



LAKE *Hill*

MASTER PLAN

July 7, 2017

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INTRODUCTION



PURPOSE AND INTENT

The Lake Hill Master Plan is a guiding document, which will be used to direct the development of a new local workforce housing neighborhood on the Lake Hill property, located within the Ten Mile Basin along Dillon Dam Road adjacent to the Town of Frisco. The Master Plan is intended to be used by the County, working together with the Town of Frisco, Summit Combined Housing Authority and other public and private partners, to plan for and ultimately build a high-quality workforce housing neighborhood on the site.

The Lake Hill Master Plan provides an integrated site vision to guide the development of the property over the coming years, through the following Master Plan components:

- Vision and guiding principles.
- Recommended land use plan and site program.
- Conceptual neighborhood plan.
- Design guidelines for site character (i.e., greenbelt, streetscape, parking) and architectural character.
- Recommended housing program.
- Phasing and implementation strategies.



Site photo, view northeast

Site Description

The Lake Hill property is a 44.81-acre site located adjacent to the northeast limits of the Town of Frisco, in unincorporated Summit County. The property is situated between Interstate 70 (I-70) and the Dillon Dam Road, and generally slopes from northwest to southeast (from I-70 towards Dillon Reservoir), with stunning views of the lake and the surrounding mountain ranges. The right-of-way for I-70 forms the northwesterly property line and the Dillon Dam Road right-of-way forms the southeasterly boundary. A residential condominium development, Lake Forest Condominiums, is located adjacent to the southern parcel boundary within the Town of Frisco, and National Forest Service land is located to the north.

The property has been logged to remove mountain pine beetle infested trees, and there are no structures or improvements on the property with the exception of overhead and underground electric and natural gas utilities. Vegetation consists primarily of scattered evergreens and aspen trees with dryland grasses and shrubs. No wetlands have been identified on the parcel; after accounting for the steeper sloped areas and utility easements, the usable acreage for development is approximately 40 acres.

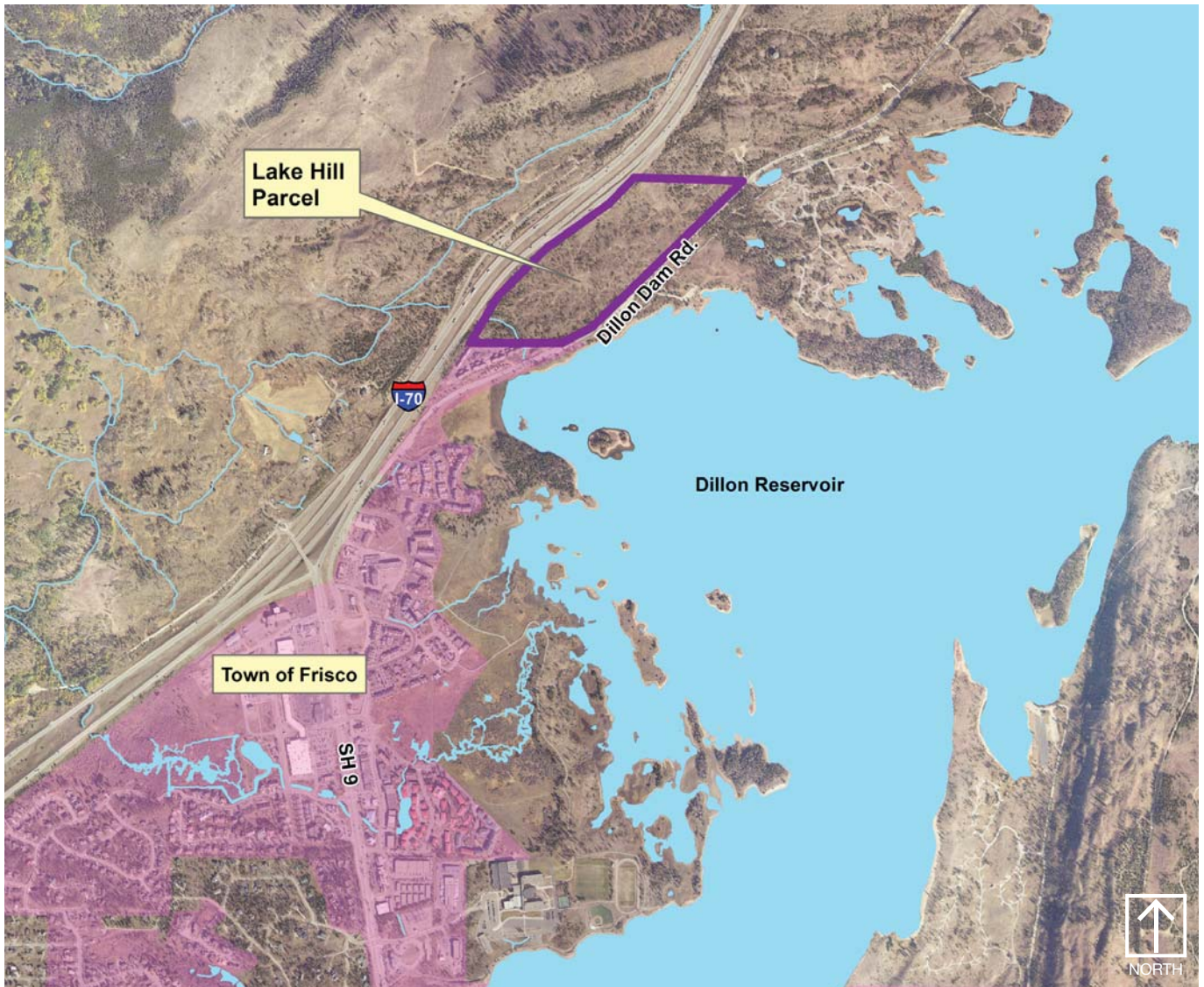


Land transfer ceremony 03/01/16, I-70 overlook



Site photo, view northwest toward I-70 overlook

The site is well suited for workforce housing because of its central location in the County and its proximity to public transit, recreational amenities and other community services. The Summit County Recreational Pathway (Rec Path) system is located immediately south of the property providing bicycle access along the Dillon Dam Road to Frisco and to Dillon, and the Summit Stage bus service currently operates the local public transit network within close proximity to the property. The property provides key opportunities to leverage the site's south-facing slopes and views, as well as connections to roads, public transit routes, the Rec Path system and other community amenities.



Site Location Map

Project Background & History

It has taken over sixteen (16) years of collaborative planning and cooperative work among local, state and federal government agencies to get the Lake Hill Neighborhood Master Plan to this point. Significant time and resources have been invested into the necessary land planning and property acquisition by the Town of Frisco, Summit County, Summit Combined Housing Authority, Western Land Group, U.S. Forest Service, U.S. Senate and House of Representatives, Colorado Department of Local Affairs, and other local and regional partners.

The U.S. Forest Service had identified the Lake Hill property for disposal and/or administrative use, given the loss of its forest character many years ago following the construction of I-70, and the more recent devastation by the mountain pine beetle. Summit County and the Town of Frisco began collaborative planning to lay the groundwork for the Lake Hill neighborhood in the early 2000s.

TOWN OF FRISCO / SUMMIT COUNTY PARTNERSHIP TO ACQUIRE THE LAKE HILL PROPERTY:

- **Summer of 2000** - The Town of Frisco began investigating the possibility of acquiring the Lake Hill property from the U.S. Forest Service, and the Town hired Western Land Group (WLG) to assist them with the land acquisition.
- **November 2000** - The Town of Frisco adopted the “Three Mile Annexation Plan”, which identified the Lake Hill property as a desirable location for affordable workforce housing.
- **December 2001** - The Tenmile Master Plan was adopted by the County’s Tenmile Planning Commission, identifying the Lake Hill property as an appropriate location for affordable workforce housing, along with community facilities/institutional uses.

- **Spring 2002** – On behalf of the Town of Frisco, WLG hired Nash-Johnson Associates to perform an appraisal of the property. The appraisal report was completed in October 2002 and paid for by the Town.
- **March 2005** – The Tenmile Master Plan was amended, retaining the land use designation for the Lake Hill Property as affordable workforce housing, and community facilities/institutional uses.
- **December 2008** – The Town of Frisco prepared a “Lake Hill Feasibility Study” at the request of the U.S. Forest Service, which provided a preliminary analysis of the property. The Town feasibility study included a preliminary concept plan showing potential for 417 affordable housing units on the Lake Hill property.
- **February 2009** – The Tenmile Master Plan was amended to strengthen the goals, policies and action items related to affordable housing, and identified and mapped potential sites. The Lake Hill property was one of three key sites in the Frisco area identified.
- **September 2009** – The Town of Frisco hired Claffey Ecological Consultants to conduct an environmental existing conditions study at Lake Hill. This report was recommended by the U.S. Forest Service to identify any potential issues that would be involved in a future National Environmental Policy Act (NEPA) review of the property.
- **August 2011** – The Town of Frisco hired WLG to continue the effort to acquire the Lake Hill property.
- **October 2011** – At the request of the Town of Frisco, Summit County took the lead heading the Lake Hill property acquisition, with all costs associated with the acquisition of the Lake Hill property continuing to be split equally between the Town and County from October 2011 – December 2014.

From 2011 – 2013, various options for the land acquisition were considered and evaluated, including the potential for a land lease and land exchange. Ultimately, it was determined that the most effective strategy would be to introduce legislation into the United States Congress to authorize the direct sale of the property to the County. Per the Congressional act, the sale of the land will provide funding for the capital improvement and maintenance of Forest Service facilities in USFS Region 2 (Rocky Mountain Region).

Following approval of the Lake Hill Administrative Site Affordable Housing Act in July 2014, Summit County worked through the acquisition process with the U.S. Forest Service and acquired the Lake Hill property in February 2016 for \$1.75 million, for the purpose of providing affordable housing for the County's workforce.

The Master Planning process then commenced in March 2016, and the County was awarded a Colorado Department of Local Affairs Energy and Mineral Impact Assistance Program grant of \$60,000 in 2016 to help fund development of the Master Plan.



Public field trip

PROPERTY ACQUISITION - KEY DATES AND MILESTONES:

July 2014: An Act of Congress: The Lake Hill Administrative Site Affordable Housing Act (H.R. 2337; Pub.L. 113-141) becomes a U.S. public law, requiring the Secretary of Agriculture to sell approximately 40 acres of National Forest land near Frisco to Summit County to build affordable housing. The law was introduced into the U.S. House of Representatives in June 2013 by Rep. Jared Polis. The bill was passed by the House in October 2013, and passed by the Senate in July 2014. On July 25, 2014, President Barack Obama signed the bill into law. The proceeds received from the land conveyance are designated for capital improvements and maintenance of Forest Service facilities in Region 2 of the U.S. Forest Service (Rocky Mountain Region).

February 2016: Land Patent Officially Transferred from the U.S. Forest Service to Summit County, conveying the Lake Hill property to the County.

March 2016: Master planning begins

May 2017: Master plan completed



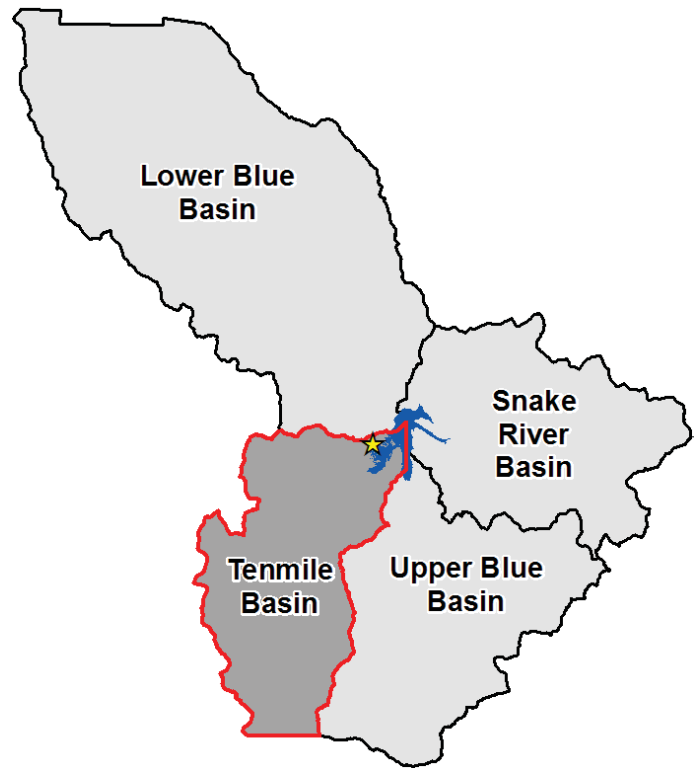
Public open house

Summit County Workforce Housing Needs

Development of affordable workforce housing has been identified as one of the County's greatest needs, and the Lake Hill property is a key opportunity to address the workforce housing needs of the community. The 2016 Summit County Workforce Housing Demand Study identifies a need for up to 560 affordable workforce housing units in the Ten Mile Basin by 2020, including approximately 360 affordable rentals (64%) and 200 affordable ownership units (36%).



Porches and balconies facing open space



Site location map - Ten Mile Basin

The Ten Mile Basin is located in the southwestern portion of Summit County and includes the Town of Frisco and Copper Mountain Ski Resort. The Ten Mile Basin extends from the Gore Range on the north to the Lake County line (just north of Fremont Pass) on the south. The east and west boundaries are a portion of the Tenmile Range and the Eagle County line respectively.

The housing demand study shows that the greatest unmet housing needs in the Ten Mile Basin are affordable rental housing and lower priced, entry level owner-occupied housing. While the Lake Hill property cannot solve all of the identified housing needs, the County's goal is to maximize the number of homes on the property while creating a livable neighborhood that is compatible with the surroundings.

Master Plan Scope, Purpose and Objectives

The Lake Hill Neighborhood Master Plan considers the full range of housing needs identified in the 2016 Summit County Workforce Housing Demand Study, and outlines a Plan to develop the neighborhood to achieve the following objectives:

- **Efficient Land Use:**
 - ◇ Maximize the number of housing units on the property while remaining sensitive to the environment and ensuring compatibility with adjacent development and land uses.
- **Housing Diversity:**
 - ◇ Include a mix of housing styles and types, with both rental and ownership opportunities.
 - ◇ Provide housing choices affordable to a variety of income levels to encourage a healthy, diverse community.
- **Livability and Connectivity:**
 - ◇ Establish a transit-oriented, bicycle and pedestrian-friendly, high-quality neighborhood where people want to live.
 - ◇ Provide for open space, neighborhood parks and access to recreation and trails.
- **Sustainability:**
 - ◇ Employ principles of sustainable neighborhood design and best management practices to create a mountain-town neighborhood, which respects and fits into the surrounding natural environment.
 - ◇ Provide energy-efficient homes that will offer ongoing affordability, durability and low costs of ownership and operation.

As the neighborhood is developed in phases over the coming years, the Master Plan will be used to:

- Steer development of a housing mix and land use pattern that fulfill the Master Plan guiding principles defined by the County and community stakeholders.
- Ensure coordinated and cohesive development of a neighborhood with unique character and an authentic sense of place.



Single family home with attached garage, Pitchfork Affordable Housing, Crested Butte, CO

- Provide a framework for architectural design and site character that complements the Town of Frisco's existing style and scale.
- Provide a road map for the next stages of planning and development to ensure continued collaborative planning with the Town of Frisco, U.S. Forest Service, Summit Combined Housing Authority, community residents and stakeholders, and other public and private partners.

Master Plan Guidance and Flexibility

The Master Plan is intended to be an advisory document, providing the overall framework for developing a vibrant, sustainable and livable neighborhood, while allowing the future development of individual phases to remain flexible and adaptable to accommodate changing workforce housing needs and market demand over time.

It is important to note that the plans included are conceptual in nature. The Master Plan guidance establishes the recommended framework for neighborhood design, including the recommended road layout and open space network, desired streetscape design and architectural character.

The conceptual neighborhood plan shows 436 units, each with access to a community greenbelt and trails, views, adequate parking and storage. However, the recommended housing program is not intended to be firmly established by this Plan. Rather, the ultimate number and mix of housing units that will eventually be built on the property will depend upon factors such as infrastructure capacity and market conditions. This will continue to be studied during future stages of the planning and development process, such as the rezoning of the property to a PUD and subsequent site plan and subdivision applications.

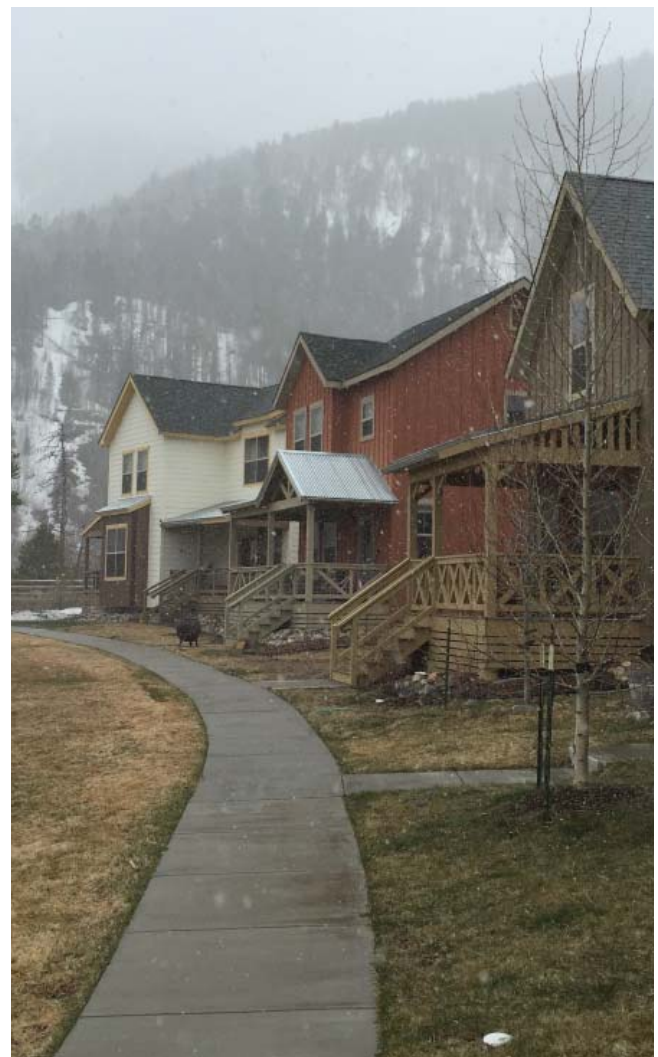
The permitted density (i.e., maximum number of housing units) will be specified in the PUD zoning document for the Lake Hill property and will be established to ensure consistency with the adjacent developed areas. **The final unit totals, mix of unit types, building layouts and parking arrangements will then be determined with the final site plans for each phase.**

Future Stages of the Planning and Development Process

There are a variety of ways that the Lake Hill Neighborhood can be implemented over the coming years, and many opportunities for public/private partnerships to develop the neighborhood in phases. The Master Plan cannot provide all of the answers on implementation. Many details are yet to be determined and will be developed during future

stages of site planning and development. Key details to be determined include:

- **PUD Development Standards:** Using the guidance provided in this Master Plan document, development standards will be established to specify zoning requirements such as permitted building height, setbacks and road standards. The County will work collaboratively with the Town of Frisco when developing the proposed PUD development standards.
- **Unit Pricing and Deed Restrictions:** Affordable sales prices, rental rates and the accompanying deed restrictions for the housing units will be prepared during future development phases. The range of income levels to be targeted, i.e. the appropriate mix of affordable and market rate units, and other deed restriction requirements will be determined as each development parcel is approved, to ensure that these decisions are



Peak One, Frisco affordable housing

informed by the most current data on market conditions and workforce housing demand.

