

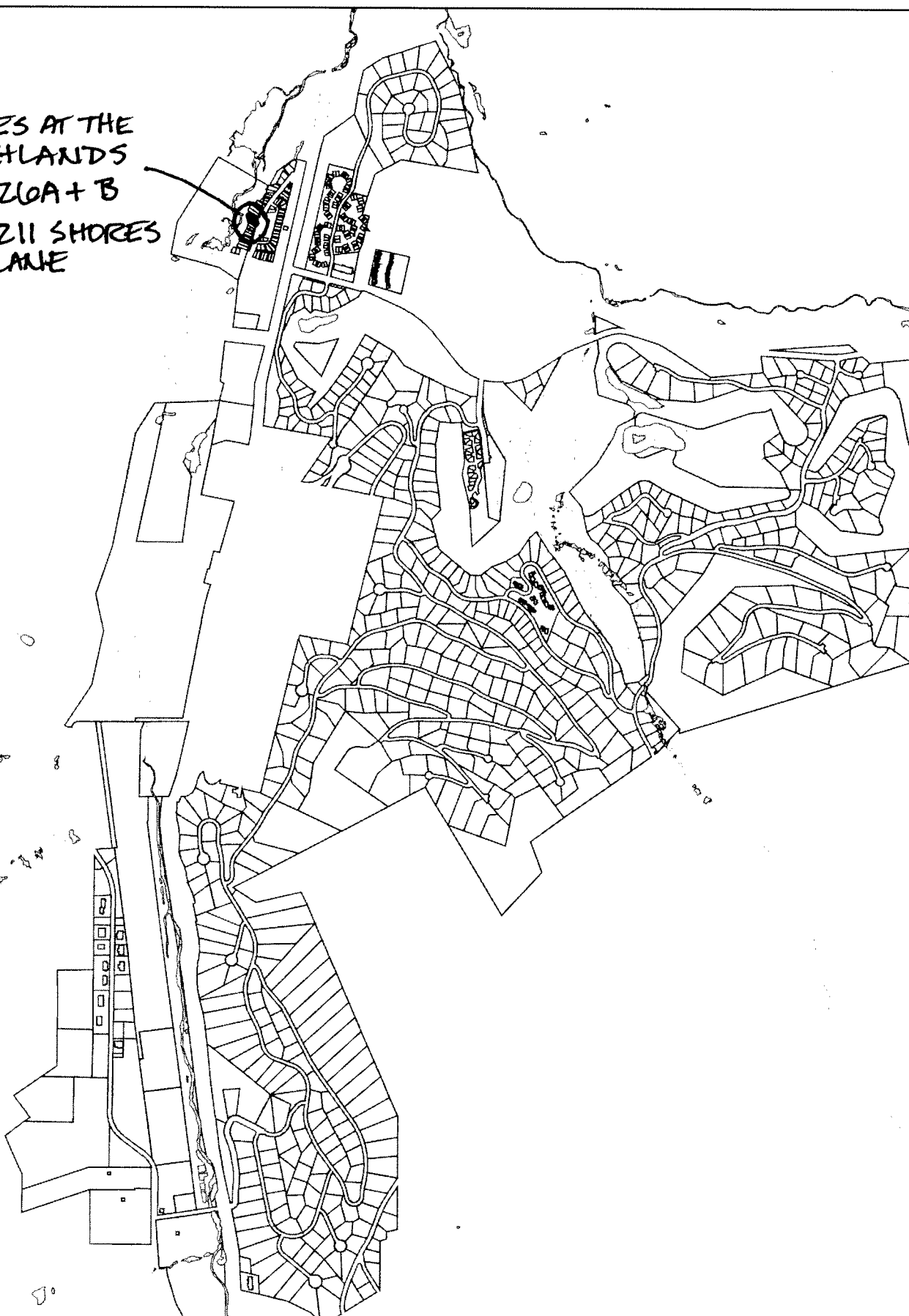
**Town of Breckenridge**  
**Planning Commission Agenda**  
Tuesday, October 21, 2008  
Breckenridge Council Chambers  
150 Ski Hill Road

<b>7:00</b>	<b><i>Call to Order of the October 21, 2008 Planning Commission Meeting; 7:00 p.m. Roll Call</i></b>	
	<b><i>Approval of Minutes October 7, 2008 Regular Meeting</i></b>	<b>4</b>
	<b><i>Approval of Agenda</i></b>	
<b>7:05</b>	<b><i>Consent Calendar</i></b>	
	1. Winterpoint I Exterior Remodel (CK) PC#2008110 200 Primrose Path	<b>7</b>
	2. Shores at the Highlands Lots 26A and 26B (MGT) PC#2008111 209 & 211 Shores Lane	<b>15</b>
<b>7:15</b>	<b><i>Resolutions</i></b>	
	1. Adoption of the new Trails Master Plan (SR)	<b>24</b>
<b>8:00</b>	<b><i>Final Hearings</i></b>	
	1. O'Rourke Square (MGT for MM) PC#2008091 226 South Ridge Street	<b>56</b>
<b>8:45</b>	<b><i>Worksessions</i></b>	
	1. Capacity Analysis (CK)	<b>75</b>
	2. Solar Panels Ordinance Amendment (JP/MGT)	<b>90</b>
	3. Park City Planning Commission Field Trip Recap (CN)	<b>98</b>
<b>10:45</b>	<b><i>Town Council Report</i></b>	
<b>10:55</b>	<b><i>Other Matters</i></b>	
<b>11:00</b>	<b><i>Adjournment</i></b>	

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.*

SHORES AT THE  
HIGHLANDS  
LOTS 20A + B  
209-211 SHORES  
LANE



Town of Breckenridge and Summit County governments  
assume no responsibility for the accuracy of the data, and  
use of the product for any purpose is at user's sole risk.

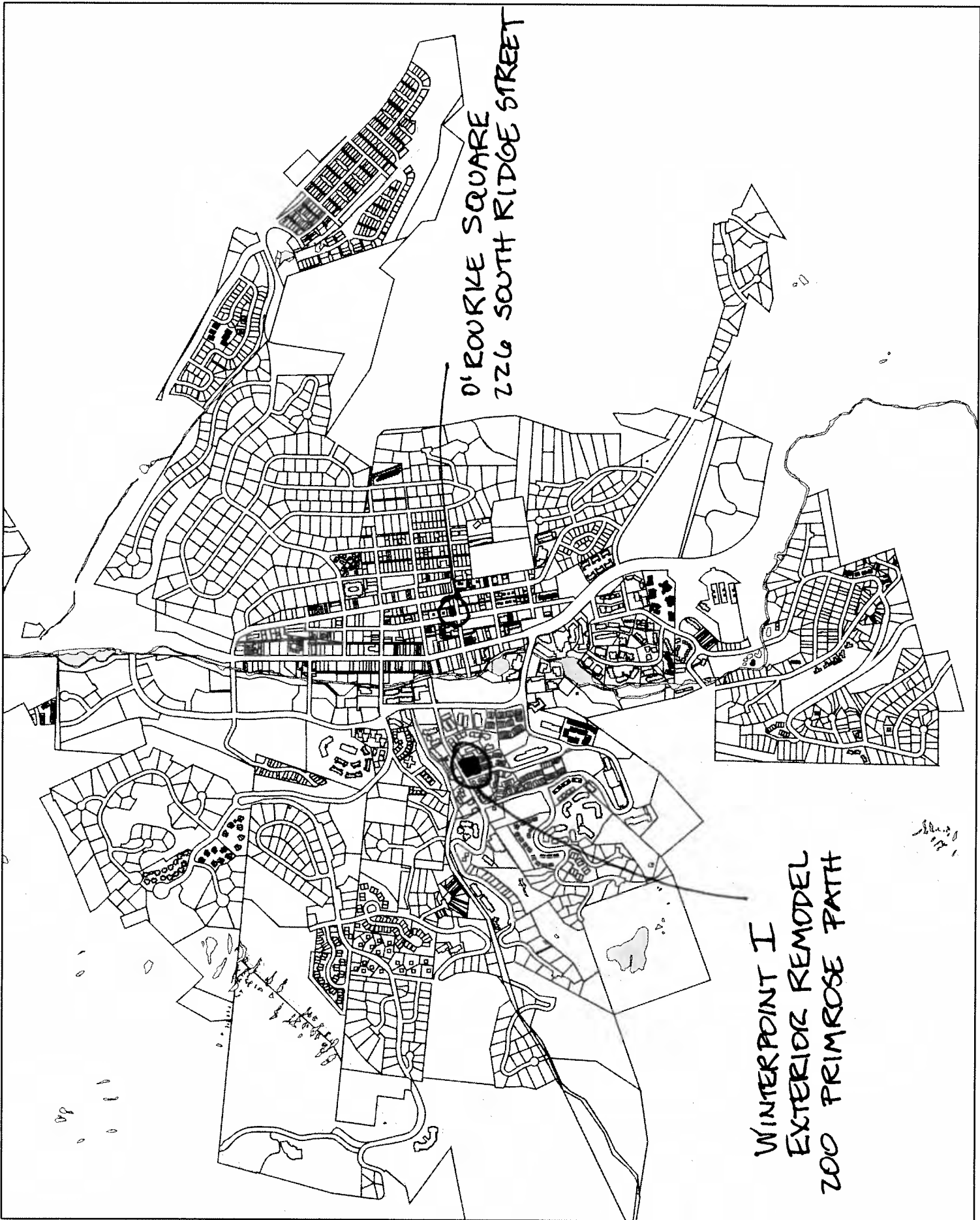
**Breckenridge North**

printed 2007

**J**

D'ROURKE SQUARE  
226 SOUTH RIDGE STREET

WINTERPOINT I  
EXTERIOR REMODEL  
200 PRIMROSE PATH



Town of Breckenridge and Summit County governments assume no responsibility for the accuracy of the data, and any product for any purpose is at user's sole risk.

Breckenridge South

printed 2007



**PLANNING COMMISSION MEETING**

**THE MEETING WAS CALLED TO ORDER AT 7:00 P.M.**

**ROLL CALL**

Michael Bertaux                                  Rodney Allen                                  Dan Schroder  
Leigh Girvin    Jim Lamb arrived at 7:02pm                  Dave Pringle  
Mike Khavari was absent.  
Eric Mamula, Town Council Liaison, arrived at 8:24pm for the worksession.

**APPROVAL OF MINUTES**

Page 5 of 53: bottom of page under Mr. Allen’s comments; change “sight” to “site.” Should read, “This will greatly improve the site.”

With one change, the minutes of the September 16, 2008 Planning Commission meeting was approved unanimously (6-0).

**APPROVAL OF AGENDA**

With no changes, the Agenda for the October 7, 2008 Planning Commission meeting was approved unanimously (6-0).

**CONSENT CALENDAR:**

1. Corkscrew Flats Lot 16 (CK) PC#2008105; 245 Corkscrew Drive
2. Corkscrew Flats Lot 22 (CK) PC#2008106; 266 Corkscrew Drive
3. Chandler Residence (MM/CN) PC#2008078; 0327 Peerless Drive
4. AST Dew Tour (MGT) PC#2008108; 1599 Ski Hill Road
5. Mark IX Condominiums Exterior Remodel (MGT) PC#2008109; 90 Now Colorado Court

Ms. Girvin: Do the photos in the packet represent the color of the build now or the desired future color? (Staff pointed out the photos represents the current color as is today.) Will the exterior light fixtures meet the dark sky ordinance? (Staff pointed out the applicant called staff today and noted that the existing fixtures would not be replaced.)

With no motions, the consent calendar was approved unanimously (6-0).

**WORKSESSION:**

1. Neighborhood Preservation Policy  
Ms. Puester presented a memo updating the Commission on the Neighborhood Preservation Policy and asked for comments on determining neighborhood character size (existing median, maximum existing square footage, or 80% or 90% of existing homes in to be in conformance). The second question included the assessor’s definition of “basement” and what to include to the existing square footage calculations (none, percentage of basement, or all). Lastly, which is the preferred method –hybrid or sliding scale? Mr. Truckey explained the process this policy would take as it develops.

Ms. Puester ran through examples as requested on differences of the hybrid and sliding scale examples.

**Commissioner Questions/Comments:**

Mr. Bertaux: Liked approach #2 (80-90% conformance). Did not think that all houses should be allowed as big as the biggest home currently. Using the median would not be fair as it eliminates half and the max existing size approach is too much. Did prefer the sliding scale method as it would mitigate concerns if two adjoining lots are owned by the same owner. Numbers in the report were still confusing.  
Ms. Girvin: Amazed at the amount of work that has been done by staff thus far; however she did not fully understand FAR versus square footage methods. Approach #2 made the most sense. Bigger picture would be that it is important to agree to a size cap. Hard to regulate good design as previously mentioned. Weisshorn has big lots and lots of room between houses. Neighborhood character needs

to be preserved and thus this policy is important. Pointed out that size becomes important when considering natural habitat and preservation of vegetation, birds, insects, etc. Some argue that the town should give the sustainable building code a chance, but a 10,000 square foot home was approved tonight so maybe the sustainable building code doesn't work. Need to count basements that daylight in the above ground calculations.

Mr. Schroder: Struggled with a policy that restricts a property owner; nevertheless, thought limitations and maximums would be important to prevent mega homes. Could this be a relative policy? Approach #2 was most desirable. Liked the 80 or 90% idea because it allows for additions. No strong feelings. Many unknowns were in his mind at this point.

Mr. Lamb: Had a fear that the folks were unaware the town is considering such a policy. Didn't want to invest a lot of time to have it shot down and the end when these neighborhoods express their concerns. Would suggest a mass mailing to everybody in the impacted neighborhoods. Logical choice was approach #2 (80-90% conforming). Mr. Pringle has a point about assigning negative points if you exceed a set limit. Would like to know if there is a concern from subdivisions about being having a large home next door. The hybrid and sliding scale seem to work out about the same. Agreed that anything underground should not count against density.

Mr. Pringle: Suggested treating this policy the same as density and height policies in the code. What about a relative policy concept? As you go bigger, you have to offset. Points could be extremely difficult to make up as you get very large. Liked the approach taken elsewhere in town where you are able to build based on your lot size and if you build larger than allowed, you are assigned negative points. Assume most homes are ¼ acre or larger and figure out how to mitigate from there.

Mr. Allen: Sought clarification as to the difference between the hybrid and the FAR. (Ms. Puester ran through examples as requested on differences of the hybrid and sliding scale examples.) Would like to see all the background spreadsheets to better understand in the future. Did not agree with this policy but Council asked us to look at it. Include a new column on what the owner could build to if maxed their current setbacks and height for the Weissshorn example. Would like to see a grandfather clause in case of fire. Liked approach #3 with maximum existing size as a benchmark unless it is an extreme anomaly. Would like a relative policy more. Opposed to 7,000 square foot limit and it should be larger and vary by subdivision. Liked the sliding scale most. Also show the average lot sizes in the chart. The public needs to get involved and express their concerns.

Mr. Mamula: The guy with the biggest check book builds the biggest house with the sustainable code. Nothing wrong with the Highlands, but it is a dark neighborhood. Detracts from what this town is; wanted to be careful to make sure real people can live here. Community character is one of the most important issues for the town. Second homeowners do not add to the character and have their lights on year round. Airport Road might end up where all the lights are on because that is where the affordable housing is. Locals will be priced out. There is a huge gap between second homes market and affordability. Can't regulate good taste. Everyone has different taste. The shortest but not necessarily easiest way is to limit home size. Pointed out this code is intended to preserve the character of the community.

Mr. Allen opened the worksession to public comment.

Marc Hogan, Architect: Agreed with the goal to preserve the character of the neighborhoods. The design, not the size, usually poses the problem. He pointed out examples were good design hides square footage through breaking up rooflines, putting square footage below grade. Agreed with Ms. Puester that below grade should not be included. Suggested creating incentives for good design and allow for additional square footage, such as through TDRs, to allow homes to get bigger than a set limit. Many tools are in the code already to address these issues. Different lots such as up slope or down slope have different impacts; homes can be stepped down to have lesser impact than a 4,000 square foot home that does not step. Need to build with restrictions on appearance.

Andrew Webster, Summit Builders Association: The public that showed up at the last meeting seems to be against such policy from his view. The building industry has experienced many new policies recently, including housing impact fees and green codes; limiting home size will not necessarily change the character of the neighborhood. The policy should focus on the shape and appearance of the home, not the size. Wait and see what the Sustainable Code will do to limit sizes. Limiting size does not preserve character. Pointed out that the Sustainable Code didn't apply to the 10,000 square foot home approved earlier in the agenda; code takes affect in 2009.

Lou Fishman, Summit Builders Association: Concurred with Mr. Hogan and Mr. Webster. It's all about design versus size. People buy homes under the impression that policies like this will not hinder their desire to change their property.

Kem Swarts, Member of Warriors Mark and Warriors Mark West HOAs. Went through this information with Ms. Puester on Friday. He pointed out agreements that were hashed out during the annexation. Wanted to make sure that if there is a fire that people can rebuild to the size they have now, even if it is nonconforming. Has an eclectic neighborhood character. He would like to see an owner be able to rebuild at their current square footage if the need arose. During annexation it was quite clear that the lots on the slope side didn't have basements, therefore accommodations were made to mitigate this unique situation. Annexation agreement anticipated variances. Wanted to make sure that there is some flexibility to allow for solar panels in the future. (Mr. Pringle asked if there is concern regarding the neighborhood character protection.) More concerned with lot line vacations and the ability of someone to build a super-house on what was once two lots, and overpowering rather than a typical scrap off as the lots are mostly smaller.

With no more public comment, Mr. Allen closed the hearing.

2. Planning Commission Field Trip (CN) (Memo Only)

Mr. Neubecker presented a memo reminding those Planning Commissioners attending the field trip to Park City Utah of the logistics for the trip leaving Wednesday morning, October 8<sup>th</sup>.

***OTHER MATTERS:***

Mr. Mamula pointed out that the Planning Commission was getting a raise that would be mitigated by increased fees. The Council will work on the budget next week and their will likely be reduced spending on special projects next year.

Ms. Girvin wanted to put in a plug for the county's Citizens for 1A, Vote Yes.

***ADJOURNMENT:***

The meeting was adjourned at 8:37p.m.

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Rodney Allen, Vice Chair

## Planning Commission Staff Report

**Project Manager:** Chris Kulick, Planner I

**Date:** October 15, 2008 (For meeting of October 21, 2008)

**Subject:** Winterpoint I Townhome Remodel (Class C Minor, PC# 2007153)

**Applicant/Owner:** Martin B. Stone, Winterpoint I Townhomes Homeowner's Association

**Agent:** Bobby Craig, Arapahoe Architects, P.C.

**Proposal:** This is an exterior renovation of the existing Winterpoint I Townhomes. New shed roof entry elements will be added to the front doors of all units. The units' deck circulation is to be changed by the reconstruction of new stairs and landings. Total scope of the project includes the installation of new siding, rock base, new stairs, shed roof elements and new stain colors. A material and color sample board will be available for review at the meeting.

**Address:** 200 Primrose Path

**Legal Description:** Winterpoint I Townhomes

**Site Area:** 0.815 acres (approximately 35,501 sq. ft.)

**Land Use District:** 21, Multi-family, 15 UPA

**Site Conditions:** The site has two three-story existing structures containing 17 residential condominium units. An internal driveway is located in between the two buildings and the site has some existing landscaping around its perimeter.

**Adjacent Uses:** Residential

**Density/Mass:** No change

**Height:** No change

**Parking:** No change

**New Landscaping:** No change

### **Item History**

The Winterpoint I Townhomes were constructed in 1980, and contains 17 residential units.

### **Staff Comments**

Project Description: The exterior materials are outdated and the HOA would like to update their building and property with a more contemporary appearance. The building's exterior remodel and modification consists of:

- New entry shed roof features over each unit's front entrance with composite shingles to match existing roof.
- New fascia/trim of 2 x 6 on 2 x 12 wood (in Russet).
- 2 x 12 hand hewn siding (in Cedar).
- Accent siding vertical board and batten (in Federal Blue).
- Replacement (of deteriorated) and new aluminum clad windows to match existing.
- Natural fieldstone on building's base.
- Re-face dumpster enclosure with material and colors to match proposed building exterior.
- Regrade and repave driveway to improve onsite drainage.

**Architectural Compatibility (5/A & 5/R):** The Winterpoint I Townhomes remodel will be architecturally compatible with the land use district and surrounding residential, bringing with it an updated look to the area.

**Point Analysis (Section: 9-1-17-3):** Staff conducted an informal point analysis for the Winterpoint I Townhomes remodel project and found it to pass all applicable Absolute and Relative Policies of the Development Code.

### **Staff Recommendation**

Staff has approved the Winterpoint I townhome Remodel, PC#2008110, located at 200 Primrose Path, Winterpoint I Townhomes with the standard findings and conditions.



## TOWN OF BRECKENRIDGE

Winterpoint I Townhome Remodel  
200 Primrose Path  
PC #2008110

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**STAFF RECOMMENDATION:** Staff recommends the Planning Commission approve this application with the following findings and conditions.

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### 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 **October 15, 2008**, 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 21, 2008**, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape recorded.
6. If the real property which is the subject of this application is subject to a severed mineral interest, the applicant has provided notice of the initial public hearing on this application to any mineral estate owner and to the Town as required by Section 24-65.5-103, C.R.S.
7. The issues involved in the proposed project are such that no useful purpose would be served by requiring two separate hearings.

