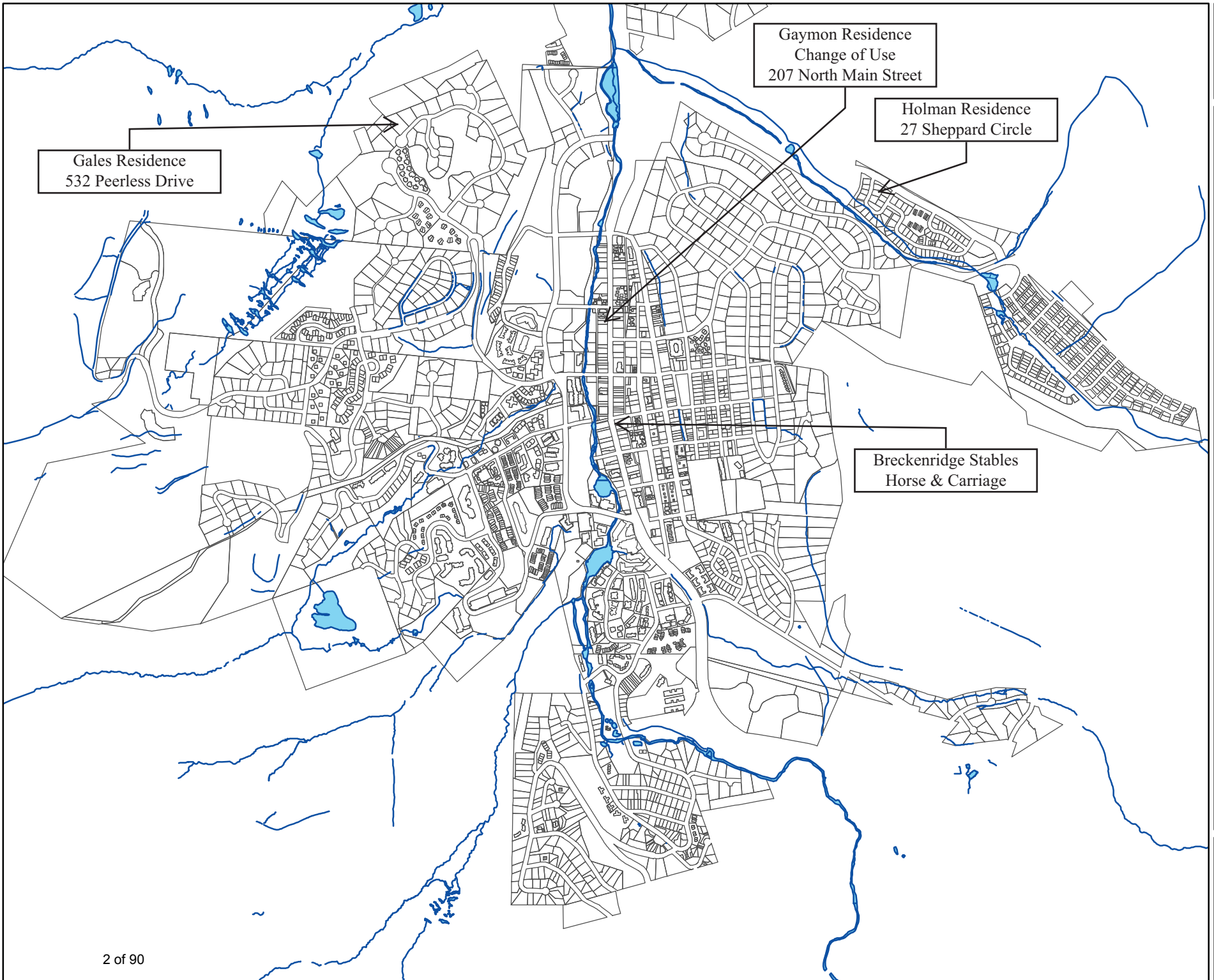


Town of Breckenridge
Planning Commission Agenda
Tuesday, October 4, 2011
Breckenridge Council Chambers
150 Ski Hill Road

7:00	<i>Call to Order of the October 4, 2011 Planning Commission Meeting; 7:00 p.m. Roll Call</i>	
	<i>Approval of Minutes September 20, 2011 Regular Meeting</i>	3
	<i>Approval of Agenda</i>	
7:05	<i>Consent Calendar</i>	
	1. Breckenridge Stables Horse and Carriage (CN) PC#2011061	11
	2. Breckenridge Bike Bus (CN) PC#D11-283	18
	3. Gaymon Residence Change of Use (MGT) PC#2011057	33
	207 North Main Street	
	4. Holman Residence (MGT) PC#2011062	45
	27 Sheppard Circle	
	5. Gales Residence (JP) PC#2011058	53
	532 Peerless Drive	
7:35	<i>Resolutions</i>	
	1. Planning Commission Resolution #9: Upper Blue Nordic Master Plan (SR)	63
7:45	<i>Other Matters</i>	
8:00	<i>Adjournment</i>	

For further information, please contact the Planning Department at 970/453-3160.

**The indicated times are intended only to be used as guides. The order of projects, as well as the length of the discussion for each project, is at the discretion of the Commission. We advise you to be present at the beginning of the meeting regardless of the estimated times.*



Gales Residence
532 Peerless Drive

Gaymon Residence
Change of Use
207 North Main Street

Holman Residence
27 Sheppard Circle

Breckenridge Stables
Horse & Carriage



NOT TO SCALE

printed 4/12/2011

Breckenridge South

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PLANNING COMMISSION MEETING

The meeting was called to order at 7:01 p.m.

ROLL CALL

Kate Christopher Dan Schroder Jim Lamb
Trip Butler Gretchen Dudney Michael Rath
Dave Pringle arrived at 7:33 p.m.

APPROVAL OF MINUTES

Ms. Dudney: On Page 2 of minutes, 5 lines down, wording should be “constrictive” instead of “constructive”.
With one change, the September 6, 2011 Planning Commission meeting minutes were approved unanimously (5-0). Mr. Rath and Mr. Lamb abstained as they were not present at the September 6 meeting.

APPROVAL OF AGENDA

With no changes, the September 20, 2011 Planning Commission meeting agenda was approved unanimously (7-0).

CONSENT CALENDAR:

1. Hansenstab Duplex (JP) PC#2011053, 568 White Cloud Drive
2. Sloppy Dog Change of Use (CN) PC#2011055, 500 South Main Street

With no requests for call up, the Consent Calendar was approved as presented.

PRELIMINARY HEARINGS:

1. Breckenridge Nordic Center (MGT) PC#2011050, 954 Ski Hill Road

Mr. Thompson presented a proposal to construct a new 5,886 square foot Nordic Center to replace the existing Nordic Center building, which will be removed. The plan also includes a 47 space parking lot, including two ADA compliant parking spaces. The building has been designed with a covered drop off area at the entrance to the lodge for guests. There is a large 25' x 36' west facing deck with an attached gazebo. The inside of the building has been designed to include: a lounge, coffee and snack bar, retail area, guest rental area, employee rental area, an EPA Phase II wood burning device, restrooms, snow cat enclosed parking, and an unfinished storage area in the lower level.

Commissioner Questions / Comments:

- Ms. Dudney: In the staff report there was a comment about the gazebo. (Mr. Thompson: I don't see that it is necessary. We have not seen many gazebos in the past in Breckenridge.) Is enforcement of parking an issue? (Mr. Thompson: It sounds like the lot has been poached by downhill skiers in the past. A neighbor suggested an on-site person that would check-in Nordic guests when they get in there; however, this lot is intended to be a free lot for Nordic skiers. I suggest a sign that says “This is parking for the Breckenridge Nordic Center, all others will be towed”; start a hang-tag system or dashboard ticket system where someone from the Nordic center could patrol the lot and double check on parking.)
- Ms. Dudney: Have you discussed the long unbroken ridge line and the applicant's response? (Mr. Thompson: I did discuss it with them, no response back from them yet. It is negative one (-1) point for that. It may be a decision where they decide to keep this design).
- Mr. Schroder: Is it the plan to push the snow right up against the foliage? (Mr. Thompson: It is not a good idea for new plantings, but pushing some snow around existing established trees usually does not kill them). So it is acceptable and it fits? (Mr. Thompson: The snow removal and storage is functional and it is legitimate.)
- Mr. Schroder: Wondering how many parking spots are at the Breckenridge Gold Run just to compare? (Mr. Neubecker: It is probably three times the size.) (Mr. Thompson: Summer usage (golf) needs more parking spaces than Nordic skiing).
- Mr. Schroder: Are people starting to accept that they might take mass transit/come in by other means? Gondola? Bus? (Mr. Neubecker: People traditionally know that for alpine skiing, lots fill up; but traditionally they have availability for Nordic skiing, and it doesn't fill up as much. Nordic is a much more affordable sport.)
- Mr. Lamb: As an observation, Nordic skiers go up for an hour or for lunch, where alpine skiers go up for 4 or 5 hours.

Mr. Schroder then opened the floor to Applicant, Gene Dayton:

Looking forward to this opportunity; we signed a 30 year agreement with the town, my two sons are interested in carrying this forward; we turned trees removed from Cucumber Gulch for the gondola alignment into usable logs. It is a green concept to harvest and use them on the same site; we hopefully would begin building in the spring. This could be a showcase for green technology. We are looking into doing geothermal heat and solar panels for the building.

Mr. Schroder opened the hearing to public comment.

Mr. Gary Fitzgerald: Is the street that is on the backside that accesses Tim Casey's site going in at the same time? And how does this affect that Nordic trails behind our lot? (Mr. Casey: That road currently exists; we have no plans to develop our property in the immediate future, so it will exist as it is today). You will not put a road in there now? (Mr. Casey: No, we will not put it in until we are ready to develop the subdivision). (Mr. Dayton: We anticipate that we will groom those trails; with the exception of the trails that will be affected by Tim's development. The Gold Digger trail circumvents that; the teaching area will remain. There is very little that is affected).

Mr. Brian Wray: Proponent of this proposal; is here to help us understand the efficiency of log production. Here to pass along my knowledge. (Mr. Neubecker: The building commissioner/official will review request to use logs and how it meets standards).

Mr. Jim Chastin: All homeowners on The Settlement are very excited for this; we think the new building is a great idea and our only issue is the parking lot. We are pleased that the initial parking lot has been decreased from 87 to 47, but we have a couple of issues we want to bring up: 1. The number of trees that are in the proposed parking lot; primary issue is to ensure there is a significant buffer on the Grandview side so we don't have to look at a paved parking lot. We really want to bring this to your attention. Also, we feel like currently not a lot of trees are accurately represented on this site plan. We want there to be an accurate representation; we suggest a berm with as many trees as possible. The other issue was the possibility of downhill skiers using the parking lot, which is an issue from a traffic point of view. A lot of cars coming around this corner could be a safety issue; we are concerned that there will be poaching of parking spaces and it could affect us from a traffic and safety view. We think the proposal of the hang-tag system that identifies people as Nordic users is a good idea; we want to manage that as much as possible. (Ms. Dudney: The seven or so trees that the staff has proposed on the west side and 7 or so on the east side; How do you feel about that amount of trees going in?) I think a berm would be helpful; I am concerned there is not enough coverage. (Ms. Dudney: What is the width of a 10' tall spruce tree? Roughly 5', which if seven new spruce trees were planted that would be 35' of coverage.)

Mr. Matt Dayton: From experience of what we have in the past with parking, we have had some poaching of the parking. Our visibility has been kind of an issue because we can't see it with our current building. It hasn't been a huge issue; we do monitor the lot frequently to see who is out there. We do help people outside so we do see who is out there. I usually confront a couple of people a week. It appears sometimes more that it is because of people who are skinning up the mountain in the morning. Also, a lot of our skiers have alpine counterparts that hop on the bus from here while the other uses our facility. I'd be open to suggestions on how we could use a tag system or how that could work. We are open to different suggestions but enforceable signage would be helpful. (Ms. Dudney: Do you expect more customers with the bigger building?) Yes, growth is more revolved around the building, it a more strenuous sport where people take more frequent breaks.

Mr. John Quigley (representing Shock Hill HOA): Regarding the public access point around Shock Hill, we have encouraged the Nordic Center to use a sign in sheet up there (for season pass holders); this would help alleviate the parking situation. We also have experienced the same parking issues in Shock Hill and worked with the Police Department to make a sign that could be enforced. The sign was approved by them; viable solution for season pass holders at the Shock Hill station so you could track them.

Mr. Syd Steele: Not opposed to Nordic Center but our concern is adequate screening and enforcement of parking. We are concerned about the overnight parking, skiers parking and one of the things we would ask you to do would be to ensure there is screening and enforcement for no overnight parking and no other parking allowed besides Nordic purpose. I ask that there is a gate put up there. Something that is enforceable by us if we see it. We need to have something that we can enforce. (Ms. Dudney: I understand if there isn't an enforcement of the parking it would hurt the operator, but if it is full of people taking the bus to skiing, how does this damage the neighbors?) They park along Grandview Drive. (Ms. Dudney: The police could take care of this.) They would all be going to the bus. Equipment and other things have been parked back

there. I am concerned that there will be overnight parking there. We are concerned about the future and what happens and the value of our property and our neighbors.

Mr. Shedd Webster: Gene and Matt Dayton have done a great job running the Nordic Center. I live the closest to the Nordic area and everything going on is great. I found that trees that I have planted are now 20'; it is great for the community; size, location, everything.

Mr. Tim Casey: Our partnership owns the property to the north and the parking lot to the south; we think that this project has come a real long way. We have supported Nordic skiing and this existing project for many years. We welcome the new building. I look forward to having the site cleaned up, want to make sure all the equipment is out of sight (stored or underground). I look forward to having that industrial looking use going away. We have extended vesting for our subdivision behind the proposed Nordic Center. We embrace the fact that there is a new building, the design is attractive and we are very pleased with this project.

There was no further public comment and the hearing was closed.

Ms. Dudney: Would the solar be enough to offset the negative ten (-10) points for employee housing? (Mr. Thompson: I don't think at this point the Dayton's would be willing to do that.) (Ms. Puester: It wouldn't be under the HERS rating, it would be under the ICC). (Mr. Thompson: I calculated and it would need to be approximately 300 square feet of employee housing to make up the negative ten (-10) points).

Mr. Pringle: Is there any reason why it would be prohibited? (Mr. Neubecker: Plat Note says that it is strictly Nordic uses on this property.) (Mr. Schroder: It all needs to be submitted together.) Is there a possibility for additional landscaping points?

Ms. Dudney: Did you consider additional landscape screening from the gazebo and Mr. Steele's home? (Mr. Thompson: There is some screening drawn in here. As it is shown now it is two spruce trees and five aspen trees and four shrubs. Perhaps more landscaping is needed in this area. Your point is well taken; more landscaping in this area maybe needed).

Mr. Rath: Want to hear from applicant why a gazebo is necessary. (Mr. Neubecker: There is nothing in the code that says gazebos aren't allowed. But it is relevant in terms of setbacks and buffering).

Commissioner's answers to staff's questions:

Mr. Schroder: I think that is acceptable, I like the way it was presented. I would support the negative one (-1) point. I am in support of what I am seeing. I do agree with the landscaping. I support the more than one tree per fifteen feet; being strategic about them. It would be a good community asset and alternative to downhill. Regarding parking, I hear all of your feedback and I appreciate it; I support the way that it was presented.

Ms. Dudney: I agree with the negative one (-1) point for the ridgeline; I agree with Mr. Thompson on the landscaping. I would like to see more landscaping between the gazebo and where the neighbors will be affected. Also, I see no reason not to accommodate the neighbor's wishes with no overnight parking. I would also like to see some type of tag system but I wouldn't make it a condition for approval. I think you have the incentive to make it work yourself.

Mr. Lamb: It is a huge asset to our community; we are a ski town. You either need to get rid of 800 square feet or add employee housing. I am impressed with the setbacks. It gives us a lot of opportunity for the buffer; I do trust the staff with their buffering skills. I like the parking lot going from 87 to 47; the permit system-parking thing is going to be enforcement thing; hang-tags would be one way to approach that. I don't like the gate idea. On overnight parking, the need to plow a lot will cause people to get towed. Good luck, I think it's a good project.

Mr. Pringle: I agree with the negative one (-1) point. The additional landscaping should be applicable for positive points; cleaning up the site will be good for everybody up there. When we go to this development up there, is there going to be potential for summer use? Banquets? Summer weddings? This project has been 30 years in the making for the Dayton family and Tim Casey; everybody owes them for seeing this thing through.

Mr. Butler: I agree on the ridgeline; I agree additional landscaping is needed. I think a good byproduct of this is that the parking won't be so obvious, parking will still be an issue but not horrible.

Ms. Christopher: I want to thank the applicants for presenting such a nice application on a key community feature; negative one (-1) point for the long ridge; additional landscaping would be very desirable. Also, thank you to the applicant for reusing the old growth trees. I commend you on doing that and also the thoughts

on geothermal/green use for the building; personally, would not like to see the gazebo and to put that money back to more landscaping but there is no code base behind that, just a thought.

Mr. Rath: I agree with Ms. Christopher about the gazebo; would like to know applicants purpose for it. Parking is a moot point, everything they are doing is going to be an improvement for the neighborhood. It is going to be a cornerstone that anchors the neighborhood in the positive way. Do need to assess the one negative (-1) point for the long ridge; I'm always in favor of more landscaping.

2. Giller Residence (MM) PC#2011054, 306 S Ridge Street

Mr. Mosher presented a proposal to restore the exterior of the historic house to an earlier period, landmark the historic house, add a full basement beneath the historic house with a 2-bedroom accessory apartment, demolition of non-historic shed addition at the back of the site, rehabilitate the interior, add a two-car garage with attached 2-bedroom 2.5-bath living space to the back of the house.

The Owner of the house that added the first addition was Arthur C. Howard. It was Howard who built the initial addition later in 1907 to the south side of the house. A newspaper article describes lumber being delivered to the site for this addition. A miner, Howard's business interests included the O'Riley Mining Company, and the Bay State property. Howard proceeded to purchase lots 23 and 24 of this block in 1910, and he occupied this house with his family until his death in 1925.

Staff's assessment of the additions to the property are:

1. Original House – 1881
2. 18-foot South Addition – 1907
3. 12-foot Southmost Addition – 1930+/-
4. Southeast Kitchen Addition (Shed Roof) – 1930+/-
5. Northeast Storage Shed – 1970's+/-

Changes since the last Worksession on August 2, 2011:

1. Additional detail on the renovation and proposed new addition has been provided.
2. Based on the Planning Commission's assessment of the newer historic addition, the plans reflect the removal of this portion and the replacement of all the original historic fabric that belonged on the 1881 and 1907 historic portions of the house. It was agreed, according to the Development Code, that negative points would be incurred.
3. Further exploration of the house has revealed a distinctive change in construction materials in the 12-foot "South Addition – 1930+/-". The abutting framing is distinctly newer and the abutting clapboard siding has a vertical joint running in the same location between the older and newer framing.

The applicant and agent have been working closely with Staff to present this preliminary review. Staff believes the proposal is off to a good start. Though the restoration and rehabilitation details seem rather complex, the resulting project should clean up the site, restore a neglected historic house and benefit the overall character of the Town's historic district.

Staff had the following questions for the Commission:

1. Did the Commission believe the solid to void ratio on the west elevation of the new addition should be adjusted to reduce the window sizes and increase wall area?
 - a. Ms. Christopher: If staff and applicant could work to create less window-to-wall ratio, to maintain town character, then I am in favor with what you decide.
 - b. Mr. Rath: Reducing them by a third would look more consistent with the rest of the structure.
 - c. Mr. Pringle: Already agreed to that with my comments during the discussion.
 - d. Mr. Lamb: Needs to get taken care of. I have no concerns.
 - e. Ms. Dudney: Yes, to everything Mr. Mosher asked in the report with two exceptions: regarding siding, comply with standards. And (addressing the applicant) have you considered a heated courtyard?
 - f. Mr. Schroder: Yes.
 - g. Mr. Butler: In favor of reducing it by a third.
2. Did the Commission believe that fiberboard siding would better meet the intent of the Historic Design Standards than form-lined concrete for lower face of the new addition at the side yards?

- a. Ms. Christopher: I don't think fiberboard would be good since there is so much snow there. Stone and natural wood would be my ideal materials. If nothing else maybe stamped concrete.
 - b. Mr. Pringle: I think you will come up with a design solution for this.
 - c. Mr. Lamb: Assume you will come up with something that will work.
 - d. Ms. Dudney: Wood wouldn't work with the snow.
 - e. Mr. Rath: It wouldn't be my choice; I think it is a steep slope. My first suggestion would be stone and stepped siding above.
 - f. Mr. Schroder: Leave it up to the Staff and applicant to come back with a solution.
 - g. Mr. Butler: Resolve at next meeting.
3. Did the Commission support the two 18-inch encroachments into the rear and side yard setbacks?
- a. Ms. Christopher: Yes.
 - b. Mr. Rath: Yes.
 - c. Mr. Pringle: Yes.
 - d. Mr. Lamb: Yes.
 - e. Ms. Dudney: Yes.
 - f. Mr. Schroder: Yes.
 - g. Mr. Butler: Support.
4. Did the Commission support awarding positive two (+2) points for screening the on-site parking?
- a. Ms. Christopher: Yes.
 - b. Mr. Rath: Yes.
 - c. Mr. Pringle: Yes, I'm just not sure being that close/immediately adjacent you'll be in the shadow in the winter so we need to be careful how we address this situation. This would be a good location for a heated driveway, sometimes this is more process over purpose, especially when you are in the back out of public view it could be a solution for this.
 - d. Mr. Lamb: Sure, this could work well.
 - e. Ms. Dudney: Suggest looking into the heated driveway.
 - f. Mr. Schroder: Yes.
 - g. Mr. Butler: Support.
5. Did the Commission believe the stone pavers with grass meet the intent of reducing the visual impact of cars for this Character Area?
- a. Ms. Christopher: Yes.
 - b. Mr. Rath: Yes.
 - c. Mr. Pringle: Yes.
 - d. Mr. Lamb: Yes.
 - e. Ms. Dudney: Yes.
 - f. Mr. Schroder: Yes.
 - g. Mr. Butler: In favor.
6. Did the Commission support awarding positive twelve (+12) points for the restoration/renovation efforts?
- a. Ms. Christopher: Yes.
 - b. Mr. Rath: Absolutely, we appreciate the amount of thought and detail you are putting into this.
 - c. Mr. Pringle: Not going to argue the positive twelve (+12) points because I think you will deserve them, a little fuzzy on this as there are other site impacts from the large addition to the rear. This affects the overall site.
 - d. Ms. Dudney: Yes.
 - e. Mr. Lamb: Effort put into this deserves positive twelve (+12) points.
 - f. Mr. Schroder: Yes, support this.
 - g. Mr. Butler: In support.
7. Did the Commission believe that, after the restoration/rehabilitation of the historic house, the property could be locally landmarked?
- a. Ms. Christopher: Yes.
 - b. Mr. Rath: Yes.
 - c. Mr. Pringle: I would endorse it.
 - d. Ms. Dudney: Yes.
 - e. Mr. Lamb: Yes.
 - f. Mr. Schroder: Yes, support this.
 - g. Mr. Butler: In support.

- Ms. Christopher: In response to the concerns addressed by Ms. Nichols, I did not know it was going to be commercial until I got my packet. It is a highly used area so I think commercial use could have good potential in this area. I am excited to see the community evolve and clean up.
- Mr. Rath: (To the Nichols'), since they are using the rear part of residence, I would be attentive to who the tenants are in front, someone nice a quiet use that is consistent with the neighborhood.
- Mr. Lamb: Understand the commercial came late but I wouldn't worry about it.

Staff welcomed any additional comments from the Commission regarding this application. Staff recommended the application return for another review.