- **Property Ownership and Management:** The ownership and management structure will be determined in conjunction with future planning reviews and public/private partnership contract agreements to develop individual properties within the neighborhood. Considerations for ownership and management include:

- ◇ For owner-occupied homes, such as single family homes, duplexes and townhomes, the County envisions that the individual homes will be owned by the resident, with a homeowners association (HOA) established to oversee the neighborhood common areas, and provide ongoing property management and maintenance. This would be similar to the Peak One Neighborhood in Frisco and the Wellington Neighborhood in Breckenridge.
- ◇ For rental properties, potential options for property ownership and ongoing management include: (1) the County retains ownership of the property and contracts a third-party to handle ongoing property management and leasing or (2) the County sells the property to private developers, who would then own and manage the property in accordance with the applicable rules established during the development approval process.
- ◇ In conjunction with future development reviews, plans for ongoing operation and maintenance of the property will be created that specify the responsible entity for various services, such as property management, road maintenance and repair and snow plowing. All operation and maintenance plans will be created to ensure ongoing affordability of HOA dues for the residents.

- Begin civil engineering efforts with analysis of the topography, potential grading, access and utilities.



Site photo, view southwest



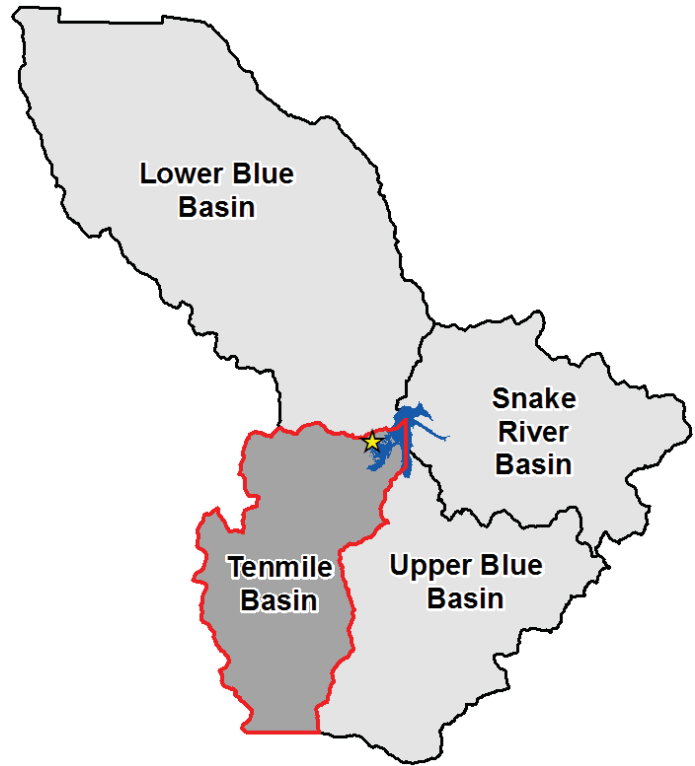


SUMMIT COUNTY AFFORDABLE WORKFORCE HOUSING NEED

SUMMIT COUNTY AFFORDABLE WORKFORCE HOUSING NEEDS

There is a high demand for affordable workforce housing in Summit County. Housing Needs Assessments completed in 2013 and updated in 2016 document and identify the needs and housing shortages across all income spectrums and unit types, including ownership and rental properties. The 2013 Housing Needs Assessment showed a range of projected housing units needed within 5 years (2013-2018) with a low estimate of 1,035 units to a high estimate of 1,785 units. Both the low and high estimates showed an approximate 60/40 split between rental and ownership units needed. All trends since the 2013 Housing Needs Assessment point to decreased affordability of homes for the workforce and a scarce supply of housing. Housing has increased in price and the housing supply has decreased.

The 2016 Housing Demand Update (Table 1) identifies approximately 1,685 workforce housing units (housing approximately 3,035



Site location map - Ten Mile Basin

Table 1: Total Housing Needs: Catch-up Plus Keep-up: 2016-2020

TOTAL NEEDS: CATCH-UP PLUS KEEP-UP: 2016-2020					
	SUMMIT COUNTY	LOWER BLUE	SNAKE RIVER	TEN MILE	UPPER BLUE
Catch-Up (2016)	659	113	170	249	124
Keep-Up (2016-2020)	1,025	175	170	310	375
Total Housing Units	1,685	290	335	560	500
Avg Employees per Household*	1.8	1.8	1.8	1.8	1.8
# of Employees Housed	3,035	520	605	1,010	900
OWNERSHIP NEEDS					
<= 60%	227	51	37	64	75
60.1-80.0%	99	29	21	23	27
80.1-100%	194	57	41	45	50
100.1-120%	185	50	36	45	53
120.1-150%	76	17	12	21	26
Total	780	205	145	200	230
RENTAL NEEDS					
<= 60%	593	39	128	242	185
60.1-80.0%	130	25	29	62	14
80.1-100%	182	24	30	57	70
Total	905	85	185	360	270

Note: Differences are due to rounding.

*Source: 2012 Household Survey

Source: 2016 Summit County Workforce Housing Demand Update, August 2016

employees) that need to be built or preserved for the local workforce that the market will not provide through 2020. This aligns closely with the high estimate from the 2013 Housing Needs Assessment, while accounting for the housing units that have been built within the past few years. **Countywide, the greatest unmet housing need is in the Ten Mile Basin, which identifies a need for 560 units total (360 rental housing units and 200 ownership housing units).** This is a slight increase in the projected housing demand for the Ten Mile Basin, from 535 units (identified in 2013) to 560 units.

The Ten Mile Basin workforce housing needs identified in the 2013 Housing Needs Assessment and 2016 Housing Demand Update address housing needs for the following segments of the local workforce:

- The deficiency in below-market rental and ownership housing for residents. This does not address the need for seasonal worker housing during peak periods.
- Housing the 5% to 10% of in-commuters that would prefer to move into the area.
- Housing employees hired to replace retiring workers.
- Replacing the loss of resident-owned homes sold to second homeowners. This does not include making up for the loss of long-term rentals to the short-term rental market due to the current lack of information to estimate this loss.
- Housing 80% of the employees that will be needed to fill new jobs, assuming that 20% of workers will continue to in-commute.

The housing studies distribute the projected workforce housing needs among each basin based on multiple factors, including: each area's share of jobs in the county, where workers prefer to live and maintaining a mix of incomes within each basin.

Understanding the Ten Mile Basin's affordable workforce housing needs was the first step to developing the Master Plan for Lake Hill. The following items from the Housing Needs Assessments directly influenced the development of the Master Plan:

- The Ten Mile Basin needs identify a slightly higher demand for rental housing than other areas of the County, at 64% of the total projected need. A majority of the affordable workforce housing built to date in the Ten Mile Basin has been ownership units, such as the Peak One Neighborhood, Ophir Mountain and South End Village.
- A projected need for 57 rental units at 80 – 100% AMI has been added to the 2016 study. Previously, the rental housing need did not include any rental units priced over 80% AMI. This appears to be the primary reason for the increase from 305 to 360 total rental units needed.
- The ownership housing demand shows a total of 111 ownership units needed at 80% AMI and above, and shows 89 ownership units needed below 80% AMI. In the planning discussions it was determined that focusing the ownership housing on 80% AMI and above was the appropriate direction for Lake Hill based on the very large subsidies needed to deliver ownership units at lower price points and the issues with qualifying owners for mortgages at incomes less than 80% AMI. Should funding sources to fill the financial gap be identified, ownership units priced below 80% AMI could potentially be accommodated at Lake Hill, specifically in the housing program areas identified as flexible rental/ownership units. See the **Implementation** section of the Master Plan document for more information.

While the Lake Hill property cannot solve all identified Ten Mile Basin housing needs, the County's goal is to maximize the number of homes on the property while balancing neighborhood livability, maintaining Frisco town character and incorporating flexibility to adapt to potential future changes in need and market demand. The proposed Lake Hill neighborhood described herein portrays these guiding principles and will provide a significant amount of needed affordable workforce housing in the Ten Mile Basin.





EXISTING CONDITIONS

SITE ANALYSIS

Lake Hill boasts natural amenities that include 360 degree views, benched topography, southern solar exposure and is located adjacent to major roadways and utility infrastructure. Prior to beginning Master Planning for the new neighborhood, the site was studied in detail to identify opportunities and constraints. The elements listed are key factors that influenced decisions made through the planning of the community.

Opportunities

• Views

- ◇ The property has stunning views in virtually all directions.
- ◇ The existing site topography is benched, stepping down in elevation from the I-70 Overlook towards the Dillon Dam Road allowing for optimization of view corridors to Dillon Reservoir, Grays and Torreys Peaks, the Tenmile Range and beyond.
- ◇ The site is visible from multiple points within the County. Designing the neighborhood to blend into the surrounding landscape will be an important consideration.



Site photo, view southeast



Site photo, existing vegetation

• Recreation, Regional Access and Connectivity

- ◇ Local Recreation - The site is located across the Dillon Dam Road from the Giberson Bay Day Use Area and the Dillon Reservoir Recreational Pathway. The Old Dillon Reservoir Trailhead is also located approximately 500 feet east of the site.
- ◇ Regional Connections - There is an opportunity to create safe connections for residents to the Frisco Transfer Center, area schools, commercial centers, Frisco Marina and Peninsula, post office and other County and Town community services and businesses. These regional connections create an opportunity for residents to be less reliant on passenger vehicles.
- ◇ Potential pedestrian/bicycle connections and transit access enhancements will be beneficial to other developments in the vicinity.

• Community Sustainability

- ◇ There is an opportunity to reduce in-commuters by providing affordable workforce housing for the large employment base in Frisco and surrounding areas. Lake Hill creates an opportunity to allow people to live near where they work.



Site photo, view northeast

Solar Orientation

- ◇ The site slopes to the southeast which creates an opportunity for solar photo-voltaic and passive solar benefits.

Existing Vegetation

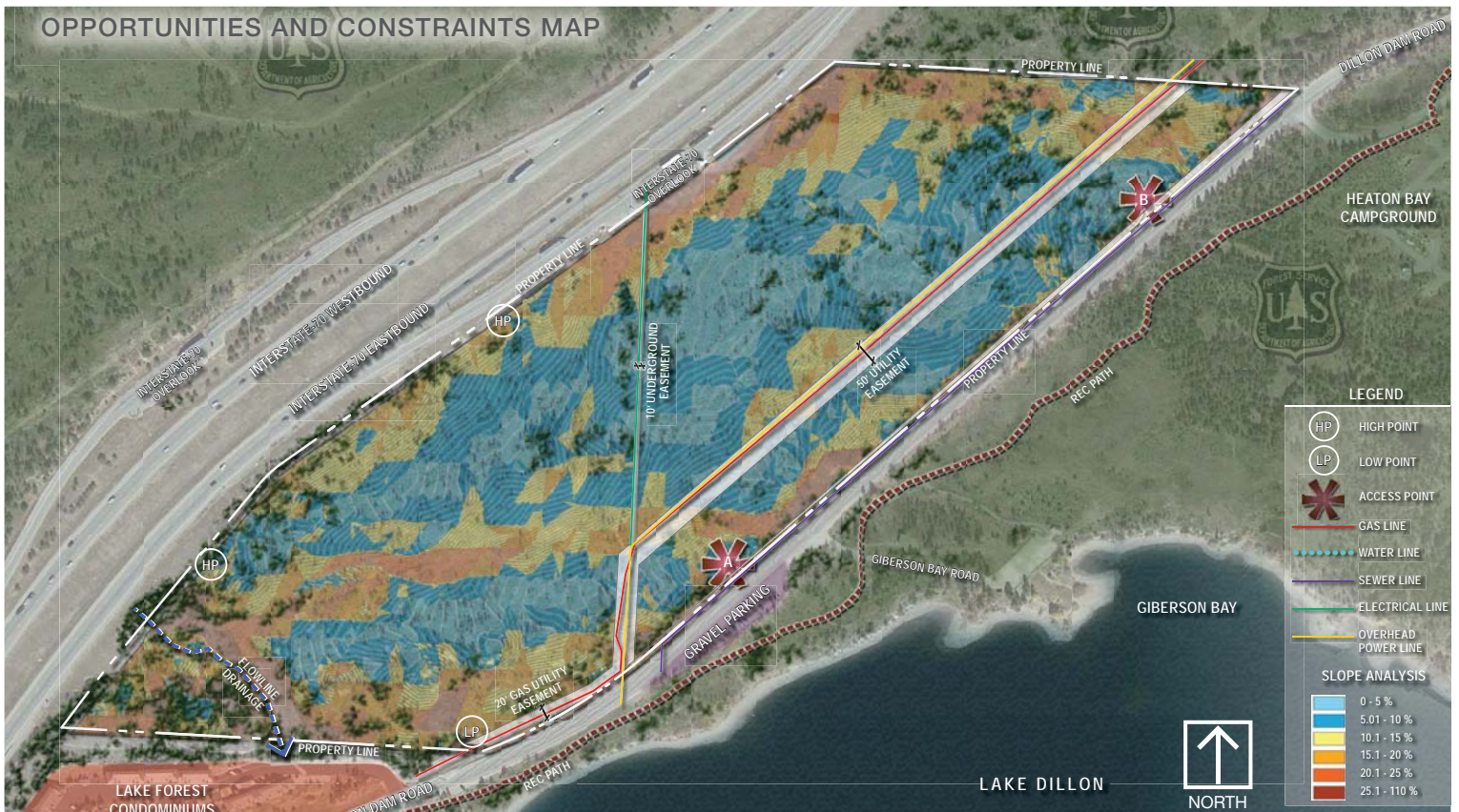
- ◇ There are healthy groupings of trees located along the Dillon Dam Road and at the top of the slope near I-70. Vegetation in these locations should be preserved to the extent possible to

maintain a visual and sound buffer from both the highway and the Dillon Dam Road.

- ◇ The southwestern corner of the site is heavily treed with undevelopable steep slopes creating a natural buffer between Lake Hill and Lake Forest Condominiums.

Existing Infrastructure

- ◇ Town of Frisco water service infrastructure is nearby, located within the Dillon Dam Road right-of-way, and the Town of Frisco water tank is located to the northeast of the site on National Forest property.
- ◇ Frisco Sanitation District, which provides sanitary sewer, provides service on the western boundary of the site at Lake Forest Condominiums.
- ◇ The site is easily accessed from the Dillon Dam Road.



Reference the appendix for scaled maps.

Constraints

• Topography

- ◇ There is approximately 90 feet of grade change across the Lake Hill site. The low point of the site at the Dillon Dam Road is 9,040 feet elevation, and the high point along I-70 is 9,130 feet in elevation.
- ◇ The existing steep slopes constrain road layout and vehicular access points onto the site. In order to minimize grading and retaining walls, the areas in red and orange on the Opportunities and Constraints map should be generally avoided. These areas reflect slopes between 20-110 percent. Ideally, the majority of roads and buildings should be sited in the areas shown in shades of blue or yellow as these areas reflect slopes between 0-15 percent. Other topographical features are steep slopes near I-70 and an existing drainage ravine to the south of the site.
- ◇ Above building floor elevations 9,130 feet, existing water pressure is not adequate to serve the future households without the installation of a booster pump station. (Per Water Distribution System Conceptual Design for Summit County Affordable Housing Development, Leonard Rice Engineers Inc, 2015)

• Existing Utilities

- ◇ There is an existing high pressure gas line that



Site photo, view northeast



Site photo, view northwest, I-70 overlook

crosses through the site within an easement approximately 50' wide and 2,400' long. It is cost prohibitive to relocate. Locating a road within the easement, while a constraint, will allow maximization of developable land outside of the easement and save costs.

- ◇ A portion of the high pressure gas line easement is also an electrical easement containing overhead power lines, which will need to be undergrounded over time.
- ### • I-70/Overlook
- ◇ The north/northwestern portion of the site is adjacent to I-70 which creates scattered noise pollution. Homes nearest the interstate should have considerations for sound proofing.
 - ◇ The neighborhood's proximity to I-70 will require additional buffering to create a visual separation.
 - ◇ The I-70 scenic overlook is a popular stopping place for many tourists passing through Summit County. It is important to consider maintaining view corridors from this location to the extent feasible.

• Access

- ◇ Traffic on the Dillon Dam Road currently travels at speeds of 45 mph or greater. Posted speed limits are 30 mph at the Frisco border, increasing to 45 mph at the northern Lake Hill site boundary. Slowing traffic speeds and providing safe road crossings are an important consideration.

REGIONAL CONTEXT

The Lake Hill neighborhood has been planned to integrate and connect with Frisco and surrounding areas. This is accomplished through considerations related to multi-modal connections and neighborhood size and scale.

Community Connectivity

Locating affordable workforce housing adjacent to town areas with amenities is of critical importance to establishing quality of life for residents. The new community will provide for its own needs (housing, parking, parks and trails, operations, etc.), however, creating connections to adjacent community services and recreation opportunities is an important design consideration.

Frisco and surrounding areas are home to many major employers, such as the hospital, medical

offices, school district offices, two schools, County offices, Town offices, a wide variety of Main Street businesses; and significant commercial / retail businesses on Summit Boulevard and Tenmile Drive. A new neighborhood at Lake Hill will allow employees of these many service providers and businesses to live within closer proximity to their jobs. Creating multi-modal connections to these employment locations to allow residents to easily walk, bike or ride the bus to work, will be a key opportunity for the Lake Hill development.

Adjacent recreation and trails abound at Lake Hill. Future residents will enjoy easy access to the Dillon Reservoir Recreation Path (Rec Path), Dillon Reservoir and USFS trails. Considerations are included in the Master Plan for safe pedestrian access to these amenities, including a potential pedestrian bridge over the Dillon Dam Road.



- | | | | |
|--|--|--|--|
| <p>Community Services</p> <ul style="list-style-type: none"> 1 Hospital/Medical Campus 2 County Commons (County Offices & Recycle Center) 3 Central Business District 4 Commercial Center/Transit Facility 5 Post Office/Town Hall | <p>Schools</p> <ul style="list-style-type: none"> 6 Frisco Elementary 7 Summit Middle School 8 Summit County Preschool | <p>Parks & Open Space</p> <ul style="list-style-type: none"> 9 Frisco Adventure Park/Peninsula Recreation Area 10 Marina Park 11 Giberson Bay 12 Old Dillon Reservoir | <p>Regional Trails</p> <p>Icon: Pedestrian, Bicycle</p> |
|--|--|--|--|



Map of Town of Frisco neighborhoods with scale comparisons

Land Use and Scale

Integrating Lake Hill into Frisco's existing community fabric was an important discussion during the design process. Adjacent and nearby neighborhoods were studied, along with other neighborhoods in the community that have a mix of similar residential home types. The communities nearest Lake Hill are primarily multi-family and townhome style units. Adjacent residential communities include Lake Forest Condos and Prospect Point, which have densities of 15 dwelling units per acre and 10 dwelling units per acre.

Other neighborhoods were studied as models for creating a community with diverse housing types. When looked at together, the Peak One and Mountainside neighborhoods become a model for designing a community of single family, duplex, townhome and multi-family units at an appropriate scale for the Town of Frisco. These neighborhoods create a community covering approximately 38 acres, with an approximate density of 9.5 dwelling units per acre.

The analysis of existing neighborhoods was used as a guide for the design of the Lake Hill neighborhood concept plan. A goal of this master plan is to ensure the scale of the new neighborhood blends into the existing surrounding community, and this will be achieved through mindful site planning that considers the Town of Frisco's existing community character.



