

# STAGECOACH MOUNTAIN RANCH

**Special Use Permit**

Ski Mountain

December 2024



**DISCOVERY**  
LAND COMPANY

# Contents

<b>1.0 APPLICATION MATERIAL</b> .....	<b>1</b>
1.1 Applicant Identity .....	1
1.2 Statement of Authority.....	1
<b>2.0. VICINITY MAP</b> .....	<b>2</b>
<b>3.0. EXISTING CONDITIONS</b> .....	<b>4</b>
Geohazards + Soils .....	6
Steep Slopes.....	7
Wetlands + Waterbodies .....	8
Vegetation .....	9
Landscape Burn Probability (Integrated Hazard) .....	10
Wildlife + Critical Habitat (Elk) .....	11
Wildlife + Critical Habitat (Grouse).....	12
Wildlife + Critical Habitat (Black Bear) .....	13
Wildlife + Critical Habitat (Mountain Lion) .....	14
<b>4.0 WRITTEN NARRATIVE</b> .....	<b>16</b>
4.1 Overview .....	16
4.2 Description of Use .....	16
4.2.a Hours of Operations.....	16
4.2.b Anticipated Number of Employees.....	17
4.2.c Anticipated Traffic .....	17
4.2.e Type of Equipment and Vehicles .....	17
4.3 Use Standards .....	17
4.4 Public Benefit.....	19
<b>5.0 MITIGATION PLANS</b> .....	<b>20</b>
5.1 Road Improvement Study .....	20
5.2 Natural Hazard Areas and Environmental Report .....	20
5.3 Stormwater Management .....	20
5.4 Development Standards .....	20
<b>6.0 SITE PLAN</b> .....	<b>22</b>
<b>7.0 LANDSCAPE PLAN</b> .....	<b>23</b>
<b>8.0 ENGINEERING PLANS</b> .....	<b>24</b>

## **1.0 Application Material**

### **1.1 Applicant Identity**

The applicant is Steamboat Sponsor, LLC.

PO Box 775430

509 Lincoln Ave

Steamboat Springs, CO 80477

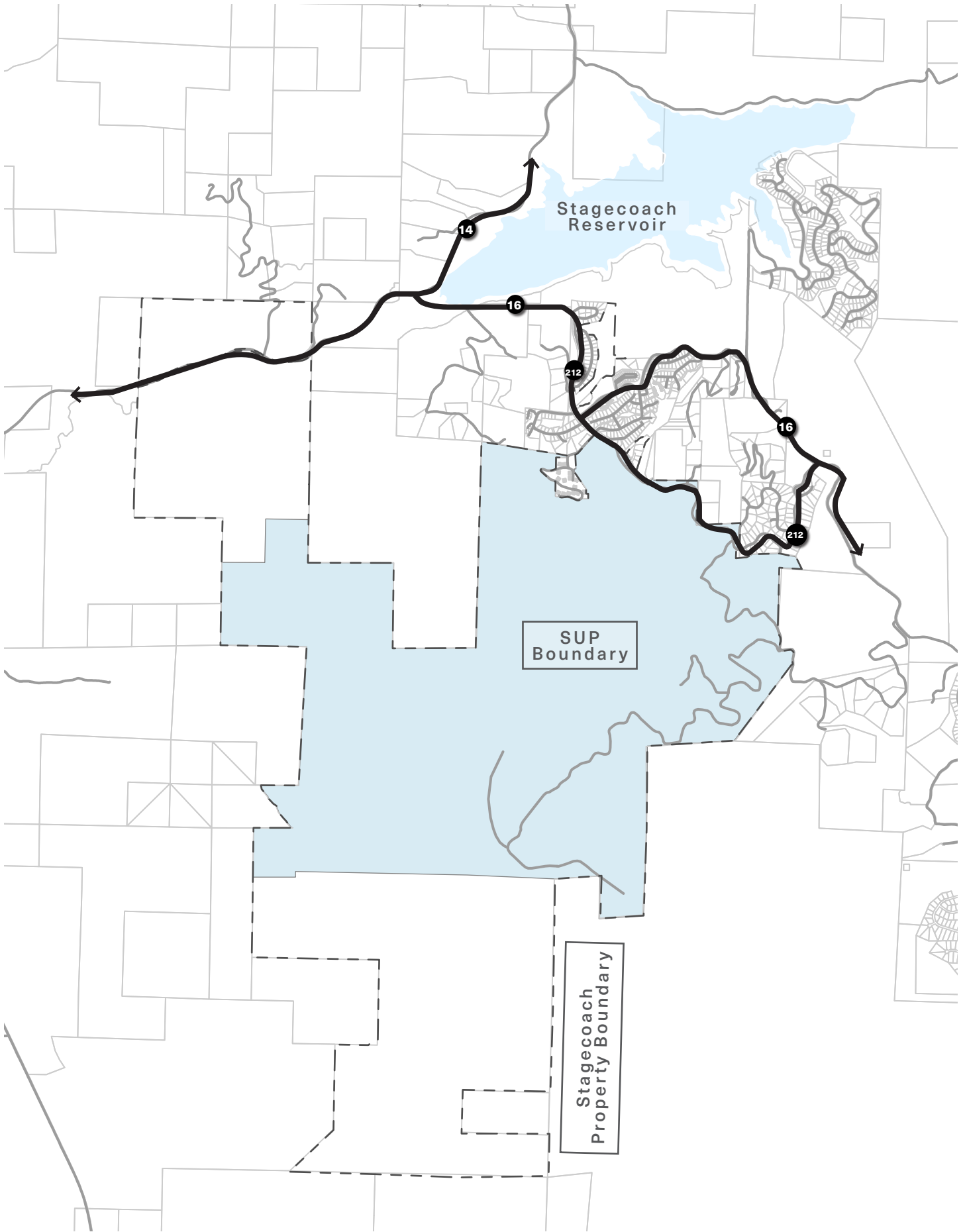
### **1.2 Statement of Authority**

Refer to Preliminary Plan Application Section 2.0 Application Material for the statements of authority representing the subject property and the following entities holding land within the Stagecoach Mountain Ranch project boundary.

