

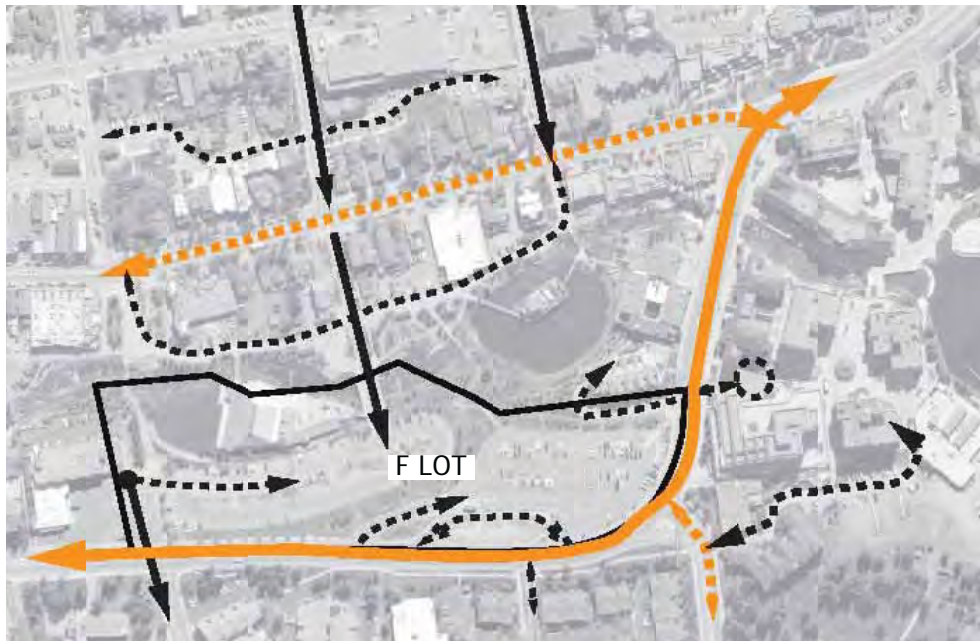


ARCHITECTURE
URBAN DESIGN
INTERIOR DESIGN

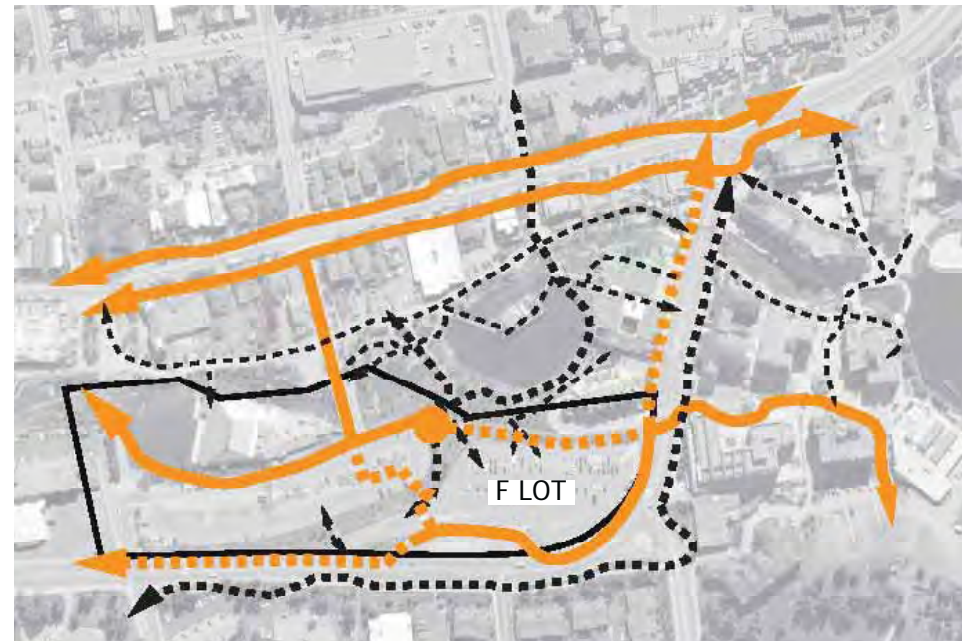
F LOT-SITE DEVELOPMENT STUDIES

BRECKENRIDGE, CO - 30 APRIL 2013

EXISTING CONDITIONS



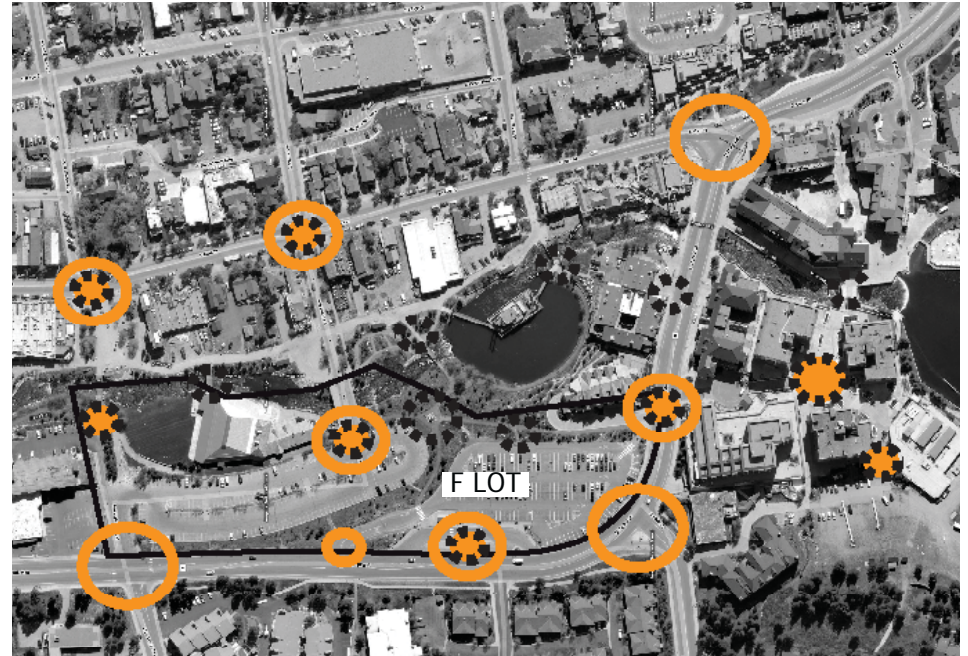
ROAD NETWORKS - PUBLIC & SEMI PUBLIC



PEDESTRIAN NETWORKS - PUBLIC & SEMI-PUBLIC



FIGURE GROUND



CONNECTION POINTS-PUBLIC & SEMI-PUBLIC

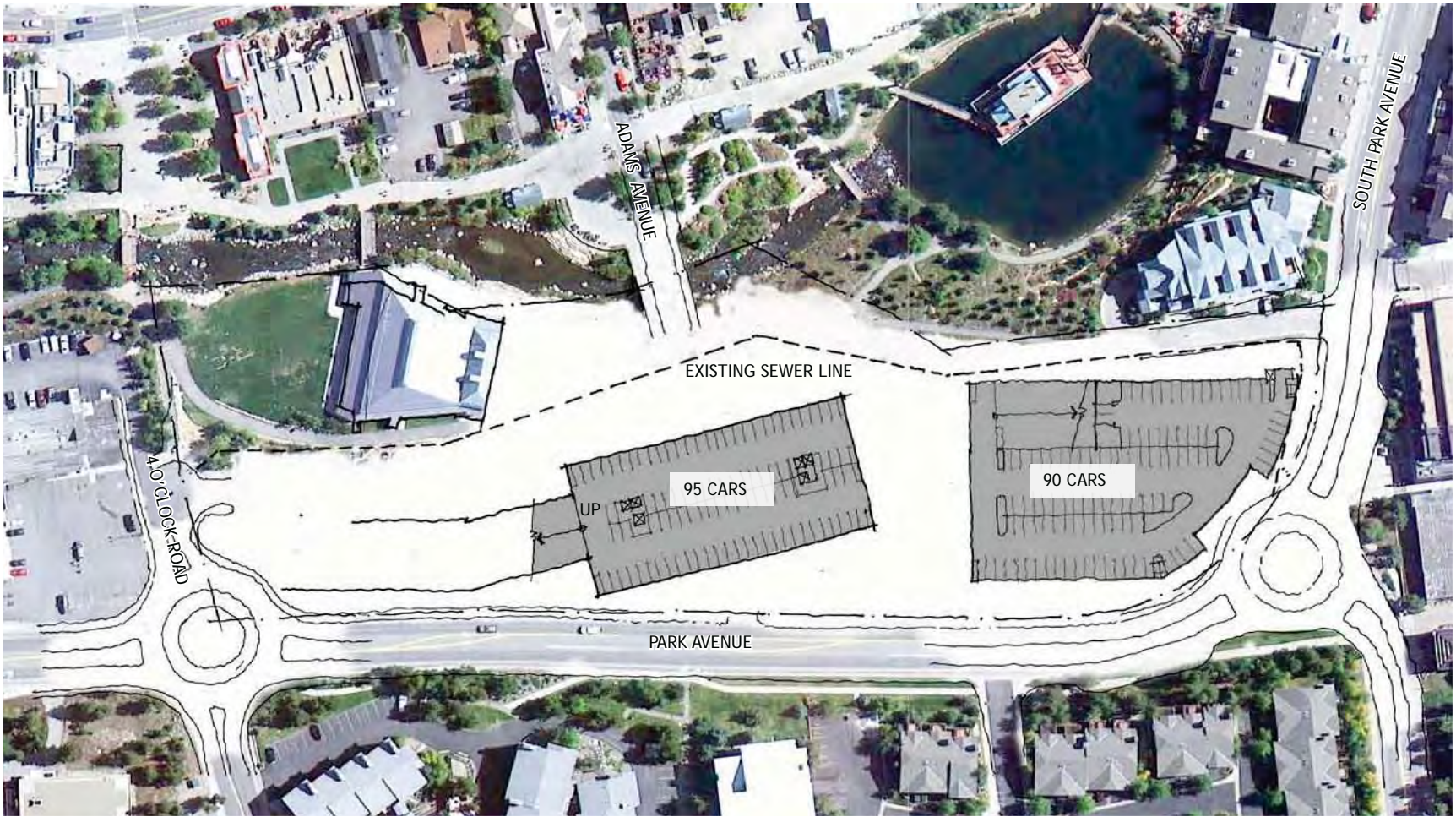


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DEVELOPMENT PARCELS



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LEVEL P2 PARKING







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HOTEL-2ND LEVEL (ELEV. 9,616')



Garage rooftop opportunity:
 The garage rooftop could accommodate 2 temporary, 800 person capacity event tents. An occupancy greater than 1000 people will require 4 equally distributed exit stairs. An occupancy between 501-1000 people would require 3 exit stairs. If