### 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 months from date of issuance, on **April 21, 2009**, 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 eighteen 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. This permit contains no agreement, consideration, or promise that a certificate of occupancy or certificate of compliance will be issued by the Town. A certificate of occupancy or certificate of compliance will be issued only in accordance with the Town's planning requirements/codes and building codes.
6. Applicant shall not place a temporary construction or sales trailer on site until a building permit for the project has been issued.
7. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
8. 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.
9. **No existing trees are authorized for removal with this plan. Applicant shall preserve all existing trees on site.**

#### PRIOR TO ISSUANCE OF BUILDING PERMIT

10. Applicant shall submit proof of ownership of the project site.
11. 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.
12. Applicant shall identify all existing trees that 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.
13. 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.
14. 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.
15. Applicant shall execute a License Agreement running with the land, in a form acceptable to the Town Attorney, for all improvements within the Town owned Rights-of-Way.
16. Applicant shall submit and obtain approval from Town staff of a cut sheet detail for all exterior lighting on the site, if light fixtures are replaced. 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

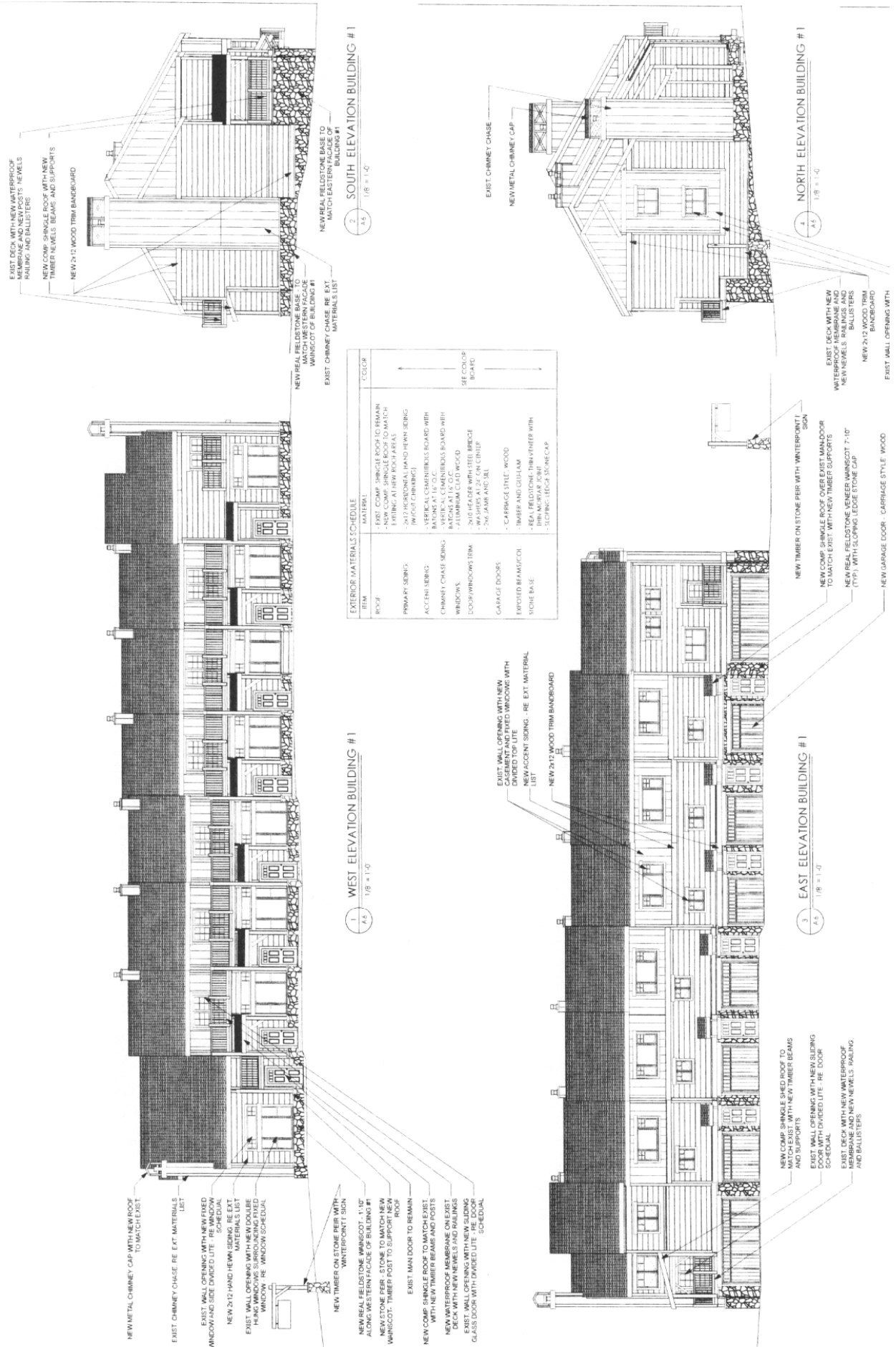
17. Applicant shall revegetate all disturbed areas where revegetation is called for, with a minimum of 2 inches topsoil, seed and mulch.
18. Applicant shall paint all flashing, vents, flues, rooftop mechanical equipment and utility boxes on the building a flat, dark color or to match the building color.
19. Applicant shall screen all utilities, to match the building.
20. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
21. 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.
22. 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 not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations.
23. 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.
24. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.



DATE OF ORIGINAL FIELD SURV  
 DATE OF EXPANDED SURVE  
 CONTOUR INTERVAL = 0  
 ELEVATIONS BASED ON  
 SEA LEVEL DATUM  
 SEE ELECTRONIC OR  
 ADDITIONAL SPOT E



A TOPOGRAPHIC MAP OF  
**WINTERPOINT TOWNHOMES I**



2 SOUTH ELEVATION BUILDING #1  
1/8" = 1'-0"

4 NORTH ELEVATION BUILDING #1  
1/8" = 1'-0"

ITEM	MATERIAL	COLOR
ROOF	- EXIST. COMP. SHINGLE ROOF TO REMAIN - NEW COMP. SHINGLE ROOF TO MATCH EXIST. (MATCH EAST ELEVATION)	
PRIMARY SIDING	- VERTICAL CEMENTitious BOARD WITH BAYONS AT 1/2" O.C.	
ACCENT SIDING	- VERTICAL CEMENTitious BOARD WITH BAYONS AT 1/2" O.C.	
CHIMNEY CHASE SIDING	- ALUMINUM CLAD WOOD	
WINDOWS	- 2x10 HEADER WITH STEEL BRIDGE	
DOOR/WINDOWS TRIM	- 2x6 JAMB AND JEL	
GASS OF DOORS	- CARRIAGE STYLE WOOD	
EXPOSED BEAMWORK	- TIMBER AND GULLIAM	
STONE BASE	- REAL FIELSTONE TRIM VENEER WITH PRINCEWYAR JOINT	
	- SLOPING EDGE STONE CAP	

1 WEST ELEVATION BUILDING #1  
1/8" = 1'-10"

3 EAST ELEVATION BUILDING #1  
1/8" = 1'-10"

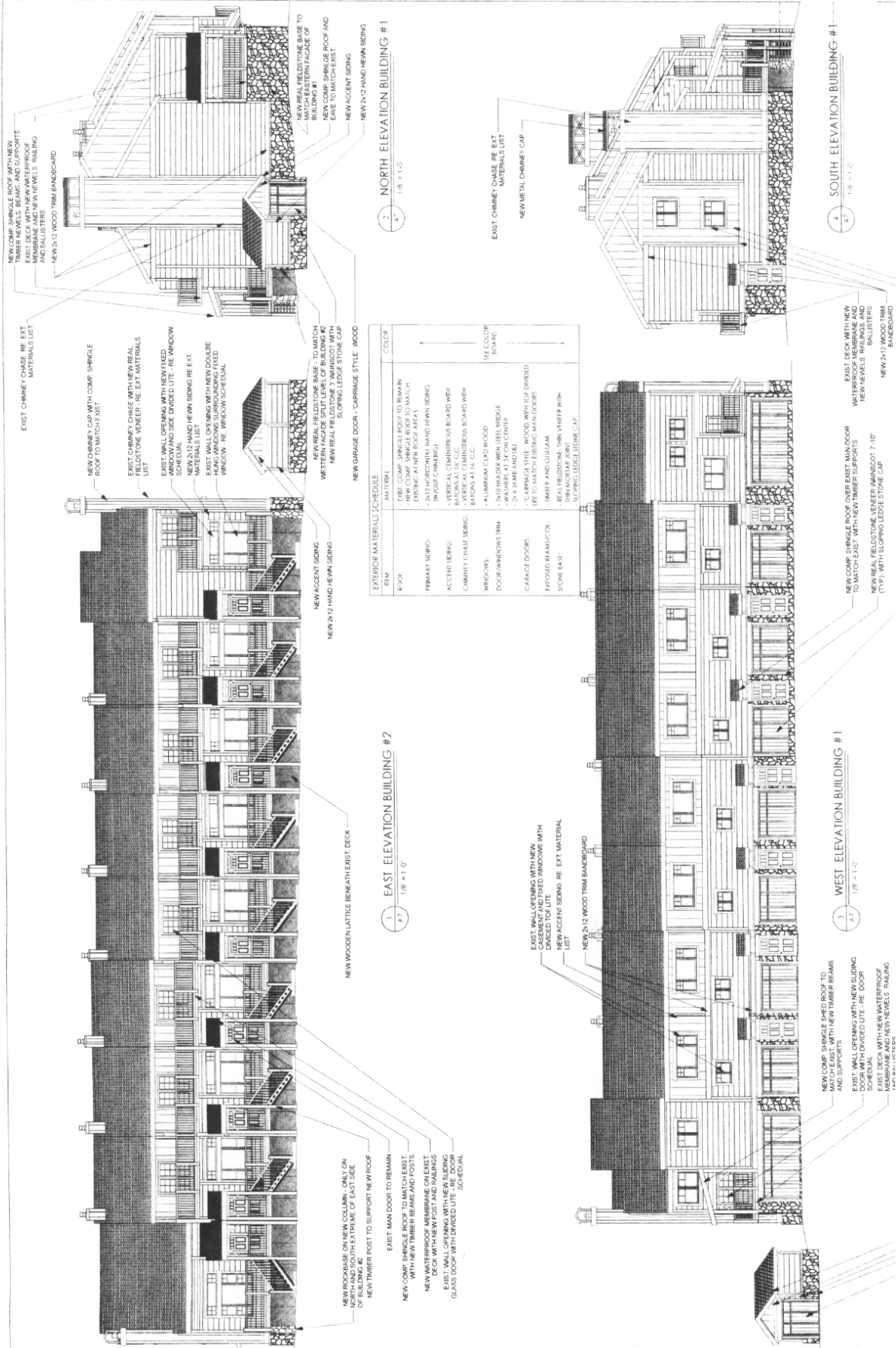
EXIST. DECK WITH NEW WATERPROOF MEMBRANE AND NEW POSTS, NEWELS RAILING AND BALLUSTERS  
NEW COMP. SHINGLE ROOF WITH NEW TIMBER NEWELS BEAMS AND SUPPORTS  
NEW 2x12 WOOD TRIM BANDBOARD  
NEW REAL FIELSTONE BASE TO MATCH WESTERN FACADE OF BUILDING #1  
EXIST. CHIMNEY MATERIALS LIST

NEW METAL CHIMNEY CAP WITH NEW ROOF TO MATCH EAST  
EXIST. CHIMNEY CHASE. RE. EXT. MATERIALS LIST  
EXIST. WALL OPENING WITH NEW FIXED WINDOW AND SIDE DIVIDED LITE. RE. SCHEDULE MATERIALS LIST  
NEW 2x12 HAND HEWN SIDING. RE. EXT. MATERIALS LIST  
EXIST. WALL OPENING WITH NEW DOUBLE FIXED WINDOW. RE. WINDOW SCHEDULE  
NEW TIMBER ON STONE PIER WITH WATERPOINT SIGN  
NEW REAL FIELSTONE MANSICOT. 1" LITE ALONG WESTERN FACADE OF BUILDING #1  
NEW STONE PIER. STONE TO MATCH NEW MANSICOT. TRIMBER POST TO SUPPORT NEW ROOF  
EXIST. MAIN DOOR TO REMAIN  
NEW COMP. SHINGLE ROOF TO MATCH EXIST. WITH NEW TIMBER BEAMS AND POSTS  
NEW WATERPROOF MEMBRANE ON EXIST. DECK WITH NEW NEWELS AND RAILINGS  
EXIST. WALL OPENING WITH NEW SLIDING GLASS DOOR WITH DIVIDED LITE. SCHEDULE MATERIALS LIST

EXIST. WALL OPENING WITH NEW DIVIDED TOP LITE  
NEW ACCENT SIDING. RE. EXT. MATERIALS LIST  
NEW 2x12 WOOD TRIM BANDBOARD

EXIST. CHIMNEY CHASE  
NEW METAL CHIMNEY CAP  
EXIST. DECK WITH NEW WATERPROOF MEMBRANE AND NEW NEWELS RAILINGS AND BALLUSTERS  
NEW 2x12 WOOD TRIM BANDBOARD  
EXIST. WALL OPENING WITH NEW COMP. SHINGLE ROOF OVER EAST MAIN DOOR TO MATCH EAST. WITH NEW TIMBER SUPPORTS  
NEW REAL FIELSTONE VENEER MANSICOT 7'-10" (TYP.) WITH SLOPING EDGE STONE CAP  
NEW GARAGE DOOR. CARRIAGE STYLE WOOD

NEW TIMBER ON STONE PIER WITH WATERPOINT SIGN  
NEW COMP. SHINGLE ROOF OVER EAST MAIN DOOR TO MATCH EAST. WITH NEW TIMBER SUPPORTS  
NEW REAL FIELSTONE VENEER MANSICOT 7'-10" (TYP.) WITH SLOPING EDGE STONE CAP  
NEW GARAGE DOOR. CARRIAGE STYLE WOOD



2 NORTH ELEVATION BUILDING #1  
1/8" = 1'-0"

4 SOUTH ELEVATION BUILDING #1  
1/8" = 1'-0"

1 EAST ELEVATION BUILDING #2  
1/8" = 1'-0"

3 WEST ELEVATION BUILDING #1  
1/8" = 1'-0"

EXTERIOR MATERIALS SCHEDULE	MATERIAL	COLOR
ROOF	- EXIST. COMP. SHINGLE ROOF TO MATCH EXISTING AT ALL ROOF AREAS - NEW COMP. SHINGLE ROOF TO MATCH EXISTING AT ALL ROOF AREAS (WOOD SHINGLES)	
PRIMARY SIDING	- WESTERN RED CEDAR SHINGLES (WOOD SHINGLES)	
ACCENT SIDING	- VERTICAL CEMENTitious BOARD WITH BATORS AT 1/8" O.C. - ALUMINUM CLAD WOOD BOARD WITH BATORS AT 1/8" O.C.	SEE COLOR BOARD
WINDOWS	- 2x10 HEADERS WITH STEEL BRIDGE WASHERS AT 3" ON CENTER - 2x4 JAMBS AND SILL - 1/2" INSULATION WITH 1/2" GROUND UTE TO MATCH EXISTING WINDOW SCHEDULE	
DOOR/WINDOW TRIM	- TIMBER AND COLUMNS - SEAL FELDSTONE, 1/2"X 1/2" VENEER WITH 3/4"X 1/2" JAMB AND SILL - SLOPING LEDGE STONE CAP	
CARPORT DOOR	- CARPORT DOOR	
EXPOSED BRACKLE	- EXPOSED BRACKLE	
STONE BASE	- STONE BASE	

NEW COMP. SHINGLE ROOF WITH NEW TIMBER BEAMS AND SUPPORTS. MATCH EXIST. WATERPROOFING MEMBRANE AND NEW TRIMMED RAILING AND BALLUSTERS.

NEW 2x12 WOOD TRIM BANGBOARD.

EXIST. CHIMNEY CHASE RE. EXT. MATERIALS LIST.

NEW CHIMNEY CHASE WITH COMP. SHINGLE ROOF TO MATCH EXIST.

EXIST. CHIMNEY CHASE WITH NEW REAL FELDSTONE VENEER - RE. EXT. MATERIALS LIST.

EXIST. WALL OPENING WITH NEW REAL FELDSTONE VENEER - RE. EXT. MATERIALS SCHEDULE.

NEW 2x12 HAND HEAVY SIDING RE. EXT. MATERIALS LIST.

EXIST. WALL OPENING WITH NEW DOUBLE HUNG WINDOWS SURROUNDING FIXED WINDOW - RE. WINDOW SCHEDULE.

NEW REAL FELDSTONE BASE - TO MATCH WESTERN FACADE SPLIT LEVEL OF BUILDING #2.

NEW REAL FELDSTONE VENEER - RE. EXT. MATERIALS LIST.

NEW GARAGE DOOR - CARRIAGE STYLE WOOD.

NEW 2x12 HAND HEAVY SIDING.

NEW ACENT SIDING.

NEW WOODEN LATTICE BENEATH EXIST. DECK.

NEW BRACKLE ON NEW COLUMN - ONLY ON NEW BRACKLE ON EXTERIOR OF EAST SIDE OF BUILDING #2.

NEW TRIMMER POST TO SUPPORT NEW ROOF.

EXIST. MAIN DOOR TO REMAIN.

NEW COMP. SHINGLE ROOF TO MATCH EXIST. WITH NEW TRIMMER BEAMS AND POSTS.

NEW WATERPROOF MEMBRANE ON EXIST. DECK WITH NEW POST AND RAILINGS.

EXIST. WALL OPENING WITH NEW GLAZING GLASS DOOR WITH DIVIDED LITE - SCHEDULE.

EXIST. CHIMNEY CHASE RE. EXT. MATERIALS LIST.

NEW METAL CHIMNEY CAP.

EXIST. CHIMNEY CHASE RE. EXT. MATERIALS LIST.

NEW METAL CHIMNEY CAP.

EXIST. CHIMNEY CHASE RE. EXT. MATERIALS LIST.

NEW METAL CHIMNEY CAP.

EXIST. CHIMNEY CHASE RE. EXT. MATERIALS LIST.

NEW METAL CHIMNEY CAP.

NEW COMP. SHINGLE ROOF OVER EXIST. MAIN DOOR TO MATCH EXIST. WITH NEW TRIMMER BEAMS AND SUPPORTS.

NEW REAL FELDSTONE VENEER MANSOTT 7'-10" (TYP.) WITH SLOPING LEDGE STONE CAP.

EXIST. DECK WITH NEW WATERPROOF MEMBRANE AND NEW TRIMMED RAILING AND BALLUSTERS.

NEW 2x12 WOOD TRIM BANGBOARD.

NEW COMP. SHINGLE SHED ROOF TO MATCH EXIST. WITH NEW TRIMMER BEAMS AND SUPPORTS.

EXIST. WALL OPENING WITH NEW SIDING SCHEDULE.

EXIST. DECK WITH NEW WATERPROOF MEMBRANE AND NEW TRIMMED RAILING AND BALLUSTERS.



**Class C Development Review Check List**

**Project Name/PC#:** Shores Duplex - Lots 26A and B, 209 and 211 Shores Lane PC#2008111

**Project Manager:** Michael Mosher/Matt Thompson

**Date of Report:** October 10, 2008 For the October 21, 2008 Planning Commission Meeting

**Applicant/Owner:** AZCO, John Niemi

**Agent:** Suzanne Allen Guerra Design Build, Erica Swissler

**Proposed Use:** Duplex

**Address:** 209 and 211 Shores Lane

**Legal Description:** Tract A, Lots 26A and 26 B, Shores at the Highlands (Pending re-subdivision)

**Site Area:** 280,962 SF ~6.45 acres

**Land Use District (2A/2R):** 6, Highlands at Breckenridge, Subject to the Shores at the Highlands Master Plan.

**Existing Site Conditions:** The property is currently being re-graded and capped from previously disturbed cobble from the Stan Miller Inc. operations and previous Dredge mining. There is no vegetation on the property. The Shores Lane right of way is being constructed at the time of this writing.

**Lot 26A / 209 Shores Lane**

<b>Density (3A/3R):</b>	Unlimited	Proposed: 2,393 sq. ft.
<b>Mass (4R):</b>	Unlimited	Proposed: 3,101 sq. ft.
<b>F.A.R.:</b>	1:90.60 FAR	Over entire site.
<b>Areas:</b>		
<b>Main Level:</b>	1,465 sq. ft.	
<b>Upper Level:</b>	928 sq. ft.	
<b>Garage:</b>	708 sq. ft.	
<b>Total:</b>	3,101 sq. ft.	
<b>Bedrooms:</b>	4 Bedrooms	
<b>Bathrooms:</b>	3.5 Bathrooms	

**Lot 26B / 211 Shores Lane**

<b>Density (3A/3R):</b>	Unlimited	Proposed: 2,606 sq. ft.
<b>Mass (4R):</b>	Unlimited	Proposed: 3,342 sq. ft.
<b>F.A.R.:</b>	1:84.07 FAR	Over entire site.
<b>Areas:</b>		
<b>Main Level:</b>	1,573 sq. ft.	
<b>Upper Level:</b>	1,033 sq. ft.	
<b>Garage:</b>	736 sq. ft.	
<b>Total:</b>	3,342 sq. ft.	
<b>Bedrooms:</b>	4 Bedrooms	
<b>Bathrooms:</b>	3.5 Bathrooms	

**Totals**

**Total Density:** 4,999.0 SF (Max 5,000 sq. f.t combined per Master Plan)

**Total Mass:** 6,443.0 SF

**Height (6A/6R):** 30' max per Master Plan  
Plan 29.70 feet overall

**Lot Coverage/Open Space (21R):**

Building / non-Permeable:	6,994 sq. ft.	2.49%
Hard Surface / non-Permeable:	3,325 sq. ft.	1.18%
Open Space / Permeable:	270,643 sq. ft.	96.33%

**Parking (18A/18/R):**

Required:	4 spaces
Proposed:	4 spaces      Extra Space in Driveways

**Snowstack (13A/13R):**

Required: 831 sq. ft. (25% of paved surfaces)  
Proposed: 1,541 sq. ft. (46.35% of paved surfaces)

**Fireplaces (30A/30R):** 6 Gas-fired

**Building/Disturbance Envelope?** Footprint Lots Pending re-subdivision

**Separation between neighboring Buildings**

Front: N/A No neighboring buildings yet  
Side: 48 ft. No neighboring buildings yet  
Side: N/A No neighboring buildings yet  
Rear: N/A No neighboring buildings yet

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

The overall massing of the duplex has been broken up nicely and the roof forms are also broken up with multiple gables and shed elements. The two sides of the duplex are totally different in massing (not mirrored) and access to the garages are taken from the rear of the building with the driveways being shared with the neighboring units. All proposed materials are to be natural and the proposed colors are all earth tone. Staff has no concerns with the architecture.