Approximately 6 dwelling units per acre



Approximately 15 dwelling units per acre



Approximately 11 dwelling units per acre



Approximately 9 dwelling units per acre





DESIGN PROCESS



PROJECT APPROACH

Three phases of work were established to develop the Master Plan, including 1) Project Initiation, Inventory, Analysis and Outreach; 2) Conceptual Master Plan; and 3) Final Master Plan. Community and stakeholder engagement were critical to each phase and provided input and direction to the County and team. The following elements were completed with each phase:

1) Project Initiation, Inventory, Analysis and Outreach (March-April 2016)

- Conducted multiple site visits.
- Developed site opportunities, constraints and existing conditions analysis mapping.
- Reviewed existing zoning of adjacent properties, applicable Master Plans and the previously developed studies (see list of studies in Appendix D).
- Held extensive meetings with community members through a stakeholder advisory group, focus groups, individual interviews, presentations, surveys and a community open house.
- Established guiding principles based on initial community input.
- Developed a draft housing program and conceptual land use framework.
- Began civil engineering efforts with analysis of the topography, potential grading, access and utilities.

2) Conceptual Master Plan (May-July 2016)

- Held design charrette.
- Created initial conceptual plans.
- Reviewed conceptual plans with the County and stakeholders.
- Integrated input from stakeholders and two updated conceptual plans were created.
- Developed preliminary opinion of probable costs along with initial concepts for phasing.
- Engaged community members through website updates, open houses and presentations to local leadership.

3) Final Master Plan (August-December 2016)

- Finalized land use and housing program following additional communication and review efforts with the County and stakeholders.
- Refined preliminary opinions of probable costs with the further development of civil engineering plans for the site infrastructure.
- Developed several alternative phasing scenarios to compare costs, efficiency and program delivery.
- Created preliminary financial strategies for implementation of the neighborhood.
- Held multiple community outreach events which generally showed support for the neighborhood plan and overall vision.

The result of these efforts is an overall Master Plan which outlines the community vision, design framework and recommendations for implementation.



Community open house, comments

PUBLIC & STAKEHOLDER ENGAGEMENT PROCESS

Engaging the community and stakeholders in a meaningful dialogue was critical to the development of the Master Plan; specifically with the establishment of guiding principles, confirmation of affordable workforce housing needs and program, neighborhood plan refinement, and creation of guidelines for site and architectural character. Regular meetings with stakeholders and updates to the County's website ensured a transparent planning process throughout the Master Plan development.

See **Appendix A** for more detailed notes from each meeting.

The following methods of stakeholder engagement were included:

Stakeholder Advisory Committee

A group of representatives were chosen by the County based on their expertise in the development, construction and management of affordable workforce housing neighborhoods. Their role was to provide local expertise on financial feasibility, phasing and constructability, act as a 'sounding board' for Master Planning concepts and contribute input to the design team through the process. Members from the community were selected to provide expertise from disciplines including architecture, community development, affordable housing program management, property management and sustainability.

Focus Groups

On March 31, April 4, 6 and 7, 2016, the County and team hosted focus groups to gather input on this planning effort. Stakeholders in the following topic areas were invited to participate to discuss the Lake Hill neighborhood:

- Employers
- Sustainable Design
- Senior Housing Needs
- Education and Childcare
- Life Safety and Emergency Management
- Existing Workforce Housing Residents and Managers
- County and Town Staff

Community Open Houses

Four community open houses were held on April 21, June 29, September 7 and September 28, 2016. Community members were invited to attend and discuss their vision, concerns, goals and priorities for the Lake Hill neighborhood. While these open houses were attended by residents living and working throughout the County, the project team emphasized that the focus was to increase our understanding of the housing needs in the Ten Mile Basin. The purpose of the first open house was to familiarize the community with the site's opportunities and constraints, share the site history, discuss affordable workforce housing needs, and gain feedback on the initial guiding principles and vision for the project. At the second open house two illustrative conceptual site plans, architectural character imagery, potential parks and open space amenities, initial trails, transit and connectivity plans were shared with the community. Following this open house, the team was able to review feedback and further develop the site plan to align with the community's needs and vision. A refined site plan, affordable workforce housing program, preliminary phasing concepts, architectural character imagery, neighborhood massing studies, guiding policies and community facilities were all presented to the community at the third public meeting. The last open house was planned by the Town of Frisco and residents were invited to learn more about the Master Plan and the Town's role in the future development of the property. There were approximately 100



Community open house



Community open house



Community field trip

people present at each meeting whose input was used to inform the design decisions at each stage of the project.

Field Trip

On July 14, 2016, Summit County staff and members of the consultant team led three on-site walking tours of the Lake Hill property. The County GIS department staked prominent site plan locations to help the community visualize the proposed neighborhood. Included in these locations were site entrance roads, edges of development to the south and north, road centerlines and intersections, the potential pedestrian bridge and community center.



Community field trip

Site opportunities and constraints were highlighted during this walk along with the varying characteristics of the greenbelt and how it will interplay with the different types of proposed affordable workforce housing.

County and Town Leadership Meetings

Meetings with the Board of County Commissioners, Frisco Town Council, Frisco Planning Commission, Tenmile Planning Commission and Frisco Development Review Committee were held throughout the process. Meetings with these key leadership groups provided input on concepts presented in this Master Plan. Meetings with County and Town leaders also allowed an opportunity to share community input received and discuss how it would be integrated into the plan.

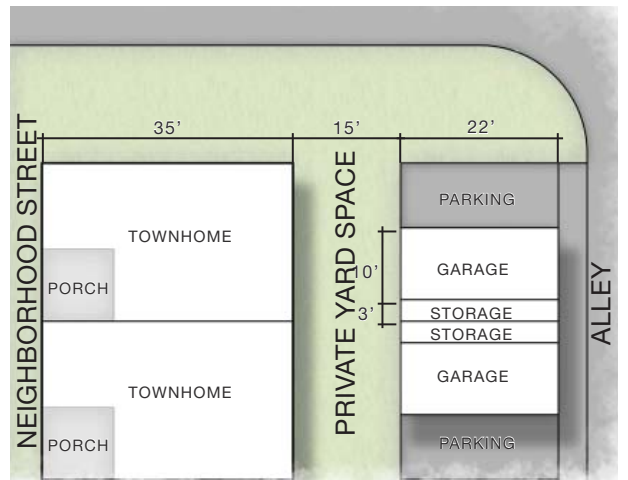
PLAN EVOLUTION AND KEY THEMES

Input from the community and stakeholders was documented and analyzed following each meeting and event. Key themes were thoughtfully considered and guided many Master Planning decisions. The themes outlined below represent key input that influenced the evolution of the plan.

While there are five renditions of the evolving neighborhood plan shared herein, many more renditions were created throughout the process.

Affordable Workforce Housing Design

- Locate larger, multi-family buildings along the upper loop road as this location can accommodate higher density without affecting the character of the Dillon Dam Road.
 - ◇ The footprint sizes of the multi-family buildings were reviewed and re-allocated to ensure that the upper loop road areas were maximized and efficient.
 - ◇ Off-street parking lots were expanded to accommodate parking needs for the additional homes and provide two spaces per unit.
- Allocate a variety of densities throughout the neighborhood and potentially within each phase of development.
 - ◇ Based on proposed phasing, the home types on the site plan were adjusted to ensure each potential phase will have a mix of affordable workforce housing types.
- Disperse neighborhood traffic evenly throughout the site with a well-planned street network.
 - ◇ Alleys were created to minimize driveways and curb cuts along the primary loop road.
 - ◇ Homes are distributed evenly throughout the site to disseminate traffic.
- Create a gradual transition between multi-family and single family homes with strategic placement of townhomes and potential integration of duplex style homes.
 - ◇ Transitions are accomplished through strategic placement of townhomes and flexibility to integrate duplex style homes.



Alley loaded parking diagram

- ◇ The greenbelt allows for separation between density and unit types.

Neighborhood Design and Sociability

- Promote a sense of community in all home types by designing shared courtyards and greens.
 - ◇ Townhomes to the east of the site were turned perpendicular to the loop road forming shared courtyards between buildings, also providing lake views in a central green to be enjoyed by each resident.
 - ◇ More L-shaped multi-family buildings were added to the site plan. The void opens to the south creating space for pocket parks or courtyards with passive solar gain and views to Lake Dillon.
 - ◇ Single family homes were arranged to create central open spaces where possible.
- The community center should be centrally located and sized to accommodate multiple types of uses.
 - ◇ The building was shifted off of the loop road to maximize programmable outdoor space.
 - ◇ The trail network was enhanced to directly connect people to the community center and potential pedestrian bridge.
- Off-street parking for the community center and trailhead at the potential overhead bridge were added to the plan.
- All townhomes and single family homes should include a private outdoor space.
 - ◇ Homes were offset from alleys and roads to

MAY 6 - DESIGN CHARRETTE



The primary loop road network concept was developed and vetted by studying topography, potential building capacity and parking at two spaces per unit. The central greenbelt concept was also developed in this plan.

JUNE 29 - COMMUNITY OPEN HOUSE

CONCEPT 1



CONCEPT 2



Two conceptual site plans were developed to study site capacity. Each plan utilizes a different housing type mix to demonstrate the flexibility of the road network and gain feedback on the preferred plan. Concept 1 has a higher density through the use of more multi-family buildings while Concept 2 incorporates more townhomes and single family homes. The overall feedback received about the two plans was to find a balance between the two, incorporating as many homes as possible on the site while maintaining a comfortable neighborhood scale.

AUGUST - REFINED NEIGHBORHOOD PLAN



This plan was developed from the feedback received at the second public open house and refined from the previous hand drawings into a computer generated plan. More multi-family homes were added to the upper loop road, more single family homes were added and single family and townhome neighborhoods were developed to create community greens and enhance sociability.

Reference the appendix for scaled maps.

create a minimum 15' of private yard space, and in some instances, a detached garage is used to create separation of the private space from the alley.

Implementation and Functionality

- Maintain future site plan flexibility through the potential ability to convert parking lots into buildings or increase building height should the parking need decrease or structured parking be integrated.
 - ◇ Parking lots were combined, especially on the upper loop road, to create large areas for potential development sites in the future.
- Designate snow storage areas and use road design techniques to ensure compatibility with typical snow removal operations.
 - ◇ Carports were shifted to create larger gaps where snow could be pushed, and carports are shown as 3-sided to minimize snow drifting.
 - ◇ Trees and programmed landscape spaces were moved out of potential snow storage areas.
 - ◇ The street section on the upper loop road was widened.
- Include adequate parking for each affordable workforce housing type, generally two spaces per unit. Also provide guest parking and community center parking.
 - ◇ Tuck-under parking was utilized for townhomes

located on slopes to minimize surface area.

- ◇ Parallel parking was added to the loop road in the townhome and single family neighborhoods for guest parking.

- Limit the need for cars by creating well planned pedestrian connections to trails, transit and open space.
- Consider pedestrian safety through the design of the pedestrian circulation, road network and intersections.
 - ◇ Roundabouts were added to the intersections of the loop road and the Dillon Dam Road for traffic calming.
 - ◇ A location was identified for a potential pedestrian bridge and the site plan was shifted to accommodate a trail to this location.
 - ◇ The trail network and sidewalks were developed to create pedestrian connections throughout the neighborhood.
- The Lake Hill site plan will not be stagnant, but rather will continue to evolve and be refined as needed throughout development to meet changing market conditions and affordable workforce housing needs over time. As the neighborhood is developed, all proposed phases of development should maintain optimum density.
 - ◇ Create a looped road design that accommodates a variety of building types and can be phased.

NORTH NEIGHBORHOOD



There is potential for the adjacent property to the north, currently managed by the US Forest Service, to be developed at some point in the future. Therefore, the road through the northern single family neighborhood may need to be used as a secondary access point for fire and life safety into this adjacent property (Option A). This would require modifications to the road layout shown in the August - Refined Neighborhood Plan given the steep grades to access the northern property (Option B).





VISION & LAND USE

GUIDING PRINCIPLES

Guiding principles provide the vision and overall direction for development of the Lake Hill Neighborhood. The guiding principles should be referenced and evaluated during every phase of site design and construction. Developed and refined through public outreach and stakeholder engagement meetings, these guiding principles represent the community's vision for the future of Lake Hill.

Affordable Workforce Housing

Guiding Principle: Lake Hill will be an affordable workforce housing neighborhood for residents who live and work in our community.

Goals:

- Include a mix of housing styles and types, with both rental and ownership opportunities.
- Provide housing choices affordable to a variety of income levels to encourage a healthy, diverse community and address the range of Tenmile Basin workforce housing needs identified in the 2013 Summit County Workforce Housing Needs Assessment and the 2016 Summit County Workforce Housing Demand Update.
- Priority should be given to providing housing for people who live and/or work within the Frisco area and Tenmile Basin.
- Mobility within the neighborhood – Create opportunity for people to easily move within the neighborhood, to upsize or downsize their homes as life situations change.
- Architectural design and scale shall be compatible with the local aesthetic found in the Town of Frisco and surrounding areas, and follow the guidelines included herein for Site and Building Character.



Front porches on townhomes, Pitchfork Affordable Housing, Crested Butte, CO



Balconies overlooking community open space, Burlingame Affordable Housing, Aspen, CO



Varied single family architecture with stoops and close proximity to pedestrian way Wellington Neighborhood, Breckenridge, CO



Townhome roof and front porch variation

Neighborhood Design

Guiding Principle: Lake Hill will be a model community and set the bar for a well-planned, well-designed, high quality affordable workforce housing neighborhood where people want to live.

Goals:

- Maximize the number of housing units on the property while providing a sense of place, neighborhood livability, environmental sensitivity and ensuring compatibility with adjacent development and land uses.
- Provide a network of open space, interconnected walking and biking trails, neighborhood parks and amenities.
- Connectivity, Accessibility and Adaptability
 - ◇ Create a multi-modal neighborhood that is well-connected to the surrounding community with easy access to transit, recreation and trails.
 - ◇ Provide for accessibility and adaptability, both inside and outside, that supports aging in place and accessibility for people with disabilities.
- Sustainability and Efficiency
 - ◇ Use sustainable neighborhood design principles and high altitude design best practices to create a context appropriate, lakeside mountain town neighborhood, which

respects and fits into the surrounding natural environment.

- ◇ Build sustainable, energy-efficient homes that will offer ongoing affordability, durability and low costs of ownership and operation.

Implementation

Guiding Principle: The Lake Hill Master Plan will be developed with deliberate consideration of financial viability and the fiscal requirements for implementation.

Goals:

- Provide a financially viable and executable phasing, financing and implementation plan to guide future construction and property development.
- Each phase will provide for its own operational needs, such as storage, parking and snow stacking area, contribute to and engage the green belt and have walkable access to transit.
- Build a partnership with Summit County employers to ensure affordable workforce housing options to accommodate the needs of their employees. Key employers to engage in the Ten Mile Basin include healthcare providers, Summit School District, Copper Mountain Ski Resort, and the small businesses of Main St., Summit Blvd., and Ten Mile Dr.



Safe, auto-free greenbelt

VISION

Lake Hill will be a genuine neighborhood comprised of local residents, living and working in the community. The neighborhood will include a diversity of housing styles and types, unified through physical and visual access to the community greenbelt. The community greenbelt will provide trails and amenities that echo the natural qualities that brought all residents to the County – a love and passion for the outdoors, recreation and scenic mountain views. The proposed neighborhood framework creates an efficient land use pattern that promotes neighborhood livability and interaction, while taking advantage of the site's scenic beauty and solar access.

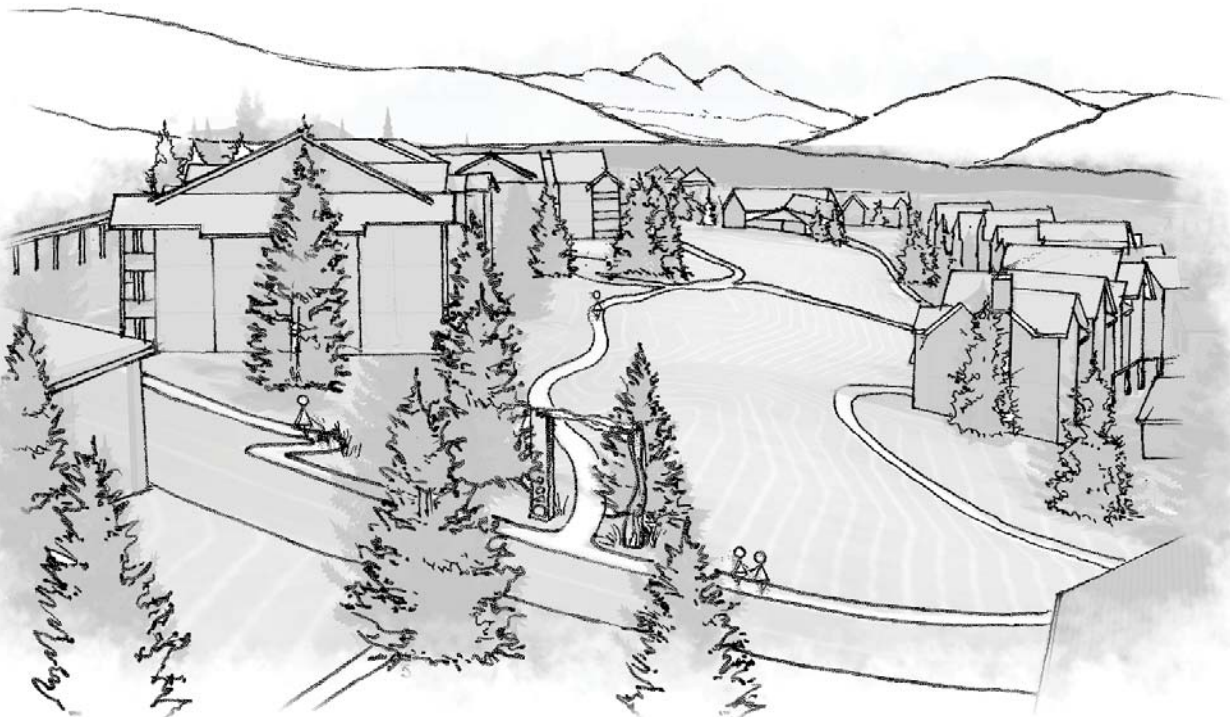
Architecturally the community will present a diverse and authentic style, reflective of Frisco's eclectic, mountain rustic character. Home types and sizes will vary greatly throughout the community with the inclusion of multi-family buildings, townhomes, single-family detached and attached homes. The attention to architectural detailing, streetscape and greenbelt amenity will unify the neighborhood.

All homes and community facilities will be designed with consideration for the challenges of living in a mountain environment, such as regular snowfall



Quality community amenities will be provided.

and intense sun. The neighborhood framework is designed to create functional open space that allows for topographic changes between homes, incorporates sustainable drainage and snow storage solutions, creates safe places for children to play away from the road network and provides transitions between unit types and densities. Clear, concise design guidelines are included in this document and describe how the vision of the site and variety of home types can be implemented with the development of each parcel.



Greenbelt view to the east

LAND USE AND PROGRAM

A key driver for the Master Plan was to identify the appropriate locations for each type of land use and housing type. To determine the best land use plan for this site, great consideration was given to neighborhood scale, road network, greenbelt creation and access, viewshed protection, highway buffering and parking requirements. The land use plan herein is representative of the overall vision for the community, however, it does not represent zoning.

Neighborhood Scale

The existing character of the Dillon Dam Road and site proximity to I-70 influenced the proposed land uses for Lake Hill. Neighborhood scale is created along the Dillon Dam Road by protecting an open space buffer with natural vegetation along the road and locating single family, townhomes and smaller scale multi-family units nearest to the road. Larger scale multi-family buildings are located along I-70 to block highway noise and create a buffer between the lower density homes and the highway. The



Small, single family housing unit



Multi-family architecture designed to fit the existing topography



Reference the appendix for scaled maps.