the higher occupancy is desired than 2 additional stairs will need to be added to the current design. One additional stair could be located at the south west end of the deck which would then extend down through the retail space and exit at the street level. The 4th stair could be located at the north east corner of the deck which would then extend down to level P1 and exit at grade. The 4th stair would replace approximately 3 parking spaces. Utilizing the top parking deck as a temporary, 1,600 person capacity event venue would reduce the overall parking capacity 138 spaces yielding a total parking count of 296 spaces during events. Portable, temporary plumbing facilities capable of serving 1,600 will need to be provided plus a structural engineer will need to advise if structural loads will be impacted by the additional 1,600 person live loads.





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F LOT-SITE DEVELOPMENT STUDIES

BRECKENRIDGE, CO - 30 APRIL 2013

HOTEL-4TH LEVEL HOTEL ALTERNATE
PLAN (ELEV. 9,638')



Lot F, Breckenridge - Design Narrative:

May 15, 2013

The Design team analyzed several development scenarios for the F-Lot and Tiger Dredge development parcels which are identified as District #23 in the Breckenridge Land Use Guidelines. In our opinion, the highest and best use design scenario comprises of a 214 key, 4-star hotel potentially linked directly to the existing River Walk Center. The hotel will include additional conferencing facilities, a spa and fitness center, a riverside restaurant and a subterranean parking structure. A separate, skier parking structure, with a minimum capacity of 378 cars, is proposed at the south end of the development parcel. The structure could be potentially wrapped with retail along South Park and Park Avenues and include a sky bridge across South Park safely linking skiers to the Breckenridge base area development.