- SMV Stagecoach Ski Mountain, LLC
- Acorn Inn
- Stahl Investments LP

## **2.0. Vicinity Map**





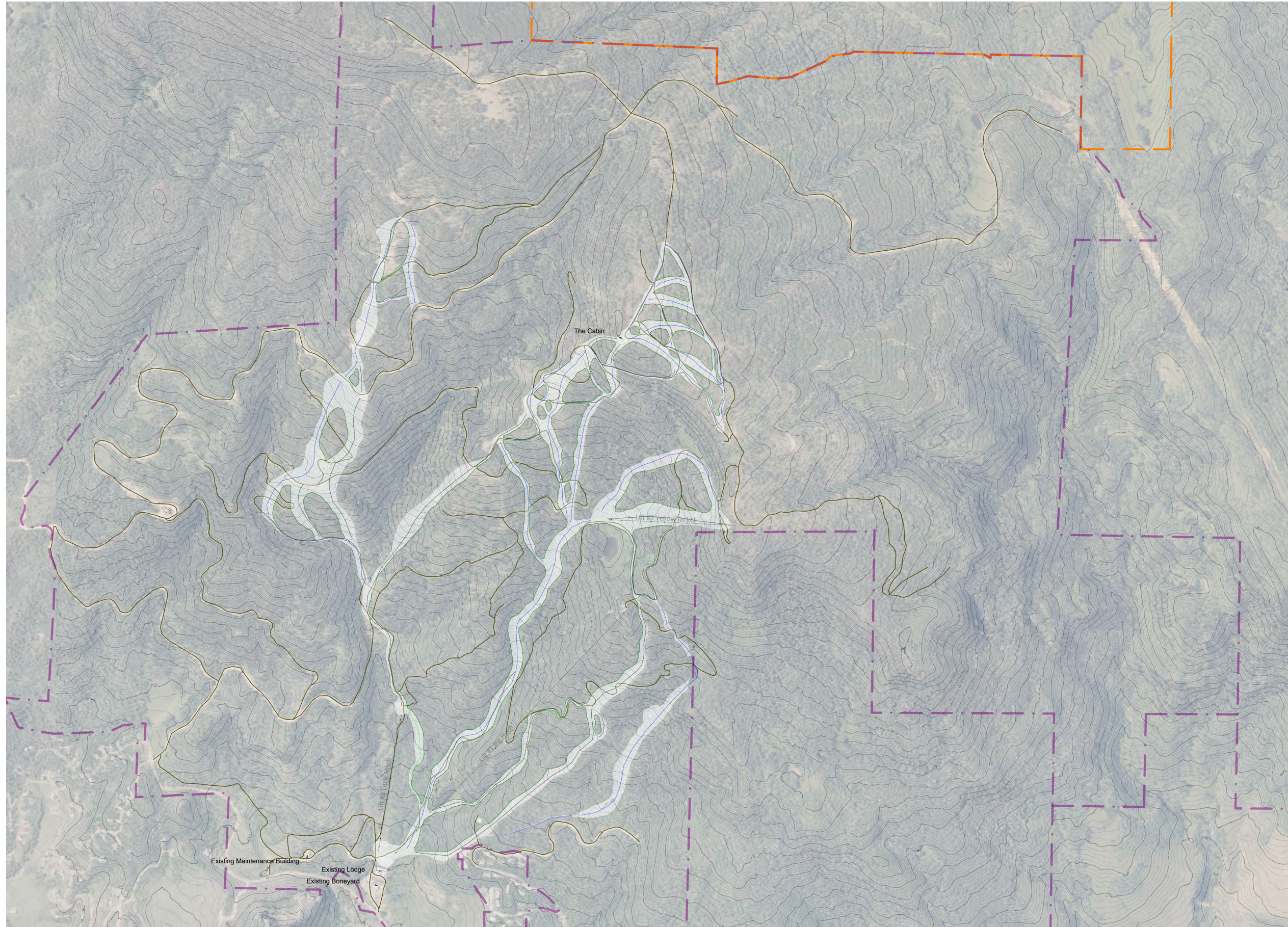
Stagecoach Reservoir

SUP Boundary

Stagecoach Property Boundary



### 3.0. Existing Conditions



## Stagecoach Mountain Existing Conditions

- Ski Lift Largely Removed
- Existing Ski Run by Ability Level
- Road
- Cat Creek Ranch Property
- Stagecoach Mountain Ranch Property



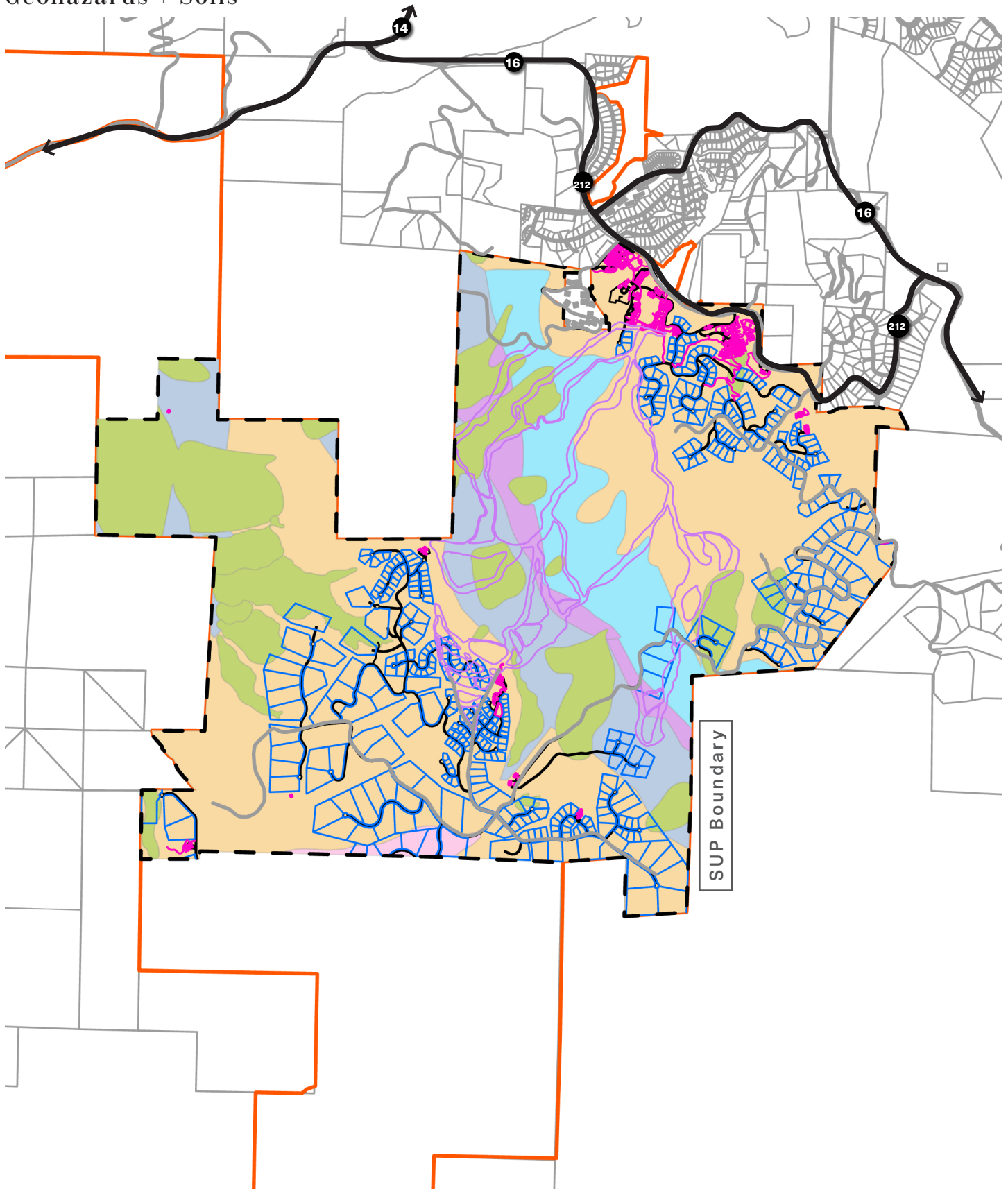
Scale: 1"=600'      October 2024  
Contour Interval: 50'

Prepared by:  
**SE GROUP**



This page left intentionally blank.