**Exterior Materials:**

Natural cedar siding, pre-weathered dull-gray zinc wainscot (less than 25% of each elevation); natural moss-rock wainscot. A material and color sample board will be available for review at the meeting.

**Roof:**

Architectural grade asphaltic shingle roof

**Garage Doors:**

Wood

**Landscaping (22A/22R):**

Planting Type	Quantity	Size
Colorado Spruce	15	8 @ 8-10 feet tall and 7 @ 12 feet tall
Aspen	47	1.5-2 inch caliper - 50% of each and 50% multi-stem
Shrubs and perennials	27	5 Gal.

**Drainage (27A/27R):**

The site is relatively flat, and the existing grade is very permeable (Dredge tailings). Staff has no concerns.

**Driveway Slope:**

3 %

**Covenants:**

No restrictions

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

Staff has found that this application abides with all Absolute Policies in the Development Code and the Master Plan and has found that there are no negative or positive points incurred from any relative policies in the Development Code.

**Staff Action:**

The Planning Department has approved the Shores at the Highlands Duplex Lots 26A & 26B (PC#2008111) with the attached Findings and Conditions.

**Comments:**

**Additional Conditions of**

**Approval:**



## TOWN OF BRECKENRIDGE

**Shores at the Highlands Duplex Lots 26A & 26B  
Lot 26A and 26B, Shores at the Highlands Subdivision  
209 and 211 Shores Lane  
PERMIT #2008111**

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

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### 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 **October 10, 2008**, 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 21, 2008**, 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 28, 2010**, 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. This permit contains no agreement, consideration, or promise that a certificate of occupancy or certificate of compliance will be issued by the Town. A certificate of occupancy or certificate of compliance will be issued only in accordance with the Town's planning requirements/codes and building codes.
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. 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 30' 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.
11. 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.

#### **PRIOR TO ISSUANCE OF BUILDING PERMIT**

12. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
13. The public access to the lot shall have an all weather surface, drainage facilities, and all utilities installed acceptable to Town Engineer.
14. A **five-foot tall chain link fence** shall be constructed on the property envelope line along the north, east and west edges to contain site disturbance within the property. Any property abutting an existing or proposed riparian corridor or waterway must have approved sedimentation/run-off mitigation in place. The fence must remain in place until the Town grants the final Certificate of Occupancy.
15. 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.
16. Applicant shall identify all existing trees, which are specified on the site plan to be retained, by erecting temporary fence barriers around the dripline of 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.

17. 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.
18. 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.
19. The public access to the lot shall have an all weather surface, drainage facilities, and all utilities installed acceptable to Town Engineer. Fire protection shall be available to the building site by extension of the Town's water system, including hydrants, prior to any construction with wood. In the event the water system is installed, but not functional, the Fire Marshall may allow wood construction with temporary facilities, subject to approval.
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 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.

#### **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 submit and obtain approval of a re-subdivision of the Shores at the Highlands Subdivision.
24. Applicant shall paint all garage doors, metal flashing, vents, flues, rooftop mechanical equipment and utility boxes on the building a flat, dark color or to match the building color.
25. Applicant shall screen all utilities.
26. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
27. 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.

28. 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.
29. 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.
30. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.
31. 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.***

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(Initial Here)

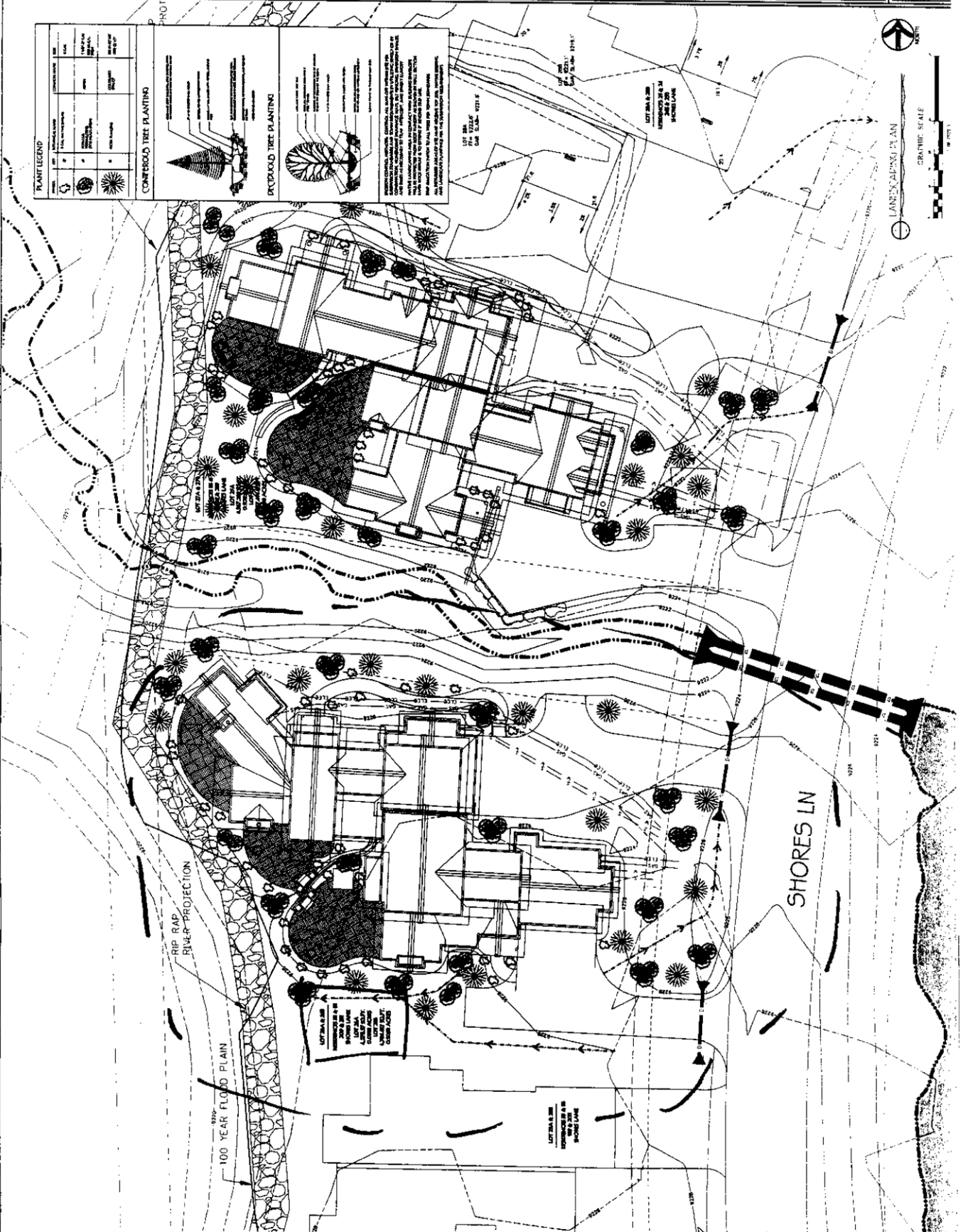


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FARMONT RESIDENCES ON THE RIVER, RESIDENCES 35 & 36  
THE SHORES AT THE HIGHLANDS TRACT A, LOT 26A & 26B  
BREKENRIDGE COLORADO  
LANDSCAPING PLAN  
PREPARED BY ALLEN+GERRARD DESIGN FOR BREKENRIDGE RESIDENCES LIMITED PARTNERSHIP

NO. 1	DATE
NO. 2	DATE
NO. 3	DATE
NO. 4	DATE
NO. 5	DATE
NO. 6	DATE
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NO. 18	DATE
NO. 19	DATE
NO. 20	DATE

11  
GRAPHIC SCALE  
1" = 100'-0"



**PLANT LEGEND**

SYMBOL	PLANT NAME	PLANT SPECIES	PLANT SIZE
	Tree	...	...
	Shrub	...	...
	Groundcover	...	...
	Lawn	...	...
	Mulch	...	...
	Stone	...	...
	Rip Rap	...	...

**CONCRETE TREE PLANTING**

**DECIDUOUS TREE PLANTING**

**NOTES:**

- ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION SCHEDULE AND MAINTENANCE SCHEDULE.
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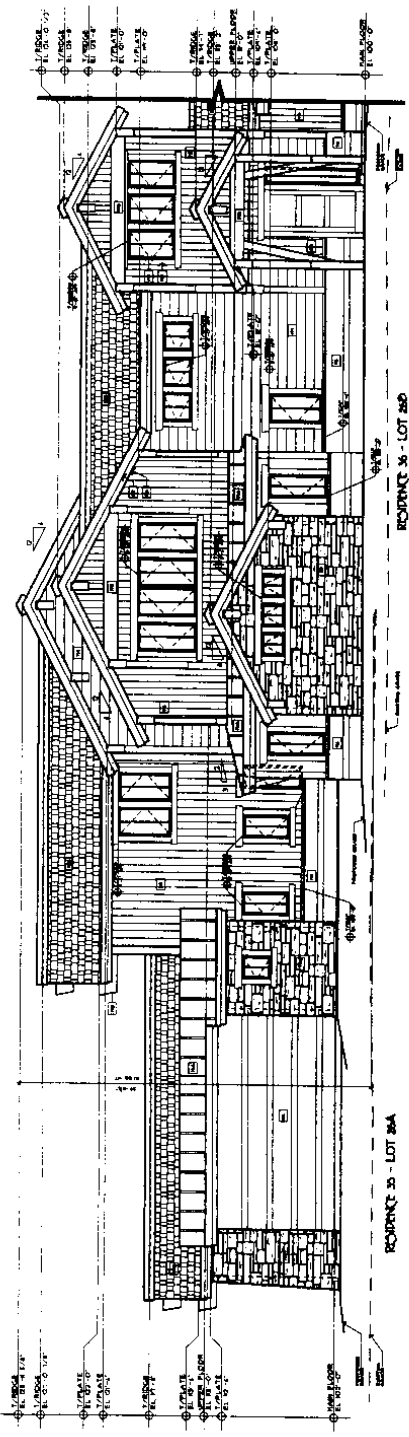


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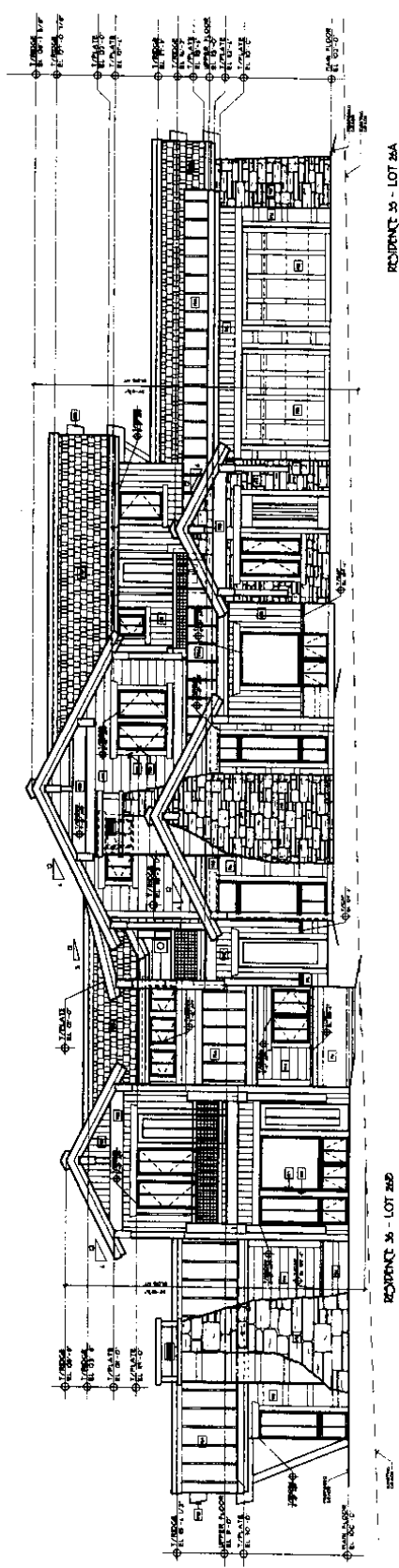
FAIRMONT RESIDENCES ON THE RIVER, RESIDENCES 35 & 36  
THE SHORES AT THE HIGHLANDS SUBDIVISION, TRACT A, LOT 26A & 26B, 209 & 211 SHORES LANE  
PREELENRIDGE, COLORADO  
CONVERT TO AN IMPERIAL UNIT, WITH OR WITHOUT DIMENSIONS INDICATED UNLESS OTHERWISE NOTED

DATE	
PLANNING	4 OCT 2008
DATE	
PLANNING	4 OCT 2008

A5



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




SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"

**EXTERIOR ELEVATIONS**

FAIRMONT RESIDENCES ON THE RIVER, RESIDENCES 35 & 36  
 THE SHORES AT THE HIGHLANDS SUBDIVISION, TRACT A, LOT 26A & 26B, 209 & 21 SHORES LANE  
 BRECKENRIDGE, COLORADO

CENTRAL AS AN UNLICENSED ARCHITECTURAL FIRM DOES NOT REPRESENT PROJECTS UNLESS SO INDICATED

DATE	DRAWING	LOT BOX	SCALE

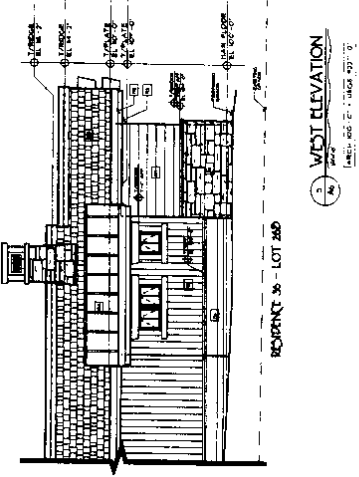
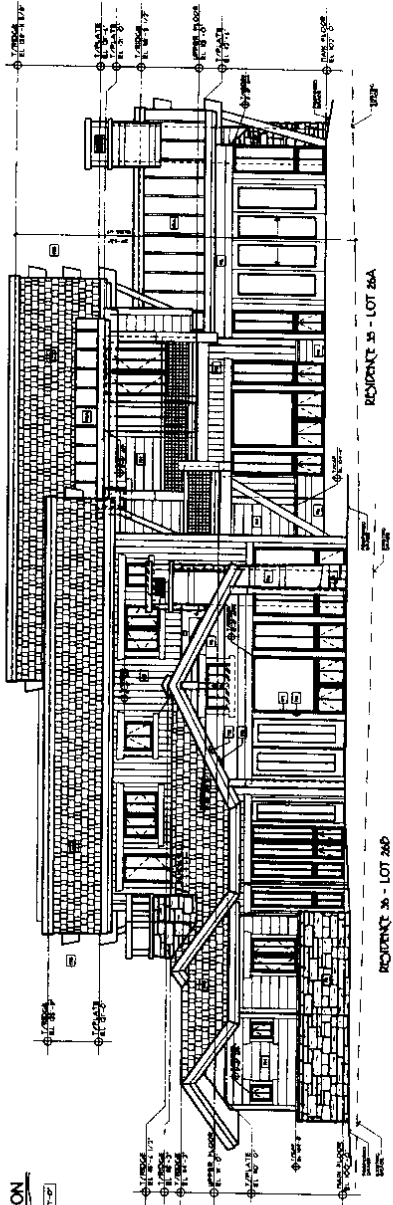
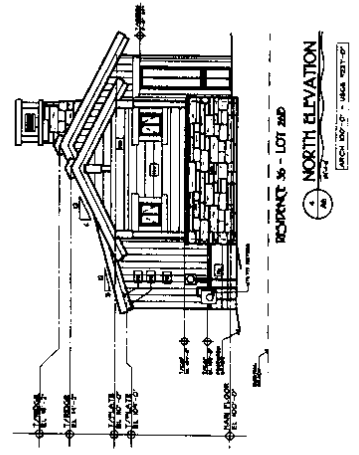
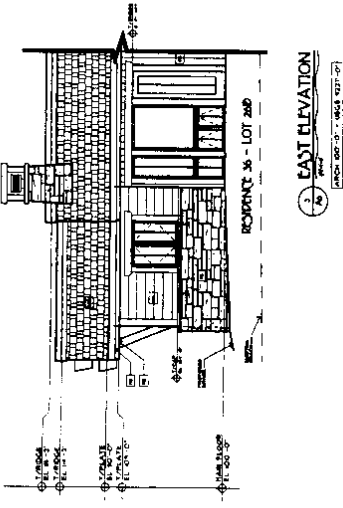
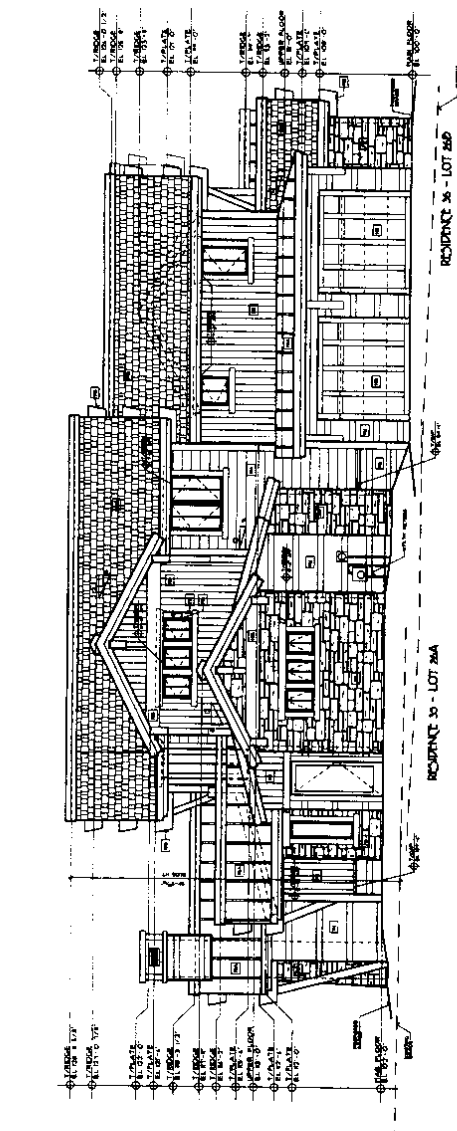


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PROJECT NO. 2024-001

# A6





**MEMORANDUM**

**TO:** Planning Commission  
**FROM:** Scott Reid, Open Space and Trails Planner  
**DATE:** October 16, 2008  
**SUBJECT:** Town Trails Plan revisions

---

Please find a draft version of the revised Town Trails Plan. The Plan, originally approved in 1996, provides long term direction for various existing and proposed trail connections that would benefit the overall recreational and commuting trail system in and around Town. After twelve years, the original document is quite outdated and requires additional review and revision.

The attached draft document has been revised by BOSAC and Town staff over the past several months and has been discussed at three public BOSAC meetings. In addition, Town Council reviewed the draft at its meetings on 8/12 and 9/23 and made revisions that are reflected in the attached document.

To complete the revision process to the Trails Plan, the Town's Master (Comprehensive) Plan must be amended through the adoption of resolution by the Council. Pursuant to Section 9-4-4 of the Town Development Code, the Planning Commission is required to supply Council with a written recommendation prior to Town Council's public hearing for a Master Plan amendment. For this reason, staff is presenting the draft document for the Planning Commission's consideration and review.

Please review the attached draft Trails Plan for discussion at the 10/21 Planning Commission meeting. Staff will incorporate consensus input from the Planning Commission, then return the plan to Council for the next steps in the public hearing process.

I look forward to hearing your comments on 10/21.





## Town of Breckenridge Trails Plan

### **Introduction:**

The Town of Breckenridge is a small Colorado mountain town with a growing number of long and short-term residents and visitors. Those who come to Breckenridge come for many reasons, but a primary attraction is the recreational opportunities, including summer and winter trails.

In 1997, Town of Breckenridge citizens voted to add an additional 0.5% sales tax to be used exclusively for open space acquisition and management. As the Open Space program has matured in the decade since the passage of the open space tax, management of open space and trails has taken on a more prominent role for Town staff and the Breckenridge Open Space Advisory Commission (BOSAC), the citizen group that advises the Town Council on the actions of the Open Space Program.

The Town Council and BOSAC recognize that preserving and expanding trail access throughout Town and the Upper Blue Basin is critical to maintaining and enhancing the quality of life in and around Breckenridge. This Trails Plan has been created to provide guidance to Town staff and BOSAC for future trail related priorities and decisions. It is recognized that a balance must be achieved between growth/development and the maintenance of a healthy quality of life, and that development should provide a means for preserving and improving an interconnected recreational trail network.

This Trails Plan is intended to promote the retention and improvement of a meaningful, well-conceived trail network to preserve and enhance a community amenity for both residents and visitors.