Commissioner Questions / Comments:

- Mr. Pringle: How much is the connector offset back from the corner house? (Mr. Mosher: Six inches.)
- Mr. Schroder: How would we screen on-site parking? (Mr. Mosher: Parking is screened from the backyard; it is not visible from front.)
- Mr. Giller, Applicant: I really want to work with the Commission and Staff to accurately take this building back to 1907, so we have a house that complements the district. I have done a lot more investigation on the house since the Worksession; I bought the property three days after the worksession. The biggest fact I further verified is the southernmost addition is 12 feet in width and did not occur in 1907. There are strong physical indicators of this inside and outside the house. We based our design on that accordingly. Working on details of the project, for example, the permeable pavers; this front yard will fit with the 1907 restoration. We shined two giant spotlights in the attic, took digital photos and tweaked the contrast and shadows to expose more detail in the photo. The last six or so rafters (the newer addition) were not smoke damaged while the closer ones are. This must have happened at different times. Also, the fireplace location would remain in the original location. People don't move masonry fireplaces. These are typically at the corner of the house, as seen in the 1907 addition, not in the center wall, a result of the newer addition.
- Ms. Janet Sutterley, Architect: Wants to thank Mr. Mosher for a very thorough staff report; none of the massing changed from the worksession other than we added a lot of detail on these drawings. The only issue I need to address is the solid to void ratio concerns on the west elevation. The best thing to do would be to minimize the amount of glass on the shed portion. That would be two windows instead of three. I would like to know how the commission feels about that as a solution to question number one, above. We want to give it a little of its own character too, a new look that is complimentary to the old house but with its own character. I also wanted to clarify the following: if we put commercial in the building with professional offices on the main floor, it would be a very appropriate place for professional offices with the parking along the right of way and the post office use. With the commercial use added, we no longer qualify for "single family residence" and associated accessory apartment. The property will all be under one ownership. Also, we are keeping the same floor elevation of the historic house. And, the roof would be wood cut shingles, not shakes. The shake is a heavier look and that is not what you would see on a historic house. I would like to have a little discussion about pavers to see what everyone's feelings are about that. Brick pavers are set on concrete; the point about the snowplow is well taken; we are still tossing ideas around on this. We have the option to look into brick with concrete under it; we are still exploring that if anyone has comments about that.
- Ms. Dudney: Is the historic portion entirely commercial use on the ground floor? (Ms. Sutterley: Yes. The historic building is the office space, the connector is mostly stairwells and the back addition is the main part of the residence which has the garage and the master bedroom. For the new addition the window wells are on the north side. There is a lot of light in the stairwell also.) (Mr. Mosher: Clarified that the original historic windows are coming from the southernmost addition.) (Ms. Sutterley: There should be quite a bit of light in the lower level. There will be more windows drawn in on the next plan.) (Mr. Mosher: The proposal is that the concrete, since it is more than 6" exposed, will be painted or something.) (Ms. Sutterley: They are having problems with the Hardy Plank.) (Mr. Rath: It is basically particle board.) We would like some discussion on that. (Ms. Sutterley: We could do formed concrete or mortar wash.) Why not stone? (Mr. Neubecker: Why wouldn't you use wood on that element?) (Ms. Sutterley: I don't like having to cut an angled slope on the wood; to keep it away from the ice and moisture.) (Mr. Neubecker: The question comes down to if the elements comply with the code of the historic district. Is the Planning Commission setting precedent if they allow using form-lined concrete?) (Mr. Rath: Could build a barrier around the house to avoid molding. Is stone not appropriate?) (Mr. Mosher: Typically stone has to be around 6-inches

tall on historic structure and has been allowed taller on newer structure.) (Ms. Sutterley: Might have to look into stepping the stone along the wall.) Thoughts on historic standards, we don't want to encourage any historic precedents, we want to get some comments on it.

Mr. Rath: Discontinuity of how many windows there are on the shed portion. Reduction of windows would look better.

Mr. Pringle: Suggesting paved area back by the rear courtyard, using the other pavers for the driveway. It might make it easier to maintain and less potential damage.

Mr. Schroder opened the hearing to public comment. The following comments were made:

Ms. Maureen Nichols, neighbors to the north: Did not hear much of the presentation since I was in little bit in jaw-dropping shock understanding that this historic house is not going to be their retirement residence but will include a commercial use. Are there no requirements for commercial buildings regarding parking? Does the Town just let this happen? I already have problems with people thinking the driveway curb cut for my empty lot is for public parking. I just wondered what the Town's feelings are about this. I didn't even know I could come and pick up a staff report. I could have? I am very involved and am sensitive with the historic district, if anyone ever cared to look at the paperwork during that time. I wanted to get some feedback on this. (Mr. Neubecker: Commercial use in this district is allowed. Since the property lies within the Parking Service Area, parking needs may be included on site or they may pay a fee in-lieu to the Town's parking program for any commercial uses.) (Mr. Giller: Want to be a good neighbor. We actually met in July and spoke for an hour and a half about my plans. I mentioned then that there was a possibility of commercial uses. You stated as long as there was not a restaurant or other similar intense use, you were OK. Offices were a viable use.)

Mr. Jim Nichols: Wondering about snow being stacked in the back for neighbors. (Mr. Neubecker - Required to be 25% of the area removed of snow, for snow storage space.) That will last about a day and a half. I am wondering if you were taking about putting pavers on concrete, why not just pave the whole thing with concrete and heat it and provide drainage near in the courtyard? (Mr. Giller: I haven't ruled it out, but I want to be environmentally sensitive about energy use and the impacts to the site. I do want to be a good neighbor, want to address Ms. Nichol's question about the commercial use. I do want to get along and I do want to follow the development code.) Both the south and the north properties are going to be damaged with the excavation. You will be accessing via the neighbors property. (Mr. Schroder: You are right there won't be a lot of space/room to wiggle.) (Mr. Mosher: If necessary, caissons can be driven into the ground to contain all disturbances on the applicant's property. A construction staging plan is required with the Building Permit Application.)

Mr. Brett Gray, Neighbor to the South: Extremely excited to hear that the property has been purchased and is going under restoration per the historic guidelines. Excited that Ms. Sutterley is working with the applicant on this project. A concern I do have is that there are near zero lot lines; if our properties are damaged in any way things will be addressed right away; things will be replaced, etc. There are some natural and landscape areas that will need to be reestablished as a part of the property line. I am in favor of this and excited see how it is going to be fixed up.

PUBLIC PROJECT HEARINGS:

1. Variable Message Sign (CN & MGT) PC#2011056, 12965 CO Highway 9

Mr. Neubecker and Mr. Thompson presented a proposal to construct a two-sided electronic variable message sign on the west side of Highway 9, north of Coyne Valley Road, to provide information on traffic and parking to visitors entering and exiting the Town of Breckenridge at the north end of town. Information on the sign could include open or closed parking lots (including skier parking), road closures, and general traffic information. In addition, the sign may be used to provide public alerts and general information on current and upcoming special events. The proposed sign is designed to be compatible with the existing way-finding signage recently installed by the Town of Breckenridge.

The Planning Department recommended approval of the Variable Message Sign. Staff believes that the sign will serve a worthy public goal. The sign is also attractive and compatible with other wayfinding signs installed by the Town.

Mr. Schroder opened the hearing to public comment. There was no public comment and the hearing was closed.

Commissioner Questions / Comments:

- Ms. Dudney: As far as landscaping, there has to be a commitment to landscape that area as soon as we know it's a permanent location. I hope they don't defer it forever.
- Mr. Pringle: What is the control on the usage of the sign? What events get promoted? Does this become a new banner on Main Street? What can be advertised? (Mr. Neubecker: There is not a policy written yet, the Town is going to own the sign.) (Mr. Tom Daugherty, Town Engineer: We are going to try to help the parking issue, quick variability issue. The tradeoff is they do one in town and we do one out there.) It is important to distinguish control. (Mr. Daugherty: The police will control it. From the conversations we've had in the Council meetings, it would be town used for events/parking.) It opens the door for a lot of abuse if we don't control it.

Mr. Schroder made a motion to recommend the Town Council approve the Variable Message Sign, PC#2011056, 12965 CO Highway 9. Ms. Christopher seconded, and the motion was carried unanimously (7-0).

PUBLIC HEARINGS:

1. Transition Design Standards (MM)

Mr. Mosher presented. On the September 6, 2011 Planning Commission worksession, we reviewed the public open house that was held on August 22, 2011 in the Council Chambers here at Town Hall. As Staff approaches the final draft of the "Handbook of Design Standards for the Transition Character Areas of the Conservation District", we have noticed all property owners within the Transition Areas for this meeting. Staff will be adding additional graphics and photographs to the handbook (similar to those in the 1991 un-adopted copy) along with having all the text proof-read prior to taking the handbook before the Council to begin the adoption process. Staff noted that the adoption process with Council will also involve notification of the public. Staff welcomed any additional comment on the presented draft copy of the Handbook.

Staff noted that there are four properties in the Gold Flake Subdivision that have the lower portions of their property in the East Side Residential Transition Character Area. We have spoken with the Town Attorney about any potential problems that would affect the overall property and if any changes needed to be added to the Handbook as a result. The Attorney and staff agreed that if and when any property owner were to develop their property that lies within this Character Area, then the guidelines would be followed, but they would have no affect on the rest of the property.

Mr. Schroder opened the hearing to public comment. There was no public comment and the hearing was closed.

OTHER MATTERS:

None

ADJOURNMENT:

The meeting was adjourned at 10:19 p.m.

Dan Schroder, Chair

Planning Commission Staff Report

Subject: Breckenridge Stables Horse and Carriage (Class C; PC#2011061)

Project Manager: Chris Neubecker

Date: September 28, 2011 (For meeting of October 4, 2011)

Applicant/Owner: Breckenridge Stables, LLC

Agent: Brad Bays

Proposal: To operate a horse drawn carriage for rides and tours around Breckenridge as well as provide taxi service for special events, weddings, dinner rides, etc.

Address: Southeast corner of Main Street and Washington Avenue

Legal Description: Main Street right-of-way

Land Use District: 19: Commercial

Historic District: South Main Street Residential Character Area

Adjacent Uses: North: Abbey Hall
South: Main Street
East: Barney Ford House Museum and Creatures Great and Small (retail)
West: Breckenridge Welcome Center

The proposed use does not affect density, mass, parking, building height, or setbacks. As such, this staff report will not discuss such issues.

Item History

Horse and carriage operators have been allowed in Breckenridge since at least 1979. These operations have been operated by various owners over the years. The proposed waiting area has been in use since 1998. Prior to 1998, three waiting areas were designated west of Main Street on Jefferson Avenue, Adams Avenue and near the covered bridge near the Ice House parking lot.

Staff Comments

Waiting Location: The proposed waiting location is at the southeast corner of Main Street and Washington Avenue, on Main Street. The location is north of the driveway for Creatures Great and Small. This is the location that has been in use for the past 13 years. The location provides good visibility for the operators, and visitors to the town are frequently seen petting the horses and taking photos. The location provides enough visibility to make the operation viable. It also allows the carriage operator to turn east into the Historic District without needing to cross traffic on Main Street. Upon returning from a tour, this location allows the operator to turn right on Main Street (from E. Jefferson Avenue or E. Adams Avenue) without crossing Main Street traffic.

Alternately, there has been a suggestion to move the waiting location to the west side of Main Street to be closer to the Welcome Center. This location would also provide high visibility, and would be closer to the Welcome Center restrooms for the carriage operator. We have presented this idea to the Public Works Department. They expressed concern with a waiting location on the west side of the street. The west side would require the carriage to cross Main Street traffic to begin and end tours of the Historic District. It would also require changes to the established parking on the west side, and could impact transit and shuttle vehicles in the area. As a result, Staff believes that the current location works better and is safer, and therefore we recommend renewal of the current location. If the Commission feels otherwise, please let us know.

Traffic: The proposed route for Historic District tours is shown on the attached Route Map. Most of the tours will take place within the Historic District, east of Main Street. On occasion, the carriage will be called for taxi service to bring passengers to and from their accommodations to local restaurants or other events. In addition, the carriage will be used on occasion for weddings and other private events.

The biggest concern with traffic is operating the carriage on Main Street during busy times of the year and busy times of day. Since the carriage is slow relative to cars, we have added a condition of approval requiring that the carriage operator travel on Main Street for no more than one block at a time, pulling over at the end of each block to allow cars to pass. We have also added a condition of approval prohibiting operation of the carriage on the 300 block of South Ridge Street (in front of the Post Office) between 11:00 AM – 4:00 PM, Monday through Friday.

Cleanup and Odor: Horses will be equipped with harness bags to trap manure, however, these harnesses are not foolproof, and on occasion manure will be deposited onto Town streets. In order to ensure cleanup of manure and urine, we have added a condition of approval requiring that the Applicant obtain a written agreement with a nearby property owner for the use of water and a hose, in order to clean up any waste deposited on Town streets. Alternately, the Applicant may carry water each day to the staging area in sufficient volumes to wash the street of urine and/or manure. Manure will need to be carried away and disposed on private property, and shall not be deposited into any public trash bins, the Blue River or other drainage ways.

We have also added a condition of approval requiring semi-annual (twice per year) cleanup of the storm sewer drop structure north of the proposed waiting location. This will be done by the Applicant, or by private contract, and not by the Town of Breckenridge. This condition was added after consultation with the Town of Breckenridge Streets Department.

Staff has received complaints recently about the odor from the horse urine and manure. We believe that the cleanup measures listed above will noticeably reduce the potential for odor, but we cannot ensure that there will never be odor from the horses or from manure and/or urine.

Hitching Post: In the past, this operation has been limited by requiring the carriage operator to remain with the horse at all times. This has led to problems for the operator needing to leave to use bathroom facilities. In order to accommodate the operator, Staff suggests the installation of a hitching post near the proposed waiting location. This would allow the horses to be secured for brief moments of the day while the operator uses nearby public restrooms (most likely the Welcome Center across Main Street). This hitching post was acceptable to the Applicant and the Public Works Department. The Applicant has indicated that the horses are accustomed to traffic and people, and that leaving them unattended for a

few minutes will not be a problem. The design of the hitching post will be reviewed by Staff. We have added a maximum duration of ten (10) minutes for the horses to be unattended.

Call Up Hearing: There may be members of the public in the audience that wish to express their concerns or support for the proposed horse and carriage operation. As a result, Staff recommends that the Commission “call up” this application and allow for public input.

Point Analysis: Staff has found no reason to assign positive or negative points under any Relative policies. We find that the application conforms to all Absolute polices of the Development Code.

Staff Action

The Planning Department has approved of the Breckenridge Stables Horse and Carriage use (PC#2011061), along with the attached Findings and Conditions. We recommend that the Planning Commission uphold this decision.

TOWN OF BRECKENRIDGE

**Breckenridge Stables, LLC
Horse and Carriage Tours
PERMIT #2011061**

STAFF RECOMMENDATION: Staff has approved this application with the following Findings and Conditions and recommends the Planning Commission uphold this decision.

FINDINGS

1. The proposed project is in accord with the Development Code and does not propose any prohibited use.
2. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
4. This approval is based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge.

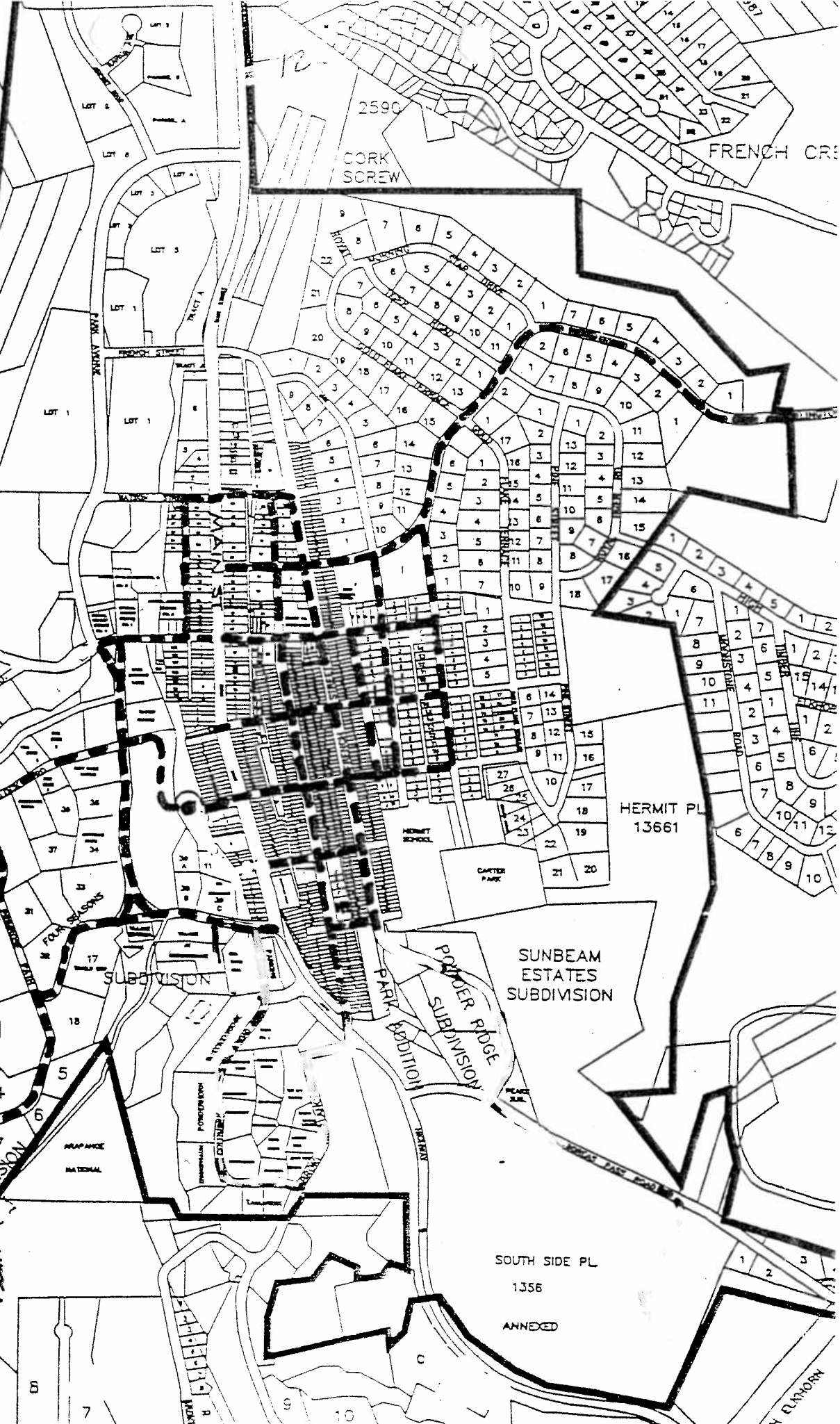
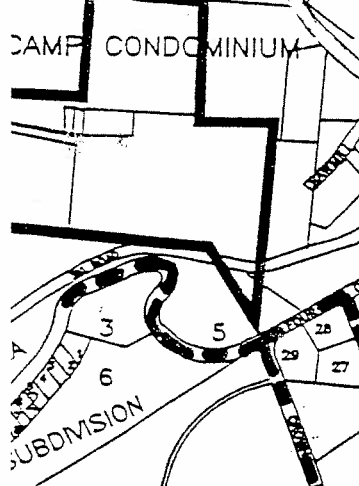
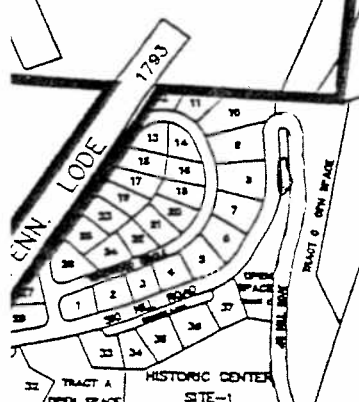
CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of operation, revoke this permit, and/or require removal of any improvements made in reliance upon this permit.
3. This permit expires one year from date of issuance, on October 11, 2012 at which time it may be renewed annually with a Class D permit. If the terms and/or conditions of this permit are violated, the Town of Breckenridge may refuse to re-issue a permit.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Applicant shall maintain a valid Town business license for the operation.
6. Applicant shall maintain adequate insurance. The Town of Breckenridge shall be named as an additional insured on the applicant's insurance. The insurance policy shall include bodily injury (including death) coverage of at least \$100,000 per person and \$300,000 per accident, and \$50,000 coverage for injury to or destruction of property of others in any one accident. Such insurance constitutes a minimum requirement and shall in no way be deemed to limit or lessen the liability of the Applicant. Prior to issuance of a business license, a copy of the Applicant's insurance policy shall be submitted to the Town Attorney for his review and approval. The policy shall include a provision requiring that the Town be notified when the policy lapses.
7. Horses shall have harness bags to entrap manure and manure shall not be deposited in either Town trash barrels, the Blue River, or other drainage ways. Urine shall be collected by an absorbent material and disposed of properly.

Applicant shall immediately clean up any messes created by their animals, including, but not limited to urine or manure deposited in the public right-of-way.

8. Triangular "slow vehicle" reflectors shall be installed on the carriage pursuant to CRS 42-4-234. Carriages operating at night shall be lit with a minimum of one white light at the front and two red lights at the rear, with side reflectors, in accordance with CRS 42-4-211(7).
9. Applicant shall work cooperatively with the Town of Breckenridge Public Works Department on the location and installation of a hitching post near the designated waiting location at the southeast corner of Main Street and Washington Avenue. The hitching post shall be used to secure the horses at any time when the carriage operator is not present. The carriage operator shall not leave horses unattended for more than ten (10) minutes.
10. Only streets and waiting locations shown on the "Carriage Waiting Location Map," and "Route Map" and/or "Limited Route Map" shall be used. Use of larger wagons, as opposed to the compact carriages, is not allowed. Applicant shall not use any Freeride bus stop turn out areas, unless to momentarily allow faster vehicles to pass. During the Breckenridge Ski Area ski season, carriage shall not operate on any Town street prior to 9:00 a.m. nor between the hours of 3:00-6:00 p.m. except as shown on the Limited Route Map. Carriages shall not travel Main Street for more than one consecutive block at a time or to cross the street. Carriages shall not travel in front of the Ridge Street Post Office between 11 a.m. and 4 p.m., Monday through Friday. Applicant shall avoid Park Avenue as much as possible. When servicing Beaver Run, Grand Timber Lodge, and other properties generally west of Park Avenue, Applicant shall cross Park Avenue at Four O'clock Road, rather than operating on Park Avenue, and shall return to Main Street via Four O'clock Road, Park Avenue and Ski Hill Road. When servicing Mountain Thunder Lodge, Applicant shall access Park Avenue from Watson Avenue, and return to Main Street via Watson Avenue.
11. One single Main Street waiting location is designated. The Town of Breckenridge reserves the right to authorize other carriage operators to use the same waiting location. In such event, the designated waiting location is allowed on a first-come, first-served basis. There is no guaranteed right to use the designated waiting location.
12. Applicant shall indemnify, defend, save and hold harmless the Town of Breckenridge and all its officers, agents and employees from any and all suits, actions or claims for damages arising out of the conduct of the carriage company's business.
13. No signs are authorized by this permit. Any signs shall require a separate Town of Breckenridge sign permit, including any signage proposed for display on the carriage.
14. Applicant shall comply with all applicable traffic regulations.
15. Applicant shall pull over to the side of the road should traffic back up behind the carriage.
16. Applicant shall temporarily relocate the carriage when service vehicles need access to or through a waiting location.
17. Applicant's carriages shall not be operated in such a manner as to become a nuisance.
18. Applicant shall obtain a written agreement from a nearby property owner for use of a hose and water for washing the street of any accumulation of manure or urine. Applicant shall provide a copy of said written agreement to the Town of Breckenridge.
19. Applicant shall clean the storm sewer drop structure immediately north of the designated waiting location at least two times per year. The storm sewer drop structure shall be cleaned at least one time each year in June, and at least one time each year in September. Applicant shall contact the Town of Breckenridge Public Works Department at least 24 hours prior to each cleaning, and within 24 hours after each cleaning.

FIVE 9525	
11754	
VERMONT 12343	
CALIFORNIA 12364	
NEVADA 12364	
VERGINIA 12364	
ELDERADO 12364	
COLORADO 12364	
IDAHO 12364	



ROUTE MAP

NOTE:
 MAIN ST. TO BE
 USED ONE
 BLOCK AT A
 TIME.