# Geohazards + Soils

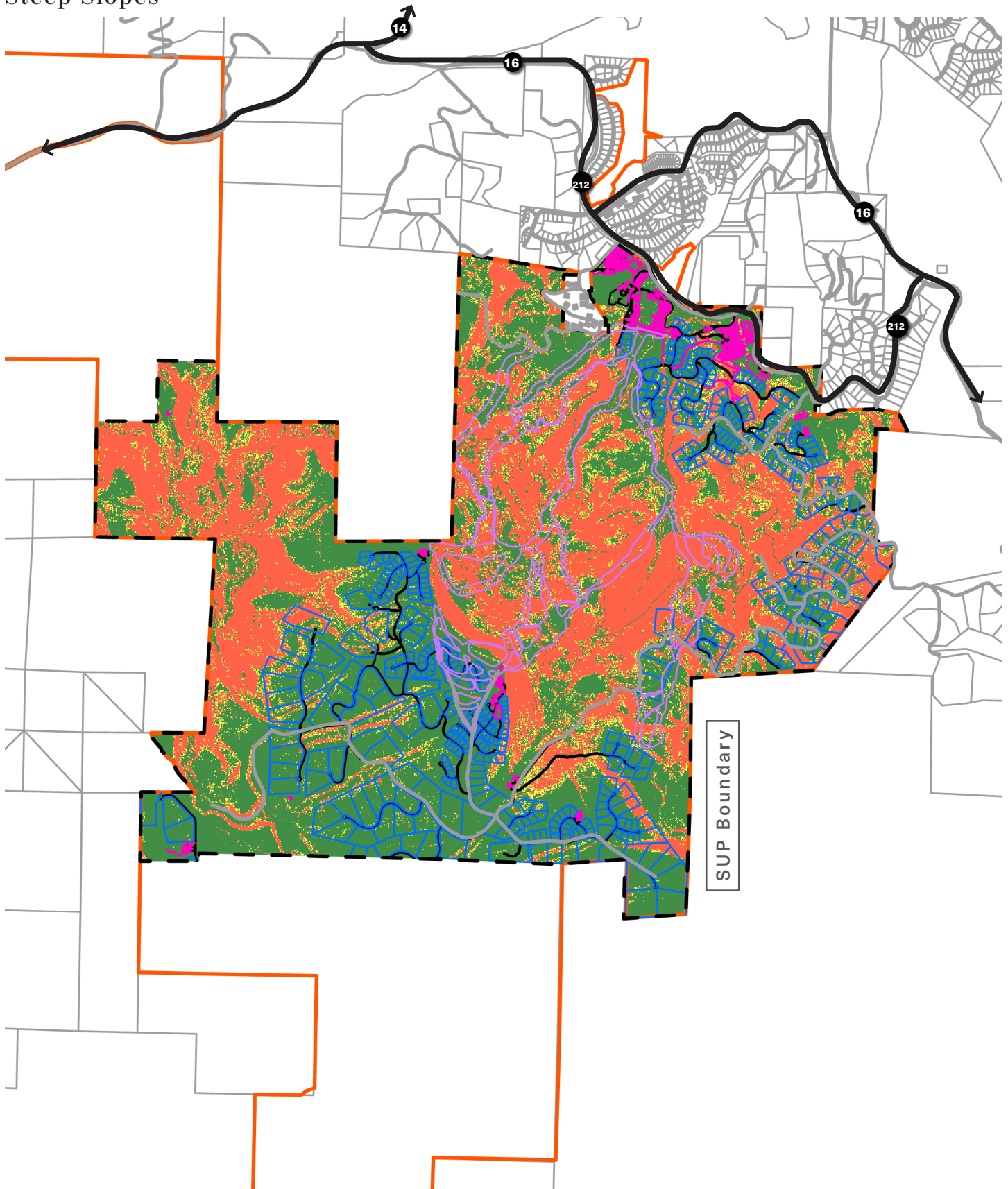


## LEGEND


- |   |   |  |
|---|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FF69B4; border: 1px solid black; margin-right: 5px;"></span> af-Fan and valley-side alluvium                        | <span style="display: inline-block; width: 15px; height: 15px; background-color: #9ACD32; border: 1px solid black; margin-right: 5px;"></span> rD-Residuum on Dakota Formation Bedrock                              | <span style="display: inline-block; width: 15px; height: 15px; background-color: #8B4513; border: 1px solid black; margin-right: 5px;"></span> Tbp-Browns Park Formation Bedrock |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #3CB371; border: 1px solid black; margin-right: 5px;"></span> Is-Landslide Deposits                                  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #6495ED; border: 1px solid black; margin-right: 5px;"></span> rQG-Residuum on Quartz Monzonite, Gneissic Granite, and Granodiorite | <span style="display: inline-block; width: 15px; height: 15px; background-color: #6A329F; border: 1px solid black; margin-right: 5px;"></span> Volcanic Flows                    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FF8C00; border: 1px solid black; margin-right: 5px;"></span> rBT-Residuum on Browns Park and Troublesome Formations |   |  |



