to Parcel 31, Maintenance Lot, has several benefits to the resort, community and County overall. The Maintenance Lot currently accommodates Copper Mountain's maintenance shop, laundry facilities, bus/vehicle storage, fueling station, materials storage, snowcat parking, 61 Day Use Parking spaces, two employee housing units and transportation offices. There is a significant grade change within the parcel, with the majority of the site at elevation 9730' and the existing parking and perimeter of the Maintenance Lot is elevated above at 9750'. With the proposal to move snow storage to this location, Copper Mountain will excavate the existing parking area and bring the entire Maintenance Lot site to the +/-9730' elevation, and reconfigure parking and drainage to accommodate the snow storage zone. Highway 91 ranges in elevation from 9740' on the north to 9760' at the south. There is also an approximately 6'-10' berm above the highway elevation the entire length of the Maintenance Lot. The berm includes mature evergreen trees.

Utilizing metrics from previously developed Tetra Tech analysis and historic average annual snowfalls for the resort, a proposed 1.43 acre site with 59,300 cubic yards of storage is proposed, while maintaining Copper's maintenance, parking and material storage needs within the property. The 2008 Tetra Tech Analysis was based on snowfall and storage needs in 2005/2006, a record year in which Copper received 401" of snow. The average snowfall, which has been tracked for 46 years, is 295" annually. The proposed snow storage area includes metrics and storage availability for both an "average year", based on 295", and a "record year", based on 401". Both the record year and average years can be accommodated in this location. Based on previously approved snow storage allowances, the proposal exceeds the minimum requirement of 52,500 cubic yards while relocating the snow storage to a less visible location with more opportunity to screen, buffer and maintain the area. (Refer to Exhibit 11.)

The proposed snow storage pile height is 40', the same height which was approved in 2008. This height is easily achieved through typical Copper Mountain snow storage operations, and can be accomplished without visibility or maintenance concerns because of its elevation significantly below Highway 91 and the existing berming. The Maintenance Lot will continue to provide 106 Day Use Parking spaces as required per the PUD, and allow for circulation of vehicles requiring access to the snow storage site.

Solar Access and Orientation

The proposed plan does not shade any existing neighborhoods. South-west building orientations maximize solar exposure and snowmelt opportunities on roofs. Landscaping will not impede solar access. (3505.20: *Solar Access and Orientation*).

Outbuildings

New all-season public restrooms are proposed near the base of the Alpine Lift. An existing structure near the current Triple Treat parking lot may be repurposed for this facility. The proposed restrooms are less than 1,000sf. (3505.21: *Outbuildings*).

Special Events

Special events are proposed to be held at the A-Lift Neighborhood which may exceed 50 attendees. The event building and outdoor courtyard will facilitate events such as ski racing receptions, resident and guest gatherings and other special occasion celebrations. A leveled-surface events area to accommodate tents is included in the proposed plan adjacent to the relocated Alpine Lift. This outdoor events area is a proposed use located within the open space parcel OS-X similar to events already permitted in other private open spaces such as OS-W. Parking for events will be accommodated through the hotel's valet underground parking garage and overflow if needed at the resort's Alpine

parking lot serviced by hotel shuttles. Events will not exceed 14 days in duration and adequate emergency and public services will be provided. *(PUD 2.9: Resort Special Events).*

Landscape

The landscape approach at the A-Lift Neighborhood considers the surrounding context of alpine forest and meadows through preservation of existing plant communities and restoration with native species within the development area. Proposed trees consist of Sub-Alpine Fir, Colorado Spruce, Lodge Pole Pine and Douglas Fir and are organized in natural clusters which extend the natural forest down through the development area. Deciduous trees are not naturally found on the slopes adjacent to the area and therefore are limited to contained areas around the hotel. Native and adaptive ornamental shrubs and perennials are located in close proximity to the hotel, condominium building and townhome units. A native wildflower defines the arrival sequence to the hotel. Disturbance areas will be revegetated with a Summit County Native High Country grass seed mixture. (Refer to Landscape Plan.) *(PUD 3.11: Landscape Design Standards.) (3603C: Flexible Landscaping Design Standards.)*

A landscape buffer and berm are maintained within the 50-foot setback of SH-91. The existing, mature massing of lodgepole pines at the southern entry road to the site is preserved and the man-made berms to the north are supplemented with additional coniferous trees. The landscape buffer's character consists of naturally-graded landforms, native vegetation and natural clusters of trees. These strategies will mitigate potential view impacts from Highway 91's scenic view corridors and are aligned with the PUD standards. *(PUD 3.4: Building and Parking Setback Standards.) (3603B: Flexible Landscaping Design Standards.)*

A native species landscape approach not only provides visual benefits, but it contributes to reduced irrigation demands. In limited proposed locations at the development, such as the State Highway 91 entrance and the hotel entrance, more formal landscaping will be appropriate. In this condition, water conservation irrigation strategies will be employed such as establishing multiple irrigation zones and installing a rain sensor and timers. *(3604B: Mandatory Landscaping Design Standards)*

The proposed plan anticipates and requests three outdoor solid-fuel burning fireplaces for public outdoor space in the Neighborhood and one outdoor solid-fuel burning fireplace within the proposed event area outside of the Neighborhood.

Schedule and Proposed Phasing

It is the project's intent to commence infrastructure construction immediately upon approval of the project plans. It is the Applicant's intent to develop the project over 4 years in 2 phases. Phase 1 includes the roadways, single-family and townhome lots. The hotel and condominium building will be built in phase 2.

Drainage Improvements

Drainage of the proposed project will not exceed the level of runoff which occurred prior to construction and will be designed and constructed in accordance with the Summit County Land Use and Development Code. The proposed neighborhood accomplishes goals set in the Copper Mountain Master Drainage Plan. A proposed pond in the golf course add to this character and contributes to the Copper Mountain Master Drainage Plan's goals. (Refer to Exhibit 12.) *(3505.04 Drainage Improvements, 8152 Drainage Design Criteria).*

The choice between vegetated swales or a curb and gutter road section will be determined at the design review phase when more information is available to determine the most appropriate final design.