- FIVE 9525
- AGENT
- VERMONT 15347
- 15347
- GREEN
- GERMANIA
- CALIFORNIA 12364
- NEVADA 12364
- VERGINIA 12364
- ELDERADO 12364
- COLORADO 12364
- IDAHO 12364

CANAL LODGE

TRACT A OPEN SPACE

HISTORIC CENTER SITE-1

CAMP CONDOMINIUM

SUBDIVISION

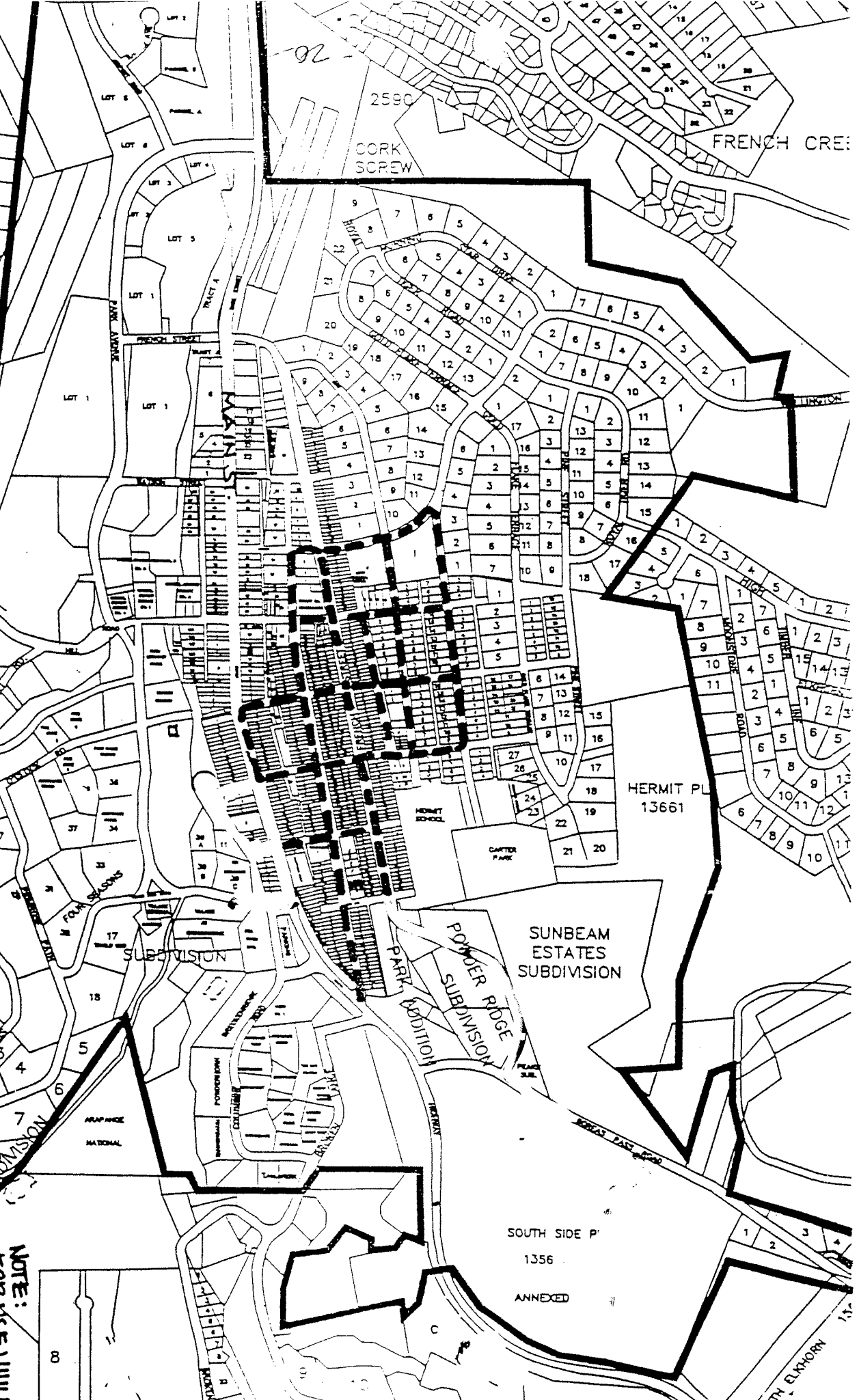
LAKE PARKER

POWDER RIDGE SUBDIVISION

POWDER RIDGE ADDITION

LIMITED ROUTE MAP

NOTE:
FOR USE WHILE
SKI AREA IS OPEN,
PRIOR TO 9 AM
AND BETWEEN
4-6 P.M.



Planning Commission Staff Report

Project Manager: Chris Neubecker, AICP

Date: September 27, 2011 (For meeting of October 4, 2011)

Subject: Breckenridge Bike Bus
(Class D; PC# 11-283)

Applicant/Owner: Curt Cavnar

Proposal: The applicant is proposing to operate a “bike bus” business within the Town. The vehicle used is a four-wheeled cycle with seats for up to 16 passengers, plus one driver (the driver is not pedaling), and the passengers pedal to move the “bike bus”. The business provides non-motorized transportation to local restaurants, shopping, lodging and events.

This permit request only covers Town streets. The applicant will need to gain approval from private property owners if he intends to use any private property, including for pick-ups. A permit is required, since the Applicant will be operating a business on Town streets, and the bike bus is not exempt by the Public Utility Commission (like a taxi).

Staff Comments

Operation: The applicant is proposing to operate this bike bus business primarily on public streets (mostly on Main Street). Service would be provided at various times throughout the day, depending upon potential ridership. Most likely this means afternoon and evenings, according to the applicant. Riders would be picked up and dropped off at various locations, depending on the group. (If this is a private group with a specific destination, such as a wedding, the group could ride to the event.) Potential riders can flag down, or “hail” the bike bus, or approach a bike bus with an available seat. Vehicles would be stored on private property when not in operation.

Pickup Locations: There are no specific pickup locations proposed. However, if guests want to “hop on” then the bike bus would need to pull over to the side of the road. This would likely be in a parking space along Main Street, or in another empty spot. The operator would need to abide by all traffic and parking rules that apply to automobiles. The bike bus will not be allowed to park or pick-up/drop-off passengers in the Freeride Bus Stops. However, they may use designated Shuttle Stops (the same stops used by hotel shuttle vans), if a Shuttle Permit is obtained from the Breckenridge Police Department. This has been made a condition of approval.

Fares: Fares proposed will be approximately \$10 per person, per hour. In addition, private groups can negotiate directly with the owner for special events such as weddings, historic tours, company outings, birthday parties, pub crawls, etc. Since the Town does not regulate the fares for taxicabs, pedicabs or similar services, staff does not have a problem with this fare approach, and the fare system will not be part of the permit.

Hours of Operation: The applicant has not proposed any specific hours of operation. The applicants plan on scheduling shifts depending upon demand. Staff is not concerned with the hours of operation, which will only make financial sense if it is also a service to visitors.

Permit Conditions: Staff has been working closely with the Breckenridge Police Department in review of this proposal. In general, the Police Departments concerns are focused primarily on safety issues and on the possession of alcohol on the bike bus. For this reason, we suggest the following conditions as part of the permit:

- Bike bus drivers shall obey all local and state traffic laws.
- Bike bus must be operated on human power only. No motors are permitted.
- Bike bus drivers shall not aggressively solicit or “hawk” potential riders.
- Bike bus drivers shall not allow passengers to operate the bike bus at any time.
- Bike bus drivers shall not allow passengers to enter or exit the bike bus while the bike bus is in motion.
- No open alcohol containers shall be allowed in the bike bus, including drivers and/or riders.
- Bike bus shall be equipped with a Slow Moving Vehicle triangle on the rear of the bike bus.
- Bike bus shall be equipped with red warning lights on the rear of the bus and white headlamps on the front of the bike bus.
- All bike bus drivers shall maintain a valid Colorado Driver’s License. This license is used primarily to verify that drivers know the rules of the road, even though the bike bus is not motorized.
- All drivers shall wear protective eyewear.
- No intoxicated persons may ride on the bike bus at any time. It is the responsibility of the driver to monitor the sobriety of the passengers.
- A maximum of one (1) bike bus is authorized in this permit. If the applicant desires to operate more than one bike bus, he must first seek and obtain approval from the Town through a modification of the permit.
- The duration of the permit is one (1) year. After the one-year trial basis, the Town planning staff will have the ability to renew the permit annually through a Class D permit process.
- Should any of the above conditions be violated, the Town has the right to revoke or modify the permit at any time.

Signage: No specific signage is proposed at this time. However, Staff believes that signage should be allowed to the same extent as pedicabs. The applicant has expressed a desire to have signage on the bike bus to identify the name of the operation. Staff finds no concerns with this proposal. The current Breckenridge Sign Code allows signs on vehicles when used in the normal course of business:

Signs on Vehicles: Signs displayed on motor vehicles or trailers which are being operated or stored in the normal course of business, such as signs indicating the name of the owner or business which are located on delivery trucks, trailers and the like; provided, that the primary purpose of such vehicles is not for the display of signs, and provided that such vehicles are parked or stored in areas appropriate to their use as vehicles.

Advertising: The applicant has also requested permission to sell advertising space on the bike bus to local businesses. Staff believes that advertising should be allowed to the same extent as allowed for pedicabs, which are allowed to have off-premises advertising, per ordinance 35, Series 2010. This ordinance specifically allows off-premises advertising on human powered vehicles, but the definition of “human powered vehicle” includes a three-wheeled vehicle. This ordinance will need to be amended, if advertising is to be allowed on this four wheeled vehicle.

Transit: Policy 25/R-Transit encourages the inclusion of, or contributions to, a permanent non-auto transit system, designed to move people around Breckenridge without the need for a car. While this proposal will not move large volumes of people, it does contribute to a non-auto transit system. Staff believes that this operation can add energy to downtown in a manner consistent with the Town Council’s goals for animation in town. However, staff does not believe that this proposal is significant enough to warrant positive points under Policy 25/R-Transit.

Point Analysis: Staff has found no reason to assign positive or negative points under any Relative policies. We find that the application conforms to all Absolute polices of the Development Code.

Staff Action

The Planning Department has approved the Breckenridge Bike Bus proposal (PC# 11-283) with the attached Findings & Conditions. We recommend that the Planning Commission uphold this decision.

If the Commission has detailed questions about this proposal, we suggest a call-up hearing.

TOWN OF BRECKENRIDGE

Breckenridge Bike Bus
PC #11-283

STAFF RECOMMENDATION: Staff has approved this application with the following Findings and Conditions and recommends the Planning Commission uphold this decision.

FINDINGS

1. The project is in accord with the Development Code and does not propose a prohibited use.
2. The project will not have significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives, which would have less adverse environmental impact.
4. This approval is based on the staff report dated September 27, 2011, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge and at the hearing on the project held on October 4, 2011 as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape-recorded.

CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, revoke this permit.
3. This permit expires one (1) year from date of issuance, on October 11, 2012 at which time it may be renewed annually, at the option of the Town, with a Class D permit. The Town may perform a review of the bike bus operations after the initial six (6) months of operation, at which time the Town may make alterations, or require additional permit conditions.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Applicant shall maintain a valid Town of Breckenridge business license for the entire period that the business is in operation.
6. Applicant shall maintain adequate insurance, in a manner acceptable to the Town Attorney, not less than \$100,000 for Bodily Injury for each person, \$300,000 for each accident, and \$50,000 for

property damage. The Town of Breckenridge shall be named as an additional insured party under such insurance policy. Prior to issuance of a Business License, a copy of the insurance policy shall be submitted to and reviewed by the Town Attorney for his approval. The policy shall include a provision that the Town be notified when the policy lapses.

7. A triangular “slow vehicle” reflector shall be installed on the rear of the bike bus pursuant to CRS 42-4-234. A bike bus that operates at night shall be lit with a minimum of one white light at the front and two red lights at the rear, with side reflectors, in accordance with CRS 42-4-211 (7).
8. Drivers shall remain with the bike bus and in control at all times. In case a driver needs to be away from a bike bus to use bathroom facilities, unattended vehicles shall be locked to be in-operable
9. Applicant shall work with Town staff to determine an appropriate bike bus waiting location. This location will be based upon public safety issues, snow removal needs, emergency vehicle access, handicapped parking and general parking concerns. The Town has the final authority to designate a waiting location, or to remove previously approved waiting locations.
10. Bike bus waiting locations or drop-off locations shall not utilize public transit stops or emergency vehicle designated areas. Applicant shall obtain written permission for all waiting locations on private property.
11. Applicant, or bike bus drivers, shall not operate on sidewalks, Blue River Plaza or the Riverwalk immediately adjacent to the Blue River.
12. Applicant shall indemnify, defend, save and hold harmless the Town of Breckenridge and all of the Town of Breckenridge’s officers, agents and employees from any and all suits, actions or claims for damages arising out of the conduct of the applicant, its employees, independent contractors or applicant’s business.
13. No signs are authorized by this permit. Any signs or advertising on the bike bus shall require a separate Town of Breckenridge sign permit, including any signage or advertising proposed for display on the bike bus.
14. Applicant and all bike bus drivers shall comply with all applicable state and local traffic regulations.
15. Applicant and all bike bus drivers shall pull the bike bus over to the side of the road should traffic back up behind the bike bus.
16. Applicant's bike bus shall not be operated in such a manner as to become a nuisance. Drivers shall not aggressively solicit or “hawk” potential riders.
17. The bike bus must be operated on human power only. No motors are permitted.
18. No open alcohol containers shall be allowed in or on the bike bus, including both drivers and passengers.
19. All bike bus operators shall maintain a valid and current Colorado Driver’s License.
20. All bike bus drivers shall wear protective eyewear when operating the bike bus.

21. A maximum of one (1) bike bus is authorized by this permit. If the applicant desires to operate more than one (1) bike bus within the Town of Breckenridge, a permit modification must first be obtained from the Town of Breckenridge.
22. Vehicles must be stored on private property out of public view when not in operation. The bike bus shall not occupy any required parking space within the Town of Breckenridge.
23. Bike bus drivers shall not allow passengers to operate the bike bus at any time.
24. Bike bus drivers shall not allow passengers to enter or exit the bike bus while the bike bus is in motion.
25. No intoxicated persons may ride on the bike bus at any time. It is the responsibility of the driver to monitor the sobriety of the passengers.
26. Applicant shall obtain a Shuttle Permit from the Breckenridge Police Department prior to use of any Shuttle Stop in town.

Breckenridge Bike Bus (Proposed Name)

Proposal to the Town of Breckenridge

Summary

The "Breckenridge Bike Bus" (working name) is a 16 person tour vehicle that is entirely pedal-powered by all of the riders.

The vehicle holds up to 16 people. (17, including a provided driver).

The bike bus cruises at an average of about 5-8mph.

Just like the horse drawn carriages and pedi-cabs in Breckenridge, it's a green machine that would reflect Breckenridge's environmental consciousness as well as the town's reputation as an innovative, forward-thinking and fun place to be.

These vehicles are being introduced in scores of cities across the country including several in Denver, Boulder and Fort Collins.

I am interested in placing one of these vehicles in Breckenridge for a variety of tours and charters and for use at special events.

Why Breckenridge?

Breckenridge is the right community for this:

- Reputation as a forward-thinking, innovative and fun town. Helps to set Breckenridge apart.
- A green concept for a green community.
- An added tourist attraction.
- A "Town Mascot" (landmark) (i.e. San Francisco cable car).
- Breckenridge is a cycling community.
- Countless annual events would allow locals and tourists to support this novel idea and opportunity.
- An enhancement and bolster to local businesses.
- Breckenridge already has similar transportation in horse drawn carriages and pedi-cabs.

Part of The Community

Community: help other businesses, area attraction, provides jobs and tax revenues, community icon

- Sponsorship opportunities for local business establishments.
- Promotes local businesses.
- Integration with local area businesses with businessplace stops and patronage incentives made along the way.
- Contributes to the town's tax base and employment opportunities.
- Showcases the town and all of its glory in a very fun and environmental way.
- Presence at annual special events and festivals.
- A portion of all proceeds will be donated to local charities.
- For use in civic events, fundraising, charity events.
- Complimentary use for town initiatives when requested.
- A community icon and area attraction.
- Advertising and promotions will promote Breckenridge as well as the "Bike Bus" itself.

Uses:

- Historic Tours
- Real Estate Tours
- Charters
- Family Fun And Family Reunions
- Corporate Events/Team Building
- Charity Events And Fundraising
- Church Gatherings & Outings
- Company Outings
- Sports Team Gatherings
- Picnics
- Breakfast/Coffee Tours
- Ladies Night Out/Guys Night Out
- Annual Events, Festivals, Parades
- Progressive Dinners
- Birthday Parties, Etc.
- Art Tours
- Singles Mixers
- Pub Tours & Wine Tours
- Educational/Seminar Tours
- Field Trips

Safety and Community Mindedness:

- Insured. Liability waivers signed by each passenger.
- Driver is always 100% sober at any and all times, including any tours where some of the stops may sell alcoholic beverages (seeking mostly retirees as drivers).
- Strict rules around ridership enforced, and clearly communicated via web, posted on the bike, reviewed and enforced by the driver.
- Goal of a strong working relationship with the Breckenridge government and police department.
- No glass, littering, intoxication, illegal substances, obscene/vulgar language, public urination, excessive noise. Driver has the right to refuse any passenger entry and remove any passenger if necessary. Police on each driver's speed-dial – drivers will be instructed to immediately report any and all illegal or unruly activity.
- Helmets offered.
- No alcohol will be served or allowed on the "Bike Bus."

Other Cities With Similar Vehicles:

- Minneapolis, 7 in operation!
- St. Paul
- Austin
- Nashville
- Houston
- Chicago
- Boulder
- Fort Collins
- Bend, OR
- Lawrence, KS
- Denver (several in operation)

Proposed Launch:

Spring 2012

Proposed Route:

While we are open to other proposed routes that may be suggested by the town, we would ideally like to operate a round trip route up and down Main street, from Park Avenue to French Street and back. To facilitate good traffic flow, we would use a variety of "pull-over" spots along the way, allowing traffic to pass at those points.



Storage and Transport of the "Bike Bus"

The "Bike Bus" would be stored remotely and traileed in and out each day. We have several possible options for remote storage at this point.

Dimensions:

The Bike Bus is approximately 20 feet long and 7 feet wide.

Fees:

Fees for the "Bike Bus" would be 10.00 per person, per seat, per hour. A portion of all profits would be donated to local charities. Donated gratis use of the bike bus for local town, non-profit, civic and charity events will be provided, based upon a case-by-case basis and feasibility based upon demand for its use.

Photos:





Full route. Starts north at Main Street Station and turns back at City Market where same route is followed back to Main Street Station









Planning Commission Staff Report

Subject: Gaymon Residence Change of Use (Class C Minor; PC# 2011057)

Date: September 28, 2011 (for the October 4, 2011 meeting)

Project Manager: Matt Thompson, AICP

Applicants/Owners: REA207, LLC

Proposal: The applicant is proposing to change the use of the property from general commercial (retail/office) use to a 2,699 square foot full service sit-down restaurant, with a 600 square foot apartment in the upper level. Furthermore, applicant proposes to remove one existing historic door opening on the south side of the 10' x 20' one-story 1911 addition, and then add one new door to the north side of the 1911 addition and a second door to the north side of the main portion of the Gaymon Residence as an entrance and exit for the residential unit on the upper floor.

Address: 207 N. Main Street

Legal Description: Lot 69, Bartlett & Shock

Land Use District: 19, Commercial; 1:1 FAR/20 UPA residential

Site Conditions: The property is basically flat. There is a historic residence on the property, commonly known as the Gaymon Residence. The property is accessed from N. Main Street or the alley to the west of N. Main Street. The Gaymon Residence was most recently used as a commercial real estate office.

Adjacent Uses: North: Kava Cafe
East: Town Parking Lot
South: Carvers Building
West: N. Main Street

Density: Existing: 3,299 sq. ft. (commercial)
Proposed: 2,699 sq. ft. (restaurant)
600 sq. ft. (residential)
*Change of use will impact parking and water Plant Investment Fee requirements.

No change is proposed to the height, lot coverage, parking, snow stacking, setbacks, or landscaping.

Parking: Proposed parking spaces on-site: 4
Required based on restaurant and residential use: 10.4465 spaces
Number of spaces deficient: 6.4465 spaces

Item History

The Town Council approved the full historic restoration and the addition of a basement of the Gaymon Residence, PC#2011036, on June 28, 2011. At that time the applicant believed that a general commercial or retail use would continue in the building. However, the applicant would now like to use the building as a

full sit-down restaurant. As a result, the water tap and parking service area fees will need to be upgraded for the proposed use, based on the size of the space.

Staff Comments

Land Use (Policies 2/A & 2/R): Per Land Use District #19, Acceptable Uses and Intensities: “*Commercial activities, particularly those which contribute to the solidarity of the central business district are encouraged. Ideally, this includes retail trade uses which are associated with pedestrian traffic areas. Commercial uses with residential secondary uses are also acceptable.*” Commercial uses are allowed in this Land Use District, as well as the proposed residential secondary use on the upper level. The applicant proposes to change the use of the space from an office use to a restaurant use. Staff has no concerns with the proposed use.

Social Community/Employee Housing (24/A & 24/R): Applicant is proposing to close up one existing historic door opening with matching horizontal siding on the south side of the 1911 addition. They would then create a new door opening on the north side of the 1911 addition, which would allow customers and employees to reach a proposed outdoor seating area. A second door is proposed to the north side of the main portion of the Gaymon Residence as an entrance and exit for the residential unit on the upper floor.

Applicant is not proposing any employee housing, nor is any required. The applicant did receive positive nine (+9) points for proposing a historic preservation/restoration effort of above average public benefit. The historic restoration effort includes: obtaining Landmark status for the residence (completed), add a basement under the house, repair or replace damaged trim siding at base all around the house, remove exterior piping and wiring, repair and repaint all siding, new 3’ x 7’ four square door with glass in the top two squares (this is in the historic front door location, which has been covered up), and remove the non-historic fence.

The Historic District Guidelines discourage the removal of historic fabric. The two new proposed door openings will require removing historic fabric and covering a historic opening. However, the two new doors do seem necessary to allow for outdoor seating on the north side of the building and egress from the residential unit upstairs. Due to the removal of the historic fabric Staff believes the point analysis needs to be reduced from positive nine (+9) points to positive six (+6) points. The proposal is changing from on-site historic preservation/restoration effort of above average public benefit to an on-site historic preservation effort of average public benefit.

Site Plan/Parking: The future restaurant owner would like to have an outdoor seating area on a concrete patio north of the 1911 addition. The proposed patio will require a new door on the north side of the 1911 addition. The residential unit in the upper floor will be required to have one dedicated parking space in the rear of property and a concrete walkway to the new door on the north side of the main Gaymon Residence building. However, due to the change in use from commercial office to a restaurant, 6.4465 additional parking spaces will be required per Section 9-3-8 of the Town’s Off-Street Parking Regulations. The applicant proposes to add a paved parking lot of four (4) spaces accessed from the alley east of N. Main Street. The applicant does not have sufficient land to provide the additional 6.4465 parking spaces. As a result, the applicant will need to pay a fee in lieu of parking, per Section 9-3-12 of the Town’s Off Street Parking Regulations.

The current rate for “in-lieu” fees is \$13,000 per deficient space. This will result in a parking service area fee of \$83,804.50. This fee will need to be paid upon issuance of a building permit. This has been added as a Condition of Approval.

Point Analysis (Section: 9-1-17-3): Staff conducted a point analysis and finds that the positive nine (+9) points awarded for the original historic restoration project, PC#2011036, shall be reduced to positive six (+6) points for a historic restoration project of average public benefit. The change of use proposal has a passing point analysis of positive six (+6) points and meets all other Absolute and Relative Policies of the Development Code.

Staff Decision

The Planning Department has approved PC#2011057, a Change of Use at the Gaymon Residence to a restaurant, located at 207 N. Main Street Lot 69, Bartlett & Shock and we recommend the Planning Commission uphold this decision.

Final Hearing Impact Analysis

Project: Gaymon Residence Restoration
 PC#: 2011057
 Date: 09/29/2011
 Staff: Matt Thompson, AICP

Positive Points +6

Negative Points 0

Total Allocation: +6

Items left blank are either not applicable or have no comment

Sect.	Policy	Range	Points	Comments
1/A	Codes, Correlative Documents & Plat Notes	Complies		
2/A	Land Use Guidelines	Complies		
2/R	Land Use Guidelines - Uses	4x(-3/+2)		
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
3/A	Density/Intensity	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)		
4/R	Mass	5x (-2>-20)		
5/A	Architectural Compatibility / Historic Priority Policies	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)		
5/R	Architectural Compatibility / Conservation District	5x(-5/0)		
5/R	Architectural Compatibility H.D. / Above Ground Density 12 UPA	(-3>-18)	0	No change is proposed to the existing above ground density.
5/R	Architectural Compatibility H.D. / Above Ground Density 10	(-3>-6)		
6/A	Building Height	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside the Historic District			
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)		
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
	For all Single Family and Duplex Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)		
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
9/A	Placement of Structures	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)		
12/A	Signs	Complies		
13/A	Snow Removal/Storage	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)		
15/A	Refuse	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)		
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
17/A	External Circulation	Complies		
18/A	Parking	Complies		
18/R	Parking - General Requirements	1x(-2/+2)		
18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		

18/R	Parking - Downtown Service Area	2x(-2+2)		
19/A	Loading	Complies		
20/R	Recreation Facilities	3x(-2/+2)		
21/R	Open Space - Private Open Space	3x(-2/+2)		
21/R	Open Space - Public Open Space	3x(0/+2)		
22/A	Landscaping	Complies		
22/R	Landscaping	4x(-2/+2)		
24/A	Social Community	Complies		
24/R	Social Community - Employee Housing	1x(-10/+10)		
24/R	Social Community - Community Need	3x(0/+2)		
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Historic Preservation/Restoration - Benefit	+3/6/9/12/15	+6	On site historic preservation effort of average public benefit
25/R	Transit	4x(-2/+2)		
26/A	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
27/A	Drainage	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	Utilities - Power lines	Complies		
29/A	Construction Activities	Complies		
30/A	Air Quality	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
31/A	Water Quality	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	Water Conservation	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)		
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	Subdivision	Complies		
36/A	Temporary Structures	Complies		
37/A	Special Areas	Complies		
37/R	Community Entrance	4x(-2/0)		
37/R	Individual Sites	3x(-2/+2)		
37/R	Blue River	2x(0/+2)		
37/R	Cucumber Gulch/Setbacks	2x(0/+2)		
37/R	Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	Home Occupation	Complies		
39/A	Master Plan	Complies		
40/A	Chalet House	Complies		
41/A	Satellite Earth Station Antennas	Complies		
42/A	Exterior Loudspeakers	Complies		
43/A	Public Art	Complies		
43/R	Public Art	1x(0/+1)		
44/A	Radio Broadcasts	Complies		
45/A	Special Commercial Events	Complies		

TOWN OF BRECKENRIDGE

Gaymon Residence Change of Use
Lot 69, Bartlett and Shock
207 N. Main Street
PERMIT #2011057

STAFF RECOMMENDATION: The staff has approved this application with the following Findings and Conditions, and recommends the Planning Commission uphold this decision.