Table 2: Development Area

DEVELOPMENT AREA	ACRES	UNITS
Homes	16.9	
Multi-Family	7.6	300
Townhomes	4.6	85
Single Family/Duplex	4.7	51
Right-of-Way (Roads, On-Street Parking, Sidewalk, Infrastructure)	6.5	
TOTAL DEVELOPMENT AREA	23.4	
COMMUNITY FACILITIES AND OPEN SPACE	ACRES	UNITS
Community Center	1	
Green Belt	5.5	
Open Space/Buffers	14.9	
TOTAL COMMUNITY FACILITIES AND OPEN SPACE	21.4	
TOTAL	44.8	436

Note: Acreages and unit totals are conceptual.

existing hillside below I-70 additionally acts as a noise and safety buffer from the highway and provides separation from the multi-family units. The central greenbelt allows for view protection to Dillon Reservoir and many mountain peaks that are visible from the Lake Hill site.

Home Typologies

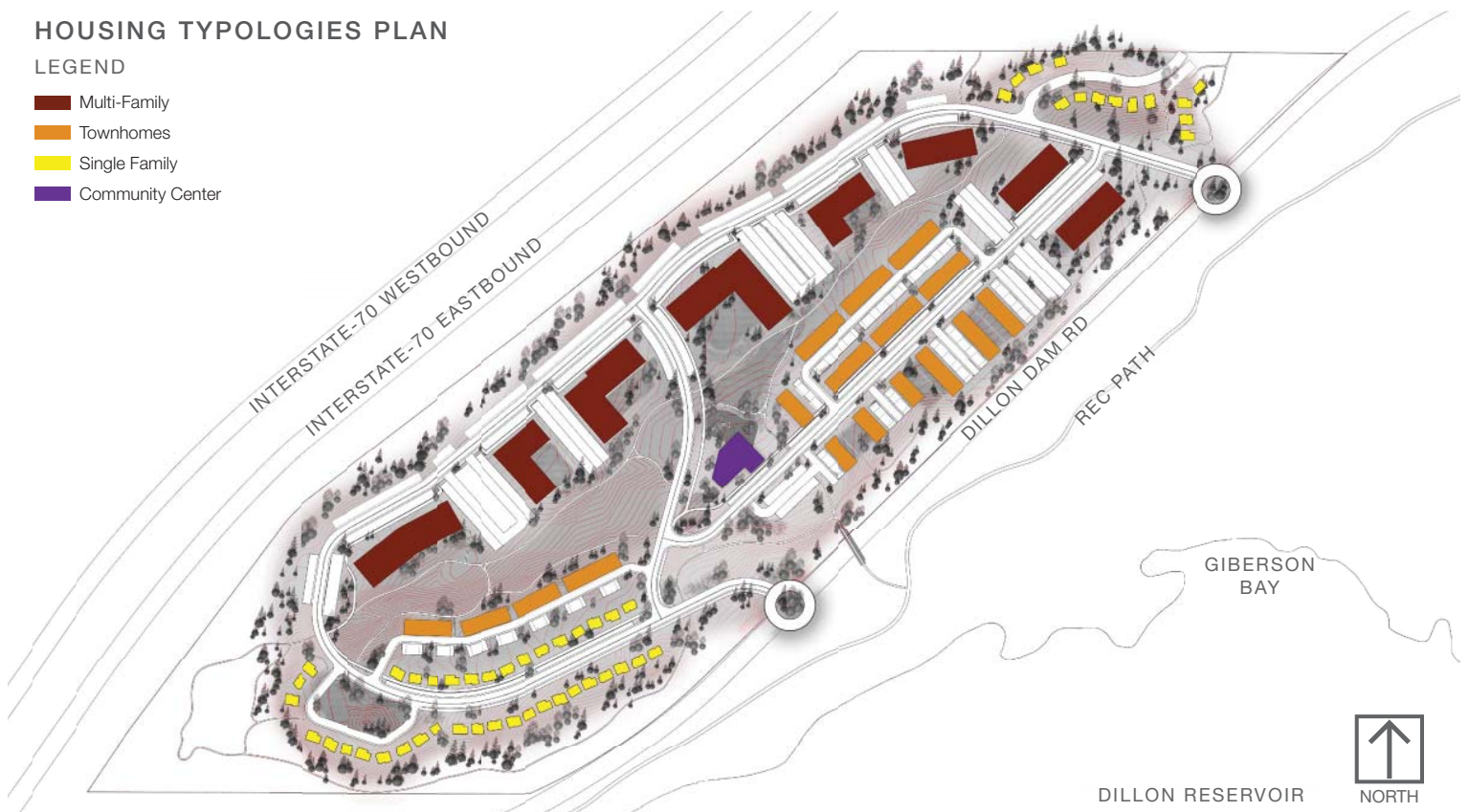
Table 2 identifies the approximate acreages for each land use type, including development area (housing, ROW and parking), community facilities and open space area (community center, buffers and greenbelt). Table 3 identifies the quantity of each housing type as well as types of parking provided for the community.

The homes and associated parking areas account for approximately 17 acres of the site. The site is planned to have the highest density and largest scale buildings near I-70, gradually decreasing in density and scale stepping down the site towards the Dillon Dam Road. The following home and unit types are proposed to accommodate the housing needs identified in the 2016 Housing Demand Update:

HOUSING TYPOLOGIES PLAN

LEGEND

- Multi-Family
- Townhomes
- Single Family
- Community Center



DILLON RESERVOIR NORTH
Reference the appendix for scaled maps.

- **Multi-family buildings** are intended to be 2-4 stories in height and consist of apartments, condominiums or flats. Multi-family buildings may have interior access corridors or be developed as stacked flats with exterior access. Multi-family buildings may accommodate a variety of home sizes, from micro-units and studios to 2-3 bedroom units. Multi-family units located along the greenbelt should be designed to walk out or walk up into the open space area.
- **Townhomes** are attached housing units in groupings of 3-8 units, intended to be 2-3 stories in height. Townhomes will generally be 2-3 bedroom units. Townhomes located on the greenbelt shall be designed to walkout into the greenspace and work with the topography to be less than three stories facing the greenbelt. Where grades allow, townhomes will have tuck-under parking and in flatter locations, detached garages will provide covered parking and storage.
- **Single family attached or detached homes** will be 1-3 stories tall, attached or detached and include 2-3 bedrooms per unit.

Table 3: Neighborhood Plan Totals

HOME TYPE	QUANTITY
Multi-Family	300
Townhome	85
Single Family	51
TOTAL	436

PARKING TYPE	QUANTITY
On Street	300
Carport	153
Off Street Parking Lot	256
Alley, Driveway, Tuck Under	272
TOTAL	940 (2.16/UNIT)

Note: Parking quantities are conceptual.

Single family homes located on sloping lots should accommodate walk-out level outdoor spaces. Where possible, one floor living (with a bedroom, kitchen, living and bathroom on one level) should be integrated into the community to accommodate a variety of residents, by providing handicap accessibility and the ability to age in place.

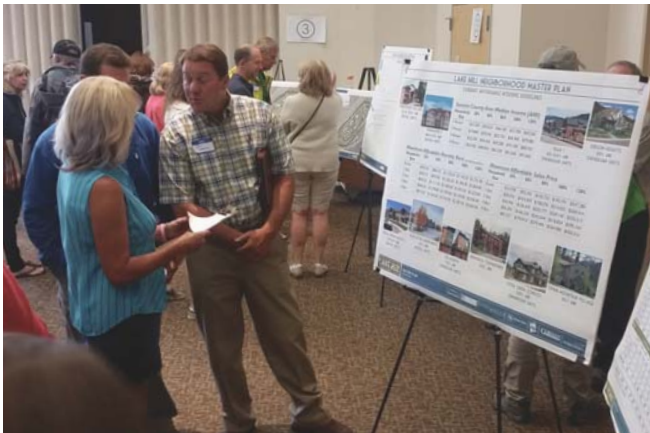
LAND USE PLAN

LEGEND

- Multi-Family Apartment and Condominiums
- Townhomes / Multi-family Apartment and Condominiums
- Townhomes / Single Family and Duplex
- Single Family and Duplex
- Green Belt
- Open Space Buffer
- Community Center



DILLON RESERVOIR NORTH
Reference the appendix for scaled maps.



Public open house

The housing demand study shows that the greatest unmet housing needs in the Ten Mile Basin are affordable rental housing and lower priced entry level owner-occupied housing. While the Lake Hill property cannot solve all of the identified housing needs, the County’s goal is to maximize the number of homes on the property while creating a livable neighborhood that is compatible with the surroundings.

Master Plan Scope, Purpose and Objectives

The Lake Hill Neighborhood Master Plan considers the full range of housing needs identified in the 2016 Summit County Workforce Housing Demand Study, and outlines a Plan to develop the neighborhood to achieve the following objectives:

- **Efficient Land Use:**
 - ◇ Maximize the number of housing units on the property while remaining sensitive to the environment and ensuring compatibility with adjacent development and land uses.
- **Housing Diversity:**
 - ◇ Include a mix of housing styles and types, with both rental and ownership opportunities.
 - ◇ Provide housing choices affordable to a variety of income levels to encourage a healthy, diverse community.
- **Livability and Connectivity:**
 - ◇ Establish a transit-oriented, bicycle and pedestrian-friendly, high-quality neighborhood where people want to live.
 - ◇ Provide for open space, neighborhood parks

and access to recreation and trails.

- **Sustainability:**

- ◇ Employ principles of sustainable neighborhood design and best management practices to create a mountain-town neighborhood, which respects and fits into the surrounding natural environment.
- ◇ Provide energy-efficient homes that will offer ongoing affordability, durability and low costs of ownership and operation.

As the neighborhood is developed in phases over the coming years, the Master Plan will be used to:

- Steer development of a housing mix and land use pattern that **fulfill the Master Plan guiding principles defined by the County and community stakeholders.**
- **Ensure coordinated and cohesive development of a neighborhood with unique character and an authentic sense of place.**
- Provide a framework for architectural design and site character **that complements the Town of Frisco’s existing style and scale.**
- **Provide a road map for the next stages of planning and development** to ensure continued collaborative planning with the Town of Frisco, U.S. Forest Service, Summit Combined Housing Authority, community residents and stakeholders, and other public and private partners.

Master Plan Guidance and Flexibility

The Master Plan is intended to be an advisory document, providing the overall framework for developing a vibrant, sustainable and livable neighborhood, while allowing the future development of individual phases to remain flexible and adaptable to accommodate changing workforce housing needs and market demand over time.

It is important to note that the plans included are conceptual in nature. The Master Plan guidance establishes the recommended framework for neighborhood design, including the recommended



Townhomes with varied architecture

road layout and open space network, desired streetscape design and architectural character.

The conceptual neighborhood plan shows 436 units, each with access to a community greenbelt and trails, views, adequate parking and storage. However, the recommended housing program is not intended to be firmly established by this Plan. Rather, the ultimate number and mix of housing units that will eventually be built on the property will depend upon factors such as infrastructure capacity and market conditions. This will continue to be studied during future stages of the planning and development process, such as the rezoning of the property to a PUD and subsequent site plan and subdivision applications.

The permitted density (i.e., maximum number of housing units) will be specified in the PUD zoning document for the Lake Hill property and will be established to ensure consistency with the adjacent developed areas. **The final unit totals, mix of unit types, building layouts and parking arrangements will then be determined with the final site plans for each phase.**

Future Stages of the Planning and Development Process

There are a variety of ways that the Lake Hill Neighborhood can be implemented over the coming years, and many opportunities for public/private partnerships to develop the neighborhood in phases. The Master Plan cannot provide all of the answers on implementation. Many details are yet to be determined and will be developed during future stages of site planning and development. Key

details to be determined include:

- **PUD Development Standards:** Using the guidance provided in this Master Plan document, development standards will be established to specify zoning requirements such as permitted building height, setbacks and road standards. The County will work collaboratively with the Town of Frisco when developing the proposed PUD development standards.
- **Unit Pricing and Deed Restrictions:** Affordable sales prices, rental rates and the accompanying deed restrictions for the housing units will be prepared during future development phases. The range of income levels to be targeted, the appropriate mix of affordable and market rate units, and other deed restriction requirements will be determined as each development parcel is approved, to ensure that these decisions are informed by the most current data on market conditions and workforce housing demand.
- **Property Ownership and Management:** The ownership and management structure will be determined in conjunction with future planning reviews and public/private partnership contract agreements to develop individual properties within the neighborhood.
 - ◇ For owner-occupied homes, the County envisions that the individual homes will be owned by the resident, with a homeowners association (HOA) established to oversee the neighborhood common areas, provide ongoing property management and maintenance.
 - ◇ For rental properties, potential options include: (1) the County retains ownership of the property and contracts a third-party to handle ongoing property management and leasing or (2) the County sells the property to private developers, who would then own and manage the property in accordance with the applicable rules established during the development review process.
 - ◇ Operation and maintenance plans will be created to specify the responsible entity for various services such as property management, road maintenance and snow plowing, and to ensure ongoing affordability of HOA dues.

PLAN ELEMENTS

Vehicular Transportation: On-Site

Primary Loop Road

The primary loop road is the main circulator for vehicles on the site. The proposed road layout was developed to achieve compatibility with existing topography, minimizing the need for over-lot grading and site disturbance. The road network was also influenced by the best locations for Dillon Dam Road access and the location of an existing high pressure gas line.

The primary loop road is ribbon-like, linking homes along the entire site to the Dillon Dam Road while maintaining the concept of a large, pedestrian greenbelt through the center of the development. The varying neighborhood scale creates a changing character along the primary loop road which is unified through streetscape, sidewalks and architectural character. The proposed road network achieves multiple overall goals:

- Maintains safe grades on roadways and reduces



Neighborhood road front porches

the need for engineered retaining walls.

- Buildable area is maximized while utilizing the least amount of roadway infrastructure, reducing overall costs for the neighborhood.
- Traffic is distributed evenly.
- Existing tree buffers are preserved along Dillon Dam Road and below I-70.
- Ability to phase infrastructure construction over time reducing development costs.

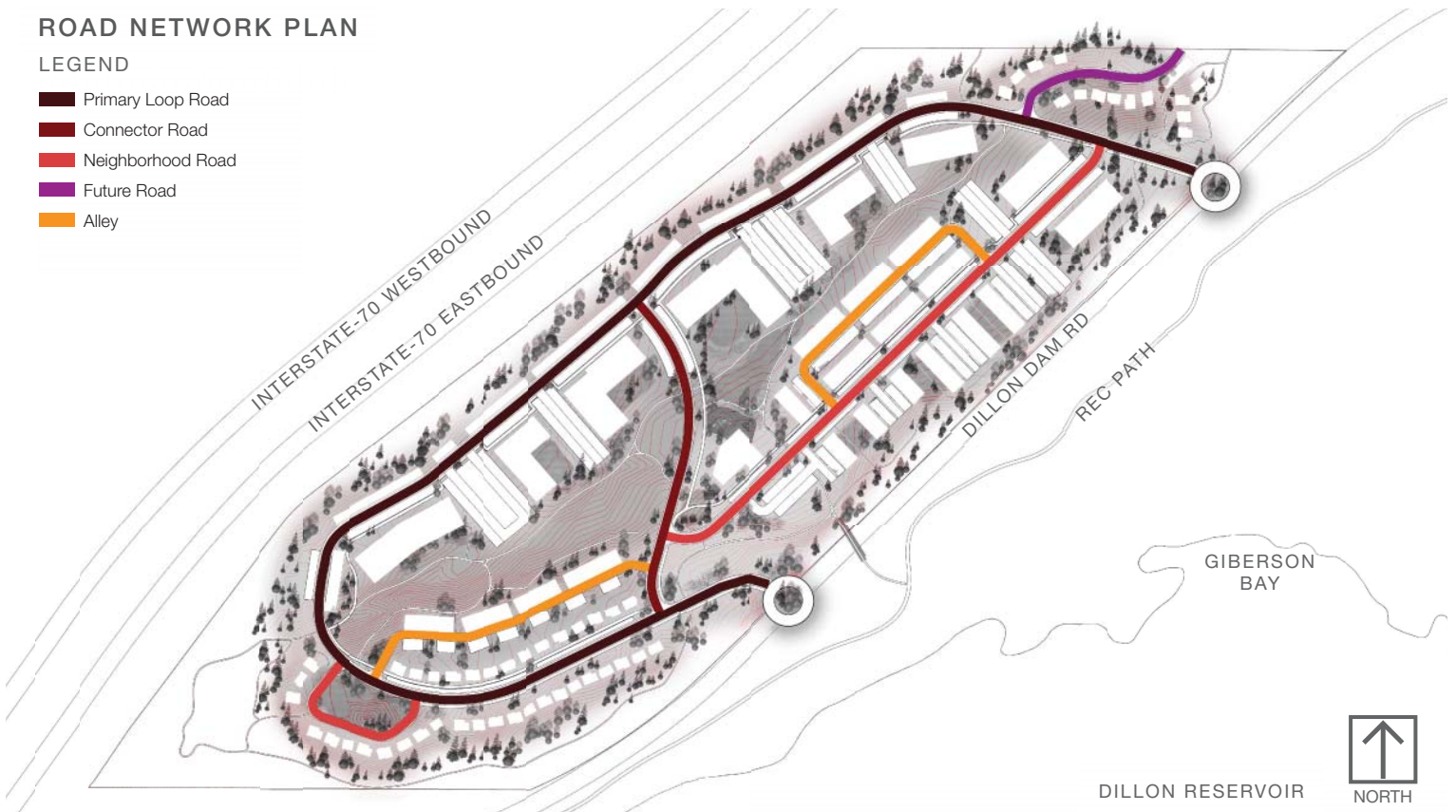
Central Connector Road

An additional primary road is located through

ROAD NETWORK PLAN

LEGEND

- Primary Loop Road
- Connector Road
- Neighborhood Road
- Future Road
- Alley



Reference the appendix for scaled maps.



Multi-purpose field

the center of the property, connecting the upper and lower loop roads through the greenbelt and community center. The use of the looped road along with the central connector road disperses traffic through the site to two points of access along the Dillon Dam Road.

Road Design for Pedestrian and Bicycle Safety

Traffic calming measures shall be integrated into the design of each road section. Design features such as roundabouts, crosswalks, bike lanes and pedestrian bump-outs should be included where appropriate. Examples of best practices to slow vehicle speeds include: roundabouts, narrowing drive lanes, adding sidewalks and bicycle lanes and creating safe crossings for pedestrians.

Neighborhood Road

A neighborhood road is created along the high pressure gas line. The road will have a traditional neighborhood feel with access to parking through

alleys at the rear of homes creating uninterrupted front porches, stoops and yards along the primary road network, building a sense of community.

Future Road

An access easement and future road is recommended from the Lake Hill site to the north. The road will provide access to a small development parcel on the Lake Hill site as well as access to the Town of Frisco water tower utility and adjacent USFS parcel.

Emergency Access to I-70

As recommended by the Life Safety focus group, during the site plan design process, explore the possibility of providing a recommended emergency access from the Lake Hill site to I-70.

Vehicular Transportation: Off-Site

A preliminary traffic impact study for the Lake Hill residential development was prepared by Michael Baker International in November 2015 (see Appendix, Section D), and more detailed traffic studies will be done when the County begins the process to rezone the property to a PUD. These traffic studies will evaluate the projected traffic increases resulting from the Lake Hill development and will identify the road improvements that will be needed to accommodate the increased volumes.



Greenbelt view to the west

The key findings documented in the November 2015 preliminary traffic impact study are:

- There are already existing traffic challenges in the North Frisco area due to recent commercial developments (i.e., Whole Foods/Basecamp, Starbucks, Natural Grocers) and proposed residential developments within the Town of Frisco (e.g., Watermarke Condos).
- Lake Hill will generate additional traffic volumes. Each housing unit generates an average 6.8 one-way vehicle trips per day. (Note: Driving to and from the grocery store = 2 one-way trips.)
- Road improvements to accommodate increased traffic volumes, improve mobility, slow vehicle speeds and improve safety on Dillon Dam Rd. may be needed in the following locations at certain phases of development:
 - ◇ Dillon Dam Rd.
 - ◇ SH9 / Dillon Dam Rd. / Lusher Ct. intersection
 - ◇ Tenmile Dr. / Dillon Dam Rd. intersection

The County intends to initiate a collaborative planning effort with CDOT and the Town of Frisco to develop a comprehensive plan for traffic improvements in the North Frisco area.