# Steep Slopes



## LEGEND

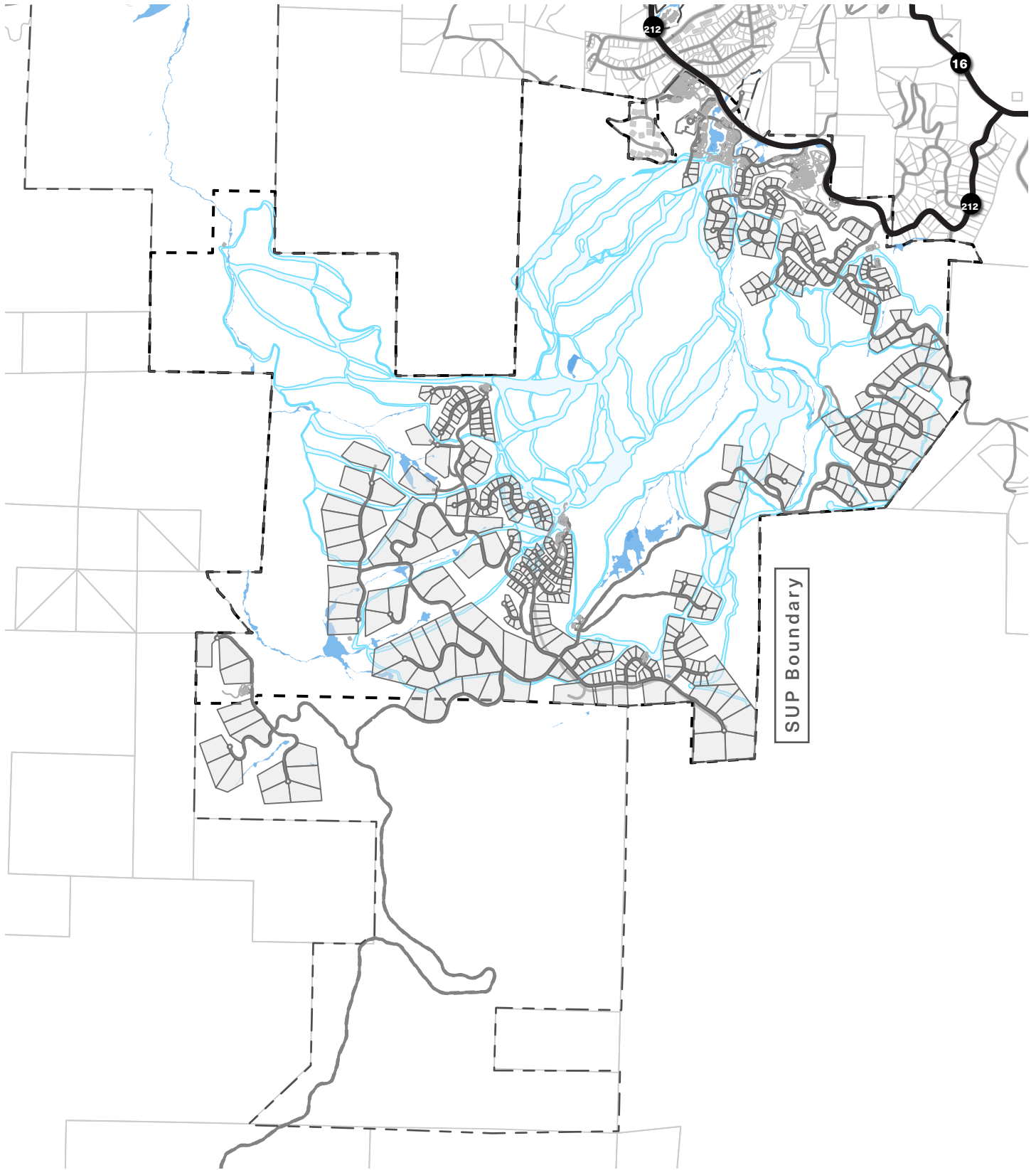
 <25% slope

 25-30% slope

 >30% slope



# Wetlands + Waterbodies



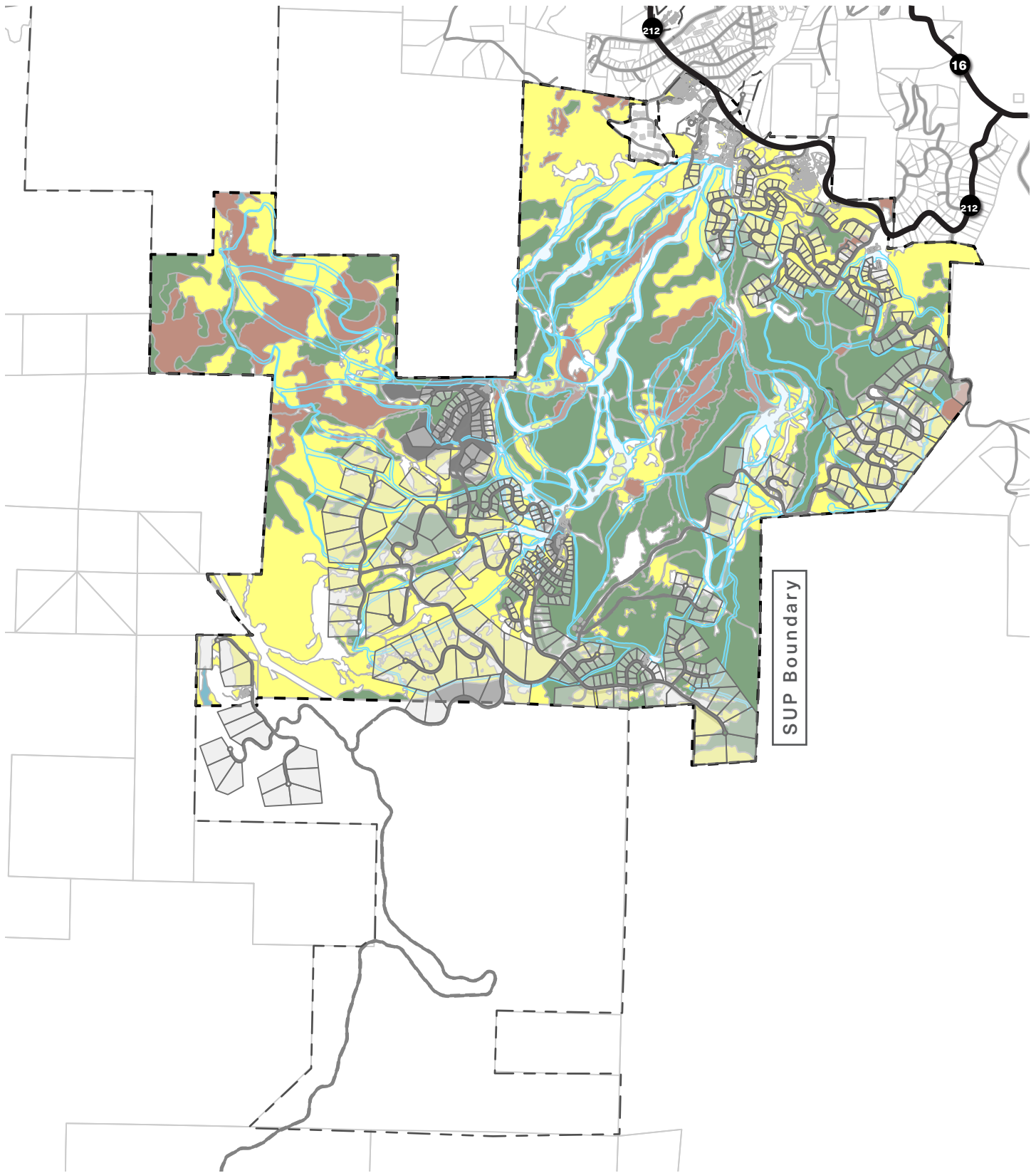
## LEGEND

 Wetland Delineation (Stagecoach)













# Vegetation

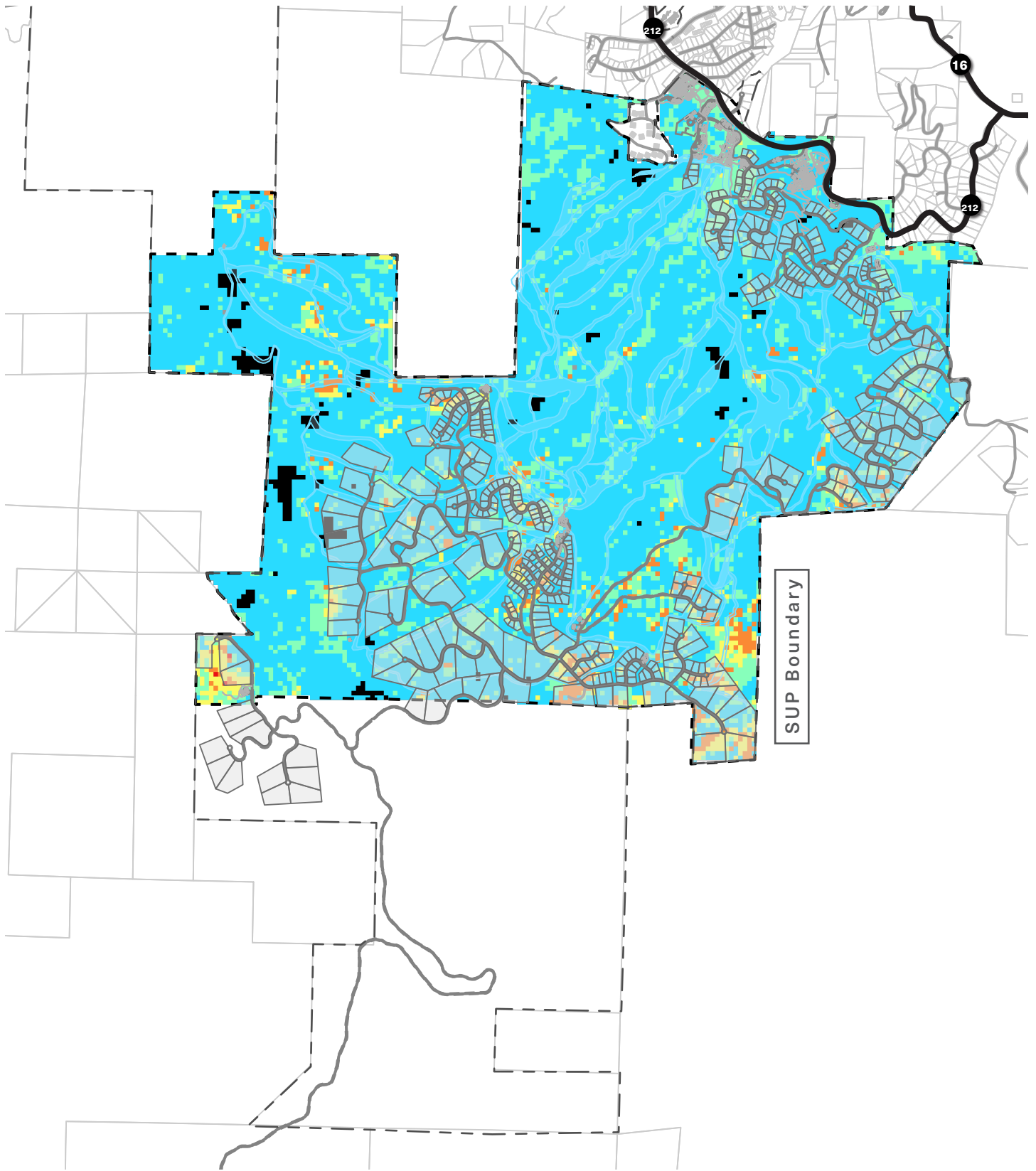


## LEGEND

- |   |                       |   |                                   |   |  |
|---|-----------------------|---|-----------------------------------|---|--|
|  | Mixed Conifer / Aspen |  | Sagebrush Shrubland               |  | Wetland                                |
|  | Aspen / Mixed Conifer |  | Sanitation / Salvage Tree Harvest |  | Mountain Meadow / Grassland (no hatch) |
|  | Mountain Shrubland    |  | Willow / Riparian                 |   |  |