FINDINGS

1. The proposed project is in accord with the Development Code and does not propose any prohibited use.
2. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
4. This approval is based on the staff report dated September 28, 2011, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on October 4, 2011, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape recorded.

CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. Complies with the statements of the staff and applicant made on the evidentiary forms and policy analysis form.
4. Applicant shall revise the proposed building elevation plans to show that the door to be removed on the south elevation will be filled in with siding to match the rest of the building, but that the door jamb and trim shall remain to show evidence of the historic door opening.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

5. Sewer and water assessments shall be reviewed and updated prior to change of use. The incremental water Plant Investment Fee shall be equal to 11.6465 Single Family Equivalents (SFEs). If paid prior to December

31, 2011, this fee shall be \$59,715.55. If paid after December 31, 2011, then the fee shall be determined based on the new water Plant Investment Fee schedule in effect at the time of the payment.

6. Applicant shall pay a fee in lieu of providing 6.4465 additional parking spaces parking per Section 9-3-12 of the Breckenridge Town Code (Off-Street Parking Regulations). The fee shall be \$83,804.50, which is equal to \$13,000 per deficient parking space.

GAYMON HISTORIC RESIDENCE RESTORATION

NEW PARKING	
3 SPACES PLUS 1 HANDICAP SPACE	
4 SPACES TOTAL	

PLANTING LIST & NOTES N.L.C.

KEY	COMMON	BOTANICAL	NO.	SIZE
EXISTING TREES				
EXISTING TREES TO BE REMOVED				
TREES TO BE PLANTED				
SPERM				
GOTTENWOOD			2	1-10" CAL.
POTENTILLA			3	1-10" CAL.
ALPINE CURRANT			6	3 GAL.
SPRING COTONEASTER			6	3 GAL.
NATIVE GROUND COVER PERENNIALS			0	1 FLAT

LANDSCAPE NOTES (PLANTING N.L.C.)

- PROVIDE 3"-3" (MIN) CLAY-TYPE TOPSOIL AND REEED ALL DISTURBED AREAS WITH SUITFIT CO. SHORT REED MIX (AS APPROVED BY SUITFIT COUNTY) STRIP AND STOCKPILE EXISTING TOPSOIL IN CONSTRUCTION AREA. SCREEN TOPSOIL PRIOR TO INSTALLATION.
- RETAIN EXISTING LANDSCAPE FOR REUSE ON SITE.
- GENERAL CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS PER SPECIFICATIONS AND CODE REQUIREMENTS.
- PRIOR TO ANY LANDSCAPE WORK REMOVE ALL DEBRIS, PLANT, CONCRETE, STUMPS, SLASH, ETC. FROM LANDSCAPE AREA.
- LOCATE ALL PLANTINGS TO AVOID SNOW STACKING & SNOW BLIDE AREAS FROM ABOVE.
- SHRUBS ARE TO BE FIELD LOCATED AS APPROVED BY OWNER AND ARCHITECT.
- ALL NEW LANDSCAPING TO BE IRRIGATED WITH DRIP IRRIGATION SYSTEMS PROVIDE SUBMITTAL.
- ALL NEW PLANTINGS SHOULD BE HIGH ALTITUDE GROUND AND OR COLLECTED TO ENSURE BETTER SURVIVAL.

LOT COVERAGE

BUILDING FOOTPRINT	SQ. FT.	%
HARDSCAPE (DECKS, PATIOS, WALKS & DRIVEWAY)	1494 SF.	25%
OPEN SPACE	2226 SF.	43%
TOTAL LOT SIZE	5330 SF.	100%

REQUIRED SNOWSTACK

HARDSCAPE (DECKS, PATIOS, WALKS & DRIVEWAY)	SQ. FT.	100%
REG'D SNOW STACK (25% OF HARDSCAPE)	373.5 SF.	25%
TOTAL SNOW STACK PROVIDED	42 SF.	715%

SITE NOTES

- ELECTRIC, CABLE TV, AND TELEPHONE UNDERGROUND IN COMMON TRENCH.
- VERIFY ALL UTILITY LOCATIONS PRIOR TO ANY WORK. COORDINATE UTILITY ROUTING WITH APPLICABLE UTILITY COMPANY. ALL UTILITIES TO BE UNDERGROUND.
- TOPOGRAPHIC INFORMATION OBTAINED FROM RANGE LEIST ENGINEERS & SURVEYORS DATED 3/30/2010.
- PROVIDE POSITIVE DRAINAGE AT 3/100 PERCENT (SLOPE AWAY FROM BUILDING AT 1/2" PER FOOT).
- REFER TO FOUNDATION PLAN FOR FOUNDATION DRAIN LOCATION AND SLOPE. DRAINS TO BE SLOPED TO A DRYWELL.
- PROVIDE 4" DIA. STONE RIP RAP OVER LEED BARRIER FABRIC AT BAYES AND VALLEY DRAIN LOCATIONS.
- STAKE HOUSE LOCATION FOR OWNER, ARCHITECT, AND ARCHITECTURAL REVIEW BOARD PRIOR TO ANY WORK.
- GENERAL CONTRACTOR TO REVIEW & COMPLY WITH ALL SUBDIVISION CONDITIONS. COPIES OF CONDITIONS ARE AVAILABLE FROM ARCHITECT.

VICINITY MAP



AREA CALCULATIONS

	FINISHED
LOWER	1274 SF.
MAIN	1475 SF.
UPPER	90 SF.
TOTAL	3239 SF.

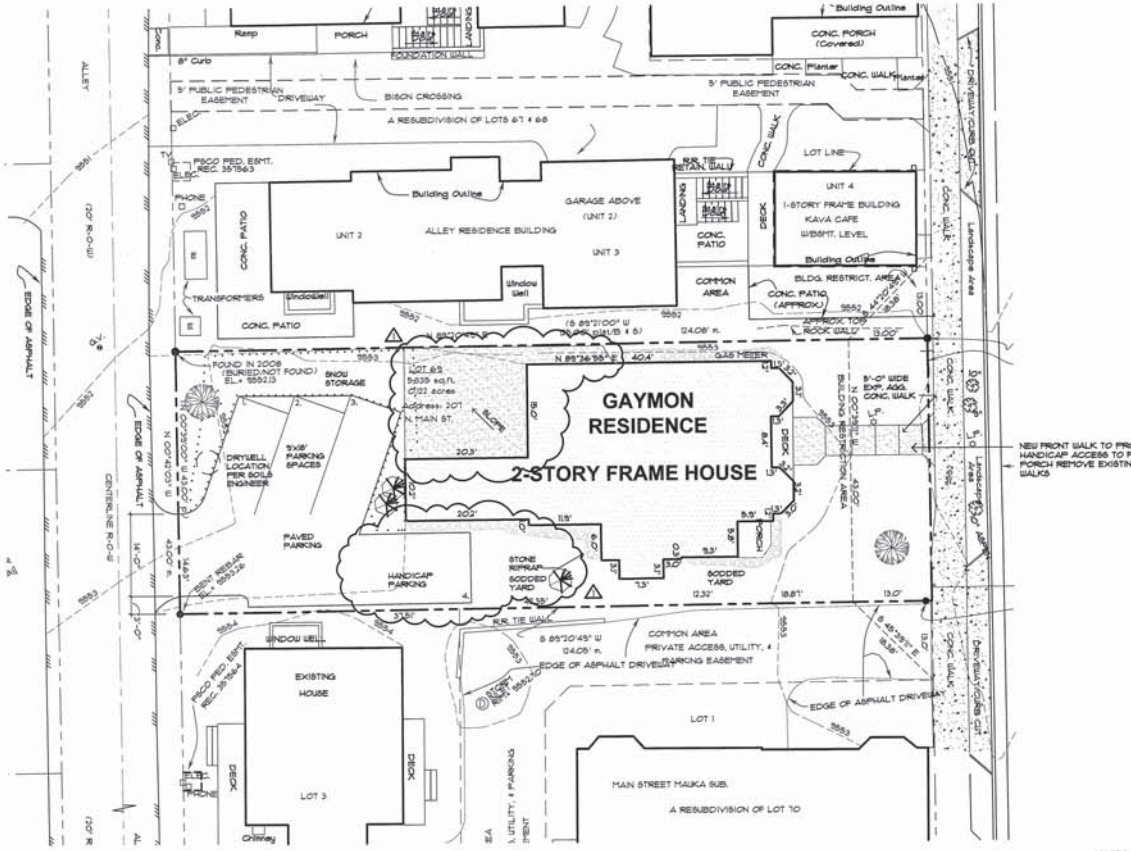
NOTE: SQUARE FOOTAGES ARE CALCULATED FOR CODE PURPOSES ONLY AND SHOULD BE RECALCULATED FOR ANY OTHER PURPOSES. STAIRWAY IS NOT COUNTED AT LOWER LEVEL. BALCONY AND UPPER LEVEL OFFICE. SEE.

LEGAL DESCRIPTION

LOT #8, BARKLETT AND SHOOK ADDITION TO THE TOWN OF BRECKENRIDGE, COLORADO

SHEET INDEX

A-1	TITLE SHEET / SITE PLAN
A-2	PROPOSED FLOOR PLANS
A-3	PROPOSED FLOOR PLANS
A-4	EXISTING / PROPOSED ELEVATIONS
A-5	BUILDING SECTIONS & DETAILS
A-6	EXISTING / DISMANTLING PLANS
A-7	FOUNDATION, MAIN LEVEL, FINISHING PLAN & DETAILS



SITE PLAN

SCALE: 1" = 10'-0"

OWNER:	ARCHITECT:	CONTRACTOR:	ENGINEER:	SURVEYOR:	CODE CONSUL'T:
NEA 307 LLC PK. PETER JOYCE, MANAGER PO BOX 149 BRECKENRIDGE, CO 80424 (710) 483-9641 (710) 390-536 (CELL) pete@rockledgebuilding.com	bhh Partners, Planners and Architects 80 EAST ADAMS STREET PO BOX 149 BRECKENRIDGE, CO 80424 (710) 483-9640 (710) 483-8888 - FAX thegaymonpartners.com	ROCKLEDGE CONSTRUCTION PETER JOYCE PO BOX 149 BRECKENRIDGE, CO 80424 (710) 483-9641 (710) 390-536 (CELL) pete@rockledgebuilding.com	ENGINEERING DESIGNWORKS, INC. 818 HILLTOP PARWAY, UNIT 206A STEVENSBURG, MISSOURI, MO 65081 (816) 878-4890 (816) 878-4808 (FAX) ed@springdesign.com	RANGE LEIST ENGINEERS & SURVEYORS P.O. BOX 889 SILVERTHORNE, CO 80448 (710) 468-8281 (710) 468-3748 (FAX) rl@rangeleist.com	COLORADO CODE CONSULTING, LLC 85 LAMBSON LANE P.O. BOX 561 FRENCH, CO 80445 (710) 468-0842 cc@cccoloradocodes.com

REVISIONS: **MPH**
 ADDENDUM # 3/14/10
 STAIRS / TOILETS
 JOB NO: 100
 DATE: 6/2/10
 DRAWN BY: TERRY AN
 CHECKED BY: PHOENIX
 THIS DRAWING IS COPYRIGHTED AND SHALL NOT BE REPRODUCED WITHOUT ARCHITECT'S WRITTEN PERMISSION.

PREPARED FOR CONSTRUCTION: **MPH**
 6/2/10

bhh Partners
 1400 EAST ADAMS BRECKENRIDGE, CO 80424 (710) 483-9680
GAYMON RESIDENCE
 207 N. MAIN STREET, BRECKENRIDGE, COLORADO

© 2010
 SHEET NUMBER:
A-1
 SITE PLAN
 OF 5

GENERAL NOTES

1) COPYRIGHT:
All plans, designs, and concepts shown in these drawings are the exclusive property of BHH Partners, Planners and Architects. All rights reserved and will not be used, disclosed, or reproduced for any purpose whatsoever without the Architect's written permission.

2) CODES:
The project is governed by the applicable building code as adopted by the jurisdiction of record in Colorado. Code compliance is mandatory. The drawings and specifications shall not permit work that does not conform to these codes. The General Contractor and Subcontractors shall be responsible for obtaining all applicable codes and obtaining all permits and required approvals. Building areas are shown for code purposes only and shall be recalculated for any other purposes.

3) FIELD VERIFICATION:
Verify all dimensions, conditions, and utility locations on the job site prior to beginning any work or ordering any materials. Notify Architect of any conflicts or discrepancies in the drawings immediately.

4) DIMENSIONS:
Similar dimensions always take precedence over scaled dimensions. **DO NOT SCALE DRAWINGS.** Verify all dimensions shown prior to beginning any work and notify Architect of any conflicts or discrepancies for interpretation or clarification. Plan dimensions are to the face of framing members, face of soffit framing or face of concrete walls unless otherwise noted. Section or elevation dimensions are to top of concrete, top of plywood, or top of wall plates or braces unless otherwise noted.

5) DISCREPANCIES:
The Owner has requested the Architect to provide limited architectural and engineering services. In the event additional details or guidance is needed by the Contractor for construction of any aspect of this project, he shall immediately notify the Architect. Failure to give timely notice shall relieve the Architect of responsibility. Do not proceed in areas of discrepancy until all such discrepancies have been fully resolved with written direction from the Architect.

6) DUTY OF COOPERATION:
Release of these plans constitutes further cooperation among the Owner, the Contractor, and the Architect. Design and construction are complete. Although the Architect and the Consultant have performed their services with due care and diligence, they cannot guarantee perfection. Construction is repetitive, and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the Architect. Failure to notify the Architect compounds misunderstanding and increases construction costs. A failure to cooperate by a single notice to the Architect shall relieve the Architect their responsibility for all consequences.

7) CHANGES TO THE WORK:
Any items described herein that impact project budget or time shall be requested from the Contractor via a written change order request prior to such work. Performance of such work without approval by change order constitutes General Contractor's acknowledgment of no increase in contract sum or time. Changes from the plans or specifications made without consent of the Architect are unauthorized and shall relieve the Architect of responsibility for all and consequences resulting from such changes.

8) WORKMANSHIP:
It is the intent and meaning of these drawings that the Contractor and each subcontractor provide all labor, materials, transportation, supplies, equipment, etc. to install a complete job within the recognized standards of the industry.

9) SUBSTITUTIONS:
Substitution of "equal" products will be acceptable with Architect's written approval. See specifications.

10) CONSTRUCTION SAFETY:
These drawings do not include the necessary components for construction safety. The General Contractor shall provide for the safety, care of utilities and adjoining properties during construction, and shall comply with state and federal safety regulations.

11) EXCAVATION PRECEDENCE:
Upon completion of any excavation, the Owner shall retain a soils engineer to inspect the excavation conditions in order to determine the adequacy of foundation design. See specifications. CONTRACTOR SHALL NOT POUR ANY CONCRETE UNTIL APPROVAL IS OBTAINED FROM SOILS ENGINEER.

12) FIELD CUTTING OF STRUCTURAL MEMBERS:
The General Contractor and Subcontractors shall field coordinate and obtain approval from Engineer before any cutting, routing or drilling of any cast-in-place concrete, steel framing, or any other structural elements which may affect the structural integrity of the building. Refer to the appropriate Code Requirement. In coordination with manufacturer's or supplier's instructions, and structural drawings for additional requirements.

13) WEATHER CONDITIONS:
The Owner has been advised that due to harsh winter conditions, roof and deck surfaces must be maintained reasonably free of ice and snow to ensure optimal conditions with these surfaces. All roofing, roofing accessories, and waterproofing shall be approved in writing by product manufacturer (SRI, Grace for bitumens, etc.) prior to proceeding with any work. Failure to provide these written approvals removes all responsibility for the work from the Architect.

14) BUILDING AREA:
Building areas are shown for code purposes only and shall be recalculated for any other use.

15) PROJECT STAKING:
The general contractor shall verify all existing grades and stakes all building corners and the driveway location for Owner/Architect and Jurisdiction approval prior to beginning construction.

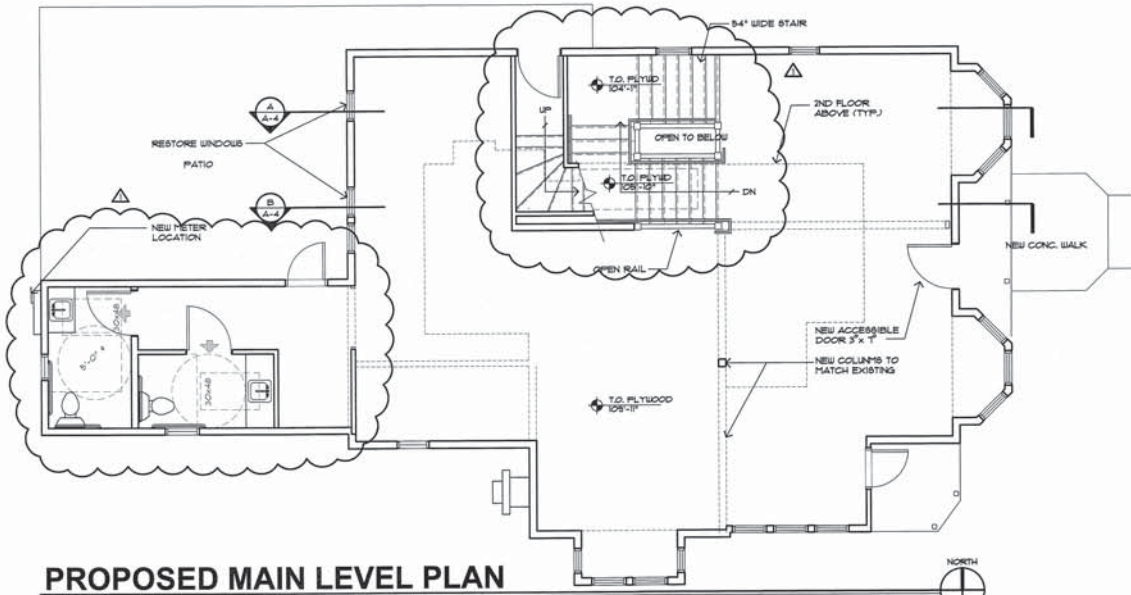
16) SITE CONTINGENCY:
It is the responsibility of the contractor to protect adjacent properties from damage during construction. Provide protective fencing throughout construction.

17) PROJECT GRADES:
The general contractor shall check and verify all grades including paved areas before prior to pouring any foundations. Survey work should be verified in detail. See notes 9 and 6.

18) DEVELOPMENT PERMIT:
The Town of Breckenridge has issued a development permit for this residence. The contractor shall meet all the conditions outlined in the permit. A copy of the permit may be obtained from the architect.

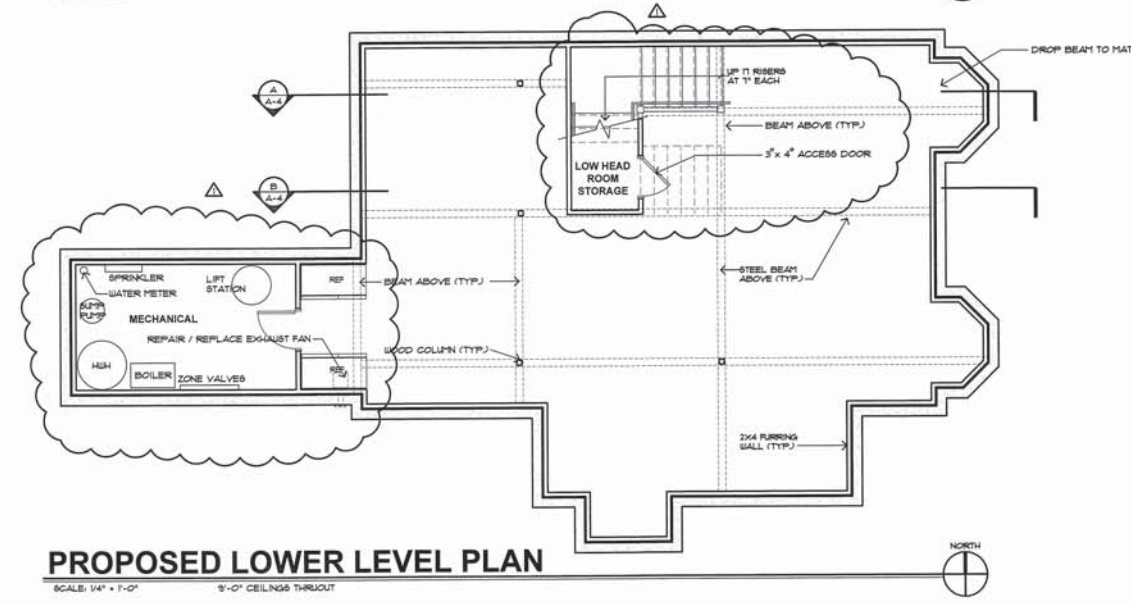
19) DEMOLITION:
This work involves demolition of existing materials. To the greatest extent possible, reuse all salvaged materials for the new construction.

20) RECYCLING:
The Owner has been advised that since this work involves remodeling existing conditions that are concealed and cannot be examined by the Architect without damage to the existing building, the details and methods of repair may need to be adjusted to incorporate additional items of work. The Contractor shall notify the Architect when such conditions are encountered. A reasonable change in the scope of the work will then be required.