Community Facilities

Open Space

The Master Plan includes a range of housing types and maximizes density while maintaining nearly half of the site as open space and community facilities. Open space acreage shown in Table 2 Development Area is inclusive of the community center and associated outdoor space, the greenbelt



Community gathering pavilion



Example of greenbelt gateway

and natural buffers.

Open space buffers are provided around the perimeter of the Lake Hill site. The natural buffers protect areas of steep slopes and create spaces for operational needs such as water quality and snow storage. On the south end of the property, proposed development stops short of the property line as there is a steep, drainage area which is also heavily treed. This creates an excellent opportunity for approximately three acres of native forest buffer from the neighboring residential development. To the north and northwest, the steep hillside up to I-70 is intentionally left in its existing condition to function as a noise buffer and physical separation from the highway and overlook. Similarly, to the east and southeast, a buffer is maintained along the Dillon Dam Road to preserve existing mature trees as a visual and sound barrier and because there is steep topography in this area.

Parks

A major component of the Master Plan is to promote access from every home to the central, pedestrian and bicycle only greenbelt. The greenbelt should encompass a mix of programmed and non-programmed uses, protecting and maintaining existing natural features and healthy, mature trees where possible and integrating built features such as multi-use play areas, gathering spaces and playgrounds where appropriate. The greenbelt should also provide space to accommodate site functions such as sustainable storm water management using bio-swales and snow storage. Drainage features and snow storage elements located within the green belt should be planned together to reduce long term maintenance.

The National Recreation and Park Association (NRPA) has created a guideline for determining the approximate parkland acreage needed to accommodate new neighborhood development. The standards were developed to ensure that as a population center grows, the park needs for new residents are met. For a new population of about 1,000 people, neighborhood parkland and open space is recommended to be about 9.5 acres. The conceptual site plan for Lake Hill exceeds this amount. A majority of the community's parkland is provided in the greenbelt.

In addition, mini parks, also called pocket parks, are small outdoor spaces intended to serve nearby residents rather than the entire community. Mini parks are recommended by the NRPA to have comfortable spaces, be sociable to allow people to engage in activities and should be designed to meet the needs of the adjoining community who will use it on a regular basis. At Lake Hill, mini parks will be located in building courtyards and community



Community garden



Reference the appendix for scaled maps.

greens.

Community Center

A community center is proposed at the heart of the neighborhood, centrally located on the greenbelt and within walking distance for residents. Through community outreach several needs were identified that could be accommodated at the community center, including the following potential uses:

- Child care center (small center, primarily for residents of Lake Hill and the Frisco area)
- Shared, flexible space (indoor and outdoor)
- Community room
- Indoor play space
- Leasing Offices and Property Management
- Storage

The intent of this facility is to be sized to serve the residents of the site and not to be a destination or bring outside traffic onto the site. The building is sited to maximize outdoor space, taking advantage of the southern exposure, views and engaging the greenbelt. This area of the greenbelt is programmed for active use with a playground and multi-purpose field. The southern side of the building is a potential location for gathering pavilions or a community fire pit. The community center is a recommendation of the Master Plan and cannot be guaranteed without the thorough analysis to occur during the next stages of development.

Parking

Although future access to mass transit, car shares or other alternative transportation methods may reduce the need for parking in the future, the current demand in mountain workforce housing neighborhoods requires a minimum of two parking spaces per unit. This quantity was determined through numerous discussions with current property managers, residents of workforce housing along with studies of existing mountain resort developments and their current parking situations. Two spaces per unit is based on an average number of spaces required per bedroom and for guests. Reference the appendix to compare the similarities of parking per the Summit County Land Use and Development Code and using the ratio of 2 parking spaces per unit. The Master Plan accommodates

this quantity of parking spaces in multiple locations, including the following:

- **Single family detached or attached homes** may have either a private driveway and garage that provides parking or an alley loaded parking area, including potential for detached or attached garages.
- **Townhomes** will access parking from an alley, including potential for detached or attached garages, tuck under or surface parking in the alley.
- **Multi-family homes** will access parking from surface lots, structured parking lots within the building footprint, or covered carports located along the road network or within parking lots.
- **On-street parking**, both head-in and parallel spaces, will provide parking throughout the Lake Hill neighborhood. On street parking should primarily serve as guest parking, however in some instances some resident parking may be accommodated on street.

In addition to parking identified for the residents, the plan provides additional parking spaces for the community center. The amount of parking shown on the Master Plan is approximate and subject to change based on the final housing program.

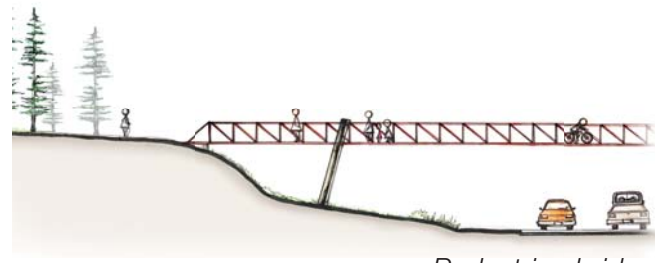


Carport with storage

Trails, Transit and Multi-Modal Access

Summit County staff and the consultant team met with the Summit County Transit Board to discuss bus service to Lake Hill. Per the Transit Board's direction and typical service parameters for other neighborhoods, it was determined that the best locations for transit stops would be at the proposed roundabouts along the Dillon Dam Road, with two bus stops heading southbound to Frisco and potential for two northbound stops heading northbound to Dillon. Northbound bus stops are contingent upon the ability of the Summit Stage to route buses across the Dillon Dam at some point in the future.

All homes will be within a quarter mile (approximately five minute walk) from the proposed bus stops. The internal trail system should link residents through the community greenbelt, to the community center, to the Summit Stage bus stops and to the potential future pedestrian bridge across Dillon Dam Road. The trail system should include paved pathways, soft



Pedestrian bridge

surface trails and sidewalks along the road network. The potential pedestrian bridge and crosswalks will create a connection from the neighborhood to the Dillon Reservoir Recreation Path. The proposed pedestrian bridge is located central to the site and within a quarter mile (approximately five minute walk) from all of the homes on the site. The pedestrian bridge has been included with the Master Plan to provide a safe crossing of the Dillon Dam Road. The two roundabout access points to the Dillon Dam Road will also provide safe pedestrian crossing opportunities. Road design for bike safety, such as bike lanes, should also be considered throughout the site and on the Dillon Dam Road.

TRANSIT PLAN

LEGEND





- Transit Stop A
- Transit Stop B
- ◊ ◊ Northbound Stops
- 1/4 Mile Radius (5 min. walk) from Transit Stop A
- > Bus Routes



Reference the appendix for scaled maps.

TRAIL AND SIDEWALK PLAN

LEGEND

-  Sidewalk - 4-6' wide, paved and maintained in winter
-  Primary Trail - 3-5' wide, paved or crusher fines
-  Secondary Trail - 2-4' wide, crusher fines or natural surface
-  Dillon Reservoir Recreation Path



DILLON RESERVOIR



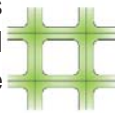
Reference the appendix for scaled maps.

Health in the Built Environment

The neighborhood plan provides design recommendations to enhance opportunities for health in the built environment. The Master Plan promotes resident health and wellness by incorporating the following strategies:

Well Connected Street Network, Pedestrian Oriented Streetscapes and Biking Infrastructure:

- Create a network of roads that has a comfortable pedestrian scale and is well connected throughout the neighborhood. Incorporate accessible sidewalks and trails for looped walking and biking paths and connections to amenities both on and off site.
 - ◇ Include amenities such as bike racks, covered bike parking, street trees, benches and lighting.
 - ◇ Clearly create and mark safe crosswalks.



- ◇ Enhance trail connections with signage to adjacent recreation opportunities including the bike path, hiking trails and Dillon Reservoir recreation areas.
- ◇ Use alleys behind buildings for parking to allow for direct pedestrian access to front doors and uninterrupted sidewalk connections.

Multi-Generational Recreation, Children's Play and Social Engagement:

- Design the greenbelt to contain a variety of activities and uses for multiple age groups and interests, activated through careful, intentional programming.
 - ◇ Encourage social and multi-generational interaction through creation of both active and passive spaces.
 - ◇ Provide both traditional and natural playgrounds.





Trail network

Adopt Pet-Friendly Policies:

- Considerations should be made for pet-friendly housing and the greenbelt should be designed to include spaces for dogs. (e.g., allowing pets, installing durable carpets in homes, providing dog poop bag dispensers within common open space areas.)



Access to Nature:

- Incorporate walking trails through open space buffers.



Enticing Stairs:

- Encourage the use of stairs both indoor and outdoor.



Community Gardens

Community Gardens:

- Explore locations for community gardens.







SITE CHARACTER GUIDELINES



1.1 Aerial View of Site From South

Site Character Guidelines

The site character guidelines are used to create guiding principles as to how the Lake Hill site shall successfully provide livability, connectivity, circulation, open space and parking. The site has several key elements enumerated in this document that work together to create a successful community for its residents. The goal is to provide a site plan with usable and connected open space, pedestrian-friendly, well connected vehicle circulation, ample parking, and site sustainability. Using these principles, the Lake Hill Master Plan can maximize the number of dwellings and create a diverse mix of housing while ensuring compatibility with the overall site plan, surrounding area and Town of Frisco.

Greenbelt

Guiding Principle: Provide common open space as a ribbon through the middle of the site that promotes a sense of community and connectivity throughout the neighborhood.

Goals:

- Promote an abundance of common open space with a variety of uses in Greenbelt areas. Refer

to illustration 1.2

- Encourage preservation of the view corridor from the I-70 overlook through the use of open space in the Greenbelt. Refer to illustration 1.1
- Develop the Greenbelt as a sanctuary for residents that connects the community through the use of both active and passive amenities. Refer to illustration 1.2
- Buildings along the Greenbelt shall have architecture which engages both the street frontage and the Greenbelt. Refer to illustration 1.2
- Promote direct connection to the Greenbelt from adjacent residences through the use of building entries, porches, walks, balconies, and stairways fronting the Greenbelt. Refer to Illustration 1.1
- Utilize density around the Greenbelt to take advantage of the natural slope of the hillside. Higher density and taller buildings should be located along the highway side of the Greenbelt. Refer to illustration 1.2
- Lower density and shorter buildings should be on the low side of the Greenbelt towards Dillion Dam Road. Refer to illustration 1.2



1.2 Site Density Allocation

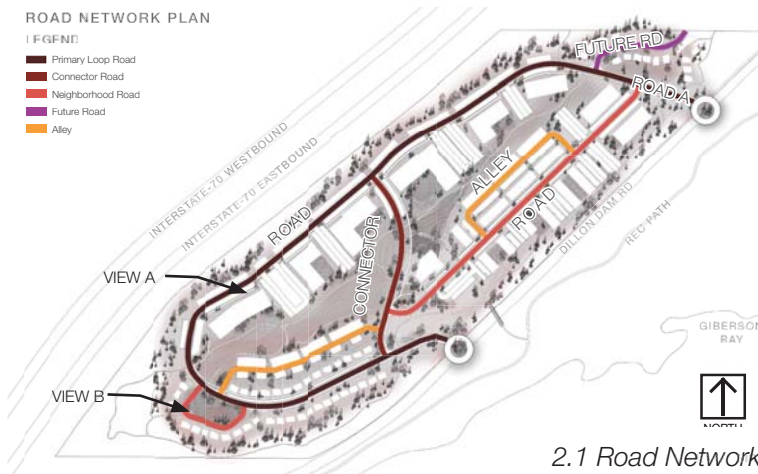
Vehicular Site Circulation

Guiding Principle: Create a looped road network that fits with the site topography, provides opportunity for traffic disbursement, can be implemented over various phases and incorporates traffic calming measures to reduce vehicle speeds. Refer to illustration 2.1.

Goals:

- On-street parking is encouraged along the outer loop to serve as a natural traffic calming element and provide ample guest parking for residents. Refer to illustration 2.2
- At intersections, raised pedestrian crossings and pedestrian bump outs are encouraged to minimize speed and keep pedestrians safe along main streets throughout site

- Curb cuts are discouraged near intersections of streets for pedestrian safety. Refer to illustration 2.3
- Curb cuts are encouraged to be shared for multiple buildings minimizing the amount of traffic movements across main roads
- Utilize alley loaded parking where possible to minimize the number of vehicle movements off main streets and increase the quality of the pedestrian experience. Refer to illustration 2.3
- Consider noise abatement at I-70 for resident quality of life
- Add roundabouts at Dillon Dam Road to slow speeds and provide access to the neighborhood; allow for safe turn around during Dillon Dam Road closures
- Consider bicycle traffic on internal roads as part of the design

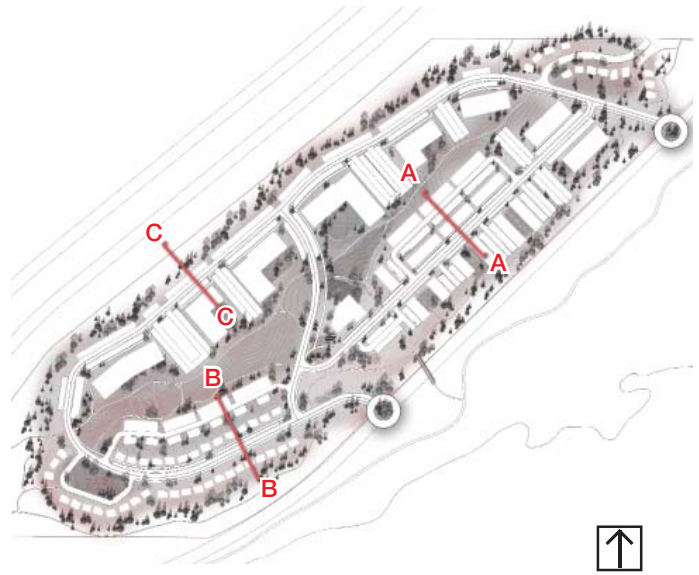


Streetscape

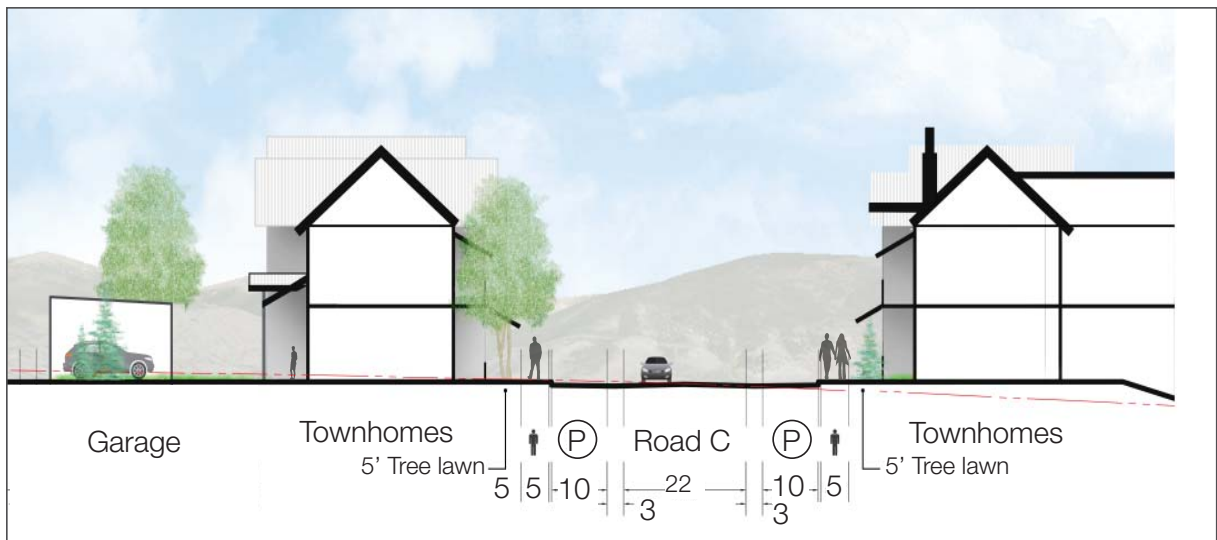
Guiding Principle: The Lake Hill neighborhood will provide a livable, pedestrian friendly interface between homes and the street.

Goals:

- Sidewalks are strongly encouraged throughout the site with 5 ft. minimum walk width. Refer to illustration 3.1
- Minimum 5 ft. tree lawns between roads and sidewalks are encouraged to provide a buffer from the street for homes along streets
- On-street parking is encouraged along the main road network as both guest parking and a traffic calming device. Refer to illustration 3.2
- Provide accessible, direct, and ample connection to transit stops
- Homes shall utilize front porches along street frontage to activate streets and provide a human scaled entry. Refer to illustration 3.3
- Reference the Snow Removal and Storage section for design goals related to providing adequate, functional snow storage locations.



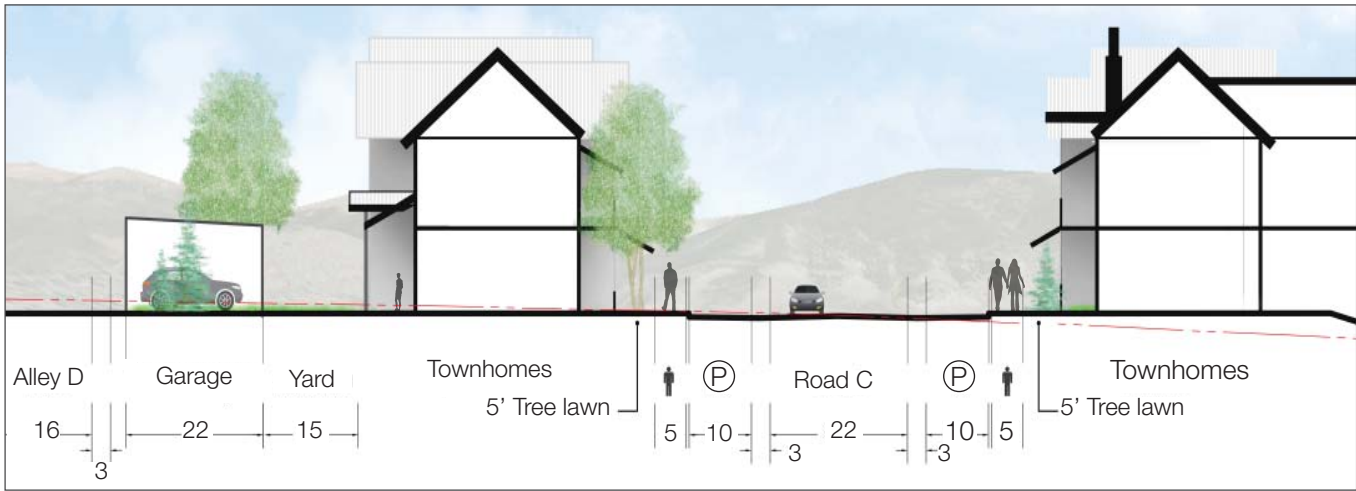
3.0 Site Section Key Plan



3.1 Site Section AA Through Townhomes



3.2 Site Section BB From Townhomes Through Single Family Homes



3.3 Townhomes Parking Site Section AA

Parking

Guiding Principle: Provide ample parking for residents in a variety of forms including on-street, off-street and covered parking.

Goals:

- Parallel, tuck-under and head-in parking is encouraged along main roads throughout the site. Refer to illustration 4.1, 4.2, 4.3, 4.4
- Carports or covered parking along the loop road shall be set back outside the edge of drainage pans to ensure ample room for snow plow operations. Refer to illustration 4.4
- Covered parking is strongly encouraged throughout site for each parcel by way of garages or carports. Refer to illustration 4.1, 4.2, 4.3

- Provide bicycle parking for each parcel, through the use of both outdoor and indoor storage
- Ample parking for residents and guests shall be provided for each parcel at a minimum ratio of two (2) spaces per unit
- Reference the Snow Removal and Storage section for design goals related to on-street parking.