# Landscape Burn Probability (Integrated Hazard)

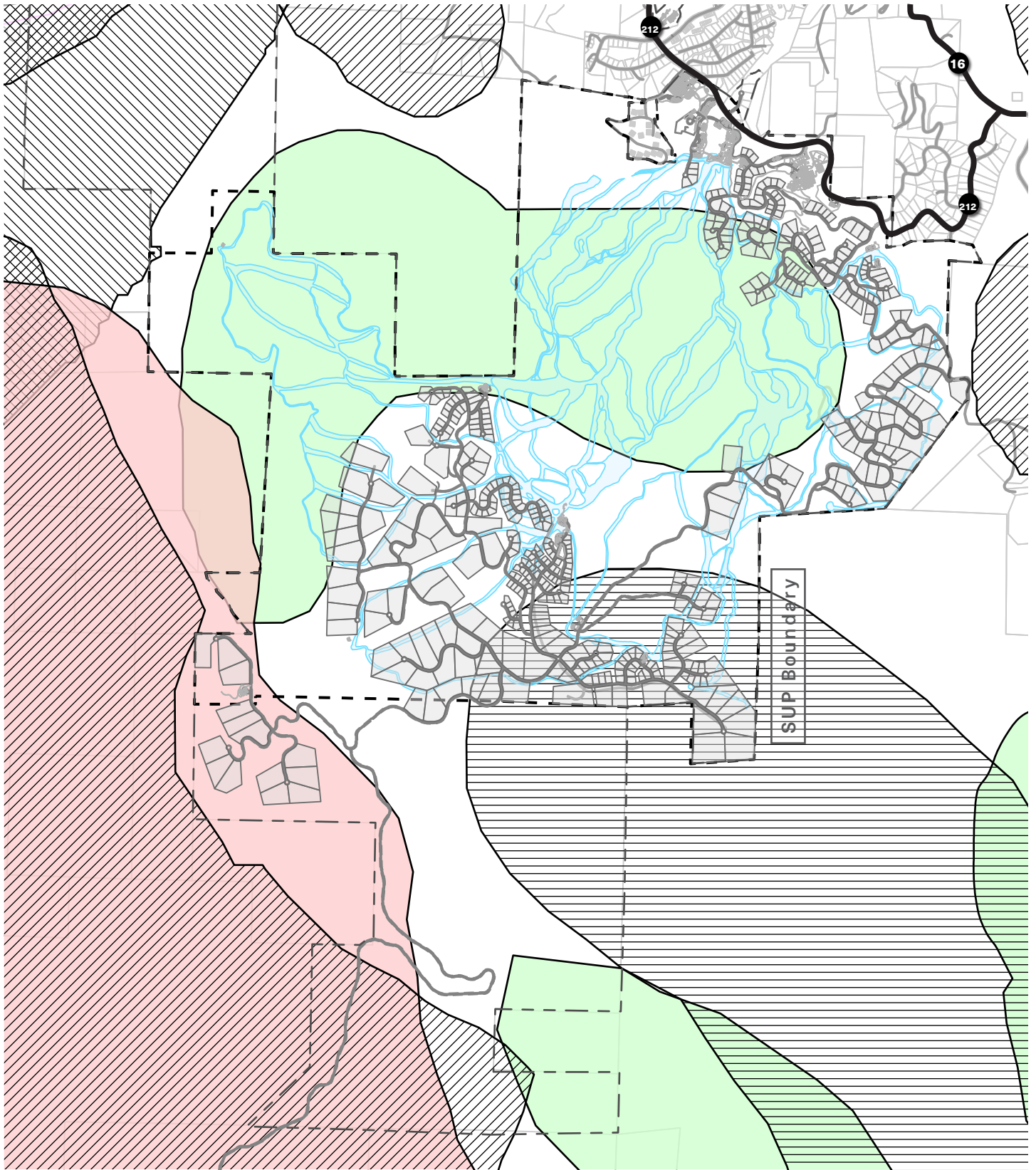


## LEGEND

- |                         |               |                |
|-------------------------|---------------|----------------|
| Boundary                | Lowest Hazard | Higher Hazard  |
| Non-burnable            | Lower Hazard  | Highest Hazard |
| Burnable but not burned | Middle Hazard |                |



# Wildlife + Critical Habitat (Elk)

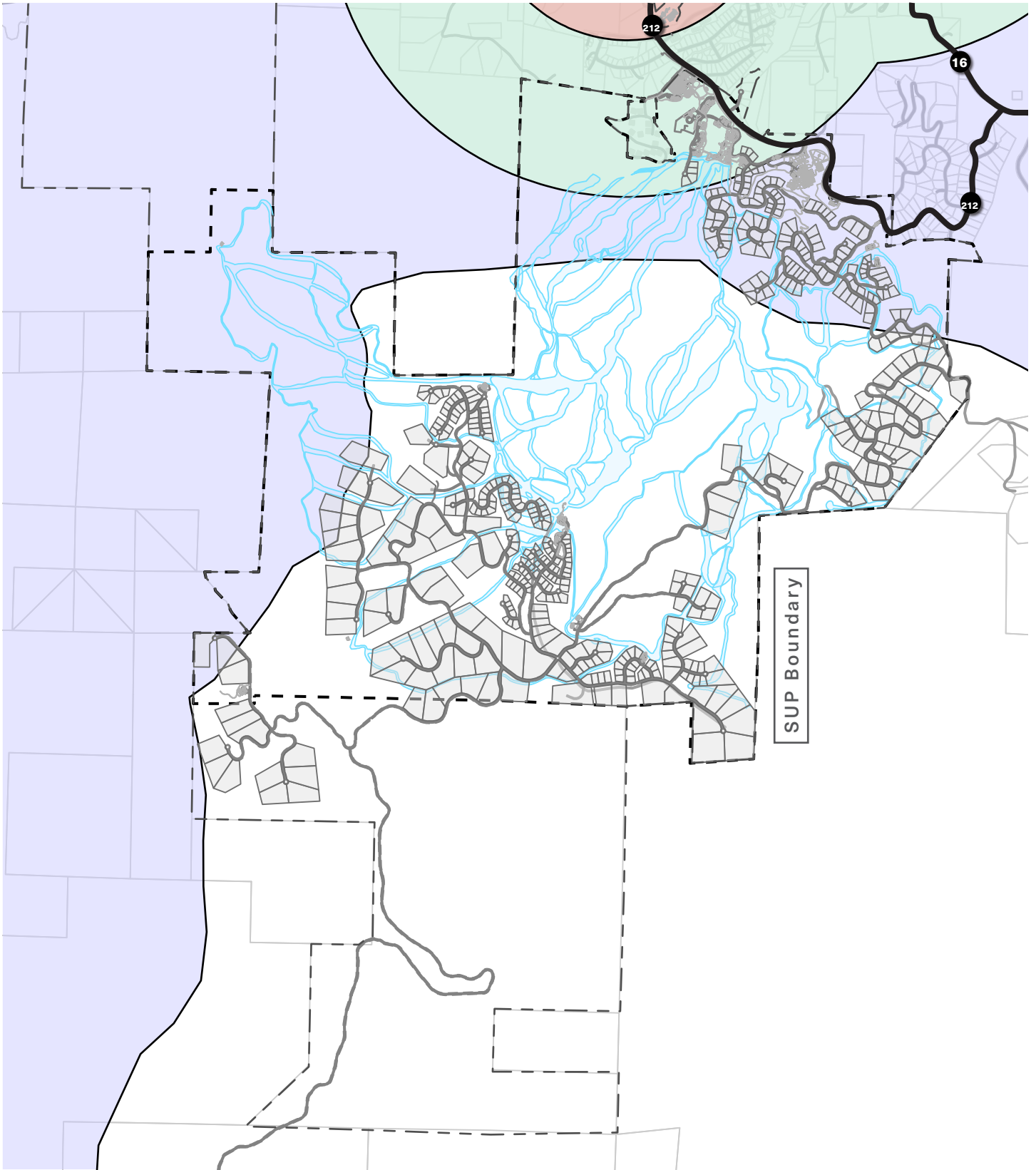


## LEGEND

- |   |                          |   |                              |   |                      |
|---|--------------------------|---|------------------------------|---|----------------------|
|  | Elk Winter Concentration |  | Elk Severe Winter Range      |  | Elk Production Area  |
|  | Elk Summer Concentration |  | Elk Resident Population Area |  | Elk Highway Crossing |