PROPOSED MAIN LEVEL PLAN

SCALE: 1/4" = 1'-0"



PROPOSED LOWER LEVEL PLAN

SCALE: 1/4" = 1'-0"

9'-0" CEILING THROUGHOUT

REVISIONS:
 ADDENDUM # 3/4/18
 STAIRS / TOILETS
 JOB NO: 1802
 DATE: 6/27/18
 DRAWN BY: TERY ANT
 CHECKED BY: M HOOGAN
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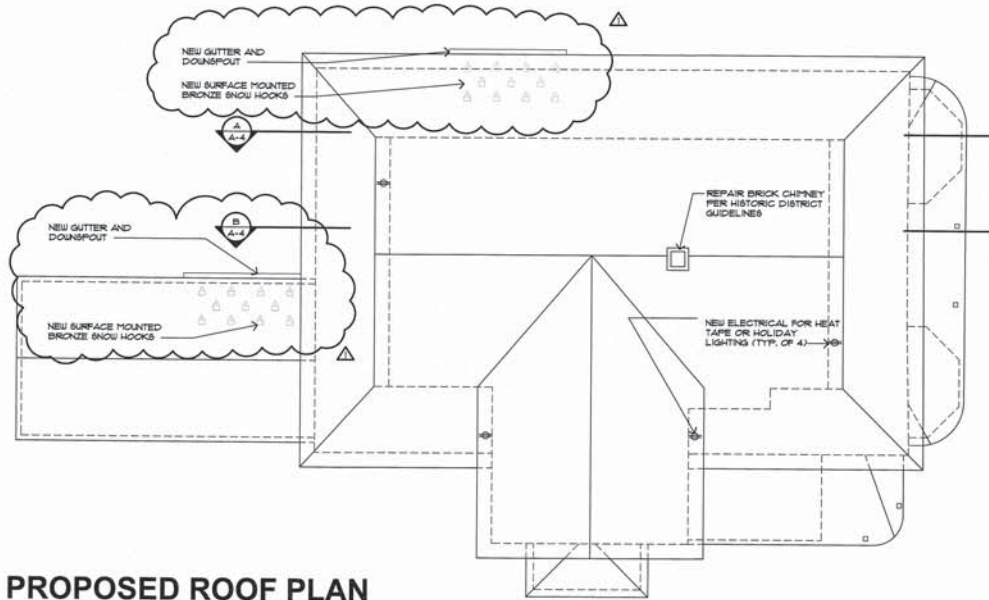
MAILED FOR CONSTRUCTION
 6/27/18
 BHH

bhh Partners
 P.O. BOX 621 - 100 EAST AVENUE BRECKENRIDGE, CO 80424 (970) 451-6880
GAYMON RESIDENCE
 207 N. MAIN STREET, BRECKENRIDGE, COLORADO

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 SHEET NUMBER:
A-2
 BUILDING FLOOR PLANS
 OF 5

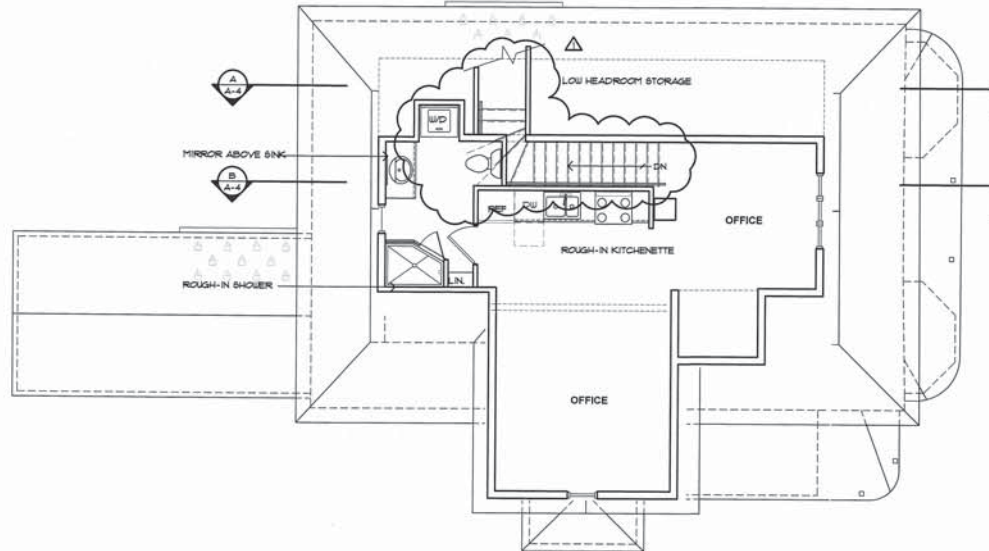
MECH. / ELECT. NOTES

- Mechanical and electrical work to be provided per schedule by mechanical or electrical contractor provide submittal for owner, building department and architect review prior to any work.
- Heat to be provided via electric base board system.
- All Mechanical and Electrical work shall conform to current Uniform Mechanical and National Electric Codes and related NFPA requirements.
- Mechanical/Electrical information shown is for design information purposes only and it shall be the responsibility of the mechanical/electrical Contractor(s) to provide necessary information to local building department for issuance of permits for construction.
- Submit complete shop drawings and product data for Architect's review for the following: Mechanical and Electrical systems. (include all product specs and cut sheets for all fixtures and equipment proposed). See specifications for requirements.
- The Contractor shall provide Architect with shop drawings and product literature for all mechanical equipment for approval prior to doing any ordering.
- Contractor shall verify and check current fixture catalog numbers for correct product installation requirements prior to ordering any materials and shall coordinate necessary blocking with fixture manufacturers installation diagram and specifications. Provide Architect with manufacturers specifications cut sheets for approval prior to ordering any products.
- All recessed fixtures within insulated floor and/or ceiling spaces must be UL approved for use in these locations. Provide Architect with product information prior to ordering.
- Unless otherwise shown, fixtures are to be placed centered in given space. Verify all fixture and outlet heights with architectural drawings.
- Verify electricity, gas, water and drainage requirements of equipment and provide any mechanical service or venting required for proper operation. Fluid pressure relief valves to a drain. Coordinate with carpentry contractor to provide proper access panels for all equipment.
- Locate all plumbing vents within 6'-0" of roof ridge to prevent damage from ice sliding off roof. Provide ducting to exterior for all required mechanical equipment.
- All plumbing fixtures shall have water savings devices and/or aerators to comply with local requirements.
- All penetrations in ceilings and walls must be draft stopped with approved materials.
- Contractor shall locate and protect all piping from heating.
- Check all door swings before installation of all switches and locate as required by specifications. Locate lighting fixtures in mechanical room to correlate with equipment and give best illumination.
- Coordinate electrical branch circuits with final mechanical equipment loads. Advise Architect of changes from drawing requirements prior to any installation of any electrical or mechanical work.
- Installation of all equipment shall be in strict accordance with manufacturer's installation specifications and recommendations. Contractor shall include in his bid all necessary accessories and piping for a complete and operational system.
- Refer to Mechanical and Electrical Engineering drawings for additional information.



PROPOSED ROOF PLAN

SCALE: 1/4" = 1'-0"



PROPOSED UPPER LEVEL PLAN

SCALE: 1/4" = 1'-0"

REVISIONS:
 ADDENDUM # 5/14/18
 STAIRS / TOILETS
 JOB NO: 1520
 DATE: 6/21/18
 DRAWN BY: YBRYANT
 CHECKED BY: MHOGAN
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ISSUED FOR CONSTRUCTION
 6/21/18
 MPPH

bhh Partners
 P.O. BOX 911 160 EAST ADAMS
 BRECKENRIDGE, CO 80424 (970) 453-6880
GAYMON RESIDENCE
 207 N. MAIN STREET, BRECKENRIDGE, COLORADO

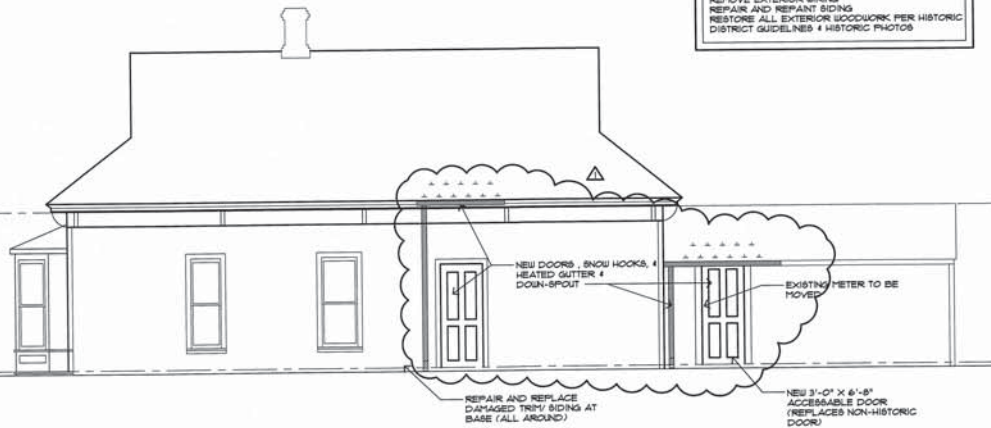
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 SHEET NUMBER:

A-3
 BUILDING
 FLOOR PLANS
 CR-5



EXISTING / PROPOSED WEST ELEVATION

SCALE: 1/4" = 1'-0"



EXISTING / PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"



EXISTING / PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"



EXISTING / PROPOSED SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

REMODEL NOTE

REMOVE EXTERIOR PIPING
 REMOVE EXTERIOR WIRING
 REPAIR AND REPAINT SIDING
 RESTORE ALL EXTERIOR WOODWORK PER HISTORIC DISTRICT GUIDELINES & HISTORIC PHOTOS

REVISIONS:
 Δ ADDENDUM # 5/14/18 STAIRS / TOILETS
 JOB NO.: 1801
 DATE: 6/21/18
 DRAWN BY: TYBRYANT
 CHECKED BY: MHOGAN
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ISSUED FOR CONSTRUCTION
 6/21/18
 MPM

bhh Partners
 P.O. BOX 1811 160 EAST 104th
 BRECKENRIDGE, CO 80424 (870) 443-8888
GAYMON RESIDENCE
 207 N. MAIN STREET, BRECKENRIDGE, COLORADO

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 SHEET NUMBER:
A-4
 BUILDING ELEVATIONS
 OF 5



COMMUNITY DEVELOPMENT
Class C Development Review Check List

Project Name/PC#: Holman Residence PC#2011062
Project Manager: Matt Thompson, AICP
Date of Report: September 27, 2011 For the 10/04/2011 Planning Commission Meeting
Applicant/Owner: Rockridge Construction
Agent: bhh Partners
Proposed Use: Single family residence
Address: 27 Sheppard Circle
Legal Description: Lot 2, Block 2, Vista Point Subdivision
Site Area: 8,885 sq. ft. 0.20 acres
Land Use District (2A/2R): 14: Residential
Existing Site Conditions: The lot is flat and has no existing trees or vegetation. There are no recorded easements on the property. There is a recorded building envelope.

Density (3A/3R): Allowed: 3,000 sq. ft. Proposed: 2,973 sq. ft.
Mass (4R): Allowed: 3,600 sq. ft. Proposed: 2,793 sq. ft.
F.A.R. 1:3.10 FAR
Areas:
Lower Level: 862 sq. ft.
Main Level: 1,243 sq. ft.
Upper Level: 868 sq. ft.
Garage: 682 sq. ft.
Total: 3,655 sq. ft.

Bedrooms: 3
Bathrooms: 3
Height (6A/6R): 31 feet overall
(Max 35' for single family outside Historic District)

Lot Coverage/Open Space (21R):
Building / non-Permeable: 1,927 sq. ft. 21.69%
Hard Surface / non-Permeable: 731 sq. ft. 8.23%
Open Space / Permeable: 6,227 sq. ft. 70.08%

Parking (18A/18R):
Required: 2 spaces
Proposed: 2 spaces

Snowstack (13A/13R):
Required: 183 sq. ft. (25% of paved surfaces)
Proposed: 200 sq. ft. (27.36% of paved surfaces)

Fireplaces (30A/30R): 1 gas

Accessory Apartment: N/A

Building/Disturbance Envelope? N/A

Setbacks (9A/9R):
Front: 17 ft.
Side: 10 ft.
Side: 10 ft.
Rear: 26 ft.

Architectural Compatibility (5/A & 5/R): The residence will be architecturally compatible with the neighborhood.
Exterior Materials: Horizontal cedar lap siding 6" reveal, 2 x 6 cedar corner boards, and board & batten vertical cedar siding,
Roof: Black asphalt shingles
Garage Doors: Wood clad to match siding

Landscaping (22A/22R):

Planting Type	Quantity	Size
Spruce	6	(3) 8' to 10', (3) 12' to 14'
Aspen	6	2" to 3" cal. 50% multi-stem
Potentilla	6	5 gallon
Alpine Currant	10	5 gallon
Peking Cotoneaster	10	5 gallon

Drainage (27A/27R): Positive away from residence.

Driveway Slope: 5 %

Covenants:

Point Analysis (Sec. 9-1-17-3): Staff conducted an informal point analysis and found no reason to warrant positive or negative points. The application meets all Absolute policies of the Development Code.

Staff Action: Staff has approved the Holman Residence, located at 27 Sheppard Circle, Lot 2, Block 2, Vista Point Subdivision.

Comments: The annexation agreement for Vista Point Subdivision requires an annexation surcharge of \$2,775 for each market rate unit.

Additional Conditions of Approval: *"Prior to issuance of a building permit, applicant shall pay an annexation surcharge of \$2,775 to the Town of Breckenridge, per section 6.2 of the Vista Point at Breckenridge Annexation Agreement."*

TOWN OF BRECKENRIDGE

Holman Residence
Lot 2, Block 2, Vista Point
27 Sheppard Circle
PC#2011062

STAFF RECOMMENDATION: Staff has approved this application with the following Findings and Conditions and recommends the Planning Commission uphold this decision.

FINDINGS

1. The project is in accord with the Development Code and does not propose a prohibited use.
2. The project will not have significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives, which would have less adverse environmental impact.
4. This approval is based on the staff report dated **September, 27, 2011**, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on **October 4, 2011**, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape-recorded.

CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires eighteen (18) months from date of issuance, on **April, 11, 2013**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be 18 months, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.

6. At the point where the driveway opening ties into the road, the driveway shall continue for five feet at the same cross slope grade as the road before sloping to the residence. This is to prevent snowplow equipment from damaging the new driveway pavement.
7. Applicant shall field locate utility service lines to avoid existing trees.
8. An improvement location certificate of the height of the top of the foundation wall and the height of the building's ridge must be submitted and approved by the Town during the various phases of construction. The final building height shall not exceed 35' at any location.
9. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
10. Each structure which is authorized to be developed pursuant to this permit shall be deemed to be a separate phase of the development. In order for the vested property rights associated with this permit to be extended pursuant to Section 9-1-17-11(D) of the Breckenridge Development Code, substantial construction must be achieved for each structure within the vested right period of this permit.

PRIOR TO ISSUANCE OF BUILDING PERMIT

11. Prior to issuance of a building permit, applicant shall pay an annexation surcharge of \$2,775 to the Town of Breckenridge, per section 6.2 of the Vista Point at Breckenridge Annexation Agreement.
12. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
13. Applicant shall provide plans stamped by a registered professional engineer licensed in Colorado, to the Town Engineer for all retaining walls over four feet in height.
14. Any exposed foundation wall in excess of 12 inches shall be finished (i.e. textured or painted) in accordance with the Breckenridge Development Code Section 9-1-19-5R.
15. Applicant shall identify all existing trees, which are specified on the site plan to be retained, by erecting temporary fence barriers around the trees to prevent unnecessary root compaction during construction. Construction disturbance shall not occur beyond the fence barriers, and dirt and construction materials or debris shall not be placed on the fencing. The temporary fence barriers are to remain in place until issuance of the Certificate of Occupancy.
16. Existing trees designated on the site plan for preservation which die due to site disturbance and/or construction activities will be required to be replaced at staff discretion with equivalent new trees, i.e. loss of a 12 inch diameter tree flagged for retention will be offset with the addition of four 3-inch diameter new trees.
17. Applicant shall submit and obtain approval from the Town of a construction staging plan indicating the location of all construction material storage, fill and excavation material storage areas, portolet and dumpster locations, and employee vehicle parking areas. No staging is permitted within public right of way without Town permission. Any dirt tracked upon the public road shall be the applicant's responsibility to remove. Contractor parking within the public right of way is not permitted without the express permission of the Town, and cars must be moved for snow removal. A project contact person is to be selected and the name provided to the Public Works Department prior to issuance of the building permit.
18. Applicant shall install construction fencing in a manner acceptable to the Town Planning Department.

19. Applicant shall submit and obtain approval from Town staff of a cut sheet detail for all exterior lighting on the site. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

20. Applicant shall revegetate all disturbed areas with a minimum of 2 inches topsoil, seed and mulch.
21. Applicant shall remove all vegetation and combustible material from under all eaves and decks.
22. Applicant shall paint all garage doors, metal flashing, vents, flues, rooftop mechanical equipment, meters, and utility boxes on the building a flat, dark color or to match the building color.
23. Applicant shall screen all utilities.
24. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
25. At all times during the course of the work on the development authorized by this permit, the permittee shall refrain from depositing any dirt, mud, sand, gravel, rubbish, trash, wastepaper, garbage, construction material, or any other waste material of any kind upon the public street(s) adjacent to the construction site. Town shall provide oral notification to permittee if Town believes that permittee has violated this condition. If permittee fails to clean up any material deposited on the street(s) in violation of this condition within 24 hours of oral notice from Town, permittee agrees that the Town may clean up such material without further notice and permittee agrees to reimburse the Town for the costs incurred by the Town in cleaning the streets. Town shall be required to give notice to permittee of a violation of this condition only once during the term of this permit.
26. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any material deviation from the approved plans and specifications without Town approval as a modification may result in the Town issuing a Stop Work Order and/or not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations. A Stop Work Order may not be released until a modification to the permit is reviewed and approved by the Town. Based upon the magnitude of the modification, another hearing before the Planning Commission may be required.
27. No Certificate of Occupancy or Certificate of Compliance will be issued by the Town until: (i) all work done pursuant to this permit is determined by the Town to be in compliance with the approved plans and specifications for the project, and all applicable Town codes, ordinances and standards, and (ii) all conditions of approval set forth in the Development Permit for this project have been properly satisfied. If either of these requirements cannot be met due to prevailing weather conditions, the Town may issue a Certificate of Occupancy or Certificate of Compliance if the permittee enters into a Cash Deposit Agreement providing that the permittee will deposit with the Town a cash bond, or other acceptable surety, equal to at least 125% of the estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing weather conditions" generally means that work can not be done due to excessive snow and/or frozen ground. **As a general rule, a cash bond or other acceptable surety will only be accepted by the Town between November 1 and May 31 of the following year. The final decision to accept a bond as a guarantee will be made by the Town of Breckenridge.**
28. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.

29. The development authorized by this Development Permit may be subject to the development impact fee imposed by Resolution 2006-05 of the Summit County Housing Authority. Such resolution implements the impact fee approved by the electors at the general election held November 7, 2006. Pursuant to intergovernmental agreement among the members of the Summit Combined Housing Authority, the Town of Breckenridge is authorized to administer and collect any impact fee which is due in connection with development occurring within the Town. For this purpose, the Town has issued administrative rules and regulations which govern the Town's administration and collection of the impact fee. ***Applicant will pay any required impact fee for the development authorized by this Development Permit prior to the issuance of a Certificate of Occupancy.***

(Initial Here)

PLANTING LIST & NOTES

KEY	COMMON	BOTANICAL	NO.	SIZE
EXISTING TREES				
○	EXISTING	VARIABLES	0	SEE SITE PLAN
TREES TO BE NEW				
○	VARIABLES	VARIABLES	0	SEE SITE PLAN
TREES				
●	COLORADO SPRUCE	PICEA PENSILVANA	6	3/8" TO 1/2" CAL.
●	AMPEL	POPULUS TREMPLORES	8	1" TO 3" CAL.
PERENNIALS				
○	POTENTILLA	POTENTILLA PRUTCOGA	6	9 GAL.
○	ALPINE CURRANT	REBIS ALPINA	10	9 GAL.
○	PERENNIAL	TOPONASTRUM	10	9 GAL.
○	PERENNIAL	LEUCOPHYLLON	10	9 GAL.
○	NATIVE GRASS	PROVISE SUBSTITUTAL	20	1 FLAT

LANDSCAPE NOTES

- PROVIDE 2"-3" (MIN) CLAYFREE TOPSOIL AND REED ALL DISTURBED AREAS WITH SUPPLY CO. SHORT REED MIX (AS APPROVED BY HIGHLANDS AT BRECKENRIDGE HOA, STRIP AND STOCKPILE EXISTING TOPSOIL IN CONSTRUCTION AREA. SCREEN TOPSOIL PRIOR TO INSTALLATION.
 - KEEP EXISTING TREES WHERE POSSIBLE, TAKING INTO CONSIDERATION DRIP LINES AND ROOT STRUCTURE. PROTECT EXISTING TREES WITH FENCING LOCATED AT OR OUTSIDE DRIP LINE OF TREE. STOCKPILE AND REUSE EXISTING TREES WHERE POSSIBLE.
 - GENERAL CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS PER SPECIFICATIONS AND CODE REQUIREMENTS.
 - PRIOR TO ANY LANDSCAPE WORK, REMOVE ALL DEBRIS, PAINT, CONCRETE, STUMPS, SLASH, ETC. FROM LANDSCAPE AREA.
 - LOCATE ALL PLANTINGS TO AVOID SNOW STACKING & SNOW SLIDE AREAS FROM ABOVE.
 - SHRUBS ARE TO BE FIELD LOCATED AS APPROVED BY OWNER AND ARCHITECT.
 - ALL NEW LANDSCAPING TO BE IRRIGATED WITH DRIP IRRIGATION SYSTEM. PROVIDE SUBSTITUTAL.
 - ALL NEW PLANTINGS SHOULD BE HIGH ALTITUDE GROWN AND OR COLLECTED TO ENSURE BETTER SURVIVAL.
 - NATURAL GROUPING OF TREES BY VARYING HEIGHT & LOCATION WHEREVER POSSIBLE.
 - SCREEN ALL UTILITY FEDESTALS WITH LANDSCAPE MATERIAL.
 - PROVIDE 3" TO 4" DIAMETER STONE REPRAP OVER LEED BARRIER FABRIC AT BUILDING DRIP LINES. UNCLIMATE EDGES AND PROVIDE LANDSCAPE EDGING AT REPRAP TO TOPSOIL JUNCTURE.
 - INSTALL & BACKFILL ALL PLANTINGS WITH SOIL MIX INCLUDING ORGANIC SOIL AMENDMENTS PER SPECIES REQUIREMENTS AND LANDSCAPE DETAILS.
 - ROOT FEED ALL NEWLY PLANTED TREES DURING INSTALLATION. PROVIDE LIQUID GROWTH TREE STIMULATOR AND SOLUBLE FERTILIZER AT RECOMMENDED RATE FOR EACH TREE SPECIES.
 - PROVIDE 3% OF SHREDED BARK MULCH AT ALL SHRUB AND TREE WELLS.
 - LANDSCAPE BOULDERS OF 2' OR LARGER SHALL BE RETAINED ON SITE FOR USE IN LANDSCAPE WORK. BURY DECORATIVE BOULDERS ONE-HALF OF DIAMETER.
 - ADDITIONAL CONSULTATION WITH A QUALIFIED LANDSCAPE PROFESSIONAL AT OWNER OPTION IS RECOMMENDED.
- NOTE: ALL LANDSCAPING SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE HIGHLANDS AT BRECKENRIDGE PROPERTY OWNERS ASSOCIATION DESIGN GUIDELINES.