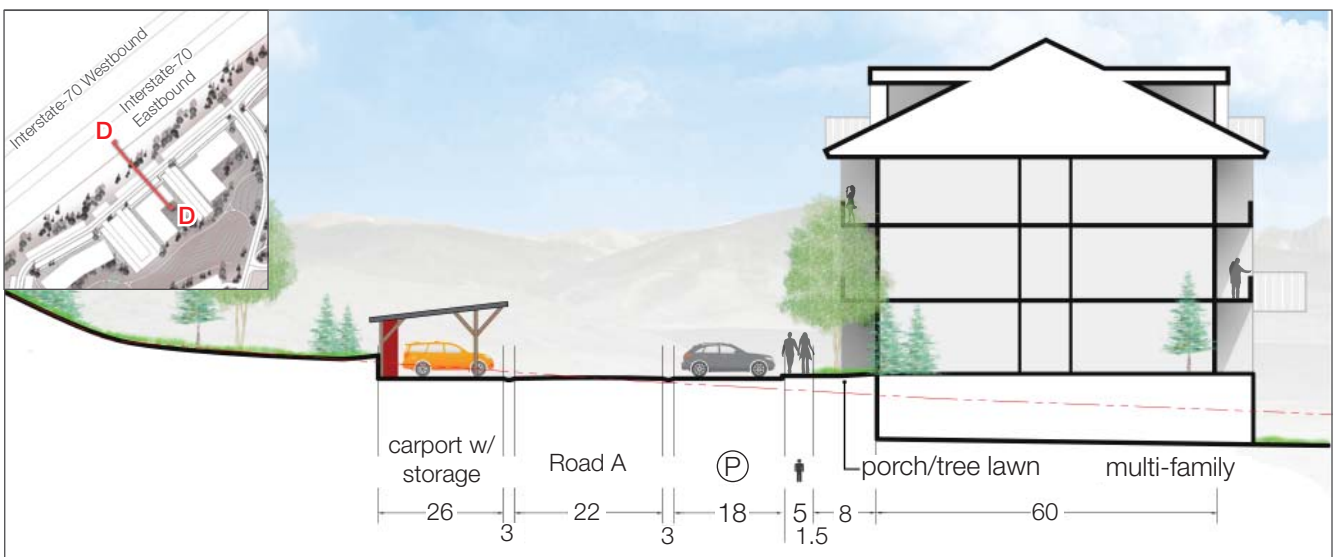
4.1 Tuck under garage parking at Townhomes



4.2 Carports with Storage



4.3 Carports with Storage



4.4 Multifamily Parking Site Section CC

Pedestrian & Bicycle Site Circulation

Guiding Principle: Promote walkability and neighborhood connectivity through internal pedestrian sidewalks and trail systems.

Goals:

- Sidewalks, both attached and detached, are strongly encouraged throughout the site for a pedestrian friendly street experience. Refer to illustration 5.1
- Create multiple connections to the Greenbelt from the main pedestrian sidewalks within each parcel, encouraging site connectivity. Refer to illustration 5.1
- Promote walkability throughout the site with multiple means of access to on-site amenities and multi-modal transportation
- Require accessible access to trail system and amenities

- Promote connection to existing off site trail networks to the Town of Frisco and surrounding area
- A pedestrian overpass is encouraged to connect the site to the primary recreation trail system along Dillon Reservoir and the Town of Frisco and surrounding area
- Provide a pedestrian refuge at the future roundabout on the Dillon Dam Road for transit stops
- Create safe pedestrian crossings on the Dillon Dam Road



TRAIL AND SIDEWALK PLAN
LEGEND

- Sidewalk - 4-6' wide, paved and maintained in winter
- Primary Trail - 3-5' wide, paved or crusher fines
- Secondary Trail - 2-4' wide, crusher fines or natural surface
- Dillon Reservoir Recreation Path



Accessibility

Guiding Principle: Create and maintain a fully accessible site for the use of all residents in a pedestrian format.

Goals:

- Maintain a network of accessible sidewalks and paths throughout the site to access buildings, parking, and amenities
- Maintain a standard, evenly distributed number of accessible parking spaces across the site in each parcel

Site Sustainability

Guiding Principle: Encourage the use of multiple principles of sustainability to create an innovative design and energy efficient, sustainable project.

Goals:

Renewable Energy



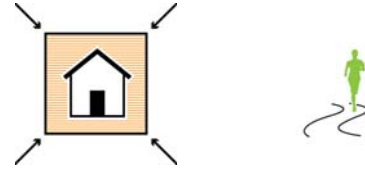
- Encourage incorporation of renewable energy and energy efficiency (incorporate solar panels on the roofs of every single family, townhome, and multifamily residence, and orient buildings for maximum solar exposure)
- Incorporate and include water quality strategies including the use of bio-swales to collect on-site run off and phytoremediating plants for water quality.

Community Gardens / Low Water Use



- Encourage community gardens and availability of local food
- Use landscape materials and native species which utilize low water requirements

Limit Disturbance / Community Connection



- Limit site disturbance to reduce need for revegetation and soil erosion
- Plan and implement optimal locations for community connections thereby preventing the development of social trails

Recycling / Efficient density



- Provide on-site recycling and composting stations
- Provide access to local transit connections
- Encourage density allowing for efficient use of infrastructure

Snow Removal and Storage

Guiding Principle: Provide adequate, functional snow storage locations at a rate of 25% of the paved area.

Goals:

- Orient snow storage locations with solar to utilize passive melting techniques
- Design sidewalks so they are easy to plow, for example, sidewalks could be at grade with the road and separated by a drain pan as seen in Frisco
- Design street sections for functional snow removal. Create gaps in buildings and landscape for pockets of snow storage, increase widths on roads bordered by structures to allow snow to be pushed to the center and locate snow storage pockets in locations easy for a plow to push snow into
- Ensure all on-street parking is managed to facilitate snow removal





BUILDING FORM & CHARACTER

Building Form and Character

The Building Form and Character section provides the guiding principles for the architecture of the Lake Hill site by creating a uniquely designed community while maintaining the local character of Summit County and the Town of Frisco. The guidelines focus on character, massing, height, and architectural detailing to create an overall rustic, mountain style for Lake Hill. The guidelines should be utilized as a baseline of design to pull from to create a neighborhood with an authentic sense of place while maintaining compatibility with existing Town of Frisco character.

Architectural Character

Guiding Principle: The character of the Lake Hill neighborhood should maintain a connection to the architectural style of the Town of Frisco and surrounding area through the use of simplistic architectural forms. A rustic and simple feel to the architecture should be used to translate the original single family mining community homes into the character of larger multifamily buildings. Through the use of simple mountain architectural style and local materials, the relative cost of developing this style can be minimized.

- Create an intimate scale of single family homes and breakdown of larger facades through the use of massing to replicate single family scale
- Simplistic, repetitious forms should be utilized to match local architecture and help minimize building cost
- Strive to create a harmony of style throughout



Timber columns and brackets

- the site while maintaining variety
- Create simplistic styles in buildings by using rustic detailing to replicate the look of single family mountain architecture
- Taller, narrower forms relate back to architectural styles found in Frisco and surrounding area
- Smaller, tighter footprints for single family homes harken back to the Frisco and surrounding area's style
- Porches and patios along street frontage allow the scale of multifamily buildings to more closely relate to single family style



Wood siding / typical Frisco roof form



Wood textures / natural materials



Varying roof form / substantial trim elements / timber columns and brackets

Massing

Guiding Principle: The massing of buildings should be used to create interesting, varied building form and to promote scaled down architectural facades.

Goals:

- Orient buildings to take advantage of southern solar exposure and to block wind
- Create vertically oriented building massing to break-up larger buildings into smaller facades
- Narrower massing relates back to original single family architecture of Frisco and surrounding

area

- Incorporate one story roof heights at entries and porches to address pedestrian friendly scale along public facades (both Greenbelt and street frontage)
- Encourage articulation in massing to create smaller, human scaled elements through the use of pop outs, step backs, and variation of wall planes. The addition of depth and shadow further reduces the building scale
- Articulation should be used to signify changes to the building architecture including entries, unit separations or porches. Balconies and decks should also be utilized to articulate form especially overlooking the public areas



Example of Massing Element Goals

Height

Guiding Principle: Building height should be used strategically and appropriately across the site to preserve views, maximize appropriate density, and maintain human scale.

Goals:

- Building height should relate to the natural slope of the hillside and preserve views to Dillon Reservoir. Taller buildings shall be located closest to I-70, and building height should

decrease toward Dillon Dam Road

- Preserve the view from the I-70 overlook with limitations on height adjacent to this scenic overlook and incorporate open space view corridors to the Dillon Reservoir
- Encourage 3-4 story multi-family buildings
- Encourage 2-3 story townhome buildings
- Encourage 1-2 story or walk-out conditions for single family homes
- Consider walk out access for buildings on the Greenbelt and areas where grade can be utilized to step within buildings



Multifamily Building: 3-4 Story



Townhome Building: 2-3 Story



Single Family Building: 1-2 Story



Site Section

Architectural Detailing

Guiding Principle: Utilize architectural elements to provide substantial detail to building form in order to relate to the rustic, mountain character of Summit County, Town of Frisco, and surrounding area.

Goals:

- Utilize strong bases at column elements to ground buildings and provide substance
- Use of chimneys to create contrast, break up building massing and maintain strong vertical elements in architecture
- Suggest using brackets in combination with columns at porches, patios, etc. to match the architectural style of the region and create interest at building entries



Brackets and heavy timber columns at porch / patios



Substantial base anchor



Brackets at projection



Contrasting chimney



Strong base / column



Architectural Detailing at Townhome Building

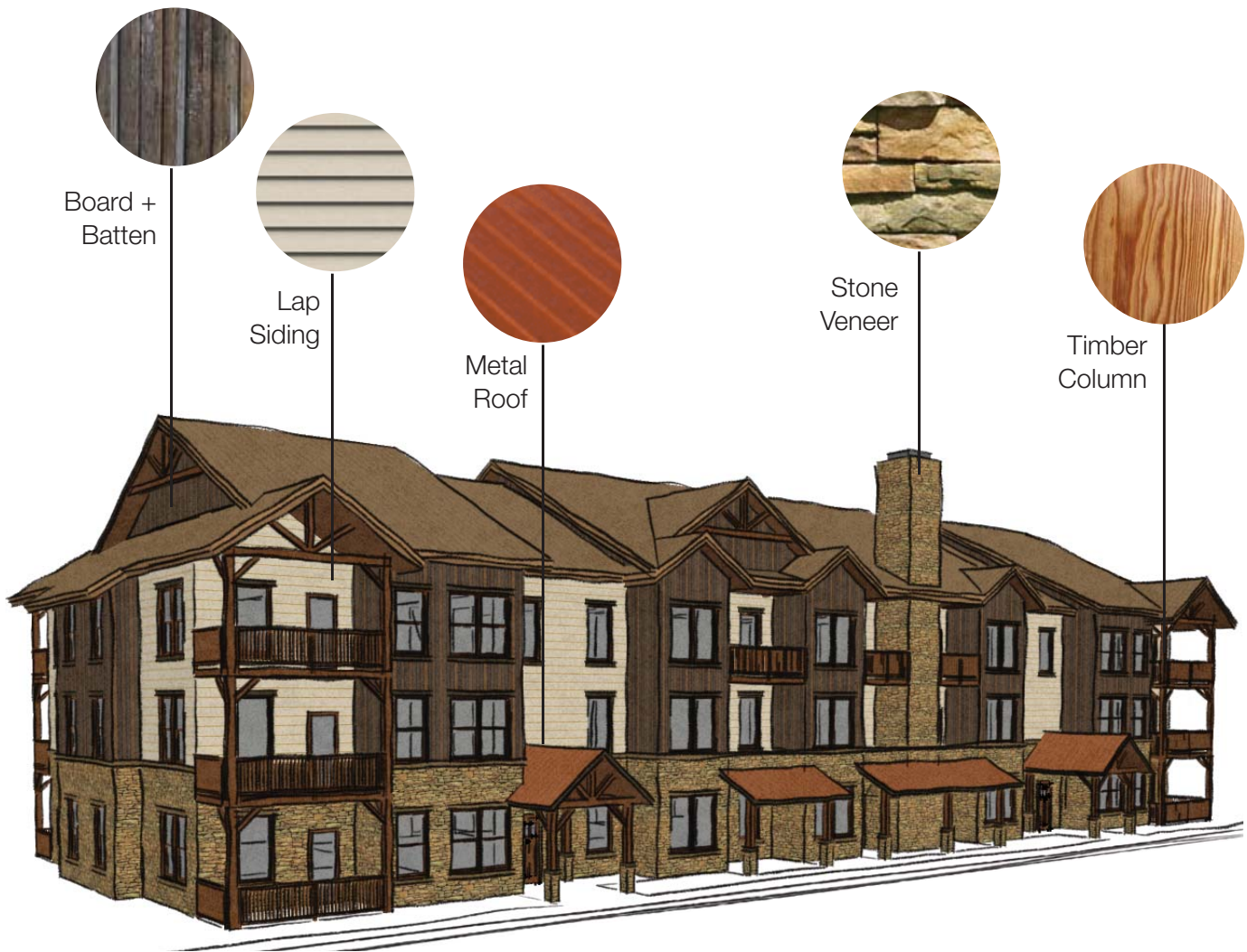
Materials

Guiding Principle: Create a sense of building character through the use of natural, durable materials. Materials should relate to the rustic, mountain architecture of the region.

Goals:

- When appropriate, buildings should be designed with a building base such as stone veneer wainscot or differing color to anchor buildings to the ground and create a durable base
- Buildings should have heavier materials and natural colors that make up the base of the building
- Buildings should have architecture that utilizes equal design on all sides while emphasizing public facades and building entries

- Color should be simplistic and earth toned to match the architectural style and natural setting with use of bolder colors to accent trim, windows, eaves, etc.
- Maintain a natural color palette throughout the site while maintaining variety
- Buildings should create visual interest through variation in material texture, color and scale
- Materials should be consistent with the character of Summit County, Town of Frisco, and surrounding area in order to maintain the unique mountain, rustic character of the community
- Encourage variety in materials throughout the site while maintaining continuity of style
- Encourage use of durable materials that can maintain the longevity of the structures.



Example of Multifamily Building Materials

- Use of the following materials is encouraged:

- ① Stone veneer or faux stone
- ② Brick (limited use)
- ③ Board and Batten siding (cementitious and natural material)
- ④ Lap siding (cementitious and natural material)
- ⑤ Shake shingle siding (cementitious and natural material)
- ⑥ Metal siding
- ⑦ Metal roofs – standing seam / corrugated
- ⑧ Shingle roofs
- ⑨ Timber elements
- ⑩ Natural wood siding

- Use of the following materials is discouraged:

- Vinyl siding
- Stucco
- CMU block
- Tile roofs



Example of Building Character Goals

Projections

Guiding Principle: Projections should be used in the architectural design to create interest and diminish the scale of the building.

Goals:

- Building elements such as covered porches and covered entries should be used to activate the ground plane and enhance the pedestrian experience by creating a human scale along the building base
- Building projections are encouraged to add depth and shadow. This is done by creating smaller proportions for the building thereby reflecting the character of surrounding single family architecture

Roofs

Guiding Principle: Roofs of buildings should be broken up in form and naturally shed snow in an appropriate way for pedestrian safety.

Goals:

- Roof pitch is encouraged to be steeper to allow better solar exposure for snow melt – 6:12 minimum to reflect the character of the region
- Maximize southern exposure for roofs
- Articulate roof form and massing to break up roof form and scale down roof bulk
- Encourage deep roof eaves to create large shadow lines
- Encourage the use of secondary roof elements to vary roof lines and massing – dormers, gable ends, pop outs, etc.
- Integrate gutters and downspouts into the architecture and color of roof eaves



Windows

Guiding Principle: Windows should be used to relate the architectural style of the Town of Frisco and surrounding area and maximize light in the buildings creating better resident experiences.

Goals:

- Windows should be vertically oriented and proportionally appropriate to the historical character of the region (taller, narrower windows)
- Encourage use of ganged windows to create larger openings rather than larger, individual windows to reflect the character of the region
- Encourage repetition of window form and size to create unity across the site
- Encourage division of windows using muntins
- Encourage high percentage of transparency in building facades for ample natural light
- Create strong contrast at windows from the building facade through the use of substantial window trim and base molding along with natural color



Division of windows with muntins / tall, narrow windows



Tall, narrow windows



Windows at Townhome Building

Accessory Buildings (Garages / Carports)

Guiding Principle: Through the use of complimentary architecture, provide accessory structures to serve the use of tenants and provide shelter/protection from the elements.

Goals:

- Detached accessory buildings should complement the main structure through building form, massing and roof form, and material
- Provide storage in detached permanent structures that relate to the main building architectural character
- Attached garages should be recessed from the main building form
- Garage doors should reflect similar architectural qualities of the main buildings
- Use carports as a barrier and noise wall against I-70
- Attach trash and recycling centers to carports to integrate architecture and minimize visual impact

Storage

Guiding Principle: Provide multiple opportunities for storage within buildings and throughout the site to accommodate residents' needs.

Goals:

- Provide enclosed lockable storage within main building structures accessed from common spaces in multi-family buildings
- Provide ample storage in single family and townhome units through the use of ancillary garage space, high ceilings in garages, and interior closet space to accommodate resident's gear
- Provide ample storage within individual units to accommodate extra gear for tenants in multi-family buildings. (i.e. coat closets, pantries, coat hooks, benches, gear racks, etc.)
- Accommodate additional storage in ancillary permanent structures through the use of larger carports with storage rooms, higher garage roofs with attic storage space, etc.
- Storage should not be allowed in vehicle parking spaces on site



Building accessory: car port



Building accessory: trash enclosure



Sustainability

Guiding Principle: Encourage the use of multiple principles of sustainability to create an innovative design and energy efficient, sustainable project.

Goals:

- Maximize southern exposure for larger expanses of the building where possible
- Utilize natural ventilation in the summer months with operable windows
- Maximize insulative value at exterior walls and fenestration along with tight air barriers to minimize heat loss
- Encourage use of green building methods of construction in all housing types





IMPLEMENTATION APPROACH & PROGRAM

APPROACH

Following the approval of this Master Plan, the County will use the Implementation Section as a reference for guidance through zoning and entitlements, designating housing programs for individual development parcels and phasing construction of infrastructure and vertical development.

There are a variety of ways that development of the Lake Hill Neighborhood can be implemented over the coming years, and many opportunities for public/private partnerships to develop different sections of the neighborhood. The Master Plan does not provide all of the answers on implementation. Many details are yet to be determined and will be developed during future stages of site planning and development.

It is the County's intent to phase the development of the Lake Hill neighborhood. Several elements influenced the recommended phasing approach provided in the Master Plan: (1) maximizing the efficiency of unit delivery, (2) including a diverse mix of for-sale and for-rent homes in each phase, (3) isolating utility and road construction to limit disturbance outside of each phase boundary, and (4) consideration of on-site and off-site infrastructure costs.

Phasing expressed in the Master Plan is based on preliminary study of the site, infrastructure needs and housing program and is conceptual in nature.

The implementation actions outlined in Table 5 describe the process and action steps necessary to achieve the goals for Lake Hill with the information known at this time.