# Wildlife + Critical Habitat (Grouse)

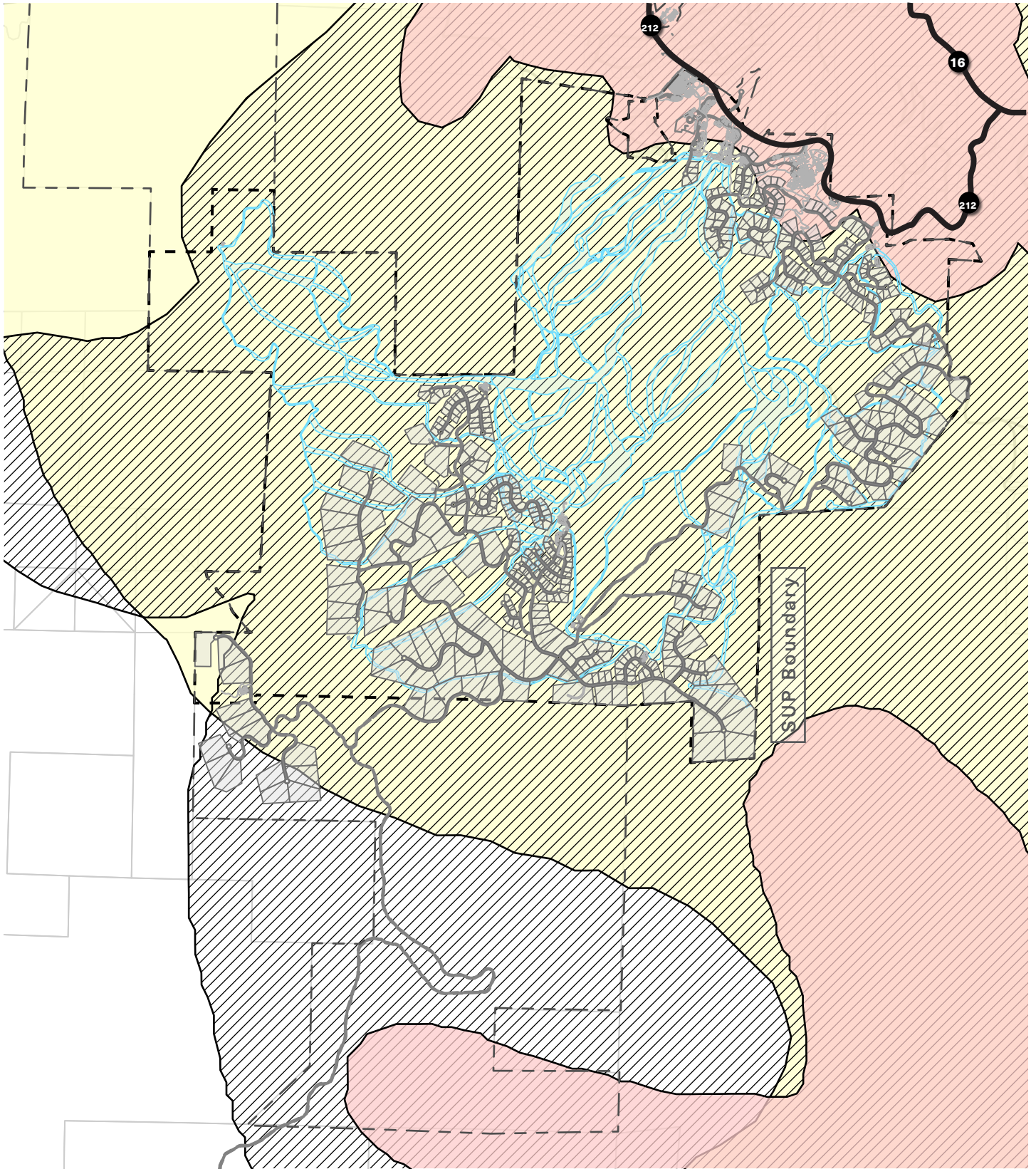


## LEGEND

- CSTG LEK Site 0.6-Mile Buffer
- CSTG Production Area
- CSTG Winter Range



# Wildlife + Critical Habitat (Black Bear)

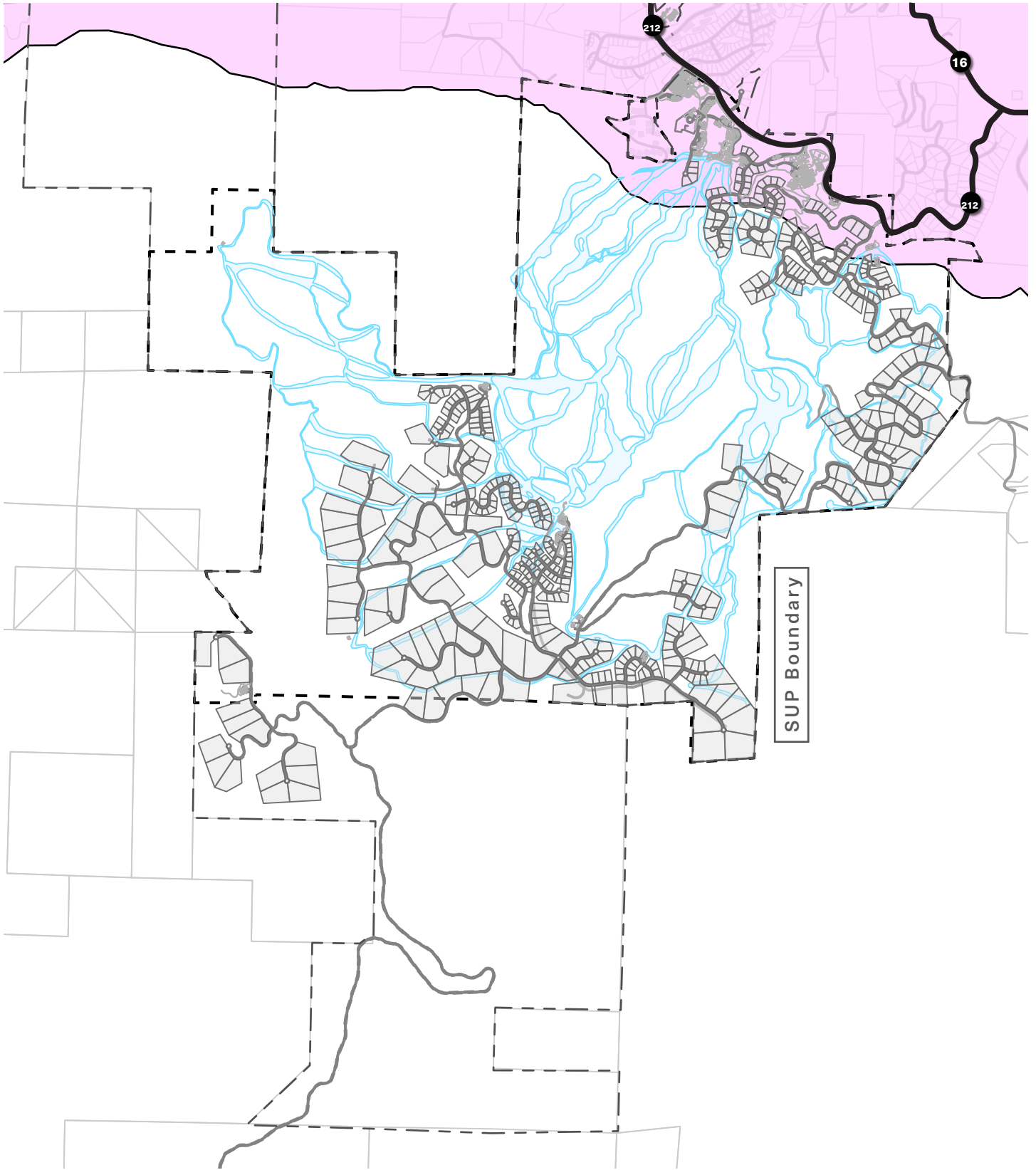


## LEGEND

-  Bear / Human Conflict Area
-  Summer Concentration Area
-  Fall Concentration Area



# Wildlife + Critical Habitat (Mountain Lion)



## LEGEND

 Mountain Lion / Human Conflict Area



This page left intentionally blank.

## 4.0 Written Narrative

### 4.1 Overview

This application is for a Special Use Permit for the enhancement of the existing Ski Mountain facilities, which are proposed as a recreational amenity for the proposed 697 home Stagecoach Mountain Ranch (SMR) residential development. The original ski area which was established by Woodmoor and operated in 1972-1973 is a use by right, and then in 1994 Special Use Permit 94-223 was issued by the Board of County Commissioners for the "Stagecoach Ski Area – Permit for Recreational Resort" for the uses and improvements illustrated on the "Stagecoach Ski Area Site Plan", which consisted of the following:

1. To use the existing timber roads, ranch roads, timbered areas, gladed areas, original ski trails and access roads as recreational facilities.
2. To construct and use the trails, gladed areas and ski slopes as shown on the Site Plan for recreational facilities.
3. To relocate Ski Lift No. 2 to the alignment shown on the Site Plan and to make such improvements and modifications as can be effectuated using current technology resulting in a recreational facility.
4. To conduct guided tours and transport skiers with snowmobile, snowcat and 4-wheel drive units.
5. To allow nordic and alpine skiing, ice skating, fishing, mountain biking, horseback riding and related recreational activities and to conduct ski tours, mountain bike tours and 4-wheel drive tours.
6. To provide food service, restroom and warming facilities to participants in a permanent facility to be established at the top of relocated Ski Lift No. 2.

The 1994 SUP was subsequently amended by the Special Use Permit PP2006-005 issued on July 25, 2006, to account for the reduction in lands covered by the SUP necessitated by the removal of the lands associated with "The Meadows at Stagecoach" subdivision, and the "Stagecoach Marketplace, A Planned Unit Development" that were both approved

subsequent to the original 1994 SUP approval. On April 12, 2022 a minor amendment to the 2006 SUP was granted to combine two of the ski lifts originally approved into one continuous lift from the bottom to the top of the mountain, which required a slight realignment of the ski lift.

The following summarizes the proposed improvements to be made to the existing Ski Area, as further described in the Section 1.2 Project Description and conceptual site plans contained in Section 5.0: Master Plan of the Preliminary Plan Application document:

- Existing Skiing Trails: 203 acres
- Proposed Skiing Trails: 223 acres
- Total Groomed Skiing: 426 acres
- Ungroomed Glades Skiable Terrain: 350 acres
- Number of Proposed Lifts: 6<sup>1</sup>
- Number of Existing Lifts to be removed: 2
- Comfort Stations: 2 ski cabins, 4 day lodges
- Ski Maintenance Facilities

### 4.2 Description of Use

#### 4.2.a Hours of Operations

The Ski Mountain is anticipated to operate seasonally during the typical winter ski season, as outlined below. Summer operations include access to the mountain for hiking and lift access to mountain biking.

#### **Skiing**

##### **Lifts Open**

November 25 - April 15	9 am - 4 pm
------------------------	-------------

##### **Snowmaking / Snow Grooming**

24 hours
----------

##### **Retail & Rental**

November 25 - April 15	8 am - 7 pm
------------------------	-------------

<sup>1</sup> The proposed lifts serving the SMR Ski Area includes the development of a gondola connecting the Base Area to a day lodge at the top of the Mountain. The gondola is being reviewed under a separate application to amend the existing SUP #PP2006-005.