### **Plan Philosophy**

Sustainability is the main guiding philosophy of the Town with respect to its Trails Plan. It is important first and foremost to maintain the existing trails already within the Town's system. There also needs to be a monitoring and evaluation aspect to the Trails program to ensure that trails are not being created where they could have negative environmental or social impacts and that poorly aligned existing trails are correctly rerouted or decommissioned. Overall, the trails system needs to be maintained and developed in a cost effective manner, through the pursuit of grant opportunities, joint trails projects with other agencies or entities, and the institution of impact fees to event promoters that utilize Town trails.

### **Plan Prioritization**

Although this Plan covers the entire Upper Blue Basin, management and further development of the Town trails program will follow the priorities listed below:

1. Maintain our existing Town of Breckenridge trails.
2. Maintain those existing trails that are jointly managed by the Town of Breckenridge and Summit County.
3. When it comes to new trail construction, focus first on those trails that emanate from the Town core or “hub,” where the various trailhead kiosks are located.
4. Focus next on any new trails that further enhance the trail planning concept of a core hub (the downtown area) with spokes emanating out from Town like a bicycle wheel. By developing trails along these lines, locals and visitors alike can access a linked trail system that will lead them away from Town without having to drive a vehicle to more remote trailheads. This design approach helps promote sustainable living through alternative transportation.
5. Construct or enhance trails on the more backcountry parcels jointly owned by the Town and County.
6. Construct or enhance trails on other public lands in cooperation with the County and/or the U.S. Forest Service that would ultimately improve the community-wide trail network.

### **Plan Goals and Objectives**

This Plan attempts to provide a coherent and well thought out framework for the future of Breckenridge’s community trails. More specifically, this document is intended:

1. To provide a plan for a comprehensive public, recreational trail network for the Town and surrounding areas.
2. To outline a functioning residential access or commuting trail network that connects efficiently with other modes of transportation.
3. To identify important trailhead and access locations to facilitate recreational and commuting uses.
4. To offer trail opportunities to locals and visitors at all ability levels, from novices through more advanced trails users.
5. To offer recommendations to accomplish the specific trail and access projects outlined within the Plan.
6. To provide public access to cultural and geographic landmarks such as historic sites, waterways and prominent viewpoints.
7. To identify important trail-based recreational facilities to enhance the recreational opportunities in Town and the surrounding area.

### **Role of the Plan**

This Trails Plan is a targeted document that outlines specific existing and proposed trails that the Town would like to secure or create. Broader open space goals and directives can be found in the Open Space Plan (revised 2007) or in the Town’s Vision Plan (revised 2002). Specific trail construction guidelines are found in the Trail Standards and Guideline document (created in 2007).

This Plan is a Town-generated document and is intended to function in consort with Summit County's Upper Blue Basin Master Plan Trails section. The primary difference between this Plan and the County's Upper Blue Plan is this plan's focus on proposed or new trail alignments. This Plan also targets winter ski touring activities.

### **Plan Assumptions**

Many of the trails identified in this Plan connect to trails managed by other jurisdictions, primarily Summit County Government and U.S. Forest Service (USFS). It is recognized that the Town needs to cooperate with these entities to complete the trail system outlined in this Plan. The USFS has issued Special Use Permits to the Breckenridge Ski Area (BSA) for skiing on certain lands included in this plan, and therefore the ski area is another important player in the implementation of this document. Summit County, BSA and the USFS have had an opportunity to review this document during its creation. Breckenridge will coordinate with these agencies and the Breckenridge Ski Area as appropriate to bring the ideas in this Plan to fruition.

In keeping with the Town of Breckenridge's open space program history, the trails outlined in this Plan target non-motorized use, unless otherwise indicated. This focus is due in part to the Town's proclivity to support quiet, sustainable recreational use in a natural, high alpine setting.

This Plan is a master plan, which means that it outlines an idealized trail system that inevitably crosses private property. Private property rights are respected and recognized by the Town, and achieving the vision set forth in this Plan will require cooperation from many private landowners both in and out of Town boundaries. The Town will use many strategies at its disposal to foster this cooperation, including the development review process, property acquisition and voluntary easement dedication, to name a few.

### **Plan Implementation**

The recommendations outlined in this Plan are intended to provide guidance for future trail construction or acquisition efforts.

### **Plan Organization**

The scope for this Plan includes the entire Upper Blue Basin of Summit County, Colorado, which are the same geographic boundaries set for the Town of Breckenridge's Open Space program in the Open Space Plan. To better describe the various trails and routes in the area, the Plan then divides the Upper Blue basin into four smaller planning areas, including:

- Area 1** - Ski Hill Road/Peak 8/7 Base Area;
- Area 2** - Core/Upper Four Seasons Area;
- Area 3** - Breckenridge South; and
- Area 4** - East side/French Creek. (Please see Map 1).

Within these four planning areas, the Plan outlines multiple trail routes for consideration, then offers action recommendations for securing important public accesses. Each of the

routes and access points are labeled on the map with a number or letter, respectively. Those labels can then be found in bolded parentheses in the text below.

### **How this Plan was Developed**

This Plan is based largely on the original Breckenridge Trails Plan and the vision set forth in that document. Many of the goals and priorities outlined in the original plan have been successfully completed and a debt of gratitude is owed to those who originated the Trails Plan. The best way to honor the previous Trails Plan work is to fulfill, then improve, the vision for the next ten years.

To develop this revised version of the Breckenridge Trails Plan, the original plan was reviewed to determine which recommendations were still relevant and unfulfilled. Then, Town staff identified logical trail recommendations to help improve the existing and secured Town trail network. Additional recommendations were then solicited from BOSAC members. Each of the recommendations was then reviewed and discussed by the commission as a whole. Finally, a draft Plan was released for public comment and discussed openly at three public BOSAC meetings and a Planning Commission meeting. The Breckenridge Town Council then discussed the Plan in XXX meetings before adoption by Council resolution on XXXX.

### **Winter and Summer Elements**

Although the previous Town Trails Plan focused primarily on summer trail uses, this Plan attempts to consider both summer and winter uses on the pertinent trails. Generally speaking, the same trails and corridors designed for summer use will also be used during winter months. This Plan attempts to comprehensively review all trails in both winter and summer, where appropriate.

### **Disclaimer**

Although this document attempts to comprehensively review all important and unsecured winter and summer trails and accesses in the Upper Blue Basin, important trail accesses, connections and trailheads will inevitably be overlooked. Town staff is hereby instructed to consider all routes and trailheads on their own merits, and to focus primarily on those outlined in this Plan.

## **PLANNING AREAS**

### **Area 1. Ski Hill Road/ Peak 8/7 base area**

This planning area encompasses Ski Hill Road, Shock Hill, Cucumber Gulch Preserve and the Peaks Trail/Siberian Trail loop area west of Park Avenue. Please see Map 2.

Existing Town system trails in Area 1 include: the Peaks Connect, Troll Forest, Gold Digger, Pence Miller, Iowa Hill and Shock Hill trails.

#### **1. Peaks Trailhead and trails**

The Peaks Trail is a heavily used summer and winter trail located on the National Forest connecting the Peak 8/7 area with the Town of Frisco. There are three primary access points to the Peaks Trail, the southernmost of which, known as the Peaks Trailhead, is the most heavily used.

Residential and Alpine/Nordic ski area development has been proposed or is in construction in the immediate vicinity of the Peaks Trailhead. The addition of residential units and ski area access has and will continue to adversely affect the use of the Peaks Trailhead, as visitors seeking free parking will use the trailhead to gain access the ski areas. If continued, the volume of ski area parking will overwhelm this limited parking area and displace backcountry users seeking to use the Peaks Trail.

An additional parking area, known as the Green Gate, is located north of the Peaks Trailhead and provides a secondary access to the southern end of the Peaks Trail and the New Nordic World (a.k.a. Siberian Loop). The Green Gate trailhead access is more remote and does not experience the same parking pressures as the one closer to the base of Peaks 7&8. However, the primary route that leads uphill to the trails and the lower ditch-based trail that parallels the Peaks Trail are heavily used backcountry routes whose access should be preserved for the recreating public.

The third potential parking area for the Peaks Trail is adjacent to the water tank accessed off of 382 Slalom Drive in the Upper Slope subdivision. Although this area has limited space for a parking area, it is an important access to the National Forest that could potentially serve as a public trailhead for winter and summer uses.

**Recommendation:** Relocate and expand the southernmost Peaks Trailhead (**A**) to remove it from the vicinity of the residential units and ski areas. By relocating the trailhead to the north, parking pressure from Alpine and Nordic ski areas, and residential structures, would be reduced. An enlarged parking area would ensure that Peaks Trail and other backcountry users are not turned away due to lack of a public parking area. This plan should be coordinated closely with any Breckenridge Nordic Center expansion, which may include a satellite base facility in the general vicinity of the Peaks Trailhead (**A**).

**Recommendation:** Formalize the Green Gate (**B**) access to ensure long-term access in that location.

**Recommendation:** Include the lower ditch-based trail that parallels the Peaks Trail (a.k.a. the Lower Peaks Trail) in the USFS trail inventory as a designated system route for non-motorized users (**1**). Formal acceptance of this trail would require site specific NEPA for the portions on the National Forest.

**Recommendation:** Secure the water tank access (**C**) to provide better access for the Peak 7 area residents to the trails on the National Forest. This access would likely be the most remote for accessing the Peaks Trail, given its location at the farthest

reaches of the Peak 7 neighborhood. Pursue construction of a formal trailhead/parking area in this location. Proposed formalization of this trailhead would require site specific NEPA for the portions on the National Forest.

## **2. Freeride Park**

The Town's Freeride Park is a mountain bike facility designed to offer beginner through expert level freeride stunts, including dirt jumps, teeter totters, log rides/skinnies, and banked turns, among others. The Freeride Park is located on a two-acre Town open space adjacent to the Four O'clock Ski Run and is a dedicated facility to meet the demand for additional freeride stunts and other elements in the mountain biking community.

**Recommendation:** Maintain, improve and increase the stunts in the Freeride Park. Ensure that beginning through expert levels are included to offer a safe progression for users.

**Recommendation:** Expand freeride opportunities throughout the existing trail system, including opportunities that are less of a terrain park model and more of an integrated series of features that provide optional alternate lines for trail users.

**Recommendation:** Work with the Town Recreation Department to seek suitable locations for a pump track or other facilities to serve a broader audience and provide a wet weather or early season venue for such activities.

## **3. Shock Hill/ Nordic Center**

The Shock Hill area is nearing build out, with the construction of many of the platted lots and the pending development of the Shock Hill Lodge site. As a result, most of the historical trails in the area have been assimilated into the system as permanent trail easements. Still, some trails that have been previously used in both summer and winter are being closed as private development occurs. This build out process has been planned and anticipated, but may nonetheless surprise users unaware that the trails they have enjoyed are not located in secure, public trail easements.

One important and outstanding Town obligation is the construction of a replacement Nordic Center adjacent to the current Nordic Center site. Under an agreement with the Christie Heights Subdivision, the Town is required to relocate the existing Nordic Center to the Town-owned Tract C to accommodate access to Tract B of Christie Heights, which will be developed in the near future.

**Recommendation:** Monitor the Shock Hill trails to ensure that the trails are located in the correct corridors and as much trail access as possible is maintained.

**Recommendation:** Design and install appropriate trail signage to encourage users to remain on designated trails in dedicated public trail easements.

**Recommendation:** Relocate the Nordic Center to meet the Town’s legal obligation. If a new facility is constructed, the programming needs of the Nordic Center must be taken into account. In addition, careful consideration should be given to the summer or off-hour uses of the proposed facility.

#### **4. Cucumber Gulch Preserve**

Cucumber Gulch is a precious wetland complex that serves as critical habitat for a variety of plants and animals, including the state-listed endangered boreal toad. Cucumber Gulch has also been a focal point for acquisition and management by the Town Open Space program since its inception. It is the only area in the Town’s open space system that has garnered a “Preserve” status, due to the sensitive nature of the wetlands and the wildlife habitat.

In both summer and winter, the Cucumber Gulch Preserve is a popular destination for trail users. In summer, the area has a network of trails and interpretive platforms for non-motorized users. It also serves as an important connection between Town and the Peaks Trail. In winter, the area within the Preserve is utilized for groomed Nordic skiing for the Breckenridge Nordic Center.

Management direction for Cucumber Gulch Preserve has been outlined in the Cucumber Gulch Master Plan. Implementation of the tasks within this document is an ongoing effort for Town open space staff.

**Recommendation:** Continue to implement the tasks outlined in the Cucumber Gulch Recreation Master Plan. Monitor trail conditions and use within the Cucumber Gulch Preserve and adjust trail alignment and management accordingly.

**Recommendation:** Work cooperatively with Nordic area concessionaires to ensure appropriate winter management of Cucumber Gulch Preserve.

#### **5. Claimjumper/Recreation Center Connection**

The Town Recreation Center is an important trailhead and landmark, as well as an excellent recreational amenity. In 2006, the Valley Brook Trailhead was displaced by the construction of the new Town Police facility and the trailhead location was moved to the southern portion of the Recreation Center parking area adjacent to Kingdom Park. This trailhead relocation makes the Recreation Center an important departure point for trail users. In addition, the Town is in active negotiations with the U.S. Forest Service to acquire the Claimjumper parcel, in part for open space and trail values.

**Recommendation:** As outlined in the previous Trails Plan, connect the Town Recreation Center and the Breckenridge Nordic Center via a trail (2). The trail could be located on the north-facing slope above the Claimjumper Condominiums (within the Cucumber Creek drainage) and would connect to either the existing Pence Miller Trail or the Black Loop of the Nordic Center. This proposed route is on the Claimjumper parcel of the Snake River Land Exchange, proposed to be

acquired by the Town. If the land is not acquired by the Town, site specific NEPA would be required for new trail construction on the National Forest.

## **6. Peak 7 Neighborhood Connections**

The Peak 7 Neighborhood is outside of Breckenridge Town boundaries in unincorporated Summit County, but is home to many local residents who work and recreate in Town. Currently, there is no functional trail connection between the Peak 7 neighborhood and Town, although some possibilities exist. Such a trail would provide a more direct route to Town for commuting and recreating. Similarly, there is an existing network of neighborhood trails that begin on western edge of the Peak 7 subdivision area and connect to the Peaks Trail, the New Nordic World (a.k.a. Siberian Loop) and ultimately the Tenmile Range. These existing trail connections are popular for both summer and winter trail uses.

**Recommendation:** Work cooperatively with Summit County Government open space planners to identify and secure a trail route from Town to the Peak 7 neighborhood (3), which would serve both recreational and commuting purposes. One suggestion is to construct a new trail route along the boundary of the Crestwood and Discovery subdivisions, then on to Town property behind the Public Works facility.

**Recommendation:** Strive to identify and secure the viable and sustainable neighborhood connections between the Peak 7 neighborhood area and the Peaks Trails and other trails to the west. Any routes that tie into the Peaks Trail, or any other system trail on the National Forest, require communication and coordination with the USFS to ensure the tie points are acceptable. In addition, if a non-system trail is being proposed to become a system trail, site specific NEPA would be required.

## **7. New Nordic World/Peak 6 Expansion**

The New Nordic World is the Breckenridge Nordic Center expansion area west of County Road 3/Ski Hill Road, including the area around the Siberian Loop. The Breckenridge Nordic Center is currently working on a Master Plan for additional Nordic ski trails, a base lodge and other facilities and parking on National Forest lands. The base area proposal is for the area adjacent to the Peaks Trailhead parking lot. The Decision Notice that approved trail construction for the New Nordic World was approved on September 2, 1994. Additional Nordic ski terrain and accompanying facilities will require additional NEPA analysis and, if approved, would significantly change the recreational access dynamics for the area, including but not limited to parking and backcountry ski access.

The Breckenridge Ski Area (BSA) is also proposing an expansion of its ski area to include portions of Peak 6. This proposed expansion would limit backcountry ski terrain and access by placing more lift served skiers in a popular backcountry skiing zone. Requiring lift passes for use of the Peak 6 area would also limit historically popular backcountry ski access points.



**Recommendation:** Continue to work with the U.S. Forest Service, the operators of the Breckenridge Nordic Center (BNC) and the Backcountry Snowsports Alliance to ensure that the New Nordic World benefits a broad spectrum of the recreating public, including backcountry skiers and summer users. The Town would need to work with the BNC operators to determine routes and present them to the USFS for review and approval under the BNC permit conditions.

**Recommendation:** Work closely with the BSA and USFS to delineate and maximize backcountry ski access and terrain in the Peak 6/5 area.

### **8. Iowa Hill Trailhead**

The Iowa Hill Trail is an historical interpretive loop trail that provides visitors and residents an opportunity to learn about the workings of an hydraulic mine. Access to the trail is facilitated by a sizeable trailhead located on Airport Road.

**Recommendation:** Assess the amount and type of winter use on this trail, as well as the potential future need for plowing the trailhead (**D**).

### **9. American Way access**

There is an existing access point on American Way (CR 3) that provides access to several roads and trails on the National Forest, including the Peaks Trail. This gated access is currently signed as non-motorized by the USFS, but the routes beyond the gate have not been widely recognized or designated by the USFS as system routes.

**Recommendation:** Work with the USFS to designate the gated access point on American Way as a legal access for winter and summer use. Recognize the roads and trails beyond the gate as non-motorized system routes on the National Forest.

## ***Area 2. Core/Upper Four Seasons Areas***

This area includes the center or core of the Town of Breckenridge and the area directly to the west, including the Four Seasons and Beaver Run areas, and including the Snowflake/Tyra area and the F&D placer. Please see Map 3.

Existing Town system trails in Area 2 include: The Riverwalk, Warrior's Mark, Columbine, Four O'clock, Reservoir, F&D Placer, Sawmill, Freeride Park and the Blue River Recpath Trails.

### **1. Riverwalk Connection**

Despite the successful restoration of the Blue River through Town and the popularity of the Riverwalk Center and Blue River Plaza, the Town still lacks a clear, safe bicycle route through the center of Town. The current route, which begins at the southern terminus of the Blue River Recreational Pathway (Watson Ave.), sends cyclists down a poorly signed alley west of Main Street, across Ski Hill Road, through parking lots, and into the Blue River Plaza, which is technically closed to cyclists. This existing route is poorly designed, insufficiently

marked and unwelcoming. Other parallel options, including Park Avenue/Highway 9 and Main Street are less desirable due to traffic volumes and street side parking, respectively.

**Recommendation:** Work to identify and appropriately delineate a cycling route through the center of Town to create effective and safe passage between Watson Avenue, where the current pathway ends, and the junction of Boreas Pass Road and Highway 9, where another proposed pathway could begin. Specifically, a north/south bike route needs to be secured and identified along the Blue River through Town.

## **2. Klack Placer**

The Town holds a drainage and pedestrian for a portion of the Klack Placer between the Breckenridge Elementary School and the Colorado Mountain College building. Currently, no trail exists through this corridor or in the existing Town owned easement.

**Recommendation:** Create a soft surface trail along the Klack Placer pedestrian easement (4) to create a safe, off street connection for Breckenridge Elementary students and other pedestrians through the center of Town. The trail should not be paved and should not facilitate vehicular access to the backsides of the existing homes.

## **3. The Cedars/Trails End Connection**

Residents and guests of the condominiums on Village Road and Primrose Path, (including Valdoro, Four Seasons, Chimney Ridge, Elk Ridge, etc.) have long sought a direct pedestrian connection to Quicksilver Lift. The Cedars and Trails End condominiums are located directly between these residential complexes and the ski lift, and a social trail has developed along the property line between the Cedars and Trail's End. The Cedars homeowners association has approached the Town in the hopes of solving the problem through the delineation and dedication of a trail easement.

**Recommendation:** Continue to work with the area homeowners associations to secure a legal trail easement to connect the south end of Primrose Path with the bottom of the Quicksilver ski lift (5). The most functional and feasible route would likely be between the Cedars and Trails End Condominium complexes.

## **4. F&D Placer to Burro connection**

The F&D Placer is a popular destination for Town residents and guests due to the presence of multiple soft surface trails, a reservoir, and the Breckenridge Outdoor Education Center. The area is very trail accessible and could be improved as a connection to the larger trail network on the National Forest, the Breckenridge Ski Area and points beyond.

**Recommendation:** Work with the Breckenridge Ski Area and USFS to establish and clearly mark a connection from the southern portion of the Reservoir Trail, across a portion of the ski area, to the Burro Trail for summer use (6). Portions of this proposed route on the National Forest would require site specific NEPA to be accepted as a portion of the travel system.

### **5. Maggie Pond access**

Maggie Pond is an important Town landmark surrounded by high density, multi unit residential structures. When occupied, these residential units provide a bed base for the Town and the ski area. Unfortunately, as the Village at Breckenridge, Main Street Station and the Four Seasons were developed, no east/west public pedestrian or bicycle access was retained or secured. This lack of public trail access around Maggie Pond is a serious impediment to non-motorized trail circulation from the south end of Main Street to the ski area and other trails to the west (e.g. Burro Trail, Warriors Mark Trail).

**Recommendation:** Create and secure a public, non-motorized access around Maggie Pond (7) so that visitors and residents can access the historic pond, Town trails, BSA trails, and the Burro Trail from the southern end of Main Street (Main Street Station). The potential redevelopment of the Village at Breckenridge may present the opportunity to secure a public access around Maggie Pond.

### **6. Four O'clock Ski Run**

The Four O'clock Ski Run is a critical downhill winter connection that brings alpine skiers and snowboarders from the Breckenridge Ski Area to the center of Town. For summer uses, the ski run is also an important non-motorized trail connection that has been secured by the Town as a summer non-motorized trail. Although legal summer access exists on Four O'clock Ski Run, the trail itself is largely down the fall line and is therefore in need of additional drainage and realignment work.