Zoning

Rezoning the property to a Planned Unit Development (PUD) will be the County's first step towards implementation. A PUD is a site specific zoning designation that allows for creative and flexible establishment of regulations. Lake Hill's PUD regulations will be created for land use, density, housing types, parking, streets and open space based on the guidance provided in this Master Plan and the applicable Summit County Land Use and Development Code requirements. The County will work collaboratively with the Town of Frisco when developing the proposed PUD development standards. Although the Master Plan has identified a potential buildout of 436 units, a range of permitted density may be authorized by the Planned Unit Development zoning to maintain flexibility for the future

PROPOSED LAND USES AT LAKE HILL:

The following is a list of recommended land uses, for use in developing the PUD.

Residential:

Multi-family Rental:

Micro-units, Studios
1, 2 and 3 Bedroom Units
Senior Affordable Apartments (Primarily
1 Bedroom, Independent Living Units)

Accessible Living Apartments:

First Floor Units, Located Near
Community Amenities

Townhomes:

2 and 3 Bedroom Units, For-sale or For-rent

Single Family Detached or Attached Homes:

1, 2 and 3 Bedroom Units For-sale
Accessory Dwelling Units (ADUs) For-rent

Multi-family Condos (If market conditions allow):

For-sale Micro-units
Studios, 1, 2 and 3
Bedroom Units

Community Facilities and Ancillary Uses:

Community Center
Child-care Facilities
Property Management and Leasing
Operations & Support Services
Parks, Open Space & Trails

Table 4: Housing Program

UNIT TYPE	OWNERSHIP UNITS	RENTAL UNITS	FLEXIBLE OWNER/ RENTAL	TOTAL UNITS
Multi-Family		135	165	300
Townhomes	21		64	85
Single Family / Duplex	51			51
TOTAL	72	135	229	436
PERCENT	17%	31%	52%	100%

Note: Unit quantities and program are conceptual.

development of the site. The PUD process will include concurrent coordination and stakeholder input as listed in Table 5.

Additional Studies

Several preliminary studies have been completed to inform the development of the Master Plan (see Appendix D for previously completed traffic, water, sanitary sewer and environmental studies). Additional detailed analysis will be required during the PUD rezoning process to ensure adequate water supply and connectivity to the sanitary sewer system. Additional traffic studies will also be developed during the entitlement phases to identify recommended changes to the Dillon Dam Road

and other necessary off-site traffic improvements. See Table 5 for a detailed summary of future implementation actions and timeline of studies to be completed.

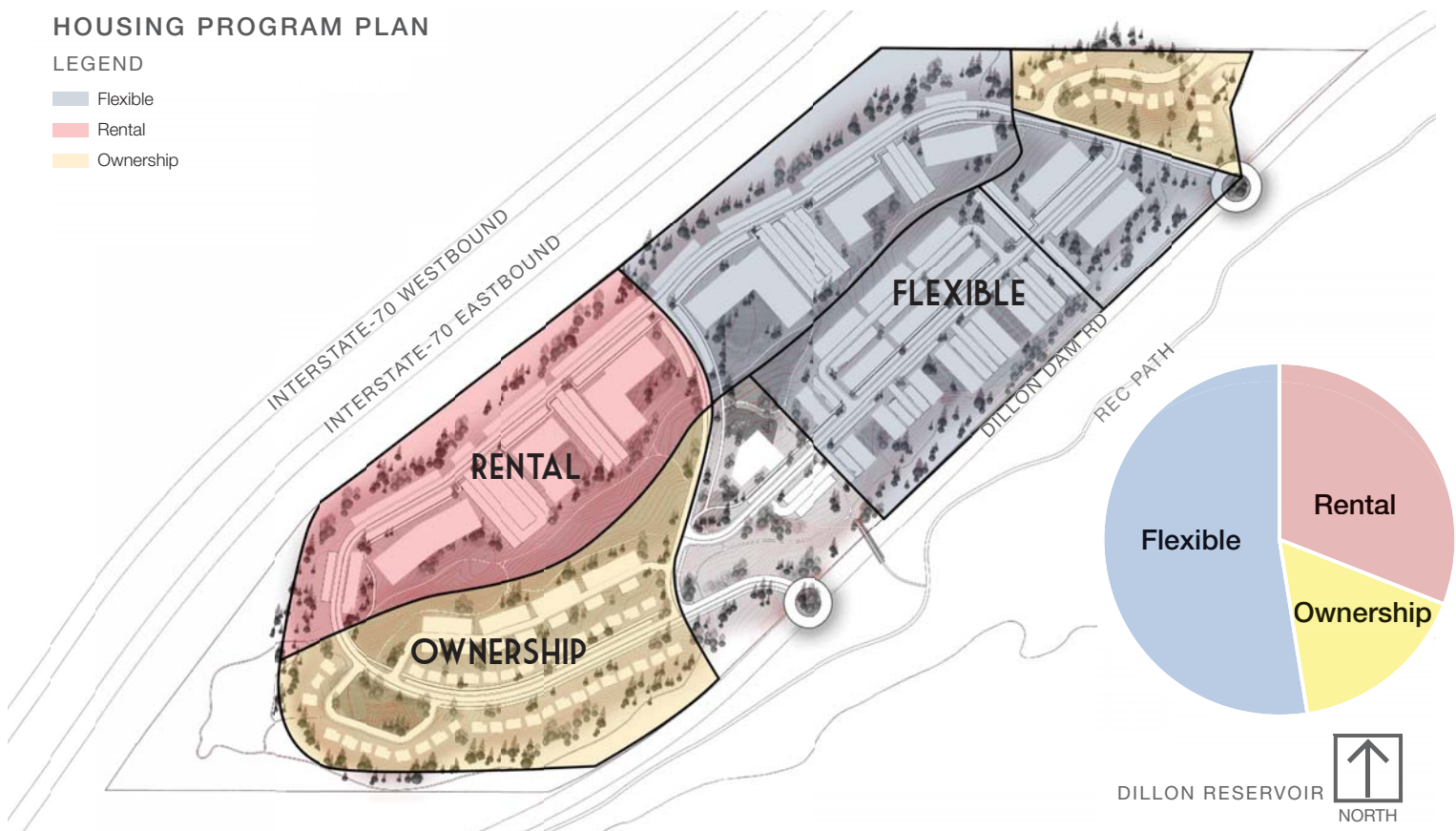
HOUSING PROGRAM

The housing program was created in response to the affordable workforce housing gap identified in the Summit County 2016 Housing Demand Update. Per the assessment, and confirmed through the community and stakeholder engagement process, the highest need in the Tenmile Basin is rental housing and lower priced ownership units. **The housing program contemplates the majority of the needed rental units as multi-family homes,**

HOUSING PROGRAM PLAN

LEGEND

- Flexible
- Rental
- Ownership



Reference the appendix for scaled maps.

while for-sale units are accommodated in the plan with a mix of townhomes, single-family attached and detached homes. Within each neighborhood and phase the Master Plan guidance strives to provide a mix of unit types and affordability to create an inclusive, diversified neighborhood.

In response to community input received during the Master Planning process, the recommended housing program considers the possibility of reserving a small percentage of the housing units within the Lake Hill Neighborhood for people retiring from the Summit County workforce. Based on input received from the County’s senior community, handicap-accessible rental apartments would be the most desirable housing unit style for seniors. The senior independent living units could be incorporated into the overall neighborhood plan within any of the areas identified as appropriate locations for multi-family residential housing.

It is important to emphasize that this is a concept plan prepared based on the current workforce housing needs documented in the Summit County 2016 Housing Demand Update. The recommended housing program is not intended to

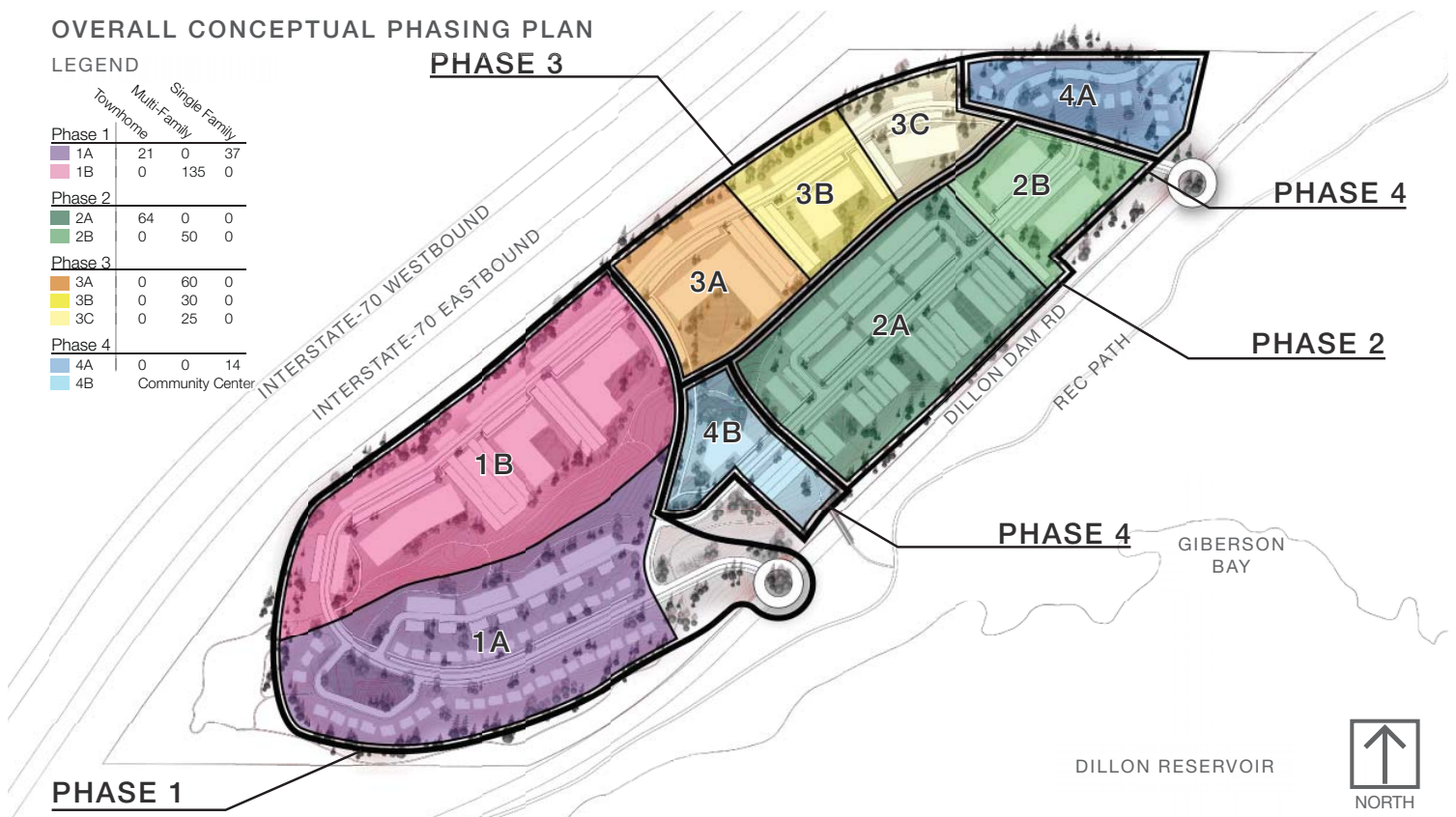
be firmly established by this Plan. Rather, the ultimate number and mix of housing units that will eventually be built on the property will be refined based upon factors such as infrastructure capacity and market conditions, which will continue to be studied during future stages of the planning and development process. The permitted density will be specified in the PUD zoning document for the Lake Hill property and will be established to ensure consistency with adjacent developed areas. **The final unit totals, building layouts and parking arrangements should then be determined with the final site plans for each phase.**

The housing program identifies a suggested mix of for-sale and for-rent homes within Phase 1 based on the most immediate Tenmile Basin workforce housing needs. The flexible development areas allow the County and development partners to respond to future changes in market conditions and opportunities. It is not the intent of this Master Plan to put constraints on the allowable mix of rental versus ownership units but rather to create a plan that can be adjusted over time as needed. The vision, guiding principles and design guidelines will remain the basis for the implementation of all phases of the neighborhood.

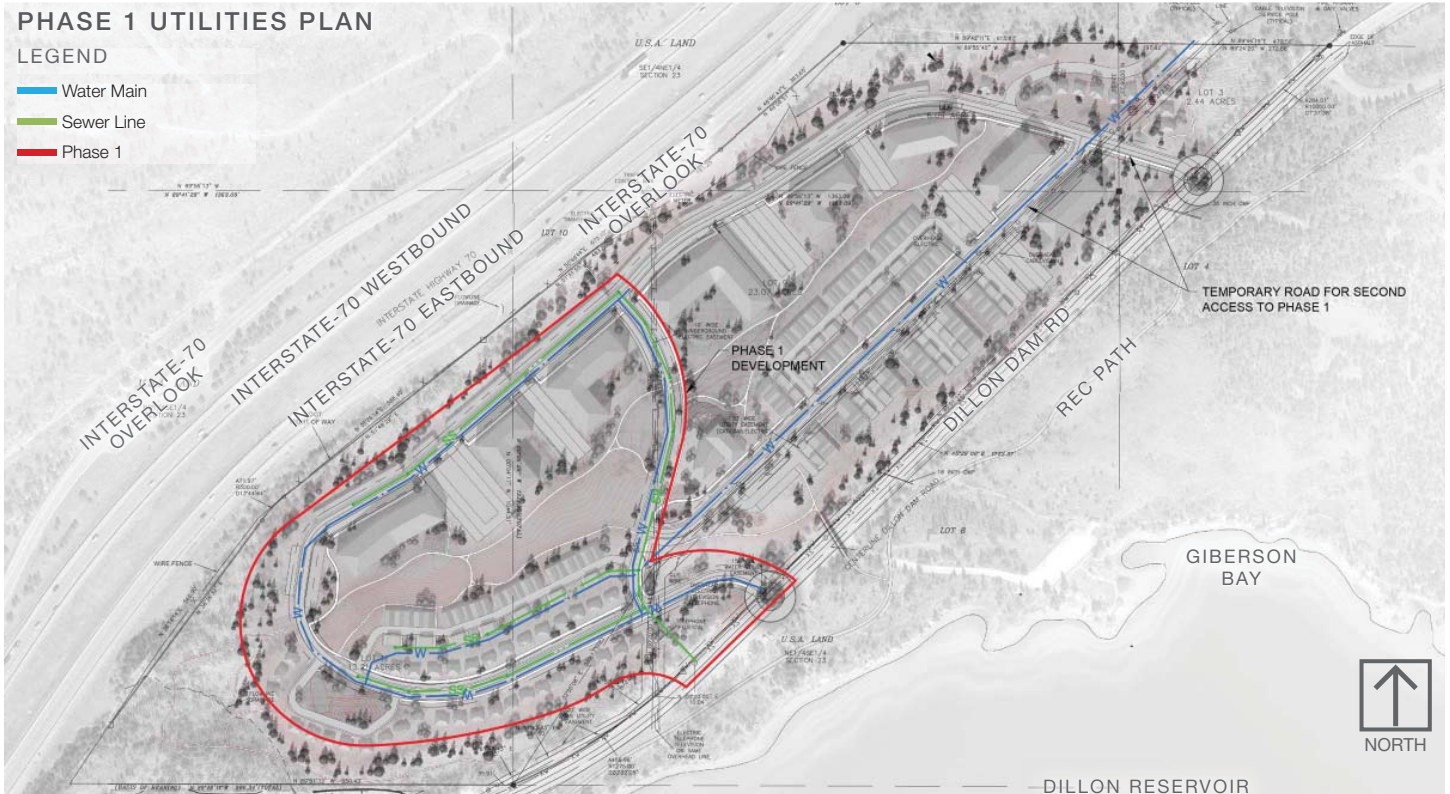
OVERALL CONCEPTUAL PHASING PLAN

LEGEND

	Townhome	Multi-Family	Single Family
Phase 1			
1A	21	0	37
1B	0	135	0
Phase 2			
2A	64	0	0
2B	0	50	0
Phase 3			
3A	0	60	0
3B	0	30	0
3C	0	25	0
Phase 4			
4A	0	0	14
4B	Community Center		



Reference the appendix for scaled maps.



Reference the appendix for scaled maps.

PHASING

Phasing Approach

The first phase of Lake Hill should provide the most variety in home types and income targets, while achieving a balance between required infrastructure, cost and quantity of units delivered. Multiple options were studied to determine which approach would address the identified 2016 Housing Demand Update need most efficiently.

Preliminary cost estimates for on-site infrastructure were prepared for two different Phase 1 options to determine the preferred method that would deliver the most homes at the least cost per unit. In addition to on-site infrastructure, the team prepared initial cost estimates for potential off-site infrastructure improvements which were also contemplated as part of the phasing strategy. The phasing options were studied and the southern option of the Lake Hill site accommodating approximately 193 units was selected for further study.

Phase 1: Infrastructure

Significant infrastructure improvements are needed prior to vertical development of Phase 1. Specific

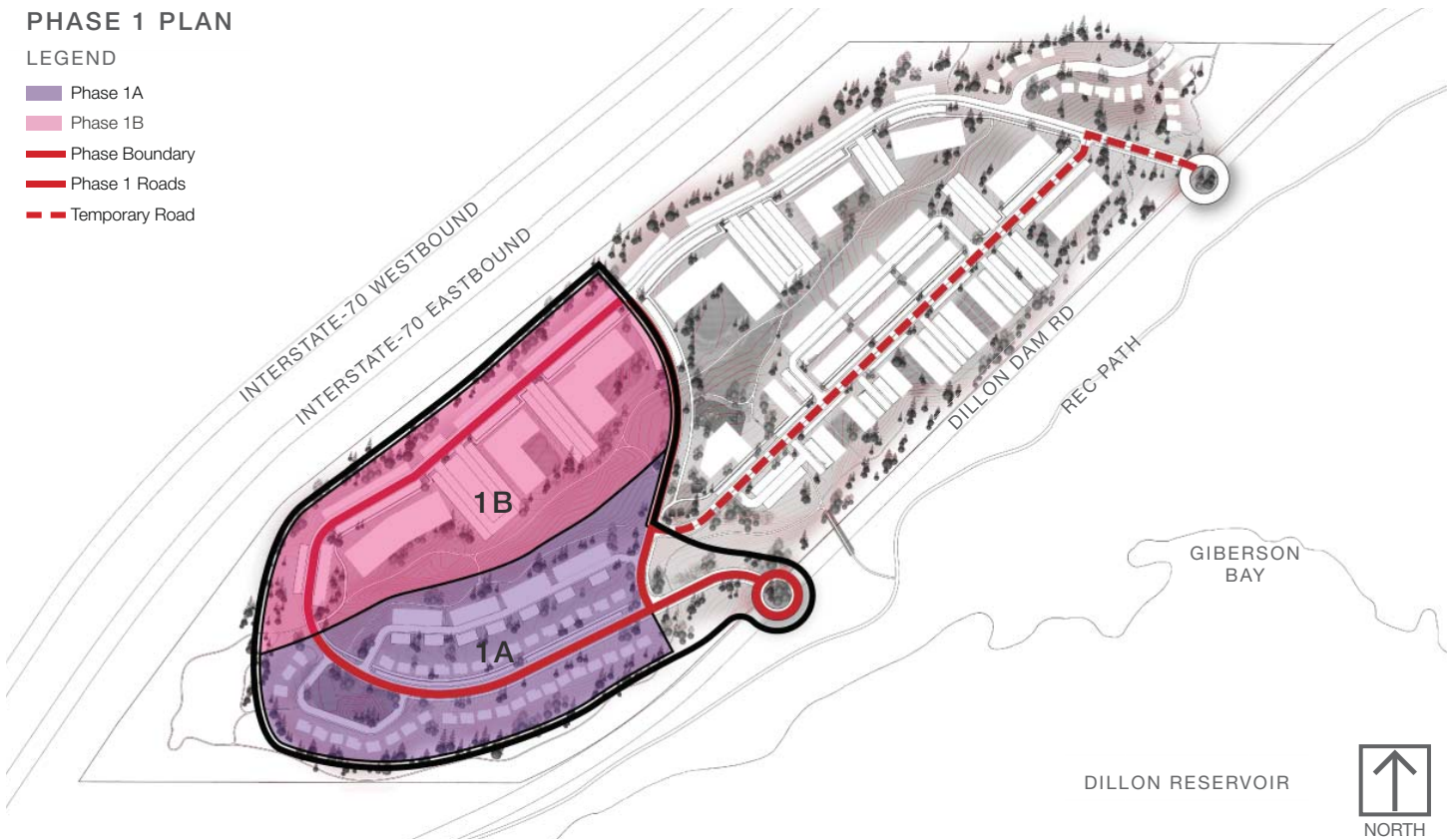
utility installments needed to break ground on Phase 1 development include: (1) a looped water main system and (2) a sanitary sewer main line and site lift station. Reference the Phase 1 Utilities Plan for proposed on-site sewer and water line layout.