#### 4.2.b Anticipated Number of Employees

A detailed report of the total anticipated number of employees to be employed at Stagecoach Mountain Ranch has been included in the Appendix B of the Preliminary Plan document. The employees to be hired at Stagecoach Mountain Ranch will be a mix of full-time year-round, full time seasonal, part time, and part time seasonal, therefore the report provides total number of employees in terms of Full Time Equivalency (FTE). The FTE was determined based the detailed hourly needs of each department, by season, at full build out, and divided by 2080 hours to determine an FTE.

Refer to Appendix B. Anticipated Number of Employees for the planned employees required for the operation of the amenity planned for the project.

#### 4.2.c Anticipated Traffic

Pursuant to Routt County UDC Section 3.23.C, Felsburg, Holt & Ullevig (FHU) prepared a Traffic Impact Study (TIS) for the overall project. The TIS is being submitted separately and is provided as a reference in Appendix D. Stagecoach Mountain Ranch Traffic Impact Study. The Project Team has been working closely with Routt County Road and Bridge Department (RCRBD) to develop the methodology utilized in the study.

At the request of RCRBD, FHU prepared an initial Trip Generation study to determine the appropriate trip generation rates for the proposed uses and key intersections to study as part of the TIS. FHU and the Project Team met with RCRBD to review this analysis and used the feedback provided to inform the TIS.

Refer to Section 1.2.1.e Anticipated Traffic of the Preliminary Plan Application and Appendix D for the Transportation Impact Study for further detail on the methodology and findings of the study.

#### 4.2.d Access to Property

The following outlines the existing and proposed access to all development proposed on the mountain property, including residential homes as well as the ski mountain facilities which are an accessory recreational use to residential homes. There are three access locations along the south side of CR

212 that serve the property in the existing condition. Two of these access points will be maintained and improved to accommodate project traffic. There is one access point at the existing base approximately 1,500 LF east of the CR 212 and Schussmark Trail intersection that will be removed upon full buildout of the Project. There is one approximately 1,700 LF further east that serves the existing maintenance facility on the property and one at the southwest leg of the intersection of CR 212 and Broken Talon Trail.

An additional access point is proposed approximately 1,000 LF east of the CR 212 and Schussmark Trail intersection. This access will be for maintenance and administrative vehicles only.

There is an existing access location along the eastern portion of the Site where Green Ridge Drive meets the Property boundary. This access location will be maintained primarily as an emergency access only and will be gated.

An additional emergency access roadway is proposed off the back side of the mountain to extend off the southwest corner of the property, through private property (with a proposed access easement) and connecting to SR 131 via CR 21A.

#### 4.2.e Type of Equipment and Vehicles

SMR will utilize a variety of types of equipment to manage and maintain operations that include a ski mountain, recreation facilities, fitness, food and beverage services, and home and infrastructure management. Various types of equipment will be utilized and will range from passenger vehicles to snow grooming equipment and snowplows. SMR will use best practices to ensure safety and consolidation of vehicles and equipment whenever possible.

Refer to Appendix C. Type of Equipment and Vehicles for the type and quantity of planned equipment and vehicle needs for the ski mountain and club operations.

### 4.3 Use Standards

The application must meet the criteria of the Use Standards outlined in the Routt County UDC pursuant to Chapter 2 Section 2. The following are the use standards specifically listed in §2.76.B. of the UDC.

**1. Summer recreational uses and facilities are encouraged to achieve multi-seasonal use of some of the facilities and provide for efficient use of the facilities.**

- All season recreational facilities will be proposed as part of the overall project. The primary recreational uses in the winter include active skiing, winter sports, and indoor day lodge use. During the summer, the same facilities are utilized for hiking and mountain biking. In particular, the gondola will be used throughout the year for transportation and access to the top of the mountain.

**2. The minimum lot area or site area shall be 40 acres, at least one acre of which shall be buildable area.**

- The total area considered in this application is 5,150 acres.
- 417 acres of skiable terrain.
- The associated base area and day lodges account for 8 acres of commercial development.

**3. Open space and landscaping are both functional and aesthetic, are designed to preserve and enhance the natural features of the site, maximize opportunities for access and use by the public, provide adequate buffering between the proposed uses and surrounding properties, and, when possible, are integrated with existing open space and recreation areas.**

- Visual mitigation and buffers are proposed between surrounding residential properties and proposed recreational amenities.
- Selective clearing for fire breaks and wildfire mitigation.
- 12 acres of passive parkland that can be utilized for expansion of the trail system within the community as well as provide a potential trail connection with the 375 acres of Bureau of Land Management landlocked, which is the western adjacent to the ski mountain property. In addition, trailhead parking is provided for this property across Schussmark Trail adjacent to the Stagecoach community park referenced above. Refer to Section 3.2.a. of the Preliminary Plan Application for the Public Benefits provided by the project.

**4. Ski Areas are encouraged to provide alternative transportation options such as shuttles, public transit, and pedestrian pathways to reduce traffic congestion and emissions. In circumstances where there is a remote parking area for skiers or other users, a shuttle or alternative transportation system is required.**

As the subject ski mountain facility is solely for the use of the residents of the proposed home, many of those home having ski-in and ski-out access, and therefore the majority of the users of the ski facilities will ski from their homes to the ski mountain facilities, as reflected in the 80% internal trip capture rate utilized in the Traffic Impact Study. However, with that said, the following alternative transportation options have been provided to reduce any potential traffic congestion:

- The gondola will be used for transportation between the base of the mountain and the top of the mountain. Housing and amenities are available at both locations, so there will be significant transportation opportunities between the two locations, throughout the year and various times of day.
- A shuttle will be provided for members of the SMR community as an alternative to internal vehicular trips to access skiing.
- Shuttles will be provided for the Stagecoach Mountain workforce.
- A pedestrian network is proposed to connect workforce and residents to the amenities.
- Private parking is provided for residents and various parking zones are provided for the Stagecoach Mountain workforce community.
- 223 employee parking spaces are provided for the Stagecoach Mountain workforce community at the ski mountain maintenance facility.

**5. Ski Areas shall comply with the most up-to-date version of the Colorado Ski Safety Act.**

- All plans are in compliance with the Colorado Ski Safety Act.



**6. Ski Areas shall comply with all applicable requirements of the Colorado Passenger Tramway Safety Board.**

- All plans are in compliance with the Colorado Passenger Tramway Safety Board.

**7. For Ski Areas wholly or partially located on federal land, the following standards shall apply:**

- a. Ski Areas are required to operate in compliance with their federal use permit.
  - b. Ski Areas shall comply with the most up-to-date version of the United States Department of Agriculture Forest Service's Accessibility Guidebook for Ski Areas Operating on Public Lands.
- N/A. The ski area is located entirely on private land.

**4.4 Public Benefit**

The proposed project provides public benefits as required pursuant to §3.22.B. of the County Unified Development Code (UDC), as detailed in Section 3.2.a. Public Benefits of the Preliminary Plan Application.

## 5.0 Mitigation Plans

### 5.1 Road Improvement Study

The Traffic Impact Study prepared by Felsburg Holt & Ullevig for the proposed project identified specific roadway and intersection improvement to mitigate the impact associated with the traffic generated by the proposed project. Refer to Preliminary Plan Application Section 3.3.b. Roads and Traffic and the Appendix M. for the analysis and recommendations for proposed mitigation measures based upon the planned trip generation for the project.

### 5.2 Natural Hazard Areas and Environmental Report

The geologic mapping and evaluation of the project area was conducted by Langan which identify potential geologic hazards. A report entitled “Engineering Geologic Report – Stagecoach Development” which detail their finding and contains numerous recommendations regarding potential development of this site. Refer to Preliminary Plan Application Section 4.2.a. Geologic Hazards and Soil Characteristics and the Appendix X. for the full findings and recommendations of the report.

### 5.3 Stormwater Management

Refer to Appendix BB. for the Preliminary Stormwater Management Plan (SWMP).

### 5.4 Development Standards

For each application submitted the following section of the code will have to be addressed as applicable.

#### 3.30 Development within Visually Sensitive Viewsheds

Per to section §3.30.B.2.c. “Ski lift towers and associated infrastructure” are exempt from these regulations.

The two day lodges that will be located inside the Skyline Applicability Area will designed so that no more than fifteen vertical feet of day lodge, or part thereof, will be skylined as viewed from any point along the designated public roadways shown on the Skyline Area Map within a three-mile radius of the subject day lodge, in conformance with §3.30.B.3.a.i. Compliance of the individual day lodges with this requirement

shall be made as part of the Building Permit review pursuant to §3.30.B.3.