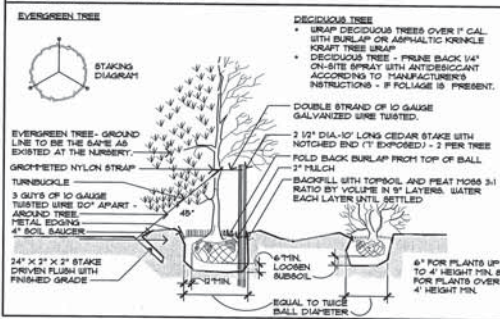
REVEGETATION NOTES

- REVEGETATE ALL DISTURBED AREAS ON THE SITE WITH:
- SHORT DRY GRASS MIX #2 1LB/1000 SF
 HARD FESCUE 30%
 CREEPING RED FESCUE 30%
 SHEEP FESCUE 20%
 CANADA BLUEGRASS 10%
 CANDY BLUEGRASS 5%
- SLOPES OVER 3:1 SHALL BE HAY TACKLED OR NETTED.
- MOUNTAIN MAGIC WILDFLOWER MIX #1 1LB/10,000 SF
 BABY'S BREATH 50%
 CALIFORNIA POPPY 20%
 BLUE FLAX 10%
 WILDFLOWER 10%
 PENSTEMON, ROCKY MOUNTAIN WILD THIE 10%
- ROCKY MOUNTAIN BLUE COLUMBINE MIX #1B 25,000 SF

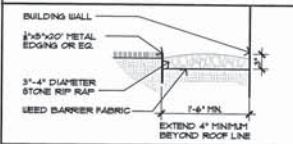
CONTOUR LEGEND

EXISTING CONTOUR	810
PROPOSED CONTOUR	810
SPOT GRADE	4810.0
ARROW INDICATES DIRECTION OF SURFACE DRAINAGE	

PLANTING DETAIL

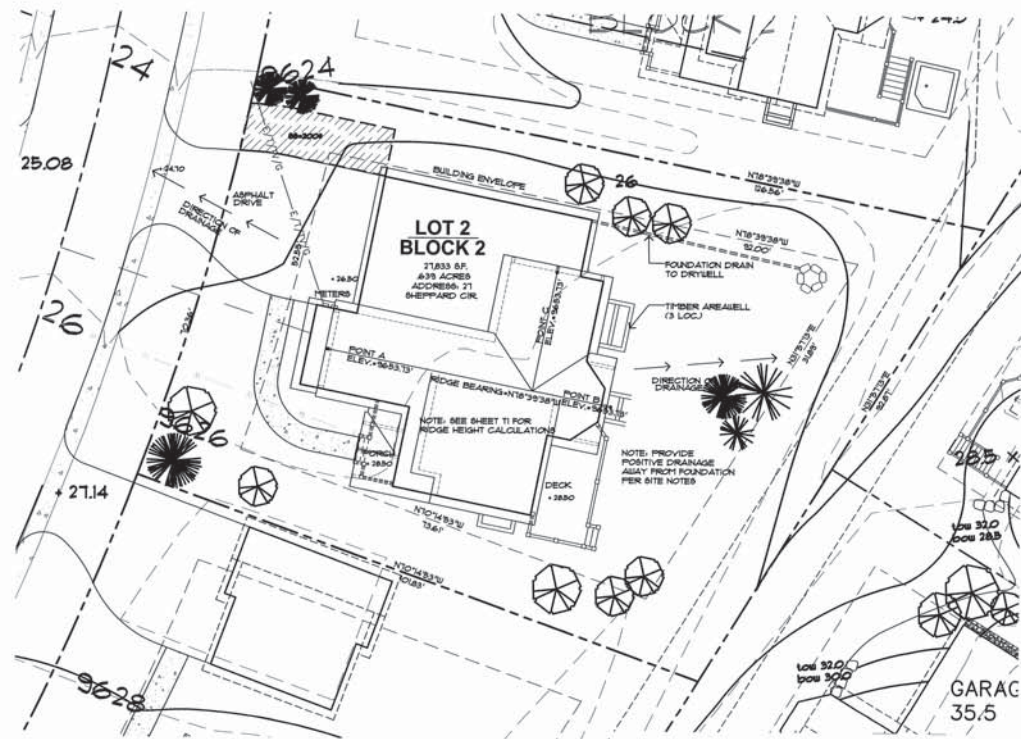


RIP RAP DETAIL



REQUIRED SNOW STACK

	SG. FT.	%
HARDSCAPE (WALKS & DRIVEWAYS)	131 SF.	100%
REED (SNOW STACK) (25% OF HARDSCAPE)	93 SF.	25%
TOTAL SNOW STACK	200 SF.	21%



SITE PLAN

SCALE: 1" = 10'-0"



REVISIONS:

JOB NO: 954244
 DATE: 05-15-18
 DRAWN BY: YBERT/ANT
 CHECKED BY: MCGAGAN

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PREPARED FOR:
 T.O.B. SUBSTITUTAL
 05-15-18

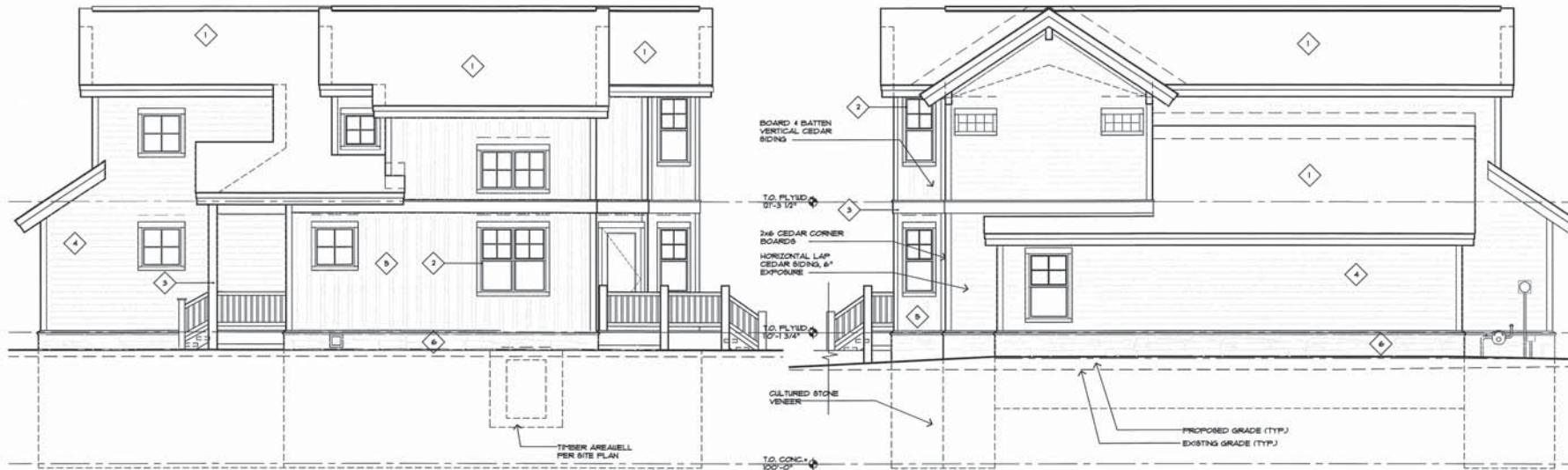
27 SHEPPARD CIRCLE, LOT 2 BLOCK 2 VISTA POINT SUBDIVISION, BRECKENRIDGE, COLORADO

bhh Partners
 P.O. BOX 331 165 EAST MAIN
 BRECKENRIDGE, CO 80424 (970) 633-8880

HOLMAN RESIDENCE

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 SHEET NUMBER

SP1.1



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

NORTH ELEVATION

SCALE: 1/4" = 1'-0"

REVISIONS:
 JOB NO: 5942434
 DATE: 05-19-11
 DRAWN BY: Jankamp
 CHECKED BY: rhogan
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ISSUED FOR: T.O.B. SUBMITTAL
 05-19-11
 MRB



EAST ELEVATION

SCALE: 1/4" = 1'-0"

COLOR LEGEND	
1	SHINGLE ROOFING ELK PRESTIGE PLUS 'BARKWOOD'
2	WINDOW GLAZING & EXPOSED METAL 'DARK BRONZE'
3	TIMBERS & TRIM 'OLYMPIC' F121 SEMI-TRANSPARENT STAIN
4	HORIZONTAL SIDING 'OLYMPIC' F103 SEMI-TRANSPARENT STAIN
5	BOARD 4 BATTEN SIDING 'OLYMPIC' F103 SEMI-TRANSPARENT STAIN
6	STONE VENEER 'FARMER BROWN - RUSTIC PATTERN'
NOTE: DOOR AND WINDOW MNTN PATTERNS TO MATCH ELEVATIONS	



WEST ELEVATION

SCALE: 1/4" = 1'-0"

bhh Partners
 P.O. BOX 91 160207 USMA
 BRECKENRIDGE, CO 80424 870-454-888
HOLMAN RESIDENCE
 27 SHEPPARD CIRCLE, LOT 2 BLOCK 2 VISTA POINT SUBDIVISION, BRECKENRIDGE, COLORADO

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 SHEET NUMBER:
A2.1
 CH +



COMMUNITY DEVELOPMENT

Class C Development Review Check List

Project Name/PC#: Gales Residence PC#2011058
Project Manager: Julia Puester, AICP
Date of Report: September 27, 2011 for meeting of October 4, 2011
Applicant/Owner: Tom and Marilyn Gales
Agent: Joshua Cohen
Proposed Use: New single family residence
Address: 532 Peerless Drive
Legal Description: Lot 35, Shock Hill, Filing 2
Site Area: 40,626 sq. ft. 0.93 acres
Land Use District (2A/2R): LUD: 10 Residential
Existing Site Conditions: The lot has a number of lodge pole pine trees on site and slopes upward from the roadway at 6%. There is a 15'x30' utility and drainage easement at the northeast corner.

Density (3A/3R): Unlimited Proposed: 7,021 sq. ft.
Mass (4R): Unlimited Proposed: 8,052 sq. ft.
F.A.R.: 1:5.05 FAR
Areas:
Lower Level: 3,029 sq. ft.
Main Level: 3,290 sq. ft.
Upper Level: 850 sq. ft.
Accessory Apartment: n/a
Garage: 883 sq. ft.
Total: 8,052 sq. ft.

Bedrooms: 5
Bathrooms: 8
Height (6A/6R): 34'6"
(Max 35' for single family outside Conservation District)

Lot Coverage/Open Space (21R):
Building / non-Permeable: 5,477 sq. ft. 13.48%
Hard Surface / non-Permeable: 3,332 sq. ft. 8.20%
Open Space / Permeable: 31,817 sq. ft. 78.32%

Parking (18A/18/R):
Required: 2 spaces
Proposed: 3 spaces

Snowstack (13A/13R):
Required: 833 sq. ft. (25% of paved surfaces)
Proposed: 960 sq. ft. (28.81% of paved surfaces)

Fireplaces (30A/30R): Four - gas fired inside, 1 gas firepit outside

Accessory Apartment: None

Building/Disturbance Envelope? Disturbance Envelope

Setbacks (9A/9R):
Front: within disturbance envelope
Side: within disturbance envelope
Side: within disturbance envelope
Rear: within disturbance envelope

Architectural Compatibility (5/A & 5/R):

This residence will be architecturally compatible with the surrounding neighborhood.

Exterior Materials:

Cedar shake siding and natural log siding with chinking, natural moss rock columns and tower element.

Roof:

Mix of brown composite shake shingle and copper roof materials.

Garage Doors:

Cedar.

Landscaping (22A/22R):

Planting Type	Quantity	Size
Colorado Spruce	10	5@6'; 5@8' tall
Aspen	18	2" caliper, 50% multistem
Shrubs (potentilla, alpine currant, peking cotoneaster)	53	5 Gal.

Drainage (27A/27R):

There is positive drainage away from the structure.

Driveway Slope:

8% max.

Covenants:

None.

Point Analysis (Sec. 9-1-17-3):

Staff has conducted an informal point analysis and found no reason to assign positive or negative points for this application.

Staff Action:

Staff has approved the Gales Residence, PC#2011058, located at 532 Peerless Drive, Lot 35 Shock Hill, Filing 2 with the standard Findings and Conditions.

Comments:

Additional Conditions of Approval:

TOWN OF BRECKENRIDGE

Gales Residence
Lot 35, Shock Hill, Filing 2
532 Peerless Drive
PC#2011058

STAFF RECOMMENDATION: Staff has approved this application with the following Findings and Conditions and recommends the Planning Commission uphold this decision.

FINDINGS

1. The project is in accord with the Development Code and does not propose a prohibited use.
2. The project will not have significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives, which would have less adverse environmental impact.
4. This approval is based on the staff report dated **September 27, 2011**, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on **October 4, 2011** as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape-recorded.

CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires eighteen (18) months from date of issuance, on **April 4, 2013**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be 18 months, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.

6. Driveway culverts shall be 18-inch heavy-duty corrugated polyethylene pipe with flared end sections and a minimum of 12 inches of cover over the pipe. Applicant shall be responsible for any grading necessary to allow the drainage ditch to flow unobstructed to and from the culvert.
7. At the point where the driveway opening ties into the road, the driveway shall continue for five feet at the same cross slope grade as the road before sloping to the residence. This is to prevent snowplow equipment from damaging the new driveway pavement.
8. Applicant shall field locate utility service lines to avoid existing trees.
9. An improvement location certificate of the height of the top of the foundation wall and the height of the building's ridge must be submitted and approved by the Town during the various phases of construction. The final building height shall not exceed 35' at any location.
10. At no time shall site disturbance extend beyond the limits of the platted building/site disturbance envelope, including building excavation, and access for equipment necessary to construct the residence.
11. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
12. Each structure which is authorized to be developed pursuant to this permit shall be deemed to be a separate phase of the development. In order for the vested property rights associated with this permit to be extended pursuant to Section 9-1-17-11(D) of the Breckenridge Development Code, substantial construction must be achieved for each structure within the vested right period of this permit.

PRIOR TO ISSUANCE OF BUILDING PERMIT

13. Applicant shall submit proof of ownership of the project site.
14. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
15. Applicant shall provide plans stamped by a registered professional engineer licensed in Colorado, to the Town Engineer for all retaining walls over four feet in height.
16. Any exposed foundation wall in excess of 12 inches shall be finished (i.e. textured or painted) in accordance with the Breckenridge Development Code Section 9-1-19-5R.
17. Applicant shall identify all existing trees, which are specified on the site plan to be retained, by erecting temporary fence barriers around the trees to prevent unnecessary root compaction during construction. Construction disturbance shall not occur beyond the fence barriers, and dirt and construction materials or debris shall not be placed on the fencing. The temporary fence barriers are to remain in place until issuance of the Certificate of Occupancy.
18. Existing trees designated on the site plan for preservation which die due to site disturbance and/or construction activities will be required to be replaced at staff discretion with equivalent new trees, i.e. loss of a 12 inch diameter tree flagged for retention will be offset with the addition of four 3-inch diameter new trees.
19. Applicant shall submit and obtain approval from the Town of a construction staging plan indicating the location of all construction material storage, fill and excavation material storage areas, portolet and dumpster locations, and employee vehicle parking areas. No staging is permitted within public right of way without Town permission. Any dirt tracked upon the public road shall be the applicant's responsibility to remove. Contractor parking within the public right of way is not permitted without the express permission of the

Town, and cars must be moved for snow removal. A project contact person is to be selected and the name provided to the Public Works Department prior to issuance of the building permit.

20. Applicant shall submit and obtain approval from Town staff of a cut sheet detail for all exterior lighting on the site. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
21. Applicant shall submit to and obtain approval from the Department of Community Development a defensible space plan showing trees proposed for removal and the approximate location of new landscaping, including species and size. Applicant shall meet with Community Development Department staff on the Applicant's property to mark trees for removal and review proposed new landscaping to meet the requirements of Policy 22 (Absolute) Landscaping, for the purpose of creating defensible space.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

22. Applicant shall revegetate all disturbed areas with a minimum of 2 inches topsoil, seed and mulch.
23. Applicant shall remove leaf clutter, dead branches and dead standing trees from the property, dead branches on living trees shall be trimmed to a minimum height of six (6) feet and a maximum height of ten (10) feet above the ground.
24. Applicant shall remove all vegetation and combustible material from under all eaves and decks.
25. Applicant shall create defensible space around all structures as required in Policy 22 (Absolute) Landscaping.
26. Applicant shall execute and record with the Summit County Clerk and Recorder a covenant and agreement running with the land, in a form acceptable to the Town Attorney, requiring compliance in perpetuity with the approved landscape plan for the property. Applicant shall be responsible for payment of recording fees to the Summit County Clerk and Recorder.
27. Applicant shall paint all garage doors, metal flashing, vents, flues, rooftop mechanical equipment, meters, and utility boxes on the building a flat, dark color or to match the building color.
28. Applicant shall screen all utilities.
29. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
30. At all times during the course of the work on the development authorized by this permit, the permittee shall refrain from depositing any dirt, mud, sand, gravel, rubbish, trash, wastepaper, garbage, construction material, or any other waste material of any kind upon the public street(s) adjacent to the construction site. Town shall provide oral notification to permittee if Town believes that permittee has violated this condition. If permittee fails to clean up any material deposited on the street(s) in violation of this condition within 24 hours of oral notice from Town, permittee agrees that the Town may clean up such material without further notice and permittee agrees to reimburse the Town for the costs incurred by the Town in cleaning the streets. Town shall be required to give notice to permittee of a violation of this condition only once during the term of this permit.
31. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any material deviation from the approved plans and specifications without Town approval as a modification may result in the Town issuing a Stop Work Order and/or not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations. A Stop Work Order may not be released until a modification to the permit is

reviewed and approved by the Town. Based upon the magnitude of the modification, another hearing before the Planning Commission may be required.

32. No Certificate of Occupancy or Certificate of Compliance will be issued by the Town until: (i) all work done pursuant to this permit is determined by the Town to be in compliance with the approved plans and specifications for the project, and all applicable Town codes, ordinances and standards, and (ii) all conditions of approval set forth in the Development Permit for this project have been properly satisfied. If either of these requirements cannot be met due to prevailing weather conditions, the Town may issue a Certificate of Occupancy or Certificate of Compliance if the permittee enters into a Cash Deposit Agreement providing that the permittee will deposit with the Town a cash bond, or other acceptable surety, equal to at least 125% of the estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing weather conditions" generally means that work can not be done due to excessive snow and/or frozen ground. **As a general rule, a cash bond or other acceptable surety will only be accepted by the Town between November 1 and May 31 of the following year. The final decision to accept a bond as a guarantee will be made by the Town of Breckenridge.**
33. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.
34. The development authorized by this Development Permit may be subject to the development impact fee imposed by Resolution 2006-05 of the Summit County Housing Authority. Such resolution implements the impact fee approved by the electors at the general election held November 7, 2006. Pursuant to intergovernmental agreement among the members of the Summit Combined Housing Authority, the Town of Breckenridge is authorized to administer and collect any impact fee which is due in connection with development occurring within the Town. For this purpose, the Town has issued administrative rules and regulations which govern the Town's administration and collection of the impact fee. *Applicant will pay any required impact fee for the development authorized by this Development Permit prior to the issuance of a Certificate of Occupancy.*

(Initial Here)

LOT COVERAGE

LOT SIZE .933 AC X 43,560 = 40,626 SF
 BLDG. FOOTPRINT = 5477 SF/13.48% OF LOT (STRUCTURE ONLY)

HARD SURFACE-LOWER PATIO & MAN PATIO 900.5 SF/2.2% OF LOT
 (INCLUDED IN BLDG. FOOTPRINT)
 HARD SURFACE DRIVE & WALKS* = 2432 SF/5.9% OF LOT
 TOTAL HARD SURFACE = 3332.5 SF/8.2% OF LOT AREA

HARD SURFACE (DRIVE & WALKS) 2432 SF + BLDG.FOOTPRINT 5477 SF
 = TOTAL DISTURBED AREA 7909 SF/19.46% OF LOT AREA

*SNOW STO.REQ'D (25% OF DRIVES & WALKS HARD SURFACE)
 SF X 25% = 608 SF

TOTAL BEDROOMS = 5
 TOTAL BATHROOMS (TOILETS) = 8

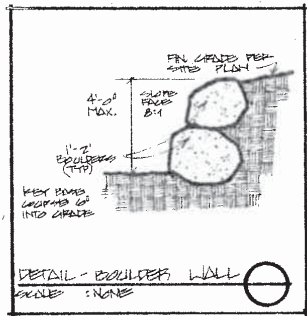
AREA & SQUARE FOOTAGE CALCS

MAIN LEVEL FIN. 3290 FSF
 LOWER LEVEL FIN. 2880.5 FSF
 UPPER LEVEL FIN. 850.5 FSF
 TOTAL FINISHED 7021 FSF

MAIN LEVEL UNFIN. 0 SF
 LOWER LEVEL UNFIN. 148.75 SF
 UPPER LEVEL UNFIN. 0 SF
 TOTAL UNFINISHED 148.75 SF

GARAGE 882.5 GSF
 TOTAL ENCLOSED 8052.25 SF

DECKS, O'HANGS, PATIOS 2187 SF



SITE NOTES

Remove the minimum number of trees during construction.

Trees that are to remain shall be protected with high visibility fencing to reduce compactor around tree base, grade changes, and general stress. Fencing to be located approximately at the tree drip-line.

Strip existing topsoil from site in construction areas and stockpile topsoil for landscape use. Screen topsoil if possible.

General contractor shall provide positive drainage away from all building foundations as specified on site plan.

Cobble rock or rock from site will be used as a ground cover treatment in designated areas with weed barrier fabric. Approximately 3" - 6" diameter.

Boulders recovered during construction (2" and larger in diameter) to be stockpiled on site. When placed, bury 1/3 to 1/2 of each boulder.

Locate all plant material to avoid snow shed, snow removal locations, sight lines, utility lines, fire hydrants, and easements.

All new plants shall be placed under an automatic drip irrigation system.

PLANTING NOTES

1. The plant list is provided for the convenience of the contractor. The contractor shall verify all plant counts and if a discrepancy exists, the plan shall govern.

2. The landscape contractor shall be responsible for becoming aware of all underground utilities, pipes, and structures. The landscape contractor shall be held responsible for contacting all utility companies for field location of all underground utility lines prior to any excavation.

3. The landscape contractor to receive site graded to +/- 0.33 feet of finished grade.

4. Final location and staking of all plant materials shall be at the direction of the landscape architect. The landscape contractor shall not proceed with planting operations until staking is fully approved.

5. Planting backfill mix is to consist of 80% native topsoil and 20% peat moss.

6. Shrub beds and tree wells are to be mulched with 3" shredded mulch. Mulch sample to be approved by landscape architect prior to installation.

7. All planting beds shall be separated from native grass areas by 1/8" x 4" galvanized rolled steel edging. Tack edging in place with 2" edging pins at 40" minimum spacing.

8. All deciduous trees are to be staked with 5" steel T-stakes and guyed with #12 galvanized wire and 1.5" wide green nylon tree straps. All evergreen trees are to be staked with three 5" steel T-stakes and guyed with #12 galvanized wire and 1.5" wide green nylon tree straps.

9. The landscape contractor shall supply and distribute the necessary cubic yards of topsoil to proposed planting beds. The contractor shall also supply and distribute the necessary cubic yards of compost to proposed perennial areas. Mixture to be cultivated to a depth of 4" and fine graded to provide positive drainage. Export existing soil if necessary.

10. Perennial flower beds are to be amended with 2" of debris free topsoil and organic compost. Mixture to be cultivated to a depth of 8" and fine graded to provide positive drainage.

11. Preparation of native grass areas will include the following:
 - Loosen soil to a minimum of 4" depth as needed. Remove stones over 2" in diameter and sticks, roots, rubbish, and extraneous matter.
 - Distribute 3" of topsoil to be cultivated into native soil.
 - Grade areas to a smooth, free draining even surface with a loose, moderately coarse texture. Remove ridges and fill depressions as required to drain.

12. All disturbed areas to be revegetated with wildflower seed mix sown at the following rates per acre:
 Rocky Mountain Columbine 1/8 lb/acre
 Sulphur Flower 1/4 lb/acre
 Blue Flax 1/4 lb/acre
 Narrowleaf Paintbrush 1/32 lb/acre
 Western Yarrow 1/4 lb/acre
 Scarlet Gilia 1/4 lb/acre
 Palmer Penstemon 1/8 lb/acre

13. Low grow native grass seed mix to contain the following grasses broadcast at 2 lbs. per 1000 s.f.:
 Hard Fescue 25%
 Sheep Fescue 25%
 Canby Bluegrass 10%
 Creeping Red Fescue 20%
 Canadix Bluegrass 20%

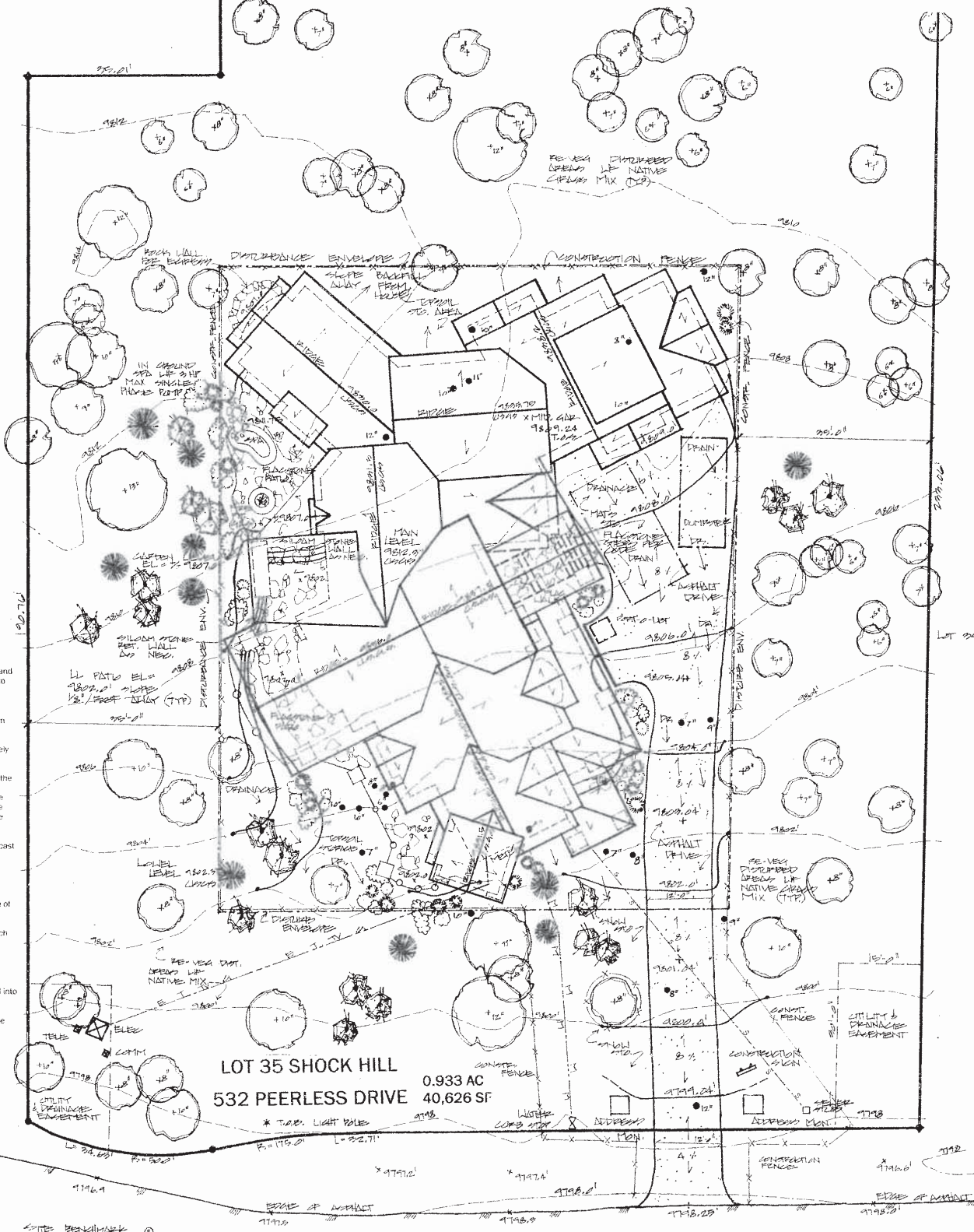
14. One application of Di-ammonium Phosphate fertilizer 18-46-0 at a rate of 8 lbs. per 1000 s.f. shall be broadcast prior to seeding.