We summarize the recommended best use plan in the below details:

I. ZONING-

According to the local planning office, the subject property is zoned as follows: District 23. This zoning designation allows for most commercial uses, including restaurants, retail centers, lodges, and hotels and motels. We assume that all necessary permits and approvals will be secured (including the appropriate liquor license if applicable) and that the subject property will be constructed in accordance with local zoning ordinances, building codes, and all other applicable regulations. The proposed development will also be evaluated for potential physical, social, aesthetic and historic impacts. The Town has developed a policy point rating system that is applied to each development. The assignment of points is found in Section 9-1-17-3 of the Town Code. Our zoning analysis should be verified before any physical changes are made to the site.

II. USES-

Hotel Lodging, Retail, Commercial and Parking Structures

III. SIZE -

- Hotel gross building area (including structured parking): 285,677 GSF.
- The skier parking garage/retail gross building area: 174,700 GSF

IV. Density -

- Residential Allowed: 20 residential units/acre. Therefore 7.25 acres x 20 = 145 units allowed
- Residential Proposed: 130,820 Gross building area of residential / Unit conversion factor of 1,380 SF (9-1-19-3A: POLICY 3 (ABSOLUTE) DENSITY/INTENSITY, table B, outside conservation area) = **95 Units/FTEs**

- Commercial Allowed: 1:3 FAR. Therefore 7.25 acres (315,810 SF)/3= **105,270 SF** commercial allowed.
- Commercial Proposed:
 - Hotel: **69,685 GSF/** Unit conversion factor of 1,000 SF = **70 units/FTEs**
 - Parking garage/retail: **13,960 SF/** Unit conversion factor of 1,000 SF = **14 units/FTEs**
 - Sum of Hotel and parking garage/retail = **83,645 SF**
 - **83,645 SF < 105,270 SF Commercial density OK**
- Density Allowed: 199 SFE's (based on Village at Breckenridge Master Plan) ***We should note that the available SFE for this site is a bit unclear because it appears that there were some transfers of SFE going on with the town in the past. Our best knowledge for the whole site is somewhere between 193 and 199 for the whole site.*
 - Existing Density: RWC (22.44 SFEs)
 - RWC density credit (assumes demolition of approximately 4,218 SF of existing RWC facility) 4,218 SF/Unit conversion factor of 1,000 SF = 4.2 SFEs
 - Proposed remaining density: 199 SFEs-22.44 SFEs + 4.2 SFEs = **180.76 SFEs**
 - Site Density Proposed (excludes all structured parking): 95 (Residential)+70 (Hotel Commercial)+14 (Parking/Retail)= **179 SFEs**
 - **179 SFEs < 180.76 SFEs Site density OK**

V. PARKING -

- Lot F is not included in the Service Area Boundary. Table B, in Section 9-3-8 of the Town Code was utilized to determine the off-street parking requirements.
- The following categories from Table B were utilized to determine the hotel parking load:
 - Hotel: 1 space per guestroom
 - 214 guestrooms
 - **214 parking spaces required**
 - Retail Sale, Office: 1 space per 400 GFA
 - 5,500 GSF/400 = **14 parking spaces required**
 - Restaurants-Sit Down: 1 per 4 persons capacity
 - 210 seating capacity yields: **53 parking spaces required**
 - Convention center facility: By special review of the Director and Planning Commission.
 - Total proposed hotel parking: **281**
- Parking garage/Retail. The existing, surface parking capacity on F Lot is 378 cars. The new, proposed parking garage/retail facility has a parking capacity of approximately 434 cars. The surplus spaces (approximately 56) are earmarked for the additional retail that is proposed to wrap the parking garage along South Park Avenue.
- Parking capacity required for the RWC facility will be accommodated in the new, proposed parking garage/retail facility south of the hotel.



VI. BUILDING HEIGHT

- Hotel: Varying heights stepping up to 4 stories maximum along Park Avenue. The Lobby massing is proposed to be a single story on the west side and 2 stories on the east side. The intent of the lower lobby mass is to preserve the view corridor along Adams Avenue. The height will need to be looked at in closer detail using the Breckenridge Planning Point Assessment system. We believe we can achieve the points needed for 4-stories.
- Parking/Retail: The proposed height along the street is 2 stories and the proposed height along the east is 3 stories.

VII. BUILDING SETBACKS

- Front: Along Park Avenue and South Park Avenue the setback from the property line is 15'. The setback requirement from the proposed round-about at Village Road and Park Avenue is unknown at this time. The assumed setback is 10' from the proposed back of sidewalk.
- Side: Permitted setback is 5. The proposed designs side setback is greater than 5 feet.
- Rear: Permitted setback is 15'. The proposed designs rear setback is greater than 15 feet.