#### 3.31 Development Adjacent to Water Bodies

All proposed structures and/or land disturbance within the vicinity of a wetlands will be setback at least 50 feet the wetlands boundary, and project limiting fencing shall be installed all the 50 foot wetlands setback boundary to prior to commencement of construction activities to insure non-disturbance of both the wetlands and the required 50 wetlands buffer, or in the case of the proposed ski trail crossing a waterbody, it's design shall comply with the Waterbody Crossings standards contained in §3.31.G.2.

Refer to Preliminary Plan Application Section 7.0 Landscape Plans and Section 8.0 Engineering Plans.

#### 3.32 Development within Floodplains

Not Applicable – there are no mapped Special Flood Hazard Area located on the Mountain parcel.

#### 3.34 Development within a Sensitive Wildlife Area

All proposed development seeks first to avoid disturbance to priority habitat areas. When impacts cannot be avoided, proposed mitigation strategies to minimize the impact to wildlife habitat. If impacts cannot be avoided and are minimized, the plan presents opportunities to mitigate the impacts. Aligned with the standards contained in §3.34.E. the proposed development.

Refer to Preliminary Plan Application Section 4.2.f Critical Wildlife Habitat and the Appendix Q. Section 6: Development Issues and 8: Wildlife Impact Avoidance, Minimization, & Mitigation Plan for the full description of proposed activities within the boundaries of a high priority wildlife habitat area and recommended mitigation to minimize the impact to the affect wildlife.

#### 3.35 Mitigation Techniques to Reduce Air Quality Impacts

The proposed development will comply with best practices for design and construction to limit the amount of disturbance designated for development and the impact to adjacent properties during construction.

### 3.36 Mitigation Techniques to Reduce Noise Impacts

The proposed development will comply with best practices for design and construction to limit the impact of noise for the project create during construction or during operations. Noise from all on-site sources shall be in compliance with the performance standards in the State noise statute (C. R. S. 25-12-101 and 103).

The activity that has the greatest potential for having an impact on noise is from the proposed snow making operation on the Ski Mountain. The applicant is committed to utilizing the most modern snow making equipment that contains noise attenuation design features that result in decibels ranging from 52dB to 58dB at a distance of 40 meters. The noise level of a normal conversation is 60dB and the closest ski trail to an existing home is approximately 40 meters. Therefore, if the snow making equipment were to be located at the closest point of the existing ski trail to an existing home, then the noise heard for the exterior of that home would be similar to that of two people having a normal conversation. See appendix GG. Noise Impact Memorandum and Decibel Data for additional information. Noise from all onsite sources shall comply with the performance standards in the State noise statute. (C. R. S. 25-12101 and 103).

To further minimize the potential noise impact associated with the snow making equipment, the following mitigation strategies will be utilized:

#### 1. Optimal Equipment Placement:

- Carefully selecting the location of snowmaking equipment to maximize distance from residential areas.
- Utilizing natural barriers, such as trees and terrain, to shield noise.

#### 2. Noise Reduction Technologies:

- Utilize snowmaking equipment that has advanced noise reduction technologies.
- Implementing sound barriers or enclosures around noisy equipment.

#### 3. Operational Practices:

- Optimizing operating schedules to minimize noise during sensitive times, such as nighttime.

- Implementing quiet operation procedures, such as reducing engine RPMs, particularly during nighttime operations.

### 3.37 Mitigation Techniques to Reduce Impacts to Scenic Quality

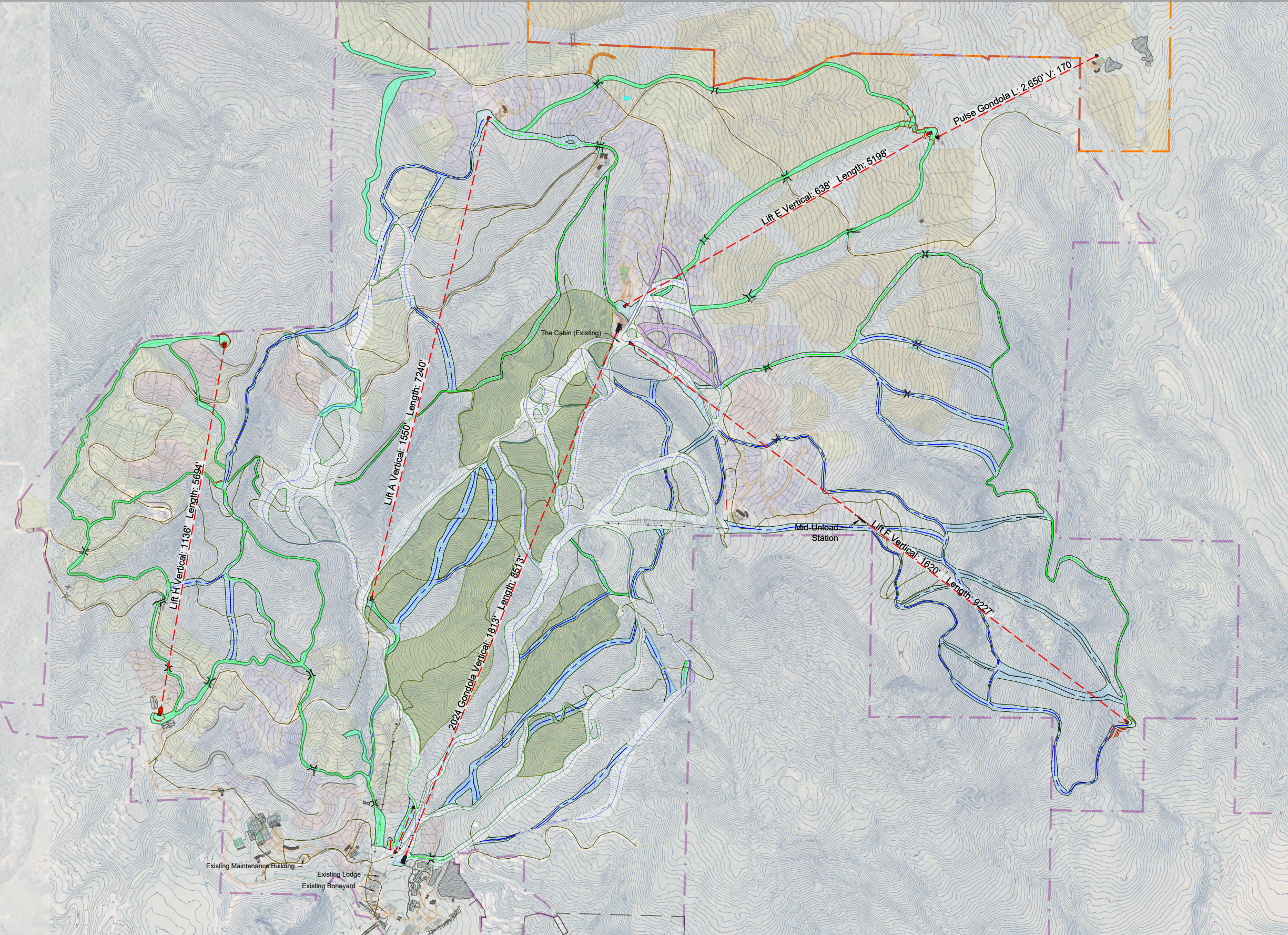
Addressed in Section 3.2.e Skyline Compliance of the Preliminary Plan Application.

### 3.38 Mitigation Techniques to Reduce Water Quality and Quantity Impacts

The project shall implement the recommendations of the Water Quality Management and Monitoring Plan as detailed in Appendix R. to insure consistency with the findings in the Nutrient Loading Report for Stagecoach Mountain Ranch contained in Appendix S.



6.0 Site Plan



# Stagecoach Mountain Overall Plan

- Planned Chairlift
- Planned Ski Run by Ability Level
- Planned Ski In/ Ski Out Run
- Planned Road
- Planned Gladed Skiing
- Old Lift Largely Removed
- Existing Ski Run by Ability Level
- Existing Ski Run to be Removed
- Existing Road
- Cat Creek Ranch Property
- Stagecoach Mountain Ranch Property

**Proposed Development Summary:**

- Proposed Skiing: 214 acres
- Existing Skiing: 202 acres
- Total Skiable Area: 2,500 acres
- Proposed Lifts: 6
- Existing Lifts : 3 (inactive)
- Comfort Stations: 2 Cabins, 4 Day Lodges



Scale: 1"=600'    November 2024  
 Contour Interval: 50'

Prepared by:  
**SE GROUP**



## 7.0 Landscape Plan

Refer to Section 7.0 of the Preliminary Plan Application for the landscape plans for the subject property.

## 8.0 Engineering Plans

Refer to Section 8.0 of the Preliminary Plan Application for the engineering plans for the subject property.