**Recommendation:** Improve and maintain the summer single track that has been established on the Four O'clock Ski Run. Significant drainage and realignment work is needed to ensure the long-term functionality of the trail. Given the fall-line nature of the summer trail alignment, this will likely require consistent maintenance and investment. However, the trail is an important enough connection to warrant such expenditures of time and money.

### **7. Timber Trail**

The Timber Trail subdivision is located adjacent to Breckenridge Ski Area and the ski area vehicle maintenance facility. As part of the subdivision agreement, a public trail easement was dedicated to connect the ski area summer trails with the Four O'clock summer trail and the F&D Placer. This trail would connect the Pioneer Trail on the ski area to the junction of Four O'clock summer trail above the Freeride Park.

**Recommendation:** Construct a functional, sustainable summer trail (8) along the existing easement within the Timber Trail subdivision to ensure access between the Peak 8 ski area trails and the Four O'clock trail/F&D Placer trails.

### **8. Maggie Placer trail**

The Maggie Placer is a parcel located along Highway 9 adjacent to Woods Manor and the Ski and Racquet Club Condominiums. A social trail used mostly for commuting purposes is located on the western boundary of the Maggie Placer.

**Recommendation:** Secure legal access for this non-motorized trail along the western boundary of the Maggie Placer (9).

## ***Area 3. Breckenridge South***

This area includes the remaining portions of the Upper Blue Basin south of Boreas Pass Road and the F&D Placer. The area includes Warrior's Mark, the Town of Blue River, Southside, and areas south to Hoosier Pass. Please see Map 4.

Existing Town system trails in Area 3 include: the Southside and Illinois Creek trails.

### **1. Aspen Grove/Aspen Alley trail**

There is a heavily used singletrack trail that connects upper Boreas Pass Road (at Baker's Tank trailhead/end of winter maintenance) with lower Boreas Pass Road (at the entrance to the Wakefield Ranch). Known as the Aspen Grove Trail or Aspen Alley, this trail is a vitally important connection from the Baker's Tank area, on the flanks of Baldy, to Town. The trail is poorly designed, however and would need to be realigned to sustainably accommodate two-way non-motorized traffic. The trail is located largely on National Forest lands, although the bottom section has been secured by Summit County through an easement on private property.

**Recommendation:** Work with the USFS to establish the Aspen Grove Trail (10) as a designated system route. Realign the trail to sustainably accommodate two-way non-motorized traffic.

### **2. Wakefield trailhead**

The Town owns an open space parcel that includes the entrance to the Wakefield Ranch, located on Boreas Pass Road. Currently, the entryway contains an array of mining relics and a restored cabin. The Aspen Grove and the Wakefield/Blue River Trails also merge in this location.

**Recommendation:** Consider improving the entryway to the Wakefield Ranch with a small trailhead parking area (2-3 cars) to be plowed in winter (E). Secure, monitor or relocate some of the historical artifacts to ensure their interpretive and other public values.

### **3. Little Mountain**

Little Mountain is located south of Boreas Pass adjacent to the Stephen C. West Ice Arena, where the rodeo grounds once stood. The equestrian use in the area created a network of trails that have since been largely consolidated, improved or newly constructed (Southside, Rodeo and Illinois Creek Trails). Although these trails form a discreet loop, the main trail continues across private property and connects to the Summit County-managed Wakefield/Blue River Trail to the south.

**Recommendation:** Secure legal access for a sustainable trail that climbs on the south side of Little Mountain and connects to the Wakefield/Blue River Trail (11). Consolidate, improve or reconstruct the existing braided trail network.

### **4. Blue River/ Hoosier Pass repath**

Summit County has a world class, 48 mile paved repath system, in which the Town owns and manages 3.6 miles. Paved repaths serve commuting and recreational needs for area residents while also drawing visitors and special events. Summit County Government manages the majority of the repath system (25 miles) and is currently working to construct the 4.8-mile Swan Mountain Repath to complete a grade-separated repath loop around Dillon Reservoir. One of the final missing sections in this overall paved system is a connection from the southern end of Town, through the Town of Blue River, to Hoosier Pass and the boundary with Park County. Though challenging and expensive to build and maintain, this trail connection would complete the arterial repath needs for the Upper Blue Basin and enable additional recreational and commuting use south of Town.

**Recommendation:** Complete a grade-separated repath from the junction of Boreas Pass Road and Highway 9 to Hoosier Pass (12). Work cooperatively with CDOT, the Town of Blue River, Summit County, the USFS and other partners to build and design small sections to achieve this ambitious vision. Any portions of this proposed route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

### **5. The Burro Trail Accesses**

The Burro Trail is an important non-motorized trail that runs north/south from the Base of Peak 9 on the Breckenridge Ski Area to Spruce Creek Road. The trail is a heavily used winter and summer recreational route that also provides a crucial commuting route for some subdivisions south of Town. There are several unsecured trail accesses that lead to the Burro Trail, many of which have no legal trailhead parking and generally serve as neighborhood trail accesses. In addition, recent and continued development of the Peak 9 base area has blocked or confused the access to the southern end of the Burro Trail, particularly during winter months when the ski area is in operation.

**Recommendation:** Assess and secure several Burro trail accesses where possible. The Sunrise Point/Sunrise Ridge accesses are perhaps the most critical (13). Seek trailhead parking opportunities whenever possible and practical. Work with the Breckenridge Ski Resort operators to clarify and improve the southern Burro Trail access in winter for backcountry users.

#### **6. Bekkedal/Gold King (lots 1&2) to Burro connection**

Residents from the Warrior's Mark, Bekkedal, Gold King and Crown Subdivisions have long used old mining-era routes to connect from their homes to the Burro Trail and other recreational routes to the west. However, as these subdivisions get closer to build out, the mining route-based social trails are in danger of being formally closed to the public. The primary route (the "Flintstone Trail") to be secured connects from the Warrior's Mark subdivision along Flintstone Lane, crosses Gold King lots 1&2 and connects to Silver Queen Road. A second important connection ("Cabin Trail") starts from Quail Estates lot 1 (Blue Flag Drive) and traverses across Gold King Placer lots 9.5, 10, 11 and connects to the Burro Trail on the National Forest from there. There likely many others, all of which could be better evaluated for inclusion in a functional public trail network.

**Recommendation:** Inventory remaining social trails in the greater Warrior's Mark/Bekkedal/Crown/Gold King area. Secure legal public access for existing social trails to improve connectivity to Town, the Burro Trail and the rest of the area trail network. Focus particularly on the "Flintstone Trail" (14) located south of Flintstone Lane, and the "Cabin Trail" (15) that connects Bekkedal to the Burro Trail (both roughly described above). Work to maintain the existing non-motorized winter recreation opportunities in the area. Any portions of these proposed routes on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

#### **7. Ski Area equestrian trails**

Currently, there is a permitted equestrian guide operation on the Peak 9 area of the ski area. The Breckenridge Ski Area (BSA) has proposed to relocate the stables operation to another location. However, the legacy of the Peak 9 stables operation is a network of duplicative and highly eroded trails located both within and outside of the ski area boundaries. These trails are in incredibly poor condition and require significant investment and work to improve them for use by users other than equestrians.

**Recommendation:** Work with the USFS and the Breckenridge Stables to define, restore and reconstruct the equestrian trails to sustainable and maintainable alignments. Many of these trails are greatly incised and unsustainable. The concessionaire needs to prove to the community that the past and present equestrian use can be adequately mitigated and these trails and natural areas can be restored. If the equestrian operation relocates off of the ski area, prioritize the

retention of the best trails and work cooperatively to define the existing and sustainable routes to be retained for the overall non-motorized trail network.

### **8. Now Colorado-Silver Queen connection**

Completed in 2006, the Warrior's Mark Trail provides a heavily traveled summer and winter commuting route between the Warrior's Mark area and Town. Significant use on the trail has highlighted a need to better connect the Gold King, Sunrise Ridge, Sunrise Point and other subdivisions south of Warrior's Mark to the Warrior's Mark Trail. Currently, many people walk, ride or even ski the roads (including White Cloud, Warrior's Mark, Broken Lance and others) to access the Warrior's Mark Trail and reach the ski area and Town. Some area roads, such as Silver Queen and Gold King are suitable for recreational skiing and cycling, while others (White Cloud, Warrior's Mark) are less desirable and less safe.

**Recommendation:** Design and construct a new singletrack trail connection from the southern terminus of the Warrior's Mark Trail to Silver Queen Road behind (west and north) of Now Colorado (16). Carefully design and consider the White Cloud road crossing and wetland impacts on the hillside. Consider additional alignments to improve trail connectivity in Warrior's Mark area and south.

### **9. Riverwood trail**

A trail easement was dedicated through the Riverwood subdivision that, when coupled with an existing right of way between lot 6, block 5 and lot 14, block 6 of the Bekkedal subdivision, would establish a functional trail connection between Bekkedal and Warrior's Mark. Construction of this trail would improve recreational and commuting in the area.

**Recommendation:** Construct the Riverwood trail between the Bekkedal and Warrior's Mark subdivisions in the existing dedicated easement and the dedicated right of way (17).

### **10. Breckenridge Park Estates trailhead**

Breckenridge Park Estates is located in unincorporated Summit County east of Boreas Pass Road at CR 528. There are multiple gated entries from the western edge of Breck Park Estates to National Forest lands on the western flanks of Mt. Baldy. In summer, these access points are used by non-motorized users to reach the many singletrack trails (Pinball Alley, Baker's Tank, Mountain Pride etc.) and shared use routes (Iowa Mill etc.) on Baldy. In winter, these routes provide access to the same routes for touring and access to the heavily skied west face of Baldy. Plowing a limited number of parking spots at these gates (along CR 532 and CR 531 in particular) would improve winter non-motorized trail access in that area.

**Recommendation:** Work with the USFS and adjacent landowners to plow additional area at the green gates on CR 532 (F) and CR 531 (G) to improve non-motorized winter access to Baldy. This action may require site specific NEPA analysis for the portions of the property on the National Forest system.

**Recommendation:** Ensure that route **18**, which connects from these gates to the Baker's Tank Trail, is designated system routes on the National Forest. Secure a trail easement for the portion of route **19** that crosses private property.

### **11. Fredonia Gulch trailhead**

Fredonia Gulch is an important winter and summer access and historical road that travels east from the Town of Blue River into National Forest lands. Parking for this important trail is unsecured for public access. Improved winter plowing would also enhance access to this important non-motorized trail.

**Recommendation:** Work to secure a trailhead easement and improve winter plowing for the trailhead at Fredonia Gulch (**H**).

### **12. Bemrose Ski Circus**

The Bemrose Ski Circus is a trail network located on National Forest lands south of Alpine Breck and Tordal Estates, below Hoosier Pass. Currently, access to this important winter touring area is achieved via two small parking spots along Highway 9 and CR 676. Both of these accesses need to be secured legally and improved to accommodate more cars. Also, the Bemrose trails themselves could be improved to better accommodate summer use.

**Recommendation:** Expand, improve or relocate the current Bemrose Ski Circus parking areas on CR 676 (**I**) and Highway 9 (**J**). This action would require site specific NEPA analysis for the portions of the property on the National Forest system.

**Recommendation:** Redesign or better maintain Bemrose trails to improve summer use and protect the wetland resources.

### **13. Wheeler Trail resurrection**

The Wheeler Trail is an historical herding route and current National Recreational Trail that connects Copper Mountain with Hoosier Pass. The majority of this non-motorized trail is well defined, albeit in need of minor reroutes and maintenance. However, the southern end of this historical and nationally recognized trail, between McCullough Gulch and Hoosier Pass, has been lost due to private development.

**Recommendation:** Resurrect the southern portion of the Wheeler Trail to connect McCullough Gulch with Hoosier Pass (**20**). Reroute minor portions of the existing Wheeler Trail to improve drainage and avoid moist tundra areas.

### **14. Pennsylvania Gulch and Indiana Creek Road winter access**

Pennsylvania Gulch and Indiana Creek Roads are adjacent to one another, south of Town. Both routes travel through private subdivisions, then cross onto National Forest lands and serve as winter and summer recreational routes. In winter,



however, plowing and recreational snowmobiling make the routes undesirable for non-motorized users.

**Recommendation:** Work with the USFS to post (with blue diamonds) and prune parallel non-motorized winter-only routes along Indiana Creek Road (to Boreas Pass Road) (21) and Pennsylvania Gulch Road (22). These parallel, winter only routes should be monitored to ensure that summer routes in the same alignments do not develop.

### **15. Spruce Creek Trail spur**

The Spruce Creek Road and Spruce Creek Trail create a popular loop for non-motorized users south of Town in both summer and winter. The Spruce Creek Road is a high clearance vehicle route open to all uses, while the Spruce Creek Trail is a non-motorized winter and summer route. There is an historic ditch that travels east, then south from the Spruce Creek Trail and connects to an historic roadbed that connects to Highway 9 near the junction with Blue River Road.

**Recommendation:** Work with the USFS to designate the Spruce Creek spur a system route (23), then work to ensure access along this route is limited to non-motorized users for both winter and summer access. Any portions of this proposed route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

### **16. Lehman Gulch Trail**

The Breckenridge Ski Area has a diverse network of trails that cross several of the peaks included in the ski area boundary. Many of these routes are well designed and maintained, while a few need minor reroutes to become more sustainable and user friendly. One ski area trail, in particular, has been identified as needing additional realignment and maintenance. The ski area trail that travels down Lehman Gulch offers a valuable connection between the upper reaches of the Peak 9 area and connects to the top of Chair A, which serves the main Peak 9 road. This trail needs realignment to avoid wetland areas and significant maintenance to improve drainage.

**Recommendation:** Work with BSA and USFS to improve the alignment and maintenance of the Lehman Gulch Trail in the Peak 9 portion of the ski area (24).

### **17. Monte Cristo Trail redesign**

The Monte Cristo Trail is a popular summer hiking destination, located above Blue Lakes, south of Town. Although quite popular, this trail is in need of maintenance and realignment to reduce trail braiding and improve drainage.

**Recommendation:** Work with the USFS to improve trail drainage and formalize a single tread alignment for the Monte Cristo Trail (25).

### **18. Spruce Valley Ranch trails**

The existing Spruce Valley Ranch stables route is a popular non-motorized trail that connects Spruce Valley Ranch/Indiana Creek Road with Boreas Pass Road. Although quite popular, the route is poorly aligned and maintained. Similarly, there is a social trail located off of lower Indiana Creek Road that roughly parallels Indiana Creek and between Mount Argentine Road and the Wakefield/Blue River Trail. Although in need of some minor rerouting and drainage work, this trail is a valuable connection for the public through Spruce Valley Ranch.

**Recommendation:** Secure legal public access to the private portions of the Stables (26) and lower Indiana Creek Trails (27) while also working with the USFS to establish the portion of the Stables Trail on the National Forest as a system route. Work with both the USFS and Spruce Valley Ranch to realign the Stables and lower Indiana Creek Trails to improve drainage and user experience.

### **19. Baker's Tank area trails**

The Baker's Tank Trail is a very popular winter and summer USFS non-motorized route that traverses the lower western flank of Baldy between the historical water tank and a trailhead on Boreas Pass Road. Baker's Tank also connects to several other important trails such as the Mountain Pride Trail, Pinball Alley and the Iowa Mill Road. Together, these routes represent much of usable non-motorized network on Baldy, which is within the Backcountry Non-motorized Recreation prescription in the White River National Forest Plan. In addition to these primary routes, there are several others that receive sizeable non-motorized use, including the Powerline Trail and a ditch that parallels Boreas Pass Road, south of Baker's Tank. Slightly farther south along Boreas Pass Road is a trail that connects the road with Indiana Creek Road. Although unsustainable in its current alignment, this trail provides an important connection from Boreas Pass Road to the Indiana Creek drainage trails.

**Recommendation:** Establish Pinball Alley (28) and Mountain Pride Trails (29) as system routes on the National Forest.

**Recommendation:** Construct new system route on the ditch south of Baker's Tank to provide a parallel, non-motorized route to Boreas Pass Road between Baker's Tank and the Indiana Creek Road (30). Any portions of this proposed route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

**Recommendation:** Realign the Powerline Trail (31) and establish this loop route as a non-motorized system route on the National Forest.

**Recommendation:** Realign connection between Boreas Pass Road and Indiana Creek and establish this connection as a USFS system route.

### **20. Dyersville trail**

The Dyersville Trail is a singletrack that connects the historical town of Dyersville to the upper portions of Indiana Creek. Although in need of minor realignments due to unsustainable grades, this route is an important recreational trail in the Indiana Creek basin.

**Recommendation:** Establish the Dyersville Trail (32) as a formal system route on the National Forest. Realign minor portions of the trail to improve grade, sustainability and user experience. Any portions of this route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

### **21. Alpine Breckenridge/ Blue Lakes connection**

Non-motorized trail connections between the Alpine Breckenridge/ Tordal Estates area and Blue Lakes are limited, although there is one trail used in both winter and summer that connects between lot 15, bock 2 of Alpine Breckenridge and Blue Lakes Road (CR 855). This route is especially important in winter months, when the McDill Placer Road is plowed.

**Recommendation:** Secure legal access to the Alpine Breckenridge to Blue Lakes connection (33).

### **22. Hunter Claims trail**

Also in the Tordal Estates area is an historical mining road that starts on lot 61 of the Valley of the Blue subdivision and connects to the Hunter mining claims, two inholdings within the National Forest. This route receives heavy local use by neighborhood residents. Summit County Government has secured legal public access to the bottom portion of this neighborhood trail, but the USFS has not designated the upper portion as a system trail.

**Recommendation:** Designate the upper portions of the Hunter Claims route as a non-motorized route on the National Forest (34).

### **23. McCullough Gulch trail**

McCullough Gulch is an important access that connects the Summit County-owned McCullough Gulch open space parcel with the upper McCullough Gulch road and the Wheeler Trailhead. The Town of Blue River approved the McCullough Gulch Preserve subdivision, which blocks the historic access to the general public, but allows access by Town of Blue River residents. Summit County and the Town of Breckenridge have sought to reestablish this public access, or recreate a parallel route on the National Forest to reconnect the McCullough Gulch Trailhead with the historical McCullough Gulch Road.

**Recommendation:** Work with Summit County, the USFS and the Town of Blue River to secure legal non-motorized public access to the lower portion of the McCullough Gulch Road (35).

**Recommendation:** Work to narrow the McCullough Gulch road to promote development of a non-motorized singletrack trail.

#### ***Area 4. East Side/ French Creek***

This area includes portions of the Upper Blue Basin east of Town, including the flanks of Bald Mountain, the Golden Horseshoe, and the Swan River above Four Mile Bridge. Please see Map 5.

Existing Town system trails in Area 4 include: the Barney Ford, Hermit Placer, Moonstone, Nightmare on Baldy, Carter Park, Bonanza, Wellington, Vista Point, River, Flumes, Tom's Baby, Discovery, Mike's and the rest of the Golden Horseshoe trails.

##### **1. Moonstone Trail reroute**

The Moonstone Trail is a popular singletrack trail that connects the top of the Carter Park Trail and the bottom of the Barney Ford Trail. Although the trail was rerouted once from its original user-created alignment, the current alignment drains poorly, lacks "flow" and fails to utilize much of the available open space parcel in the area.

**Recommendation:** Realign the Moonstone trail to improve drainage and user experience.

##### **2. Breck South connections**

The junction at the eastern end of the Hermit Placer Trail and the top of the Jack's Cruel Joke Trail offers two potential trail connections to complete a functional trail network in the area. To the southeast, the historical ditch used to create the Hermit Placer Trail continues, until it dead-ends in the Tyrollean Terrace subdivision in front of an existing residence. Although easily created due to the existing ditch, this trail is problematic due to its terminus in the driveway of an existing home (Lot 29 Tyrollean Terrace).

The second potential trail alignment would be more straightforward from a private property standpoint, but more challenging in terms of trail construction. A trail could be designed and constructed on open space lands to connect the Hermit Place/Jack's Cruel Joke junction with Boreas Pass Road near the pump station across Boreas Pass Road from the Breckenridge South subdivision. Either of these completed trails would provide a valuable connection for the subdivisions in Illinois Creek area to access the primary Town trail network.

**Recommendation:** Design and construct one or both of the two potential trail connections between the Hermit Placer/Jack's Cruel Joke junction and the Breckenridge South or Tyrollean Terrace subdivisions (36).

##### **3. Weisshorn utility corridor**

A social trail exists between the east end of Lincoln Ave (at the base of the Lincoln Trail) and Gold Flake Road, along a utility corridor behind homes in the Weisshorn subdivision. This trail provides a safe trail alternative to the hill on Wellington Road.

**Recommendation:** Assess options for securing public access to the social trail within the utility easement behind the Weisshorn (37).

#### **4. BBC/Weisshorn connection**

Behind the current location of the Breckenridge Building Center (soon to be relocated near Tiger Road on Highway 9) is a trail that connects Briar Rose Road with Royal Tiger Road in the Weisshorn subdivision. This social trail is a heavily used connection between the French Creek trails and Town.

**Recommendation:** Secure public access for the social trail between Briar Rose and Royal Tiger Roads behind the Breckenridge Building Center (38).

#### **5. Kenington Place /Reiling Road reccpath**

With its construction of the sidewalk along Wellington Road from Main Street to the Reiling Road junction, and the installation of a path down Reiling Road to French Creek/Valdoro Village, the Town has invested in the creation of a grade separated pathway system from Town into the French Gulch valley. However, important connections still need to be made, including along Reiling Road between the Vista Point subdivision and Highway 9 (in front of Kenington Place). This section would be located entirely in unincorporated Summit County, but the beneficiaries of such a finalized connection would be visitors and residents in and around Breckenridge.