15. Mutch all sown areas with 2" - 3" of weed free straw. Tackify straw mutch areas with an approved organic tackifier at the rate of 120 lbs. per acre.

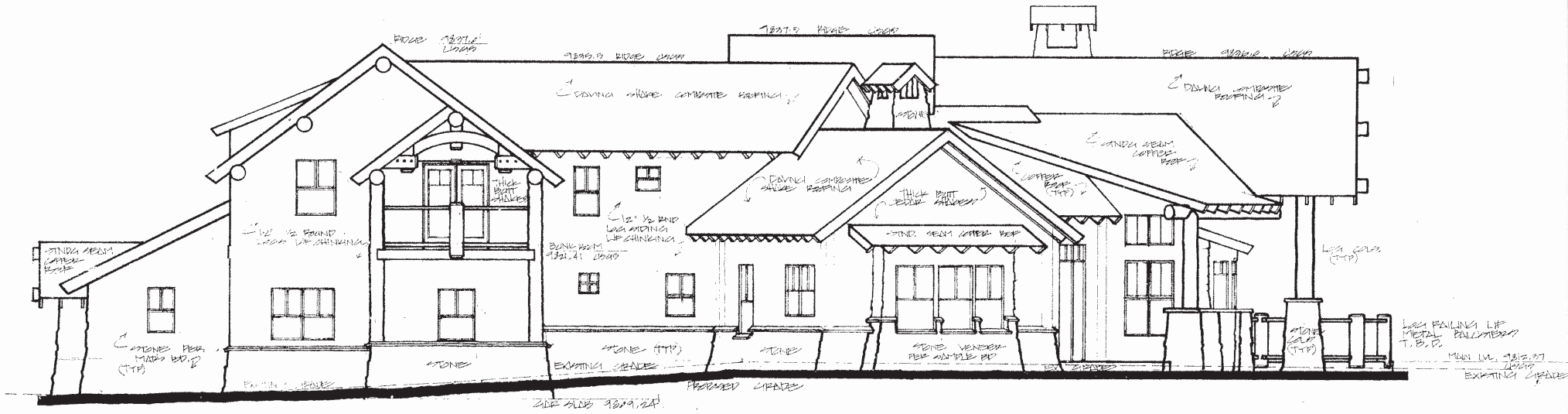
16. All sneed areas with a slope of 2:1 or greater shall be controlled with erosion control netting.

17. After seeding, rake or irag surface of soil lightly to re-incorporate seed into top 1/8" of soil.

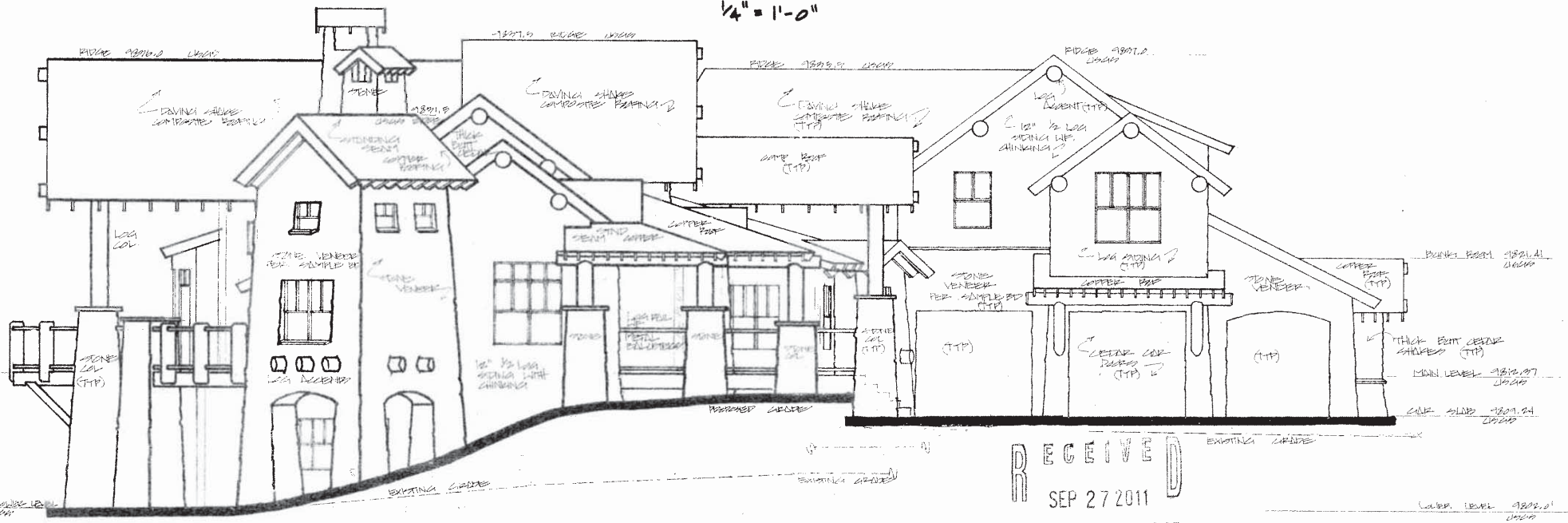
18. The landscape contractor shall install a 36" wide river rock drip at eave areas over weed barrier fabric.



PLANT LIST			
QTY.	KEY	COMMON NAME	NOTES/SPEC'S
13		Aspen	10' tall min, 50% multi-stem
10		Colorado Spruce	6'-8' tall, 3" min caliper
17		Red & White Potentilla	50% @ 5 gal/50% @ 1 gal
19		Aster	50% @ 5 gal/50% @ 1 gal
21		Peking Cotoneaster	#1 Pot



WEST ELEVATION
1/4" = 1'-0"

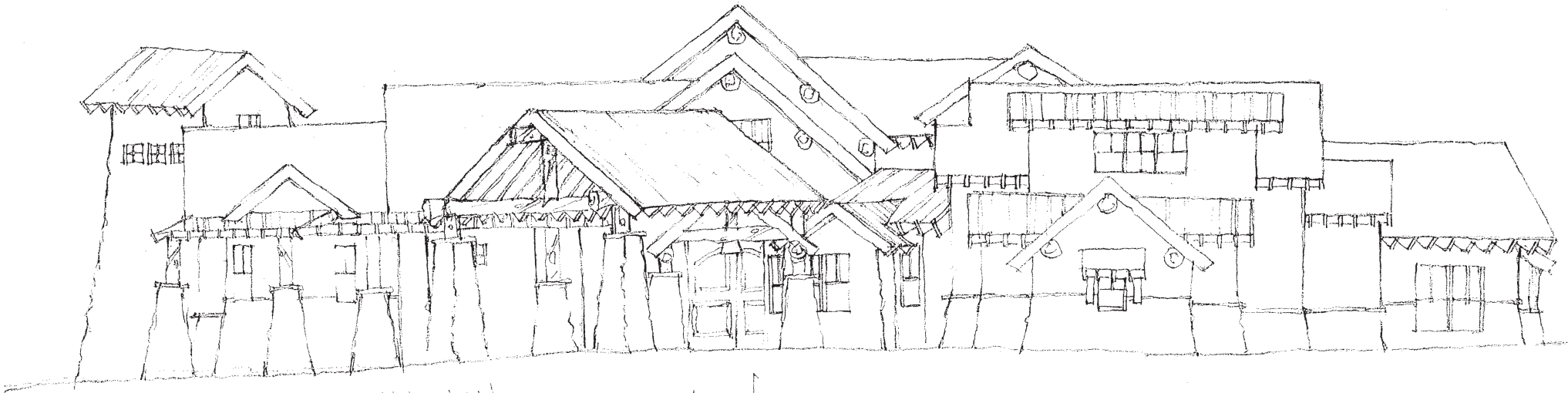


EAST ELEVATION
1/4" = 1'-0"

RECEIVED
SEP 27 2011

TOWN OF BRECKENRIDGE
PLANNING DEPT

GUEST RESIDENCE



SIERRA BUILDING DESIGN
7.26.11

NORTH ELEVATION
1/8" = 1'-0"



MEMORANDUM

TO: Breckenridge Planning Commission
FROM: Scott Reid, Open Space and Trails Planner
DATE: September 27, 2011
SUBJECT: Upper Blue Nordic Master Plan Revision and Resolution

Summary

The Open Space and Trails Division requests that Planning Commission review the attached revised Upper Blue Nordic Master Plan and approve a resolution to make the document a correlative document to the Town of Breckenridge Comprehensive Master Plan.

Background

The Upper Blue Nordic Master Plan (UBNMP) outlines recommendations for preserving or improving nordic skiing access and opportunities in the Upper Blue basin. It is intended as a reference in planning development review, for outlining management goals of the two nordic centers, in seeking ways to improve backcountry ski access, and for formulating comments for travel management planning (e.g. U.S. Forest Service planning process).

The original UBNMP, approved by the Breckenridge Town Council in 2001, provided clear direction for the protection of existing nordic routes, construction of new routes, and the establishment of the Gold Run Nordic Center. Since 2001, many of the goals outlined in the UBNMP were accomplished, leading to a revision process undertaken in 2010 and 2011.

The revision process involved convening a UBNMP review committee including representatives from Summit County Government, the U.S. Forest Service, the Breckenridge Open Space Advisory Committee, Backcountry Snowsports Alliance, nordic ski concessionaires, Summit Huts, the local ski racing community, and Town of Breckenridge Planning and Recreation Department staffs. The group reviewed, discussed, and revised the existing nordic document, leading to the attached updated plan.

The UBNMP is a non-binding visionary document, intended to provide a vision for the desired future nordic improvements in the basin. Implementation of any nordic improvements recommended in the Plan will be subject to future funding decisions authorized by Town Council or the Summit Board of County Commissioners and their designated advisory committees, including the Planning Commissions for both the Upper Blue Basin and the Town of Breckenridge.

Process

The Breckenridge Town Council has reviewed the document and held a first hearing to adopt the revised UBNMP as a correlative document to the Town of Breckenridge Development Code. A public hearing for the adoption of the document is scheduled for October 11, 2011.

In order for the UBNMP to be adopted as a correlative document to the Town of Breckenridge Comprehensive Master Plan (“Comp Plan”), the Planning Commission is required to adopt a resolution to allow the revised document to supplant the 2001 version.

Staff requests the Planning Commission review the revised UBNMP and adopt the attached resolution making the revised version a correlative document to the Town Comprehensive Plan.



2011 Upper Blue Nordic Plan



2011 Upper Blue Nordic Plan



Town Council

John Warner, Mayor

Eric Mamula

Mike Dudick

Jeffrey Bergeron

Peter Joyce

Jennifer McAtamney

Mark Burke

Open Space Advisory Commission

Dennis Kuhn, Chair

Scott Yule

Devon O'Neil

Jeff Cospolich

Erin Hunter

Jeff Carlson

Prepared by the Community
Development Department
P.O. Box 168
Breckenridge, Co. 80424

2011 Upper Blue Nordic Plan



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Upper Blue Nordic Master Plan Executive Summary

The Upper Blue Nordic Master Plan (UBNMP) outlines recommendations for preserving or improving nordic skiing access and opportunities in the Upper Blue basin. It is intended for use in planning development review, for outlining management goals of the two nordic centers, in seeking ways to improve backcountry ski access, and for formulating comments for travel management planning (e.g. U.S. Forest Service planning process).

The original UBNMP, approved by the Breckenridge Town Council in 2001, provided clear direction for the protection of existing nordic routes, construction of new routes, and the establishment of the Gold Run Nordic Center. Since 2001, many of the goals outlined in the UBNMP were accomplished, leading to a revision process undertaken in 2010 and 2011.

The revision process involved convening a UBNMP review committee including representatives from Summit County Government, the U.S. Forest Service, the Breckenridge Open Space Advisory Committee, Backcountry Snowsports Alliance, nordic ski concessionaires, Summit Huts, the local ski racing community, and Town of Breckenridge Planning and Recreation Department staffs. The group reviewed, discussed, and revised the existing nordic document, leading to the attached updated plan.

The UBNMP is a non-binding visionary document, intended to provide a vision for the desired future nordic improvements in the basin. Implementation of any nordic improvements recommended in the Plan will be subject to future funding decisions authorized by Town Council or the Summit Board of County Commissioners and their designated advisory committees.

The UBNMP represents the work and creativity of a group of citizens who are committed to preserving and improving nordic skiing in the Upper Blue basin in the next decade. The Town extends its gratitude to all those who have worked to promote nordic access in the Breckenridge area.

1.0 Background

1.1 History

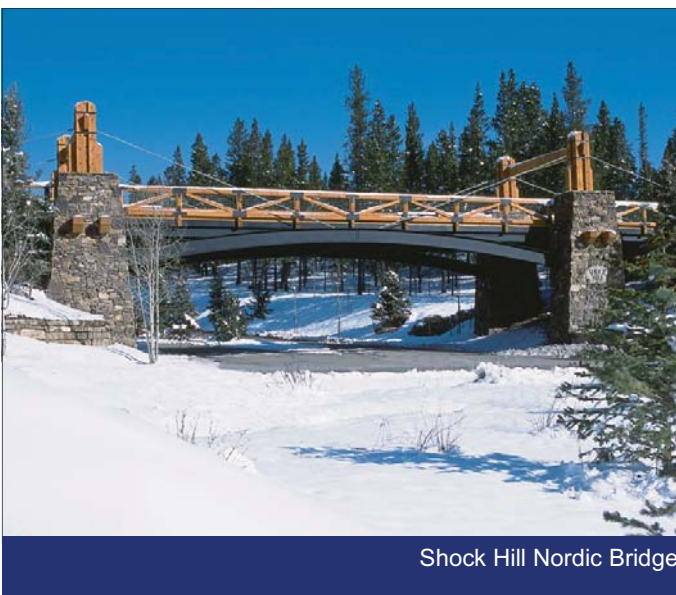
The sport of nordic skiing has a special heritage in Summit County, the Town of Breckenridge, and the Upper Blue River Basin. The founders of the local ski community were themselves largely responsible for introducing nordic skiing from Norway to the area. Since that time, the sport has evolved to become a popular activity for those seeking an introduction to the backcountry as well as those training to compete on an international level in racing. Nordic opportunities have existed in the Upper Blue Basin for many years, and long standing public and private efforts have been made to protect the access and available terrain from being transformed to other uses.

The Town of Breckenridge Open Space and Trails program also owes its inception to the sport of nordic skiing. The potential for loss of nordic (and summer) trails through the Shock Hill and Cucumber Creek Estates development review processes partially prompted the nordic community to organize themselves and bring an open space ballot initiative to vote by the general public in 1996. The initiative passed, giving the Breckenridge community a .5% sales tax dedicated to open space acquisition and management.

The Town of Breckenridge (Town) first became directly engaged in the support of nordic skiing when the Town accepted nordic trail easements in the Shock Hill development. Since that time, the Town has continued to receive dedications of other sections of the nordic trail system around the



Breckenridge Nordic Center. In the winter of 2001, the Town acquired the Preservation Parcel of the Cucumber Creek Estates development. This \$4.75 million purchase was the largest expense at that time that the Town had invested in open space and trails. The purchase of this property also meant that the Breckenridge Nordic Center would need to be eventually moved from its present site to one that was designated specifically as a nordic skiing facility on an adjacent lot. Once the Breckenridge Town Council discussed the Town's investment in the relocation and potential reconstruction of the Breckenridge Nordic Center, they realized that there may be other nordic facility opportunities



worthy of the Town's investment. As a result, the Breckenridge Town Council sought to thoroughly investigate all potential locations for nordic facilities and trails and determine the best array of sites and allocation of resources.

The Breckenridge Town Council called for the creation of the Upper Blue Nordic Master Plan Committee to accomplish this task. The committee was established with representatives from the Breckenridge Open Space Advisory Commission (BOSAC), nordic ski concessionaires, media, local racing community, local nordic advocacy organizations, and Town Planning Department and Recreation staff. The committee met on a monthly basis beginning in the winter of 2001 to develop the Master Plan.

The following were the goals outlined by the Upper Blue Nordic Master Plan Committee in 2001 and approved by both the Breckenridge Open Space Advisory Commission and the Breckenridge Town Council:

- 1) Expand the Breckenridge Municipal Golf Course trails network to approximately twenty kilometers and utilize the clubhouse as a nordic center building.
- 2) Reconstruct and expand the Breckenridge Nordic Center, and an associated nature center, with future expansion of both uses incorporated into one building.
- 3) Consider a satellite facility with the potential for future expansion at the Shock Hill Nordic Site. This would include lighted trails, incorporating low-level directional lights.
- 4) Find and secure an alternative alignment of the Breckenridge to Frisco groomed ski trail (which was the Rec Path at the time).
- 5) Seek a commitment by Vail Resorts to contribute to proposed nordic facilities, trails, and/or grooming.



In the nine years since the original 2001 UBNMP was approved, the following progress has occurred:

- The Gold Run Nordic Center was created, utilizing the Breckenridge Municipal Golf Course Clubhouse as the main facility. Approximately 20 kilometers are groomed on the golf course. The facility is owned and managed by the Town of Breckenridge.
- The Golden Horseshoe management planning process occurred during 2006 and 2007, part of which addressed groomed and undeveloped nordic trails in the Golden Horseshoe area.

- Nordic Group International was hired by the Town of Breckenridge to write a feasibility study addressing the expansion of the Gold Run Nordic Center into the Golden Horseshoe (Appendix A).
- The results of the nordic-related Golden Horseshoe management planning process included: a bubble was drawn around the area adjacent to the Gold Run Nordic Center (GRNC) where up to 30 kilometers of future nordic trails could be improved and constructed to bring the total kilometers of groomed nordic trails to 50 kilometers (Map 1); the decision was made to manage Sallie Barber road as non-motorized during the winter months; and a number of designated non-motorized ski routes in the Golden Horseshoe area were identified.

- Morton Trails, Inc. was hired by the Town of Breckenridge to phase and design the 30 kilometer expansion area in the Golden Horseshoe adjacent to the GRNC (Appendix B).



Sallie Barber Mine

- Morton Trails recommended three phases of expansion. The first phase was a five kilometer loop in the Peabody Placer, designed for intermediate and advanced skiers, and suitable for a race venue. (Map 2)

- The Hoodoo Voodoo Trail was constructed in 2009 and represents the first phase of the expansion.

- The Breckenridge Open Space Advisory Commission held a retreat in February 2009 and discussed the question of whether the goal still existed to make Breckenridge a “regionally significant nordic destination.” BOSAC

was in consensus that this goal had been reached, but that improvements should continue to be pursued.

- At the February 2009 retreat, BOSAC recommended that staff initiate a revision of the Upper Blue Nordic Master Plan that was approved in 2001 that would include both the developed nordic centers and the undeveloped cross country and backcountry ski areas.

- In 2010 and early 2011, staff held meetings to address the UBNMP revision. These meetings were attended by representatives from the Breckenridge



Hoodoo Voodoo Trail Ribbon Cutting

Open Space Advisory Commission, Town Planning and Recreation departments, U.S. Forest Service, Summit County Open Space and Trails department, Breckenridge Nordic Center, Summit Huts Association, Summit Nordic Council, and interested users.

- Town of Breckenridge staff took the recommendations from the Upper Blue Nordic Master Plan Committee to draft the 2011 UBNMP revision.

1.2 Role of Nordic skiing in the community

Nordic skiing plays an important role for the local community. As an alternative activity for alpine ski resort visitors, it is also popular with local residents for several reasons. Some citizens are competitive nordic skiers that utilize the groomed trails for training and racing. Others nordic ski as a way to explore the backcountry, get exercise on their nearby trails, or cross train for other sports. During the 2009/2010 season, the skier numbers at nordic centers in Summit County were 40,000 and they are estimated to be 45,000 for the 2010/2011 season.

1.3 Entities involved

The process of revising of the UBNMP has involved the Breckenridge Town Council, Breckenridge Open Space Advisory Commission, Town of Breckenridge staff (from Community Development Department, Open Space and Trails Division, Recreation Department, and Gold Run Nordic Center), Summit County Government, U.S. Forest Service, Summit Huts, Summit Nordic Ski Club, and interested users.

1.4 User groups

The following user groups are defined and are being addressed as a part of this UBNMP:

- Skate skiers: these skiers utilize trails that are groomed specifically for skate skiing.
- Classic skiers: these skiers utilize trails that are groomed specifically for classic skiing.
- Cross country skiers: these skiers utilize ungroomed backcountry routes that are often also existing summertime roads or trails. These skiers park at trailheads throughout the Upper Blue Basin. The trails utilized by these skiers are occasionally marked by blue diamonds on trees.
- Backcountry skiers: these skiers are utilizing trailheads and ungroomed trails to access backcountry terrain for making alpine or telemark turns. They do not necessarily remain on established routes for their entire experience, but often will start on marked and ungroomed trails to access their desired terrain.

2.0 Vision

The vision that was established as a part of the original 2001 Upper Blue Nordic Master Plan was as follows:



Backcountry Skier on Baldy Mountain

“The vision of the Breckenridge Town Council is to provide an exceptional and well-rounded nordic skiing experience. There will be opportunities for the whole spectrum of nordic skiers, including those who have never attempted the sport and need basic instruction and beginner trails, those looking for a respite from an alpine ski vacation, those needing a backcountry excursion, and competitors requiring long distance training and racing opportunities with an array of terrain features.”

This vision continues to be valid and has been retained for the purposes of this revised nordic plan.

3.0 Nordic trails guidelines



Racers at the Gold Run Nordic Center

Because the vision for nordic skiing in the Upper Blue River Basin includes the need for trails that are managed for racing and training, groomed recreational skiing (skating and classic), and backcountry touring, the terrain and maintenance of these trails should be appropriate for the user group addressed.

Guidelines for the design and construction of nordic ski trails are discussed more in-depth in the Golden Horseshoe Nordic Assessment (Nordic Group International, 2006) (Appendix A) and the Golden Horseshoe Nordic Trails Plan: Nordic Expansion Area (Morton Trails, 2008) (Appendix B).

3.1 Design Considerations

Racing/training: Generally the terrain for this use should be more challenging, with more hills and elevation grade changes.

Recreational groomed skiing: The terrain for this use should be flatter with less abrupt elevation changes and turns.

Cross Country skiing: The terrain for this use should be undulating yet moderate with long sweeping alignments as opposed to sharp corners or curves.

Backcountry skiing: The terrain for this use can be varied, but should provide a rustic experience that is easily accessible yet also integrates more rural and remote experiences. These users can tolerate and often prefer steeper approaches and descents that expedite their travel to alpine terrain.



Groomer on Peabody Placer

3.2 Grooming

The following chart displays typical grooming dimensions for the different types of nordic skiing. The format of the chart was adapted from the Pitkin County Nordic Trails Plan (2008).

Categories	Full Width	Medium Width	Narrow Width	Ungroomed
Width	Up to 24 feet	14-16 feet	5-8 feet	N/A
Track Type	Dual or single classic and 12-foot skate lane	Single classic and 8-foot or wider skate lane	Skate lane with or without classic track, or a classic	Tracked by skiers themselves
Examples	Buffalo Flats	Hoodoo Voodoo	Preston Loop	Peaks Trail
User Groups	Skiers/Snowshoers possibly on the side	Skiers/Snowshoers possibly on the side	Generally classic skiers	Cross Country skiers, Backcountry skiers, snowshoers and snow
Grooming	Snowcat	Snowcat	Snowmobile	N/A

4.0 Infrastructure

Structures associated with nordic skiing pursuits, such as warming huts, trailheads and informational kiosks, should generally reflect the nordic community goals of being energy efficient and unobtrusive, and should not alter the backcountry character of the open space program. The existing clubhouse at Gold Run should be utilized due to its exceptional space, parking and accessibility. The proposed Breckenridge Nordic Center building should be designed and built in a way that meets the needs of the nordic concessionaire and the Town while also minimizing impacts to the Cucumber Gulch Preserve open space.