VIII. PEDESTRIAN CIRCULATION

The proposed design maintains pedestrian circulation along Park and South Park Avenues. Circulation laterally along the river is also maintained and is enhanced and activated by the inclusion of the riverside restaurant operated by the Hotel plus informal, outdoor gathering spaces between the hotel and the existing RWC facility. Pedestrian access from South Park Avenue north, to the river will need to be considered as the pedestrian path may conflict with the proposed vehicular access between The Lofts and the skier parking garage. Pedestrian access from Adams Avenue will ascend upwards; through the hotel lobby to Park Avenue. The proposed design also suggests including a sky bridge from the 2nd level of the skier parking garage over South Park Avenue. The intent is to provide a safe pedestrian connection to the Village base area and to eliminate a significant portion of j-walking across South Park Avenue.

IX. VEHICULAR CIRCULATION

Lot F is currently served by Park Avenue, South Park Avenue, Village Road, Four O'Clock Road and W. Washington Avenue. Access from these roadways will not change. CDOT is proposing round-abouts at Village Road and 4 O'Clock Road. The hotel guest porte-cochere will be accessed from a single curb cut along Park Avenue. Valet access to the lower level parking garage will be accessed from the porte-cochere area. The

primary access point to hotel parking and hotel loading and service areas will be via 4 O'Clock Road which works well with the existing road grade.

The skier parking garage will be accessed by 2, at-grade locations. The mid level of the garage will be accessed via extending the existing access road serving The Loft development. The second at-grade access point will be off Park Avenue and will utilize the existing bus stop curb cut.

A bus stop is proposed along South Park Avenue between the hotel and skier parking garage.

X. UTILITIES

The proposed design would require the existing main sewer line on the east side of the site to be relocated.

XI. MARKET

The property is targeted for hotel use only, not market rate units or condo-hotel

XII. EMPLOYEE HOUSING

Recommend we at least achieve zero points in the Breckenridge Planning Point Assessment by providing 4.51-5% of project density in employee housing (calculation used includes conference, f&b, suites but not back-of-house or service areas). This would equate to approximately 7,107 SF as deed restricted. We understand this can also be a payment in lieu.

XIII. ACCESS & EASEMENTS -

Per the existing surveys of the property, existing access and easements will need to be modified specifically in regard to the 2, proposed round-abouts.

- Existing easements:
 - 30' wide access easement for The Loft development along a portion of the south east property line.
 - Minimum 30' wide utility, drainage and snow storage easement located along the entire eastern property line.
 - The existing sewer line appears to run within the 30' wide utility easement (represented in a 1975 survey) for approximately 300' from the south east corner of the site. The line then redirects and runs along the east side of the Tiger Dredge Lot passing between the parking lot and the RWC. This portion of the sewer line will need to be relocated to accommodate the proposed hotel construction.

IVX. OPEN SPACE



We recommend that we strive to accommodate 15% kept natural adjacent to public areas and not just strips. This is a significant enhancement along the river and along the main roads surrounding the property.

XV. COMMUNITY NEED

The recommended layout contributes to several main community needs:

- The plan accommodates space and right-of-ways for the traffic circles (roundabouts)
- The plan can link the public parking to the Base Area via pedestrian bridge, creating a safer environment for skiers walking to the Village.
- The plan attaches to the River Walk Center and expands the back-of-house area solving a need assessed by the Town's consultant team working on that project.
- The plan isolates public parking from the hotel so that one can be managed by a private entity and the other can be managed by the Town. This helps create a revenue source for the Town.



Hotel Matrix- South Dredge Development Parcel

Level	B.O.H	Guest Services	F/B	Meeting	Rooms	Bays	Total (GSF)	Comments
P2	0	0	0	0	0	0	0	Meeting area does not include existing event center.
P2	20,300	0	2,000	2,635	0	0	24,935	
Main	8,500	13,750	3,000	18,500	6,420	13	51,170	North Wing: 13 Bays
2nd	0	0	0	0	50,280	89	50,280	North Wing: 63 Bays South Wing: 26 Bays
3rd	0	0	0	0	43,765	75	43,765	North Wing: 49 Bays South Wing: 26 Bays
4th	0	0	0	0	30,375	51	30,375	North Wing: 25 Bays South Wing: 26 Bays
Total (GSF)	28,800	13,750	5,000	22,135	130,820	228	200,505	228 Total Bays