**Recommendation:** Encourage the completion of a grade separated reccpath between the Highway 9/CR 450 junction up Reiling Road through French Creek to the existing Vista Point pathway (39) to encourage safe commuting and recreation along this increasingly busy road.

#### **6. Huron Heights ditch trail**

At the junction of Reiling, French Gulch and Wellington Roads, a historical wagon route travels uphill and east, ultimately connecting to a ditch that could easily be developed into a non-motorized trail. The ditch travels northwest through private property (part of the Western Sky Ranch PUD) on a dedicated trail easement, across National Forest lands, then to private property on the Alice A. Placer and the Huron Heights subdivision. Establishment of this historical road and ditch as a non-motorized trail would greatly enhance connectivity between the Flumes (Upper/Middle/Lower) system of trails and the French Gulch valley

**Recommendation:** Strive to secure additional legal accesses to establish public access along the historical ditch between the Wellington and Huron Heights subdivisions (40).

### **7. Wellington and B&B Trail connection**

The Wellington and B&B Trails are recently opened trails in French Gulch that are likely to become some of the more heavily utilized routes in the Upper Blue Basin, given their proximity to high density residential areas. Currently, the Wellington Trail dead-ends at a river crossing that will hopefully be remedied through the construction of a bridge in summer 2009. This trail will provide convenient recreational access for the Town stables and the Wellington Neighborhood residents, among others. The B&B Trail is a north-facing route east of the Wellington Trail in the French Gulch valley. Connecting these two trails across the Country Boy Mine property or open space properties would provide an accessible trail from the Wellington Neighborhood and Town stables to the Reiling Dredge and remove recreational traffic from French Gulch Road.

**Recommendation:** Design and construct a connection between the Wellington and B&B Trails (41) to provide an alternate, non-motorized route to French Gulch Road.

### **8. Upper Spiral Stairs reconstruction**

The Spiral Stairs trail is a Summit County-managed route along the northern boundary of the Ranch at Breckenridge subdivision. Although a large portion of the Spiral Stairs trail is located on a trail easement managed by Summit County, the upper portion of the trail, which connects to several routes on the western flank of Baldy, is located on private property with no trail easement. As a result of trespass concerns, the landowner recently closed the upper portion of the trail.

**Recommendation:** Work with Summit County Government and area landowners to reestablish and secure the upper portion of Spiral Stairs through a trail easement (42).

### **9. Golden Horseshoe**

The Golden Horseshoe (GH) is an approximately 9,000-acre area east of Town that is largely in public ownership, between the National Forest and Town/County open space lands. The GH is also an important recreational resource for a variety of user groups, including motorized users. Between 2005 and 2007, the Town, County and USFS worked through a consensus-based planning process with members of the public to develop a recommendation for the type, distribution and amount of recreational access in the Golden Horseshoe. The final recommendations, for both winter and summer uses, were then forwarded to the USFS for consideration and inclusion in the travel management planning process for the White River National Forest.

The final GH maps offered by the Breckenridge Open Space Advisory Commission and Summit County's Open Space Advisory Council to the USFS remains the blueprint recommendation for this area, but two important trails were left off of the map: the Squatter's Trail on the Cosie D placer and an unnamed

route that traverses the Western Sky Ranch PUD, paralleling CR 484. These two routes provide parallel options to plowed County Roads that will experience additional use in the coming years.

**Recommendation:** Secure legal public access for the Squatter's Trail (43) and the trail that parallels CR 484 through the Western Sky Ranch PUD (44). Any portions of these routes on the National Forest would require site specific NEPA analysis to be included in the USFS travel system.

#### **10. Lower Flume winter use trailhead**

Parking access to the Town's Flumes Trails (Lower/Middle/Upper) have always been limited, particularly during winter months when trailhead parking is at a premium. There appears to be an opportunity to establish a small winter use trailhead behind the County Road and Bridge maintenance buildings between the Kenington Townhomes and the recycling center. Such a trailhead would serve winter users seeking to ski or snowshoe the Flumes Trails.

**Recommendation:** Work with Summit County Government to establish and consistently plow a small trailhead (K) behind the County maintenance buildings adjacent to the Kenington Townhomes and the recycling center.

#### **11. Block 11**

The Block 11/Airport Road area is slated for a Town commissioned affordable housing subdivision and the new campus for the Colorado Mountain College. At present, the Block 11 parcel is a vacant dredge rock strewn area that serves as ski area parking and Town snow stacking during the winter and experiences little activity in the summer. However, the parcel could soon be densely populated with residential housing and a college campus, which would in turn create a strong demand for commuting and recreational trails. Some of the primary trail needs identified for Block 11 include: multiple natural surface trails to connect the proposed neighborhood to the River Trail and the Blue River; a paved pathway and sidewalk system to provide effective circulation around the entire parcel; efficient trails to connect the Block 11 area with the Valley Brook child care facility, the Recreation Center and Town core; and recreational trail connections to the north (McCain property), east (Flumes) and west (CR 3).

**Recommendation:** Continue involvement in the planning for Block 11 parcel to ensure viable commuting and recreational routes (45) within the parcel and well planned connections to other areas from the parcel.

#### **12. Brown Gulch Trailhead**

The base of Brown Gulch in the Swan River drainage (upper Tiger Road) is an important winter and summer access point for non-motorized users accessing many of the routes in the Golden Horseshoe. Additional plowing of the existing small parking area at the base of Brown Gulch would greatly improve winter access for non-motorized users.

**Recommendation:** Improve plowing in the small trailhead parking area (L) located between the Horseshoe Gulch Trail head and the Tiger town site.

### **13. Good Times/Middle Fork Parking area**

A Summit County Government negotiated an easement for a limited non-motorized parking area along Tiger Road at the junction of the Middle Fork and South Fork of the Swan Road (Mascot and Swan River Placers). The easement is for a small portion of a large parking area that serves guests of the Good Times snowmobiling operation. Parking can be at a premium during peak use times and the non-motorized parking allotment can be overtaken by motorized users and guests of Good Times.

**Recommendation:** Work with Summit County Government and the snowmobiling concessionaire to ensure adequate parking for non-motorized users (M) at the junction of the Middle and South Fork of the Swan Roads.

### **14. Summit Estates/Discovery Hill trails**

Recreational access into the Golden Horseshoe from the northwest has been complicated by the failure to secure trail access from the Summit Estates subdivision. The Discovery Ridge subdivision contains multiple dedicated trail easements, but several of the routes do not yet exist. Completing the platted trails in Discovery Hill and securing additional trail easements across the Summit Estates subdivision would greatly improve non-motorized access from the Delaware Flats and Summit Estates area. A through connection would also greatly benefit the proposed Gold Run Nordic Center expansion by connecting Golden Horseshoe routes with Pegasus, a winter groomed route on the Breckenridge Golf Course.

**Recommendation:** Work with the Summit Estates homeowners to research and secure public trail access through Summit Estates to the Golden Horseshoe area (46) to improve summer access and winter Nordic skiing connections.

**Recommendation:** Complete the dedicated trail network in the Discovery Hill subdivision (47).



BEFORE THE PLANNING COMMISSION  
OF THE TOWN OF BRECKENRIDGE

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION RECOMMENDING THE INCLUSION OF THE “TOWN OF  
BRECKENRIDGE TRAILS PLAN (REVISED AUGUST 2008)” AS A PART OF THE  
TOWN’S MASTER PLAN

WHEREAS, the Town of Breckenridge has previously adopted the Town of Breckenridge Comprehensive Plan, Dated March 25, 2008, as the master plan for the physical development of the Town (“Master Plan”); and

WHEREAS, Section 9-4-1 of the Breckenridge Town Code provides that as the work of making the whole Town Master Plan progresses, the Town Council may, from time to time, adopt additional parts of the Town Master Plan in accordance with the procedures set forth in Section 9-4-4 of the Breckenridge Town Code; and

WHEREAS, the “Town of Breckenridge Trails Plan (Revised August 2008)”, has been prepared, a copy of which is marked Exhibit “A”, attached hereto and incorporated herein by reference; and

WHEREAS, the “Town of Breckenridge Trails Plan (Revised August 2008)” is proposed to be incorporated into the Town’s Master Plan; and

WHEREAS, pursuant to Section 9-4-3 of the Breckenridge Town Code, the proposed incorporation of the “Town of Breckenridge Trails Plan (Revised August 2008)” into the Town’s Master Plan has been referred to the Town of Breckenridge Planning Commission; and

WHEREAS, Section 9-4-3 of the Breckenridge Town Code directs the Planning Commission to deliver to the Town Council, in writing, its recommendations concerning a proposed amendment to the Town’s Master Plan; and

WHEREAS, the Planning Commission has reviewed the proposed “Town of Breckenridge Trails Plan (Revised August 2008)” and is familiar with its contents; and

WHEREAS, the Planning Commission finds and determines that it should recommend to the Town Council that the “Town of Breckenridge Trails Plan (Revised August 2008)” be adopted by the Town and incorporated into the Town’s Master Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF BRECKENRIDGE, COLORADO, as follows:

Section 1. The Planning Commission hereby recommends to the Town Council of the Town of Breckenridge that the “Town of Breckenridge Trails Plan (Revised August 2008)” (Exhibit “A” hereto) be adopted and incorporated into the Town of Breckenridge Master Plan.

Section 2. This resolution shall be deemed to be the Planning Commission’s written comments on the proposed inclusion of the “Town of Breckenridge Trails Plan (Revised August 2008)” into the Town of Breckenridge Master Plan as required by Section 9-4-3 of the Breckenridge Town Code.

Section 3. This resolution shall become effective upon its adoption.

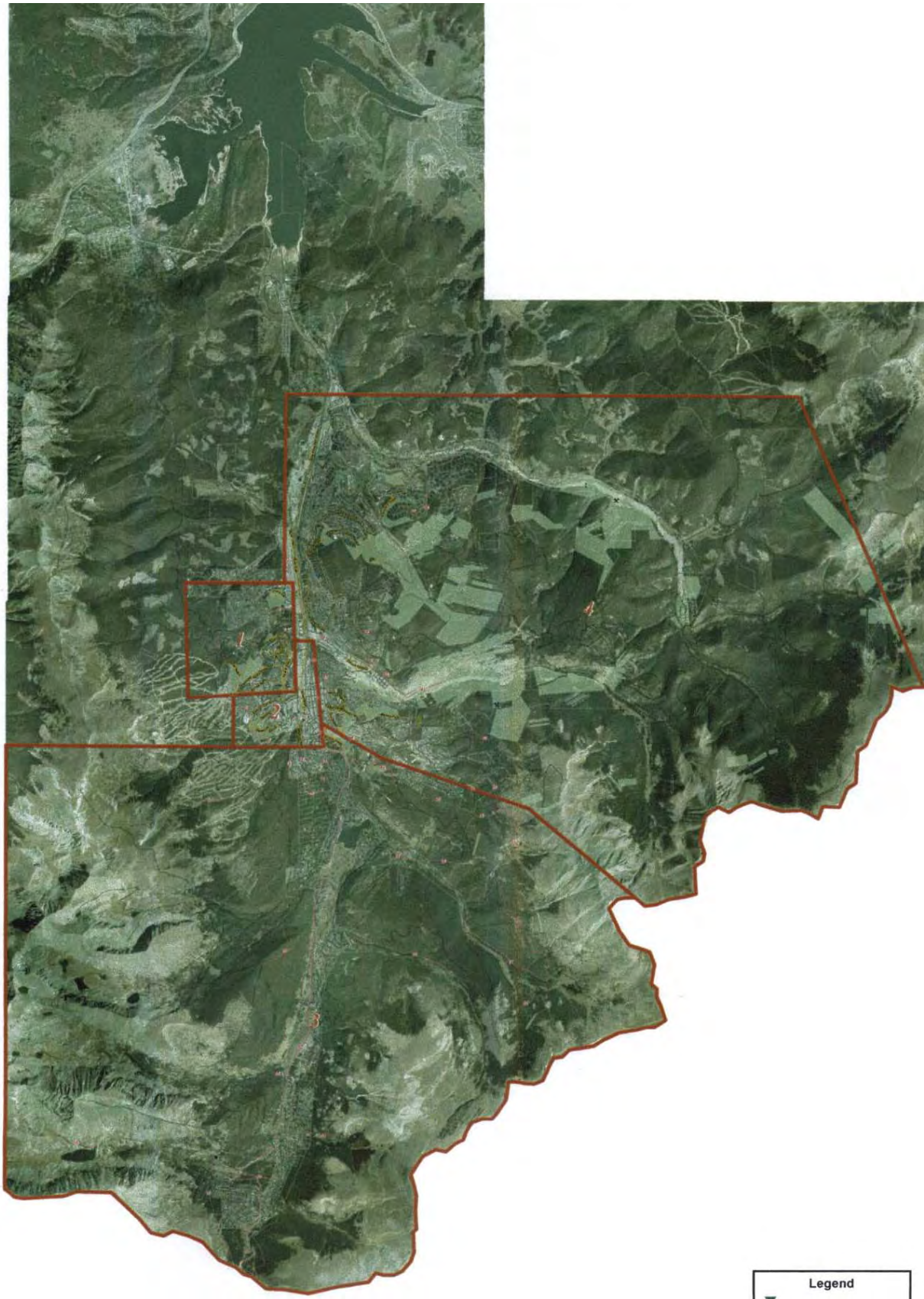
RESOLUTION APPROVED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2008.

TOWN OF BRECKENRIDGE PLANNING  
COMMISSION

By \_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Secretary



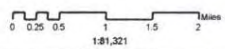
**Legend**

-  Trails\_Plan\_proposed\_accesses
-  Trails Plan Proposed Routes
-  Existing Trails
-  Existing Town Trails
-  Open Space



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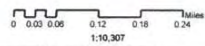
**TRAILS PLAN**  
**Map 1**  
**October 21, 2008**

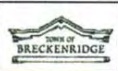
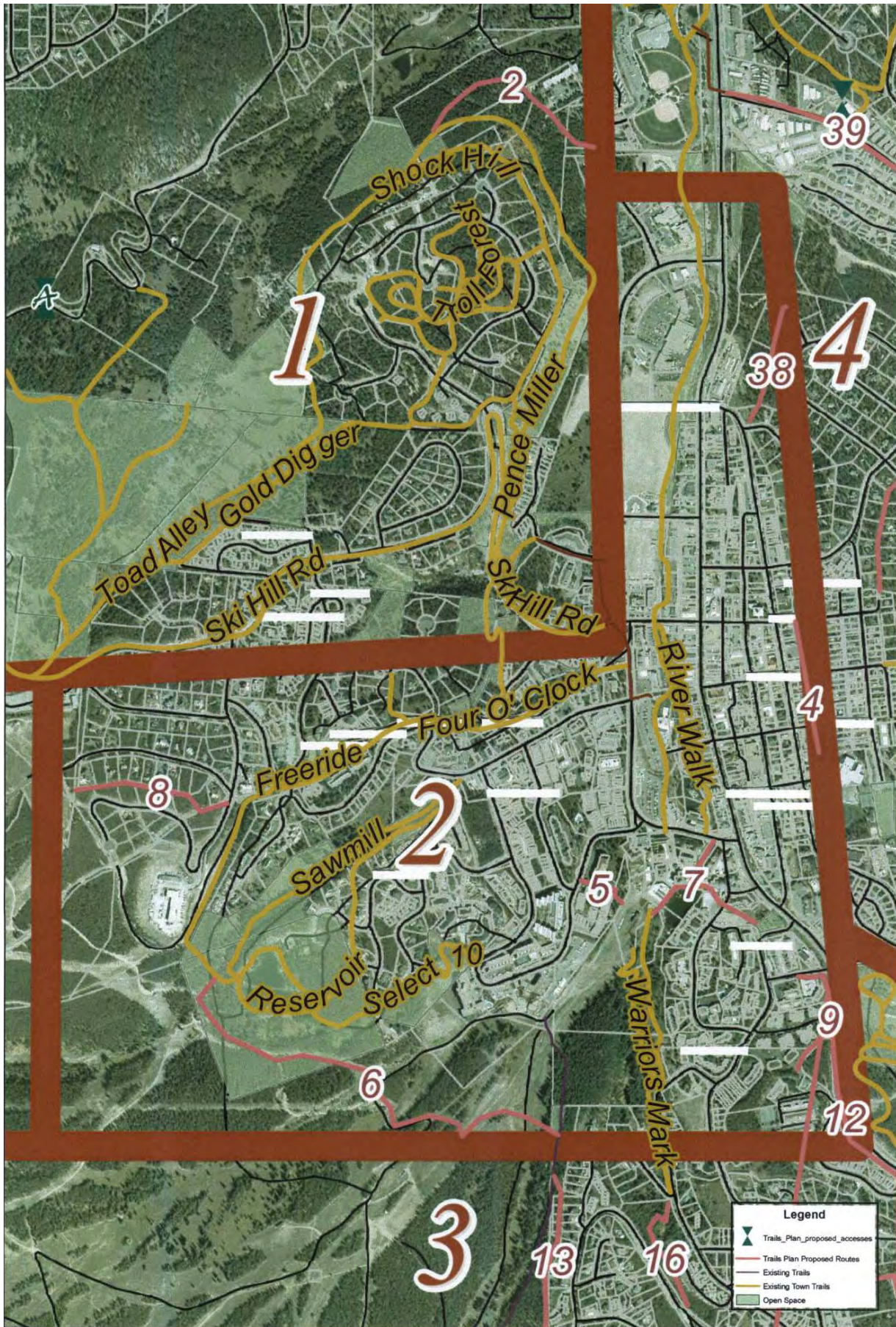




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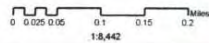
**TRAILS PLAN**  
**Map 2**  
**October 21, 2008**






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**TRAILS PLAN**  
**Map 3**  
 October 21, 2008





**Legend**

-  Trails\_Plan\_proposed\_accesses
-  Trails Plan Proposed Routes
-  Existing Trails
-  Existing Town Trails
-  Open Space



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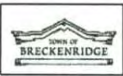
**TRAILS PLAN**  
**Map 4**  
**October 21, 2008**





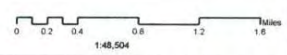
**Legend**

-  Trails\_Plan\_proposed\_accesses
-  Trails Plan Proposed Routes
-  Existing Trails
-  Existing Town Trails
-  Open Space



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**TRAILS PLAN**  
**Map 5**  
**October 21, 2008**



## Planning Commission Staff Report

**Project Manager:** Michael Mosher/Matt Thompson

**Date:** October 16, 2008, (For meeting of October 21, 2008)

**Subject:** O'Rourke Square (Class A, Final Hearing; PC# 2008091)

**Applicant/Owner:** Amy O'Rourke

**Agent:** Alice Santman, BHH Partners (formally Baker+Hogan+Houx Architects)

**Proposal:** To remove the existing small non-historic house and then construct a new single family residence with an accessory apartment. The main house has four-bedrooms, four and one-half bathrooms and a two-car garage. The apartment will have one-bedroom and one bath. A material and color sample board will be available for review at the meeting.

**Address:** 226 South Ridge Street

**Legal Description:** Lots 17 and 18, Block 10, Abbetts Addition

**Site Area:** 0.105 acres (4,601 sq. ft.)

**Land Use District:** 18.2, Residential, 20 UPA, Single family or Duplex. Duplexes are strongly discouraged.

**Historic District:** 3, South End Residential Character Area

**Site Conditions:** The site currently has a small single story non-historic house. Several very old and weak Lodgepole pines remain at the east end of the site. There are no platted easements on the site.

**Adjacent Uses:** North: Residential  
East: Alley and Residential  
South: Adams Street ROW  
West: Offices

**Density:** Allowed under LUGs: 3,380 sq. ft.  
Proposed density: 3,239 sq. ft.

**Above Ground Density:** Suggested at 9 UPA: 1,521 sq. ft.  
Allowed with negative points at 12 UPA: 2,028 sq. ft.  
Proposed with negative points at 10.94 UPA: 1,850 sq. ft.

**Mass:** Allowed under LUGs: 4,056 sq. ft.  
Proposed mass: 2,558 sq. ft.

**F.A.R.** 1:1.8



<b>Total:</b>	Lower Level :	1,365 sq. ft.
	Main Level(includes 862 sq. ft. garage):	1,622 sq. ft.
	Upper Level:	1,020 sq. ft.
	Total	4,007 sq. ft.
<b>Height:</b>	Recommended:	23' to the mean
	Proposed:	23' (mean); 29'-6" (overall)
<b>Lot Coverage:</b>	Building / non-Permeable:	1,365 sq. ft. (30% of site)
	Hard Surface / non-Permeable:	732 sq. ft. (16% of site)
	Open Space / Permeable Area:	2,504 sq. ft. (54% of site)
<b>Parking:</b>	Required:	3 spaces
	Proposed:	3 spaces
<b>Snowstack:</b>	Required:	183 sq. ft. (25%)
	Proposed:	239 sq. ft. (32 %)
<b>Setbacks:</b>	Front:	15 ft.
	Sides:	5 ft.
	Rear:	15 ft.