5.0 Guiding principles for trail improvements and expansion

Trail improvements for nordic skiing should be well planned to accommodate nordic skiing, summer uses and forest health access, where applicable. Improvements should be considered when there is the appropriate demand, political support, and available resources. Trails should increase connectivity with other existing nordic routes while maximizing the benefit to trail users and protecting open space values. The onetime impact of trail construction should be considered in light of the long term maintenance of those routes. The long term maintenance and grooming (where appropriate) should be given consideration over the short term construction impacts.

6.0 Winter trail system proposed improvements

Table A of the appendix is a list of each of the focus areas that were discussed by the Upper Blue Nordic Master Plan Committee. Map 3 depicts the locations of these areas. The table lists each of the developed nordic areas, including their existing trail systems and proposed expansions, as well as the proposed expansion areas. For each area, the particular characteristics and values were identified, in addition to possible risks, needs or limitations that were noteworthy. The last category “Suggested Enhancements,” contains recommendations by members of the Committee on possible improvements for each of the focus areas. A summary of the primary characteristics and priority recommendations, as agreed upon for each focus area by the Committee, are provided below.

6.1 Developed systems

The Town of Breckenridge is directly involved in the management of the two developed nordic centers in the Upper Blue Basin. The Town manages all aspects of the Gold Run Nordic Center and would be responsible for any related improvements or enhancements. The Breckenridge Nordic Center is a public/private enterprise that is a joint effort between the Town and a concessionaire. Any efforts taken to address enhancements of the existing Breckenridge Nordic Center would be done collaboratively between the Town and the concessionaire. The Peak 6 and 7 expansion areas, however, lie outside of the Town limits and would be the responsibility of the concessionaire and the U.S. Forest Service.

6.1.1 Gold Run Nordic Center

6.1.1.1 Golf Course Terrain

The area of the Gold Run Nordic Center that exists on the Breckenridge Municipal Golf Course terrain is owned and operated by the Town of Breckenridge. It is centrally located and has its own on-site maintenance facility. GRNC is an excellent event venue and allows the public to utilize the clubhouse and parking amenities created for the summer golf operation. In combination with the Golden Horseshoe area, GRNC has a good variety of terrain for different ability levels.



Priority enhancements for the *Gold Run Nordic Center that exist on the golf course terrain*:

- Re-evaluate the existing trail alignments for a better user experience. Enhance the terrain that already exists, while creating more efficient loops for both grooming and events.
- Develop a common vision between the golf course and nordic operations. Encourage grooming that will enhance the nordic experience while preserving the golf course and its operations. Evaluate rubber tracks for the snow cat, which might reduce the impacts to the golf course.
- Develop a homologated loop from the golf course terrain for the purpose of destination events, having a “destination trail,” etc. This loop would likely incorporate the Peabody terrain.

6.1.1.2 Peabody/Preston Area

The Peabody/Preston area is located to the east of the golf course terrain of the Gold Run Nordic Center. Although this area lies on jointly owned Town of Breckenridge and Summit County Government property, it is a part of the Gold Run Nordic Center. This area accommodates a variety of user groups and ability levels. With its northerly aspect, it holds snow well and does not have the greens-related grooming issues present on the golf course portion of the nordic center. There are several historical structures that can be seen from the trails network with excellent wildlife viewing and interpretive opportunities as well. This trail network is very popular with local nordic and cross country skiers, in part due to the dog-friendly trails.

Priority enhancements for the *Peabody/Preston areas of the Gold Run Nordic Center*:

- Create a homologated trail without two-way traffic.

- Construct the Above the Bench and Sluice trails. These proposed trails are a natural extension to the existing network and would increase the amount of moderate terrain close to existing trails.
- Redesign the Preston Loop for a better experience, with a focus on the widening of the trail prism and the rerouting of the Extension Mill Road.

6.1.1.3 Proposed Expansion Area

The area beyond the Peabody/Preston area that was included in the Town of Breckenridge Golden Horse Nordic Trails Plan is considered the proposed expansion area. Phase II of the expansion area is called the Upper Bench and includes the terrain upslope of the Peabody Placer and to the west of Gold Run Road. This terrain is very moderate, user friendly and proximal to the existing groomed nordic trails. Phase III of the plan lies between Dry Gulch and Discovery Hill and has more challenging terrain and exposure issues.



Groomed Trail in the Peabody area

Priority enhancement for the *Golden Horseshoe Expansion Area* is:

- As mentioned above, the short-term focus is on the design and construction of the Above the Bench/Sluice trail (which would help with the race loop concept described above) and the Upper Bench Trail, as described in the Morton Trail plan in Appendix B.

6.1.2 Breckenridge Nordic Center

6.1.2.1 Peak 8 Base

The Breckenridge Nordic Center (BNC) is a well established facility over 30 years old that is located close to town and can be accessed by either public busses or the gondola. The BNC receives early season snow and contains good terrain for a variety of users. The trail system lies largely within the Cucumber Gulch Preserve and so integrates an environmental education component, particularly with the interpretive signage that already exists. The restored Josie's Cabin at the bottom of the wetlands complex provides a historical element as well. This nordic center is a good example of a public/private partnership between the concessionaire and the Town of Breckenridge.

Priority enhancements for the existing *Peak 8 base of the Breckenridge Nordic Center* are as follows:

- Create a year-round facility.

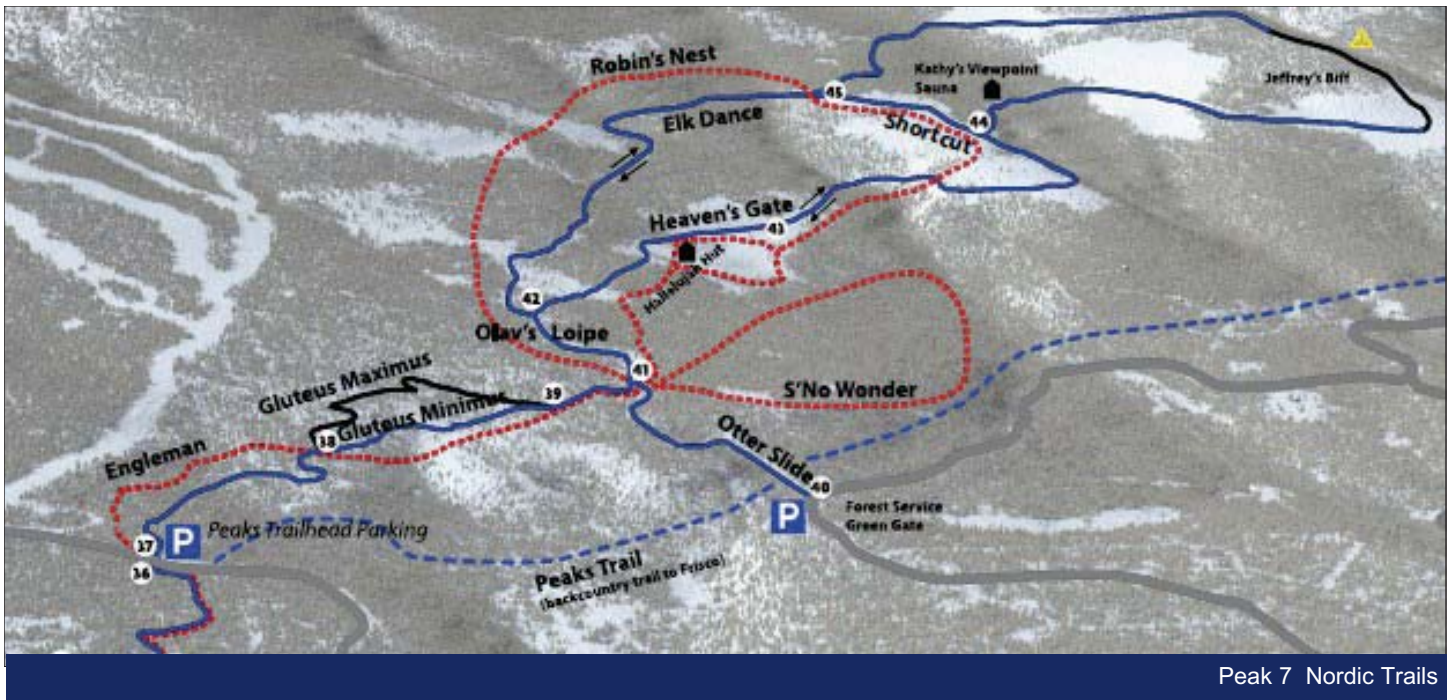
- Establish a stewardship/sentry/guardian presence for the Cucumber Gulch Preserve.
- Provide better management of Josie's Cabin.

6.1.2.2 Peaks 6 and 7

The concessionaire at the Breckenridge Nordic Center holds a special use permit on USFS lands in the area below Peaks 6 and 7. Currently there are approximately 12 kilometers of trails that exist on old alignments and road grades. The concessionaire has been working with the USFS on a long-term plan for the management of the area and an expanded trail network. Currently the trail system is an excellent amenity for locals, has great early and late season snow conditions, and has moderate terrain with expansive views once skiers can access the higher elevation trails.



Breckenridge Nordic Center



Peak 7 Nordic Trails

Priority recommendations for the *proposed Peak 7 expansion area* are the following:

- Build a year-round facility.
- Construct additional 20 kilometers of nordic-specific, machine-built trails that are easily groomed, and more moderate and contoured for a better user experience.
- Reroute the Gluteus Maximus, Minumus, and Jeffrey's Biff trails.

- Maintain dog-friendly trails, but with more management and oversight.
- Maintain free public backcountry access through the groomed nordic system.
- Incorporate an environmental interpretive component.
- Coordinate plans and uses with the surrounding stakeholders.

6.2 Undeveloped systems

The undeveloped areas are largely ungroomed cross country and backcountry skiing trailheads and trails that are skied in by the users. They are often destinations for a combination of cross country skiers, backcountry skiers, snowshoers, and walkers. Although some of these areas lie on property that is owned and managed by Summit County and/or the Town of Breckenridge, many of these areas fall under the U.S. Forest Service jurisdiction and will be subject to the direction of the agency's approved White River National Forest Travel Management Plan. This plan provides recommendations from the Town of Breckenridge with respect to the management of some of these areas, but the approval and implementation of related actions will be subject to approval by the U.S. Forest Service and in some cases, Summit County Government. It should be noted that the U.S. Forest Service currently does not limit ungroomed skiing to designated routes. Skiing, snowshoeing and walking are allowed throughout the Forest.

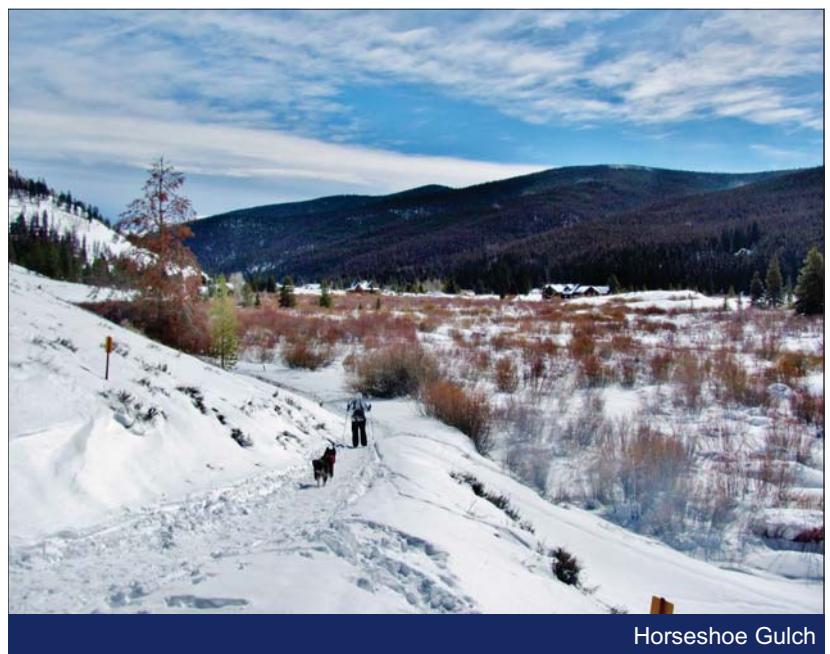
6.2.1 General considerations

Some considerations for winter ski routes (primarily for cross country skiing) as both summer and winter trails in the Upper Blue River area are further developed and managed area as follows:

- Provide more education about winter trail etiquette (e.g. separation of uses within a corridor, picking up dog waste, etc.).
- Develop winter-specific trail standards for design and construction.
- Evaluate the snow compaction routes as designated by the USFS for accuracy and appropriateness and alter the system as necessary to reflect use patterns.

6.2.2 Swan River Drainage

Horseshoe Gulch (a.k.a. Tiger Dredge area) is a popular winter recreation destination for non-motorized users. There is a trailhead with good parking and a variety of moderate terrain with many loop opportunities. The area is



Horseshoe Gulch

good winter elk habitat, so there are plenty of opportunities for wildlife viewing, but also the possibility of skier-generated wildlife impacts.

Priority enhancements In the *Horseshoe Gulch* area:

- Establish a trail connection between Horseshoe Gulch and the Galena Ditch.
- Create a trail connection between the Tiger Townsite and Rock Island (accessing the Galena Ditch from the east).

Further east up the Swan River drainage, the terrain is steeper and there is a greater mixture of motorized and non-motorized use.

Priority enhancements for the *North Fork* area:

- Provide increased law enforcement related to unauthorized motorized use.
- Provide a winter gate and signage for Wise Mountain.

Priority enhancements for the *American Gulch* area:

- Install signage or barriers to help protect Monitor Gulch from encroaching motorized use

6.2.3 French Gulch

French Gulch is one of the most popular areas for ungroomed cross country skiing in the Upper Blue Basin. It is very close to the Town of Breckenridge and local neighborhoods, there is abundant easy and moderate terrain, the motorized and non-motorized uses are segregated, designated parking areas are plowed and maintained, and there are many dog-friendly trails. Most of the land in this area is in public ownership and public access is secure.

Priority enhancements for the *French Gulch* area:

- Create a complete east-west route that would connect the Wellington Neighborhood, the B&B trail, Sallie Barber, and Black Gulch. This would be contingent upon an evaluation of the wildlife impacts and permission to cross private properties.
- Expand the parking at the Lincoln Townsite to accommodate more users and snowmobile trailers effectively.



French Gulch

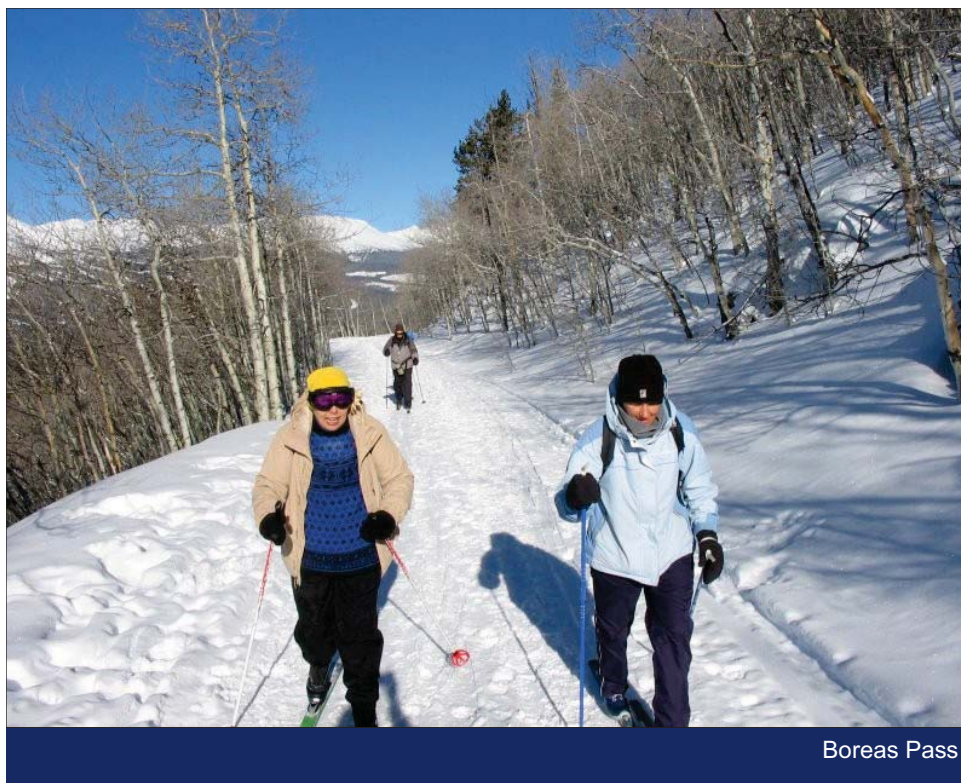
- Gain legal access to Australia Gulch and between the B&B trail and Barney Ford.
- Construct a sustainable reroute of the Weber Gulch Trail.

6.2.4 Baldy to Boreas Pass

This area is close to town and one of the most popular backcountry ski destinations. The variety of terrain, between the Boreas Pass Road and the slopes of Baldy Mountain, and the good snow conditions provide a variety of opportunities for users. Boreas Pass Road provides access to the Section House, a backcountry ski hut managed by Summit Huts Association.

Priority enhancements for the Baldy to Boreas Pass area:

- Enforce the non-motorized designation on Baldy Mountain.
- Pursue trailhead parking for Baldy Mountain area.



6.2.5 Indiana/Pennsylvania Gulches

This is also a very popular destination area for groomed nordic, cross country and backcountry skiing. The Spruce Valley Ranch homeowners' association grooms an out-and-back section of Indiana Gulch which is used by many skiers. This trail accesses additional moderate terrain that is very popular with cross country and backcountry users seeking a more remote experience.

Pennsylvania Gulch is popular primarily because of the steeper backcountry ski terrain. The trailhead is owned and managed jointly by the Town of Breckenridge and Summit County Government.

Priority enhancements for *Indiana/Pennsylvania Gulches*:

- Close the central Indiana Gulch and Dyersville roads to motorized use. These provide an excellent cross country ski loop with the main Indiana Gulch trail.

- Pursuant to the outcome of the USFS Travel Management Plan for the White River National Forest, install a gate at the Pennsylvania Gulch trailhead or pursue a non-motorized trail route that would separate users.
- Expand the parking area at the Pennsylvania Gulch trailhead where possible.

6.2.6 Fredonia Gulch

This area only receives light use. It is easily accessible from Highway 9 and provides a good neighborhood amenity. Some skiers use it as an out-and-back route and others utilize it as an access for more backcountry terrain. There is no legal parking and there are private property issues along the main route.

Priority enhancements for *Fredonia Gulch*:

- Secure legal parking for access to Fredonia Gulch.
- Create a connection between Fredonia Gulch, the Blue River Extension Trail, and Pennsylvania Gulch.

6.2.7 Red Mountain

This area only receives light use. It is easily accessible from Highway 9 and provides a good neighborhood amenity. Some skiers use it as an out-and-back route and others utilize it as an access for more backcountry terrain. There is no legal parking and there are private property issues along the main route.

Priority enhancements for *Red Mountain*

- Secure legal parking for access to Fredonia Gulch.
- Create a connection between Fredonia Gulch, the Blue River Extension Trail, and Pennsylvania Gulch.



6.2.8 Bemrose Ski Circus

This is a very popular area for many users. The parking at Hoosier Pass is convenient

Bemrose Ski Circus

and adequate. The main trail is contouring and provides moderate terrain. This area has excellent early season snow conditions and provides easy access to the higher peaks and steeper terrain surrounding it.

Priority enhancements for the *Bemrose Ski Circus* area:

- Provide better motorized/non-motorized signage, strategic barriers and enforcement at both the north and south ends.
- Install pedestrian crossing signs at the top of Hoosier Pass.
- Develop a designated trail between the upper and lower sections.
- Reroute sections of the main trail to avoid wetland impacts.
- Provide legal parking at the lower Bemrose access point.

6.2.9 Hoosier Pass (West)

This area is very popular due to the ease of access. Most of the area is above treeline and therefore very scenic with easy access to high alpine terrain. Like the Bemrose area, this is a great place to ski during the early and late ski season. There are several loop options and Tractor Bowl is a destination area for backcountry skiers seeking steeper terrain.

Priority enhancements for the *Hoosier Pass (West)* area:

- Regulate the motorized and hybrid use, working jointly with the Pike San-Isabel and White River National Forests.
- Re-establish the Wheeler Trail from the summit with blue diamonds.

6.2.10 Quandary/McCullough Gulch

Like the other areas in the Hoosier Pass vicinity, the Quandary/McCullough Gulch area is popular because it has early and late season snow, it provides for a variety of users, and it offers access to higher alpine terrain. Quandary is one of the most popular peaks for backcountry skiers and snowshoers, given its easy access and moderate approach.



Priority enhancements for the *Quandary/McCullough Gulch* area:

- Improve and expand the trailhead parking on the Quandary side.
- Improve the system of contouring routes. One possibility would be marking the Wheeler Trail across the base of Quandary with blue diamonds while decommissioning other routes.

6.2.11 Spruce Creek

Spruce Creek offers a separated use opportunity, where non-motorized users can utilize the narrower trail and motorized users can use the road grade. There is a parking lot with adequate space for the large numbers of users that come to this area. The trail and road are used to access Francie's Hut, which is managed by the Summit Huts Association. This area is very popular with locals and visitors alike. It is used primarily by cross country skiers and snowshoers, although backcountry skiers will use the trail system to access the higher alpine terrain above the hut.



Francie's Cabin

Priority enhancements for the *Spruce Creek* area:

- Monitor and manage unauthorized motorized use.
- Improve the signage leading to the parking area.
- Provide earlier season vehicular closures.

6.2.12 Burro Trail

The Burro Trail is close to Breckenridge, it is already well marked with blue diamonds, and has a wide corridor, making the route finding easy. The trail holds snow well and usually has good ski conditions. It has very moderate terrain, making it a great trail for cross country skiing and snowshoeing. It provides good links to other trails on the adjacent USFS lands and is accessible from the base of Peak 9 of the Breckenridge Ski Resort.

Priority enhancements for the *Burro Trail* area:

- Improve the parking options. There should be dedicated public parking and better signage to access the northern end of the trail.
- Improve the trailhead. Besides expanded parking options, a kiosk at the beginning of the trail would improve wayfinding and streamline access.

6.2.13 Peaks Trail

The Peaks Trail is among the most popular winter nordic ski trails in the Upper Blue basin. From the trailhead on CR 3, skiers can find a groomed experience, a moderate cross country ski, or access to excellent backcountry terrain (such as Peaks 4,5, and 6). There are multiple trail connections and loop opportunities for a variety of users and the trails are all dog-friendly.

Priority enhancements for the *Peaks Trail*:

- Develop and install an information kiosk at the trailhead.
- Coordinate the access and continued use with the Breckenridge Nordic Center master development plan for Peak 7.
- Work with the County, Breckenridge Ski Resort, and the U.S. Forest Service to manage the trailhead for nordic, cross country, and backcountry skiers only.



6.2.14 Peak 7 Neighborhood (Green Gate, North Barton)



The skiing out of the Peak 7 neighborhood is a great amenity for locals. There are multiple trail connections and loop opportunities. Users can access the groomed skiing, the cross country skiing on the Peaks Trail or other trails, or access the higher alpine skiing on Peaks 4, 5, and 6 for backcountry skiing.

Priority enhancements for the *Peak 7 neighborhood* area:

- Address the parking issues. This could be done through a combination of monitoring and policing the existing parking areas (e.g. unauthorized alpine ski area use parking at the Peaks Trailhead, pushing cross country

skiers to the Green Gate or Slalom Drive), and/or developing a more official trailhead at the Green Gate with delineated parking, signage and a kiosk for the nordic, cross country and backcountry skiers.

- Provide designated backcountry trail access to Peaks 4, 5, and 6 through the groomed system with diamonds on trees or something similar.
- Investigate a new access to Peak 5 in the event that the Breckenridge Ski Resort Peak 6 expansion occurs.
- Monitor the tree clearing from the Breckenridge Fuels Project to continue to provide a buffer of trees to preserve and protect snow quality where possible.

6.2.15 Gold Hill (Colorado Trail trailhead and USFS road)

The Gold Hill area is very popular with easy access and moderate terrain for cross country skiers and snowshoers. There are good loop opportunities with the array of old logging roads and the Colorado Trail is well marked.

Priority enhancements for the *Gold Hill* area:

- Monitor the tree clearing from the Breckenridge Fuels Project to continue to provide a buffer of trees to preserve and protect snow quality where possible.



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