Phase 1 access improvements include a potential roundabout on the Dillon Dam Road for primary vehicular traffic into the site, and creation of a temporary road and temporary secondary access point on the Dillon Dam Road to meet the requirements of the Lake Dillon Fire Authority. The temporary road and secondary access point will follow the alignment of the future neighborhood road and future potential roundabout. Internal roads to be constructed in Phase 1 include the southern portion of the loop road and the connector road. Reference the Phase 1 Plan for a diagram of roads to be completed with Phase 1.

PHASE 1 PLAN

LEGEND

- Phase 1A
- Phase 1B
- Phase Boundary
- Phase 1 Roads
- Temporary Road



Reference the appendix for scaled maps.

Phase 1A and B: Vertical Construction

Phase 1 includes a total of approximately 193 units (70% rental, 30% ownership).

Phase 1A: 58 ownership units (21 townhomes, 37 single family / duplex)

Phase 1B: 135 rental units (all multi-family)

Subphases do not have to be built in order. Distinctions are based on different unit types that may be built by different developers.

The County may consider separate partnerships with development experts for the for-sale units (Phase 1A) and for-rent units (Phase 1B). The permitted density will be specified in the PUD zoning document for the Lake Hill property, and **the final unit totals, building layouts and parking arrangements will then be determined with the final site plans for each phase.**

Future Phases

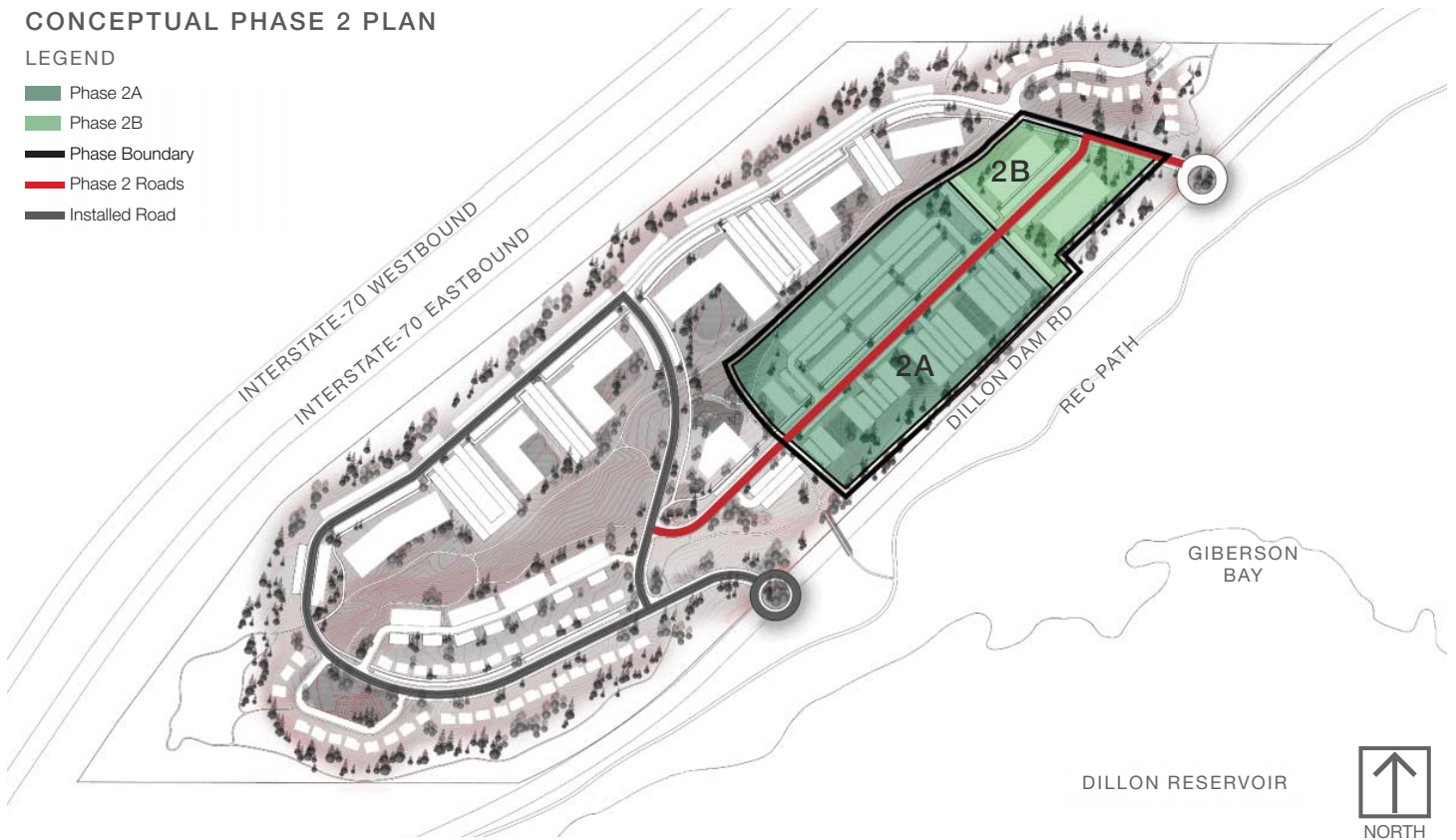
Master Plan guidance for future phases is intentionally more flexible to allow future decisions on the exact unit types and ownership / rental mix. Prior to initiating each future phase the County and partners should study the current market demand and workforce housing needs.

All future phases will be required to extend the road network and utility mains needed for each development area. Future phases are conceptually shown in the phasing plans. These graphics illustrate the potential division of developable parcels within phases by proposed program (potential for-sale or for-rent units). Management and financing is also taken into consideration by further dividing multi-family into increments of approximately 50 units.

CONCEPTUAL PHASE 2 PLAN

LEGEND

- Phase 2A
- Phase 2B
- Phase Boundary
- Phase 2 Roads
- Installed Road



Reference the appendix for scaled maps.

Conceptual Phase 2:

A preferred option for Phase 2 has been identified that builds upon the infrastructure and temporary roads constructed with Phase 1. Phase 2 includes 64 townhomes and 50 multi-family units, but allows flexibility for the future determination of the quantity of for-sale and for-rent units. See Conceptual Phase 2 Plan.

Conceptual Phase 2: Infrastructure

Building upon the previously installed water line and temporary neighborhood road from Phase 1 will allow Phase 2 to proceed with vertical development with fewer infrastructure improvements. The temporary secondary access point to the Dillon Dam Road will require completion with this phase. Additional infrastructure needs, such as sanitary sewer installation, overhead power line burial and other traffic improvements may also be required with this phase.

Conceptual Phase 2A and B: Vertical Construction

Phase 2A: 64 rental and/or ownership (all townhomes)

Phase 2B: 50 rental and/or for-sale condominiums (all multi-family)

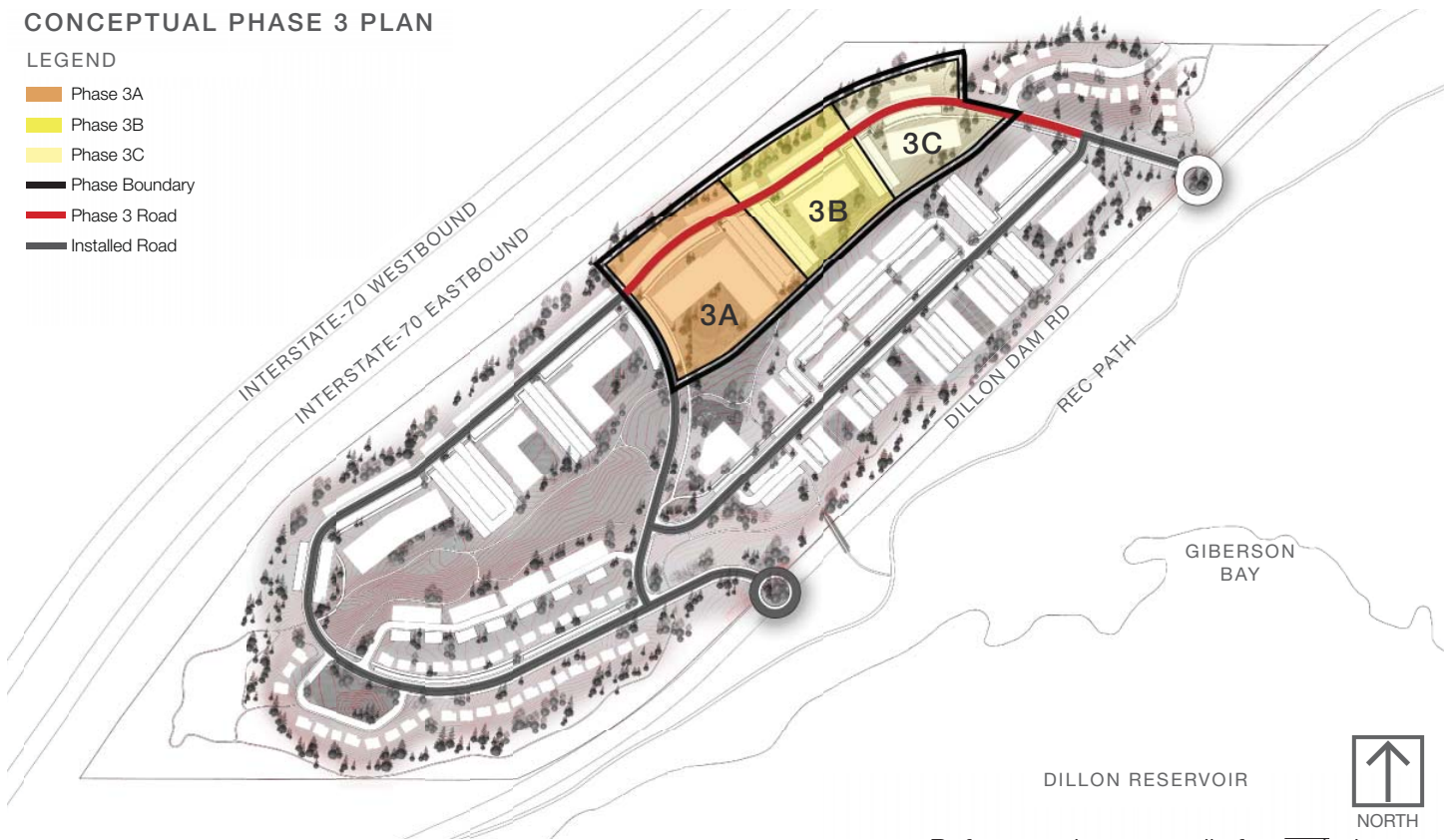
Subphases do not have to be built in order. Distinctions are based on different unit types that may be built by different developers.

The County may consider separate partnerships with development experts for the Phase 2A townhomes and Phase 2B multi-family. A and B do not represent a specific order of development, rather identify that a different partner may be engaged for different unit types. The permitted density will be specified in the PUD zoning document for the Lake Hill property, and **the final building layouts and parking arrangements should be determined with the final site plans for each phase.**

CONCEPTUAL PHASE 3 PLAN

LEGEND

- Phase 3A
- Phase 3B
- Phase 3C
- Phase Boundary
- Phase 3 Road
- Installed Road



Reference the appendix for scaled maps.

Conceptual Phase 3:

Phase 3A: 60 rental and/or ownership units (all multi-family)

Phase 3B: 30 rental and/or ownership units (all multi-family)

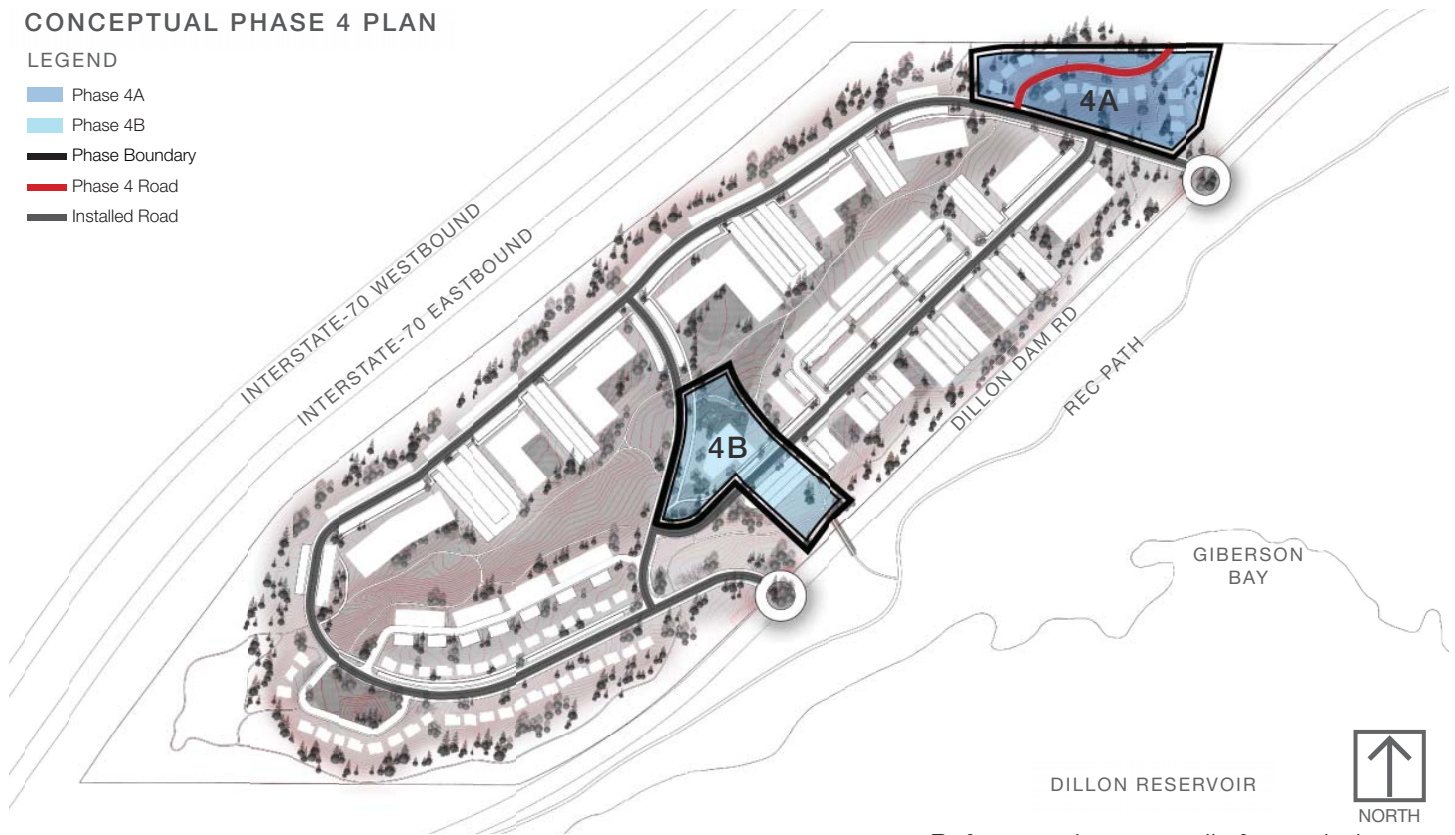
Phase 3C: 25 rental and/or ownership units (all multi-family)

Subphases do not have to be built in order. Distinctions are based on different unit types that may be built by different developers.

CONCEPTUAL PHASE 4 PLAN

LEGEND

- Phase 4A
- Phase 4B
- Phase Boundary
- Phase 4 Road
- Installed Road



DILLON RESERVOIR



NORTH

Reference the appendix for scaled maps.

Conceptual Phase 4:

Phase 4A: 14 ownership units (all single family / duplex)

Phase 4B: Community center

Subphases do not have to be built in order. Distinctions are based on different unit types that may be built by different developers.

IMPLEMENTATION ACTIONS

The following are collaborative planning efforts to be initiated by Summit County and the partners listed. The matrix outlines the next steps to be pursued immediately following completion of the Master Plan through Phase 1 construction.

Table 5: Implementation Actions - Phase 1

DESCRIPTION
<p>A. Property Rezoning and Collaborative Planning with the Town of Frisco, CDOT, Frisco Sanitation District and the U.S. Forest Service regarding infrastructure capacity, traffic improvements, recreation and trails planning.</p>
<p>Infrastructure Capacity Collaborative Planning: Work with the Town of Frisco to determine capacity for the provision of Town water and enter into a service agreement.</p> <p>Work with Frisco Sanitation District to understand capacity for the existing treatment plant, and enter into a service agreement.</p>
<p>Traffic Improvements Collaborative Planning: Study Lake Hill's potential trip generation and traffic impacts as it relates to key intersections along the Dillon Dam Road between Lake Hill and Summit Boulevard based on development phases.</p> <p>Initiate a collaborative planning effort with the County, Town of Frisco and CDOT to develop a comprehensive plan for traffic improvements in the North Frisco area.</p>
<p>U.S. Forest Service Collaborative Planning and Permitting: Complete necessary permitting for improvements on National Forest System property, including special use permits required to connect the proposed water main to the existing Frisco water tower, maintenance road and trails, including future pedestrian overpass from the Lake Hill site to the multi-use recreation path.</p>
<p>Recreation & Trails Collaborative Planning: Initiate a collaborative planning process to develop a management plan for open space, recreation and trails within and adjacent to the site. The management plan should address public access to the adjacent National Forest System recreational lands (e.g., trailheads and trail connections to access Dillon Reservoir and the adjacent trail system), and plans for improved pedestrian and bicycling connections to the Town of Frisco along the Dillon Dam Road from Lake Hill to Summit Boulevard.</p>
<p>Rezone Property to Planned Unit Development</p>
<p>B. Phase 1 Planning and Development</p>
<p>Identify required off-site infrastructure improvements needed for Phase 1.</p>
<p>Identify Phase 1 priorities and budget.</p>
<p>Develop subdivision and civil engineering plans for Phase 1 site infrastructure.</p>
<ul style="list-style-type: none"> • Conduct geotechnical tests
<ul style="list-style-type: none"> • Conduct water percolation tests
<ul style="list-style-type: none"> • Identify any potential environmental impacts

DESCRIPTION

Complete necessary entitlement processes, utility permits and construction for Phase 1 on-site and off-site infrastructure construction.

Issue RFP and contract with development and design team(s) for Phase 1 housing (could be more than one RFP and team to implement both for-sale and for-rent housing identified in Phase 1).

Complete necessary permitting for improvements on National Forest System property, including special use permits required to connect the proposed water main to the existing Frisco water tower, maintenance road and future pedestrian/bicycle overpass from the Lake Hill site to the multi-use recreation path.

Develop a management plan for open space, recreation and trails within and adjacent to the site, including sidewalks and additional bicycle infrastructure along the Dillon Dam Road from Lake Hill to Summit Boulevard.

Work with Summit Stage to begin service at Lake Hill concurrent with occupancy of first residents, and explore authorized northbound bus access over the Dillon Dam Road.

Begin site plan approvals for Phase 1 housing with selected development and design team(s).

Begin construction of Phase 1 housing.