### Item History

This application was heard at a Preliminary Hearing on September 16, 2008. The Planning Commission comments were as follows:

*Ms. Girvin:* Why would the Arts District want this building? (Staff explained they were interested in the building character, and the size is right.) What was the story behind it? (Ms. Santman explained that the building could be destroyed and disposed of or be refurbished and reused. The goal here is to save the building.) Questioned the on-site parking: three garage spaces and would there be three parking spaces available in the driveway? (Staff explained that three spaces were required and the garage spaces fulfilled this requirement. The spaces in the driveway do not meet the required depth and were not counted.) Can the accessory apartment be rented? (Staff explained that the only requirement for the accessory apartment is that it be kept under one ownership. It can be rented or simply used by the owner.) How would this proposal improve the current ice damming along the sidewalk from water running out of the alley? (Ms. Santman pointed out that Public Works did not want the heated sidewalk for maintenance reasons.) Do you want to be off the grid or have net metering? Massing was fine, perhaps a dormer on the north side would be appropriate to break up the roof form. Fine with upper level deck. Landscaping positive points would be fine, but focus on quality vs. quantity. Would like to see the landscape plan tweaked before awarding positive points. Having problems with awarding positive points for moving a white elephant (the existing building). Seems like double dipping as the Town incurs the costs and hassle. Would like additional info regarding the Arts District's desire for the building. Wanted to be sold on the positive three (+3) points. Concerned about residents or renters parking in the alley. (Ms. Santman pointed out that the alley paving was away from the property line. The actual paving of the driveway would allow parking without affecting circulation through the alley.

*Mr. Bertaux:* How does one discern the historic average age of a house? (Staff explained how the average was determined with County records.) Was there a grade change as the alley heads north? (Ms. Santman

explained how there was just a small change in grade to the alley behind the garage and then the alley climbs more as it heads north.) Pointed out that the letter from the applicant indicated that the home was built in the 1960's. Concerned this project with the accessory apartment will be used as a duplex or lock off and generate unwanted impacts to the site. Concerned intense use will adversely impact the neighborhood with excessive parking etc. Massing is to the code but this building appears as a duplex with the link. Why two paint color schemes? Proposed upper deck was fine. Positive points for the donation of the old house would be suspect if the town doesn't really want the building. Try to get more information for the next meeting. Beef up the landscaping to obtain positive points. Agreed with Ms. Girvin that the Adams Street sidewalk icing should be resolved.

Mr. Schroder: Liked the design style. Highlighted the link criteria paragraph in the staff report. Didn't look at all like a duplex. Looks appealing and will be an asset to the corner. Module massing met on north elevation. Pedestrian friendliness was fine. Upper level deck or porch was fine. In support of positive three (+3) points for donation of building to town. Sought clarification by next hearing regarding solar power data. (Ms. O'Rourke stated goal was to be as off the grid as possible.) Wanted to be sure enough energy can be gained before positive points were awarded. Landscaping was fantastic. Reverse meter might be better than off the grid. Going down the right and good road.

Mr. Lamb: Have positive points been awarded for donation in the past? (Staff pointed out the Nichols received positive points for donating the Quandary Antiques building.) Duplexes are equal size and this is not. Didn't look like a duplex. Massing looked good. Upper level decks would not be a problem and they looked fine. Struggled with positive points for building donation. Find other ways to reduce points to make application easier to pass. Rebecca Waugh's comments would be warranted. Positive points for landscaping was fine, beef it up though. Loved solar and glad to see the applicant is doing it.

Mr. Pringle: (Arrived at 7:25pm.) Asked if a cultural resource survey had been done on the property. (Staff and applicant confirmed one had not occurred.) Suggested maybe one should be done first. Not in favor of donating what appears to be a contemporary building into the Arts District. Sought clarification regarding the connector element in the middle of this project. (Staff explained a connector element is required per a priority policy whenever the above ground density exceeds the suggested nine units per acre. This is done to break up the perceived massing.) Pointed out this looks like two separate single family homes or a duplex. Stated duplexes are prohibited in this district and this looks like a duplex. Would prefer not to see the connector element. Reads to him as two separate houses with two separate functions which is prohibited. Felt like two single family homes on the lot. Upper deck was nice but maybe don't go so deep. Not persuaded about the donation of the existing house to the Arts District and not supportive of the positive three (+3) points without more information. As for the landscaping: better is better, plan for the future growth of the plantings so the site is not overwhelmed later. This is a very prominent pedestrian route.

Mr. Allen: This will greatly improve the site. Liked module massing. No problem with upper deck. Positive points for donation would be ok if he can be persuaded the Town wants the building. Would like to see the applicant contribute some of the costs associated with moving the building if positive points were awarded. Landscaping quality over quantity more mature species. Was ok with positive points for solar generation. Take care of grading and icing which may earn more positive points too.

### **Staff Comments**

**Land Use (Policies 2/A & 2/R):** Land Use District (LUD) 18.2 allows both single family and duplex uses. However, duplex uses are strongly discouraged. The proposal is for a single family home with an accessory apartment over the garage. Accessory apartments are allowed with single family residences. This application abides with the LUD suggestions. We have no concerns.

**Density/Intensity (3/A & 3/R)/Mass (4/R):** As noted above the proposal falls below the overall suggested density and mass for the LUD. We have no concerns.

**Architectural Compatibility (5/A & 5/R):** This policy also addresses the above ground density criteria for the Historic District and the architectural guidelines for the Historic and Conservation Districts. Per the Development Code:

*C. Historic District:*

(1) *Within the Main Street Residential/Commercial, **South End Residential**, and South Main Street character areas, a maximum of nine (9) units per acre of aboveground density is recommended. In connection with projects that exceed the recommended nine (9) units per acre and meet all of the design criteria outlined in the character area design standards, points shall be assessed based on the following table:*

<i>Aboveground Density (UPA)</i>	<i>Point Deductions</i>
<i>9.01 9.50</i>	<i>3</i>
<i>9.51 10.00</i>	<i>6</i>
<i>10.01 10.50</i>	<i>9</i>
<b><i>10.51 11.00</i></b>	<b><i>12</i></b>
<i>11.01 11.50</i>	<i>15</i>
<i>11.51 12.00</i>	<i>18</i>
<i>12.01 or more</i>	<i>See policy 5 (absolute) of this section</i>

(Highlight added.)

As noted above the proposal exceeds the suggested 9 UPA for above ground density for the South End Residential Character Area, which is allowed with negative points being incurred. With an above ground density of 10.94 UPA negative twelve (-12) points are assigned towards the final point analysis.

Certain specific design criteria must be met in order to exceed the recommended 9 UPA. Per the Design Standards for the Historic District Character Area #3, South End Residential:

*Between 9 and 12 Units per acre of above ground density. Additional densities up to a maximum of 12 UPA may be considered in limited circumstances only if the conditions listed below are met:*

- 1. No individual building module size should exceed the historic average for the Character Area.
  - a. The building area of any individual, detached structure remains under the historic average of that seen in historic structures in the Character Area. A series of individual structures may also be clustered on a site in a manner similar to that seen historically.*
  - b. Individual building modules are under the historic average of that seen historically and the modules are linked with connections that are clearly subordinate in scale such that a distinct separation of building modules results.*
  - c. If a building module exceeds the historic average, then the project should be deemed to be in violation of this Priority Policy.**
- 2. All other design standards are adequately met such that the project is in substantial compliance with all scale related criteria.*
- 3. The absolute width of primary facades is in scale with those in the historic context. In addition, a significant portion of the front elevation is one story in height.*
- 4. The overall historic mass and scale of the block will be preserved.*

5. Any historic property on the site is preserved.

a. No significant portions of a historic property would be altered or demolished to accommodate the increased building size.

b. The historic property will be rehabilitated as a part of the first phase of the development.

c. The new construction will be compatible in mass, scale and character with the historic building, as defined in the design standards.

6. Historic buildings on adjacent properties are not negatively affected by the larger mass, as defined in the design standards.

*Over 12 Units per acre of above ground density. If the total above ground floor area of the site exceeds 12 UPA, the project shall be deemed to be in violation of this Priority Policy.*

- *Locating some building area below grade to minimize the mass of the structures is encouraged.*
- *Locate larger masses back from public view.*
- *Use landscaping to minimize the mass of structures.*

With a proposed module size of 1,277 square feet, the massing falls below the recommended 1,300 square foot building scale. (Criteria #1a)

The second structure (garage and accessory apartment) are separated by a subordinate connecting element on the south elevation (facing Adams Avenue). The north elevation (abutting the property to the north) has a subordinate connector element, but the roof form wraps around the main house with a minor step in the connecting element to the garage. Staff believes that the massing is visually separated, but not quite as strongly as the south elevation. This north elevation is not as prominent as the south. Does the Commission believe this design on the north elevation meets these criteria? (Criteria #1b)

Per the Handbook:

### **Design goal for the South End Residential Character Area**

*The goal for this area is to reinforce the historic residential character, including its sense of open space and pedestrian-interesting features. To do so, existing buildings and sites should retain their historic residential character, even when converting to commercial use. New construction should also reflect the historic residential scale and character. Development should be in balance with the densities allowed.*

Staff believes that the application has designed towards reinforcing the historic residential character on this corner lot. Details of the criteria follow. Priority Policies that must be met are designated with a “**P**”.

**“P” 155 - Maintain the image of "yards" for front and side lot setbacks visible from the street.**

As a corner lot, maintaining a sense of yard is important on two sides. The house is set back from the primary front yard (facing Ridge Street) by 15-feet. The drawings show new plantings of a 10-12 foot tall Spruce, Aspen, Cottonwood, Chokecherry, various shrubs, and various perennials along this edge. The south property line is about 6-feet away from the sidewalk. The house is set back 5-feet from the property line, so there is a separation of about 11-feet from the sidewalk to the house. More aspen, Cottonwood and Chokecherry are proposed along this edge (East Adams Avenue). Separate flagstone walkways lead from the sidewalk to the entrances of the house. Staff believes that this policy has been met.

*Design Standard 156 - Minimize the visual impact of parking as seen from the street.*

All parking is located at the rear of the property off the alley. Staff has no concerns.

**“P” 158** - *New buildings should be in scale with existing historic and supporting buildings in the South End Residential Character Area.*

(See discussion above about module sizes.)

The form and shape of the building basically abides with the Design Standards from the handbook. The primary ridgeline is perpendicular to the primary street. The roofs are steep (12:12) and scaled with dormer elements. There are sheltered porches on the two modules, each facing their respective streets. The height of the buildings is no more than 1 and 1/2 story.

The south elevation has an upper level deck facing Washington. Though not the primary façade, it faces a Right of Way. In the past, the Commission has relaxed a bit on upper level decks as long as they were held back from the primary façade on new buildings in the Historic District. However, in this case, the building is on a corner. Does the Commission support allowing having an upper level deck as shown?

**“P” 164** – *Reinforce typical narrow front façade widths that are typical of historic buildings in the area.*

- *Projects that incorporate no more than 50 feet of lot frontage are preferred.*
- *The front facade of a building may not exceed 30 feet in width.*

The façade width does not exceed 30 feet. We have no concerns.

**“P” 165** - *Maintain the present balance of building materials found in the character area.*

Per this policy, the drawings show that the building has painted cedar horizontal lap siding with a 4” reveal, a minimal stone foundation at the base (where needed), a cut shake cedar roof, self-rusting corrugated roofing over the shed elements, and modest ornamental detail on the porches and gable ends. Staff believes that the building exhibits a proper balance of materials.

However, as part of this application, the applicant is proposing to add photovoltaic panels to the south facing roofs (see elevations). The intent is to have nearly all of the electrical need for the structure supplied by these panels. Staff is encouraged by the proposal and believes this warrants positive points under Policy 33 (see discussion below), but it possibly conflicts with the design criteria in the Historic Handbooks.

Per section 5.0, Design Standards for New Construction of the Handbook of Design Standards for the Historic and Conservation Districts:

*New construction within the Historic District should be with the character of the historic resources found there. New designs that respect the general characteristics of the historic buildings including their basic scale, form, and materials are likely to be compatible; this means that an historic style need not be copied. Although historic styles may often be compatible, new design "styles" can also respect the basic characteristics of the district and be compatible while expressing current concepts.*

*The design standards for new construction that follow in this chapter define those broad characteristics of the district that give it its overall sense of character and that convey the community's history; these features should be respected in all new construction. Designs that incorporate these basic characteristics but that do*

*so in such a way as to be stylistically distinguishable from historic buildings are preferred, because they will not confuse our ability to visually interpret the history of the community and how it has changed over time.*

Per Ordinance No. 26, Series 2008, Adopting Provisions concerning solar panels: *(1) Within the Conservation District: The preservation of the character of the Conservation District and the historic structures and sites within the Conservation District are of the utmost importance. The Town encourages the installation of solar panels and solar devices as an alternative energy source. However, there may be instances where solar panels or solar devices are not appropriate on a particular building or site if such a device is determined to be detrimental to the character of the Conservation District.*

*(2) Within the Conservation District, no solar devices shall be installed on a structure or site without first obtaining a Class C minor development permit. Solar panels and solar devices are encouraged to be installed on a non-historic building or building addition and integrated into the building design. To ensure that the character of the Conservation District and its historic structures and sites are protected, an application for a development permit to install a solar panel or solar device within the Conservation District will be reviewed under the following requirements:*

*(a) Solar panels or other solar devices on roofs shall be placed on a non-character defining roofline of a non-primary elevation (not readily visible from public streets). Solar panels and solar devices shall be setback from the edge of a flat roof to minimize visibility and may be set at a pitch and elevated if not highly visible from public streets. On all other roof types, solar panels and solar devices shall be located so as not to alter a historic roofline or character defining features such as dormers or chimneys. All solar panels and solar devices shall run parallel the original roofline and shall not exceed nine inches (9") above the roofline.*

*Applications for new structures within the Conservation District are encouraged to include building integrated solar panels and other solar devices into the initial design, including a similar roof color, rather than as a later addition. Solar panels and solar devices which contrast with the color of the roof of new or historic structures are inappropriate if found to be detrimental to the character of the Conservation District.*

*(b) Detached arrays of solar panels and solar devices at a historic site may be located in the rear or side yard if the arrays are not highly visible from the public streets and do not detract from other major character defining aspects of the site. The location of detached solar arrays shall also consider visibility from adjacent properties, which shall be reduced to the extent possible while still maintaining solar access.*

*(c) Character defining elements such as historic windows, walls, siding or shutters, which face public streets or contribute to the character of the building, shall not be altered or in connection with the installation of solar panels or solar devices. Solar devices in non-historic windows, walls, siding or shutters which do not face public streets are encouraged.*

Per the section of the Handbook regarding plant materials, three Bristlecone Pine trees have been proposed in the front yard along with Aspen trees (Design standard 172). Staff is supportive of the landscaping plan.

Overall, Staff believes that the design of the house abides with the Handbook of Design Standards with the exception of the upper level deck and the solar panels. Staff welcomes comments on the proposed upper level deck and solar panels.

**Building Height (6/A & 6/R):** The proposed building is below the recommended building height for the LUD and for the Historic Standards. We have no concerns.

**Site Plan:** The site slopes down about six-feet from east to west. The building massing falls with the slope of the hill. Vehicular access is obtained from the alley to the east. Though a Town owned alley, it is privately maintained.

**Site and Environmental Design (7/R):** Since this property lies on a corner lot and within the Historic District, many of the criteria of this Policy are not applicable. The retaining walls for the light wells are to be made of natural stone. The driveway meets the alley and there are minimal grading impacts to mitigate on this gentle slope. With no significant natural features on the site we believe the design warrants no positive or negative points under this Policy.

**Placement of Structures (9/A & 9/R):** The placement of the building meets all suggested setbacks. In addition, the placement of the front façade aligns with the historic structure directly north of the property.

**Snow Removal and Storage (13/R):** Adequate and functional snow stacking has been indicated on the plans. No snow melt is proposed.

**Access / Circulation (16/A & 16/R; 17/A & 17/R):** As mentioned above, there are separated entrances to the main house and the accessory apartment. The driveway is separated from the walkways. We have no concerns.

**Parking (18/A & 18/R):** Three (3) parking spaces have been provided. The applicant has designed the parking to be accessed off of the alley and away from public view. This is encouraged in policy 18/R. Staff has awarded positive two (+2) points for the placement of the garage off of the alley away from public view and screening of the off street parking area with landscaping.

**Landscaping (22/A & 22/R):** The drawings are showing new plantings consisting of:

- 3 Bristlecone Pine (2) 8' – 10', (1) 10' – 12'
- 8 Aspen at 2" to 3" caliper (50% multi-stem)
- 3 Cottonwood 1 ½" to 2 ½" caliper
- 5 Chokecherry at 2" to 3" caliper
- 6 Red-berried Elder
- 18 Potentilla (5 gallon)
- 7 Alpine Currant
- 8 Peking Contoneaster

The sizes and species of trees are varied and fairly large. Historic sites don't offer the area for large quantities, so for possible positive points staff suggested larger more mature trees. The applicant is seeking positive points for the proposed landscaping. Staff is supportive of the landscaping plan and believes it warrants positive four (+4) points under Policy 22/R.

**Social Community / Employee Housing (24/A & 24/R):** As a single family development, there is no required employee housing under this policy.

**Utilities Infrastructure (26/A & 26/R; 28/A):** All required utilities are located in the adjacent ROWs. There are existing lines from the street and alley to the existing house already. We have no concerns.

**Drainage (27/A & 27/R):** *“Municipal Drainage System: All developments are encouraged to provide drainage systems that exceed the minimum requirement of the town and, if they so choose, to provide drainage improvements that are of general benefit to the community as a whole and not solely required for the proposed development.” (Ord. 19, Series 1988)*

The applicant is proposing to fix the drainage problem in the alley. The applicant is proposing to tear out the alley from the O’Rourke northern property line down to the sidewalk and rebuild the alley so the drainage works better. The valley pan would be moved from the east side of the alley to the west side of the alley. The water and melting snow will then flow into a drywell catch basin on the O’Rourke private property. The water will then freely percolate down the O’Rourke property providing secondary means of irrigation for landscaping. The old curb cut off of Adams will be removed and replaced with new curb and gutter. Staff believes this work is worthy of positive three (+3) points as these drainage improvements are of general benefit to the community as a whole and not solely required for the proposed development.

**Energy Conservation - Renewable Energy Sources (33/R):** The plans show a 2.8 kilowatt photovoltaic panel system mounted parallel to the south facing roof pitches. The intent is to have nearly all of the electrical needs for the structure supplied by these panels. Staff is encouraged by the proposal and believes this may warrant positive six (+6) points under Policy 33.

**Point Analysis (Section: 9-1-17-3):** Staff has conducted the following formal point analysis: negative twelve (-12) points are being incurred for the above ground density overage under Policy 5/R. To mitigate this, Staff has awarded positive two (+2) points under Policy 18/R Parking, positive four (+4) points under Policy 22/R for the landscaping, positive three (+3) points under Policy 27/R for the drainage improvements in the alley, and positive six (+6) points under policy 33/R for the renewable energy source for a passing point analysis of positive three (+3).

### **Staff Recommendation**

Staff recommends the Planning Commission approve O’Rourke Square, PC#2008091, located at 226 South Ridge Street, Lots 17 and 18, Block 10, Abbetts Addition, with the attached findings and Conditions.



**Final Hearing Impact Analysis**

Project: O'Rourke Square  
 PC# 2008091  
 Date: 10/16/2008  
 Staff: Matt Thompson/Michael Mosher

**Positive Points +15**  
 -  
**Negative Points - 12**  
 -  
**Total Allocation +3**

Items left blank are either not applicable or have no comment

Sect.	Policy	Range	Points	Comments
1/A	<b>Codes, Correlative Documents &amp; Plat Notes</b>	Complies		
2/A	<b>Land Use Guidelines</b>	Complies		
2/R	Land Use Guidelines - Uses	4x(-3/+2)		Conforms to suggested guidelines in this LUD
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
3/A	<b>Density/Intensity</b>	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)		Below overall allowed density
4/R	Mass	5x (-2>-20)		Below overall allowed mass
5/A	<b>Architectural Compatibility / Historic Priority Policies</b>	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)	0	
5/R	Architectural Compatibility / Conservation District	5x(-5/0)		
5/R	Architectural Compatibility H.D. / Above Ground Density 12 UPA	(-3>-18)	- 12	Proposed with negative 12 points at 10.94 UPA: 1,850 sq. ft.
5/R	Architectural Compatibility H.D. / Above Ground Density 10	(-3>-6)		
6/A	<b>Building Height</b>	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)		Building is no taller than 23 feet as measure to the mean
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)		
	Site and Environmental Design / Driveways and Site Circulation Systems			
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)		
8/A	<b>Ridgeline and Hillside Development</b>	Complies		
9/A	<b>Placement of Structures</b>	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)		Meets all suggested setbacks
12/A	Signs	Complies		
13/A	<b>Snow Removal/Storage</b>	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		ample snow storage provided
14/A	<b>Storage</b>	Complies		
14/R	Storage	2x(-2/0)		
15/A	<b>Refuse</b>	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		Roll-outs proposed
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	<b>External Circulation</b>	Complies		
18/A	<b>Parking</b>	Complies		
18/R	Parking - General Requirements	1x(-2/+2)		

18/R	Parking-Public View/Usage	2x(-2/+2)	+2	The placement and screening of all off street parking areas from public view is encouraged.
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	<b>Loading</b>	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	<b>Landscaping</b>	Complies		
22/R	Landscaping	4x(-2/+2)	+4	Applicant is seeking positive points for landscaping with 3 Bristlecone at 8-12 feet tall; 3 Cottonwood tress at 1 1/2" to 2 1/2" caliper, 8 Aspen at 2" to 3" caliper (50% multi-stem); 6 Red-berried Elder at 2" to 3" caliper; and 33 (5 gallon) shrubs.
24/A	<b>Social Community</b>	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		
25/R	Transit	4x(-2/+2)		
26/A	<b>Infrastructure</b>	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
27/A	<b>Drainage</b>	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)	+3	Improvement of drainage from the alley is a general benefit to the community as a whole.
28/A	<b>Utilities - Power lines</b>	Complies		
29/A	<b>Construction Activities</b>	Complies		
30/A	<b>Air Quality</b>	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	<b>Water Quality</b>	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	<b>Water Conservation</b>	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)	+6	Solar Panels supplement energy needs
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
34/A	<b>Hazardous Conditions</b>	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	<b>Subdivision</b>	Complies		
36/A	<b>Temporary Structures</b>	Complies		
37/A	<b>Special Areas</b>	Complies		
37/R	Community Entrance	4x(-2/0)		
37/R	Individual Sites	3x(-2/+2)		
37/R	Blue River	2x(0/+2)		
37R	Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	<b>Home Occupation</b>	Complies		
39/A	<b>Master Plan</b>	Complies		
40/A	<b>Chalet House</b>	Complies		
41/A	<b>Satellite Earth Station Antennas</b>	Complies		
42/A	<b>Exterior Loudspeakers</b>	Complies		
43/A	<b>Public Art</b>	Complies		
43/R	Public Art	1x(0/+1)		
44/A	<b>Radio Broadcasts</b>	Complies		
45/A	<b>Special Commercial Events</b>	Complies		

## TOWN OF BRECKENRIDGE

O'Rourke Square  
Lot 17 and 18, Block 10, Abbetts Addition  
226 South Ridge Street  
PERMIT #2008091

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**STAFF RECOMMENDATION:** Staff recommends the Planning Commission approve this application with the following findings and conditions.