Guestroom Allocation	Keys	Bays
King Room (Includes King ADA units- mix TBD)	106	106
Double Queens (Includes Queen ADA units)	96	96
Double Bay King Suites	8	16
Double Bay Queen Suites	3	6
Presidential Suite	1	4
Total	214	228

F-LOT (SOUTH DREDGE) HOTEL DEVELOPMENT PARCEL MATRIX

Code Parking required			
	Ratio	# of Guest Rooms	Parking Req'd
Lodging Hotel	1: Guestroom	214	214
		F/B Capacity	Parking Req'd
Restaurants/Bar	1: 4 person cap.	210	53
	Ratio	Area (GSF)	Parking Req'd
Retail, Hotel Admin	1:400 SF	5,500	14
Total			281

Hotel Parking Provided				
Level	On-Grade Parking	Structured Parking GSF	Total (GSF)	# of spaces
P2	0	34,862	34,862	109
P1	17,860	50,310	68,170	166
1	972	0		6
Total		85,172	103,032	281

Parking Garage/ Retail- F Lot Development Parcel					
Level	Parking (GSF)	Retail_F/B	Total (GSF)	Cars	Comments
P2	34,000	0	34,000	90	Accessed via ramp from level P1
P1	45,945	0	45,945	135	On-grade parking access
Main	34,850	13,960	48,810	74	On-grade parking access
2nd Level	45,945	0	45,945	135	Speed ramp access from main level
Total	160,740	13,960	174,700	434	

F-LOT PARKING GARAGE/RETAIL DEVELOPMENT PARCEL MATRIX

Hotel Matrix- South Dredge Development Parcel

Level	B.O.H	Guest Services	F/B	Meeting	Rooms	Bays	Total (GSF)	Comments
P2	0	0	0	0	0	0	0	
P1	20,300	0	2,000	2,635	0	0	24,935	Meeting area does not include existing event center.
Main	8,500	13,750	3,000	19,500	6,420	13	51,170	North Wing: 13 Bays
2nd	0	0	0	0	50,280	89	50,280	North Wing: 63 Bays South Wing: 26 Bays
3rd	0	0	0	0	43,765	75	43,765	North Wing: 49 Bays South Wing: 26 Bays
4th	0	0	0	0	30,375	0	30,375	20 Condo Units
Total (GSF)	28,800	13,750	5,000	22,135	130,820	177	200,505	

Guestroom Allocation	Keys	Bays
King Room (Includes King ADA units- mix TBD)	88	88
Double Queens (Includes Queen ADA units)	73	73
Double Bay King Suites	4	8
Double Bay Queen Suites	2	4
Presidential Suite	1	4
Total	168	277

Code Parking required			
	Ratio	# of Guest Rooms	Parking Req'd
Lodging Hotel	1: Guestroom	168	168
Condo/Hotel			
	Ratio	# of 2+ BDR condos	Parking Req'd
Condo/Hotel	1.5/unit	20	30
Restaurants/Bar			
		F/B Capacity	Parking Req'd
Restaurants/Bar	1: 4 person cap.	210	53
Retail, Hotel Admin			
	Ratio	Area (GSF)	Parking Req'd
Retail, Hotel Admin	1:400 SF	5,500	14
Total			265

Hotel Parking Provided				
Level	On-Grade Parking	Structured Parking GSF	Total (GSF)	# of spaces
P2	0	34,862	34,862	109
P1	17,860	50,310	68,170	166
1	972	0		6
Total			103,032	281

F-LOT (SOUTH DREDGE) COND/HOTEL DEVELOPMENT PARCEL MATRIX

Parking Garage/Retail- F Lot Development Parcel					
Level	Parking (GSF)	Retail F/B	Total (GSF)	Cars	Comments
P2	34,000	0	34,000	90	Accessed via ramp from level P1
P1	45,945	0	45,945	135	On-grade parking access
Main	34,860	13,960	48,820	74	On-grade parking access
2nd Level	45,945	0	45,945	135	Speed ramp access from main level
Total	160,740	13,960	174,700	434	

F-LOT PARKING GARAGE/RETAIL DEVELOPMENT PARCEL MATRIX