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### 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 **October 16, 2008**, 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 21, 2008**, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape recorded.
6. If the real property which is the subject of this application is subject to a severed mineral interest, the applicant has provided notice of the initial public hearing on this application to any mineral estate owner and to the Town as required by Section 24-65.5-103, C.R.S.

### 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 three years from date of issuance, on **October 28, 2011**, 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 three years, 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. Applicant shall not place a temporary construction or sales trailer on site until a building permit for the project has been issued.
7. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
8. 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.
- 9. An improvement location certificate of the height of the top of the foundation wall, the second story plate, 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 29' – 6" at any location.**

#### PRIOR TO ISSUANCE OF BUILDING PERMIT

10. Applicant shall submit proof of ownership of the project site.
11. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
- 12. A detailed plan for the valley pan, alley improvements, and new curb and gutter must be approved by the Town of Breckenridge Engineering Department.**
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. 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.
15. 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.
16. Applicant shall install construction fencing around the project acceptable to the Town Planning Department. An on site inspection shall be conducted.
17. Applicant shall submit a 24"x36" mylar copy of the final site plan, as approved by the Planning Commission at Final Hearing, and reflecting any changes required. The name of the architect, and signature block signed by the property owner of record or agent with power of attorney shall appear on the mylar.
18. 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

19. Applicant shall revegetate all disturbed areas where revegetation is called for, with a minimum of 2 inches topsoil, seed and mulch.
20. Applicant shall provide the Town with an encroachment license agreement in a form acceptable to the Town Attorney for the landscaping in the Town right of way.
21. Applicant shall paint all flashing, vents, flues, rooftop mechanical equipment and utility boxes on the building a flat, dark color or to match the building color.
22. Applicant shall screen all utilities.
23. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
24. 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.
25. 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 not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations.
26. 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.**
27. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.
28. Applicant must install a 2.8 kilowatt solar photovoltaic system to be installed on the south facing roof as shown on the approved building plans.
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.***

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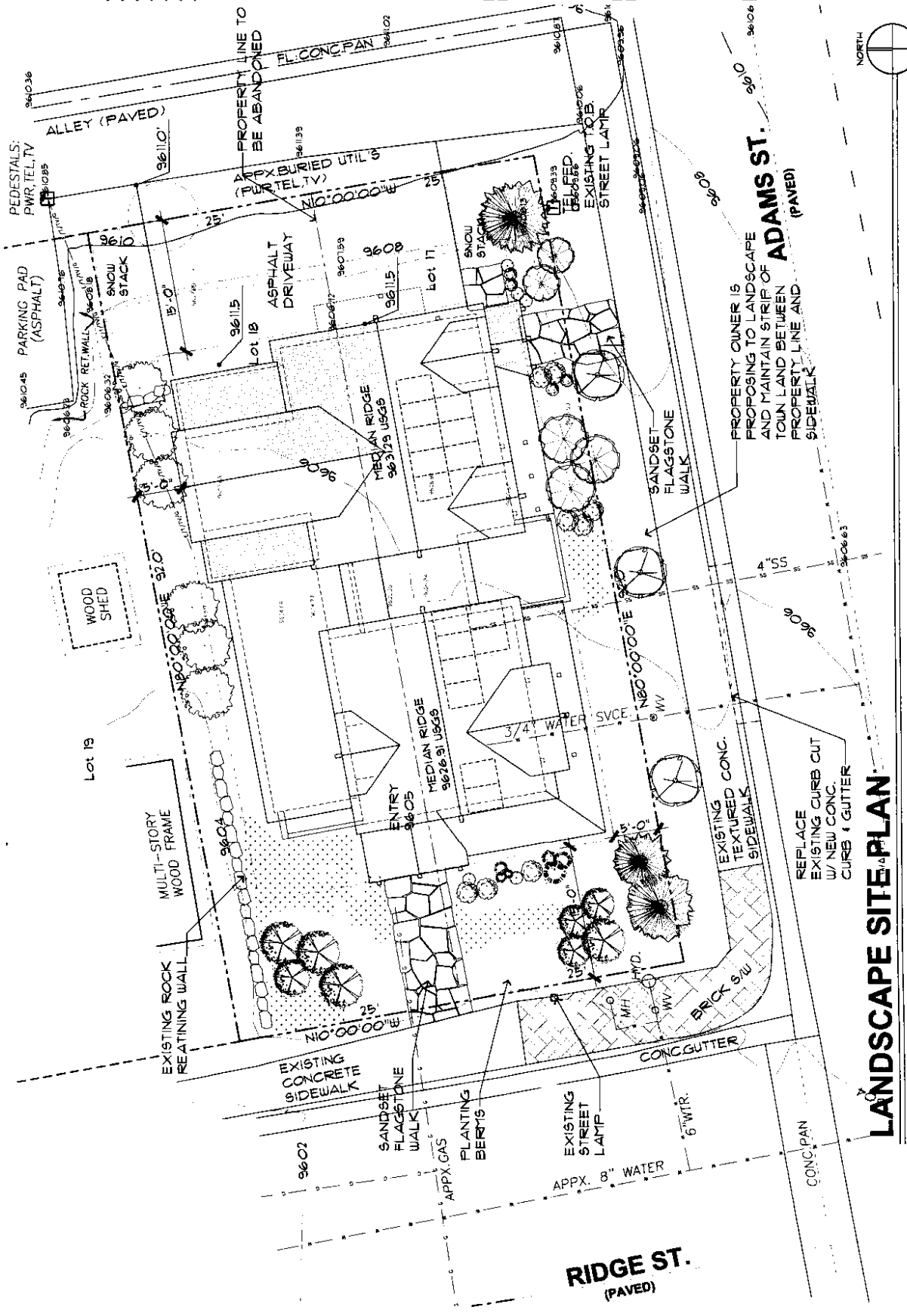
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**O'ROURKE SQUARE**

JOB NO.: 98023  
 DATE: 07/07/04  
 DRAWN BY: A  
 CHECKED BY: MHL

SHEET NUMBER:  
**SITE**  
 OF



PROPERTY OWNER IS PROPOSING TO LANDSCAPE AND MAINTAIN STRIP OF TOWN LAND BETWEEN PROPERTY LINE AND SIDEWALK

**LANDSCAPE SITE PLAN**

SCALE: 1" = 10'-0"

# LANDSCAPE NOTES

1. PROVIDE 2"-3" (MIN) CLAYFREE TOPSOIL AND SEED ALL DISTURBED AREAS WITH SUMMIT CO. SHORT SEED MIX (AS APPROVED BY HIGHLANDS PARK HOA). STRIP AND STOCKPILE EXISTING TOPSOIL IN CONSTRUCTION AREA. SCREEN TOPSOIL PRIOR TO INSTALLATION.
  2. 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.
  3. GENERAL CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS PER SPECIFICATIONS AND CODE REQUIREMENTS.
  4. PRIOR TO ANY LANDSCAPE WORK, REMOVE ALL DEBRIS, PAINT, CONCRETE, STUMPS, SLASH, ETC. FROM LANDSCAPE AREA.
  5. LOCATE ALL PLANTINGS TO AVOID SNOW STACKING & SNOW SLIDE AREAS FROM ABOVE.
  6. SHRUBS ARE TO BE FIELD LOCATED AS APPROVED BY OWNER AND ARCHITECT.
  7. ALL NEW LANDSCAPING TO BE IRRIGATED WITH DRIP IRRIGATION SYSTEM, PROVIDE SUBMITTAL.
  8. ALL NEW PLANTINGS SHOULD BE HIGH ALTITUDE GROWN AND OR COLLECTED TO ENSURE BETTER SURVIVAL.
  9. NATURALIZE GROUPING OF TREES BY VARYING HEIGHT & LOCATION WHEREVER POSSIBLE.
  10. SCREEN ALL UTILITY PEDESTALS WITH LANDSCAPE MATERIAL.
  11. PROVIDE 3" TO 4" DIAMETER STONE RIPRAP OVR WEED BARRIER FABRIC AT BUILDING DRIP LINES. UNDULATE EDGES AND PROVIDE LANDSCAPE EDGING AT RIPRAP TO TOPSOIL JUNCTURE.
  12. INSTALL & BACKFILL ALL PLANTINGS WITH SOIL MIX INCLUDING ORGANIC SOIL AMENDMENTS PER SPECIES REQUIREMENTS AND LANDSCAPE DETAILS.
  13. ROOT FEED ALL NEWLY PLANTED TREES DURING INSTALLATION. PROVIDE LIQUID GROWTH TREE STIMULATOR AND SOLUBLE FERTILIZER AT RECOMMENDED RATE FOR EACH TREE SPECIES.
  14. PROVIDE 3" OF SHREDDED BARK MULCH AT ALL SHRUB AND TREE WELLS.
  15. LANDSCAPE BOULDERS OF 2' OR LARGER SHALL BE RETAINED ON SITE FOR USE IN LANDSCAPE WORK. BURY DECORATIVE BOULDERS ONE-HALF OF DIAMETER.
  16. ADDITIONAL CONSULTATION WITH A QUALIFIED LANDSCAPE PROFESSIONAL AT OWNER OPTION IS RECOMMENDED.
- NOTE: ALL LANDSCAPING SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE TOWN OF BRECKENRIDGE.

# PLANTING LIST & NOTES

KEY COMMON	BOTANICAL	NO.	SIZE
EXISTING TREES			
EXISTING LODGEPOLE PINE 'LATIFOLIA'	PINUS CONTORTA	1	SEE SITE PLAN
EXISTING TREES TO BE REMOVED			
EXISTING LODGEPOLE PINE 'LATIFOLIA'	PINUS CONTORTA	1	SEE SITE PLAN
PROPOSED TREES/SHRUBS TO BE ADDED			
BRISTLECONE PINE	PICEA PUNGENS OR PICEA ENGELMANNI	3	(2) 8' TO 10' TALL (1) 10' TO 12' TALL
SCHUBERT CHOKECHERRY		5	2" TO 3" CAL
QUAKING ASPEN	POPULUS TREMULOIDES	8	2" TO 3" CAL 50% MULTI-STEM
RED-BERRIED ELDER		6	2" TO 3" CAL
"COTTONLESS" COTTONWOOD		3	1 1/2" TO 2 1/2" CAL
POTENTILLA	POTENTILLA FRUITICOSA	18	5 GAL.
ALPINE CURRANT	RIBIES ALPINUM	7	5 GAL.
PEKING COTONEASTER	COTONEASTER ACUTIFOLIUS	8	5 GAL.
NATIVE GROUND COVER AND PERENNIALS	PROVIDE SUBMITTAL	13	1 FLAT
RESEED DISTURBED AREAS WITH NATIVE SUMMIT COUNTY GRASS MIX			

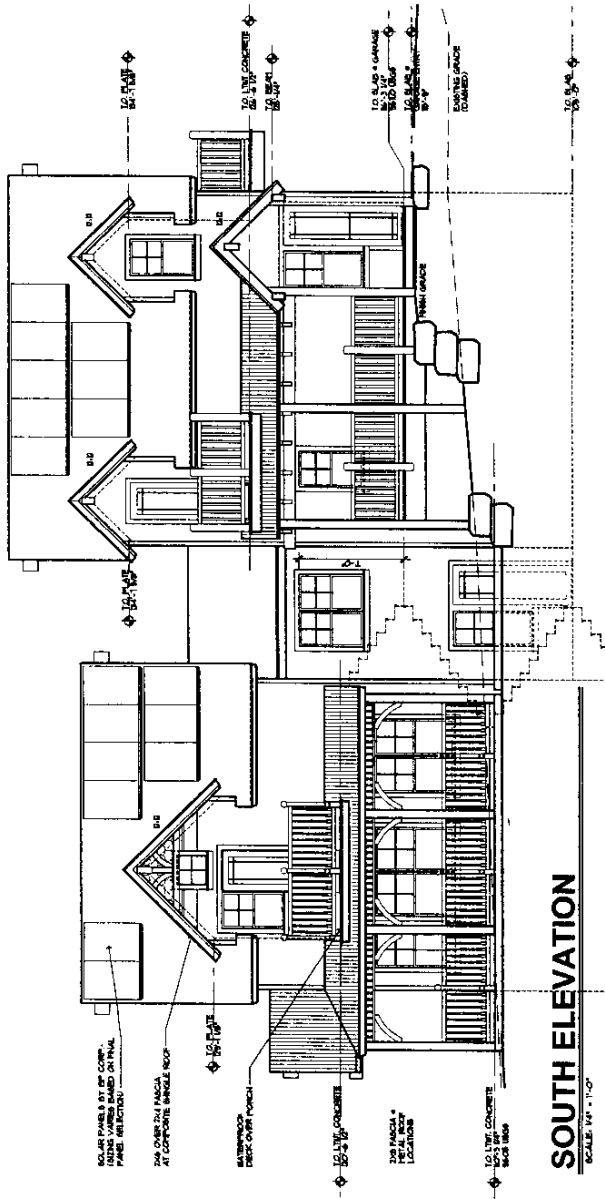
JOB NO: 99533  
 DATE: 10/06/09  
 DRAWN BY: A  
 CHECKED BY: MPH

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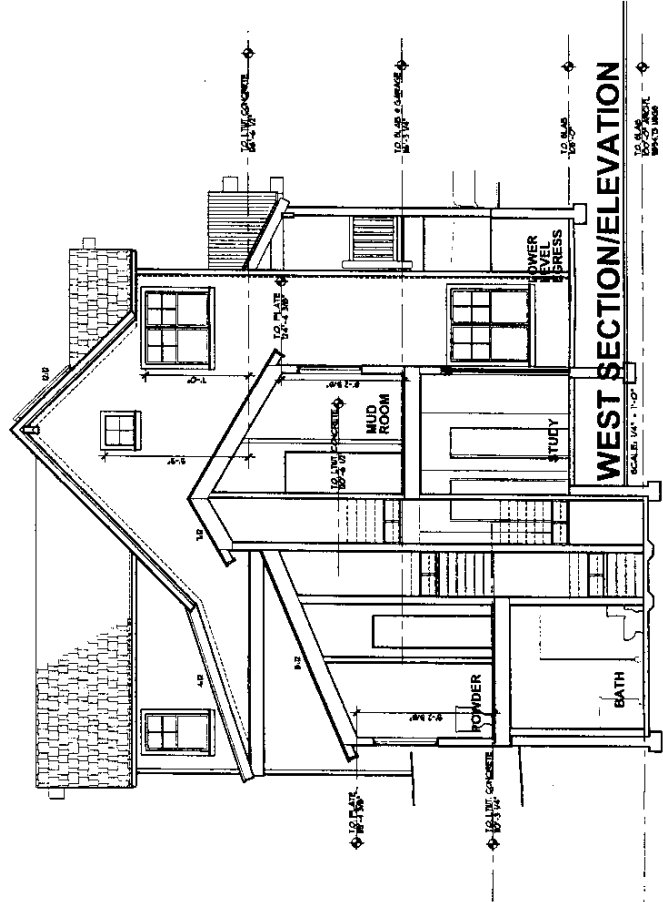
**O'ROURKE SQUARE**

SHEET NUMBER:  
**SITE NOTES**  
 OF

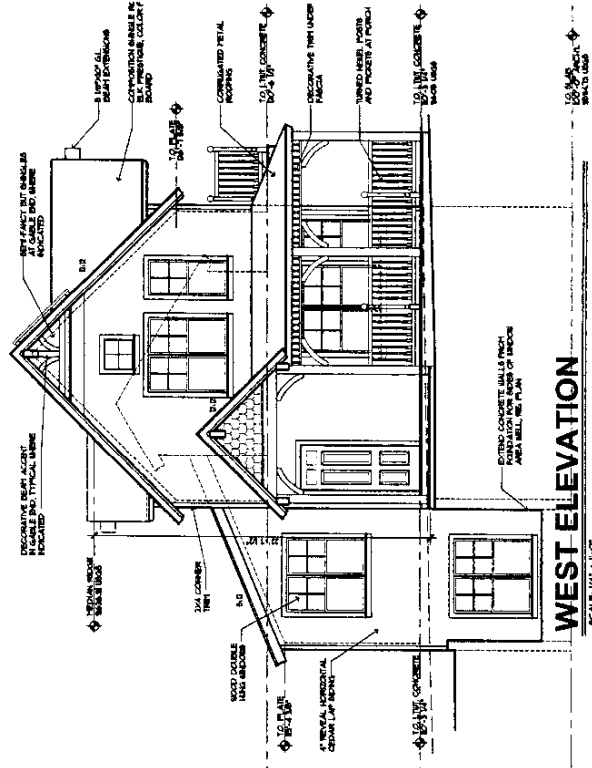




**SOUTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**WEST SECTION/ELEVATION**  
SCALE: 1/4" = 1'-0"



**WEST ELEVATION**  
SCALE: 1/4" = 1'-0"

**COLOR LEGEND**

1	ROOF	10.0 LTR CONCRETE
2	COMPOSITE METAL ROOF	10.0 LTR CONCRETE
3	ROOF 1 TRIM ABOVE GARAGE	10.0 LTR CONCRETE
4	ROOF 2 TRIM ABOVE GARAGE	10.0 LTR CONCRETE
5	FASCIA COLUMNS BEAMS	10.0 LTR CONCRETE

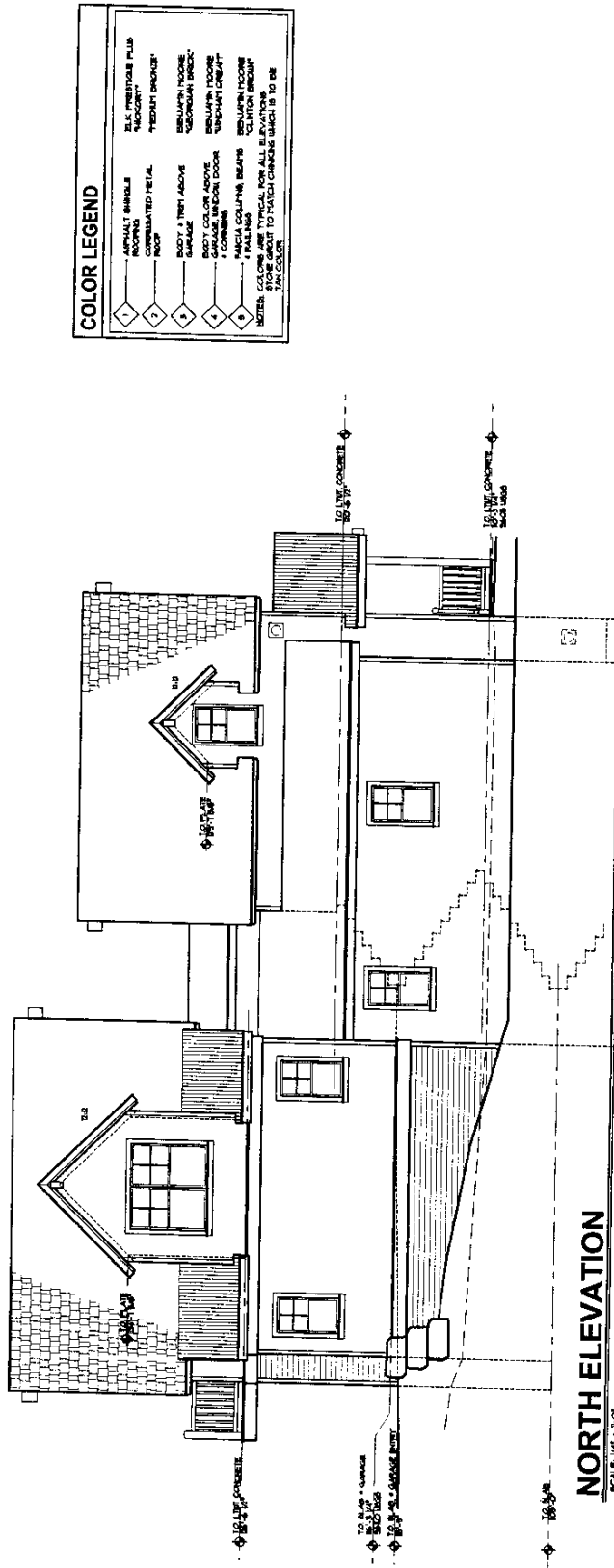
NOTE: COLORS ARE TYPICAL FOR ALL ELEVATIONS UNLESS SPECIFIED OTHERWISE.

**REVISIONS:**

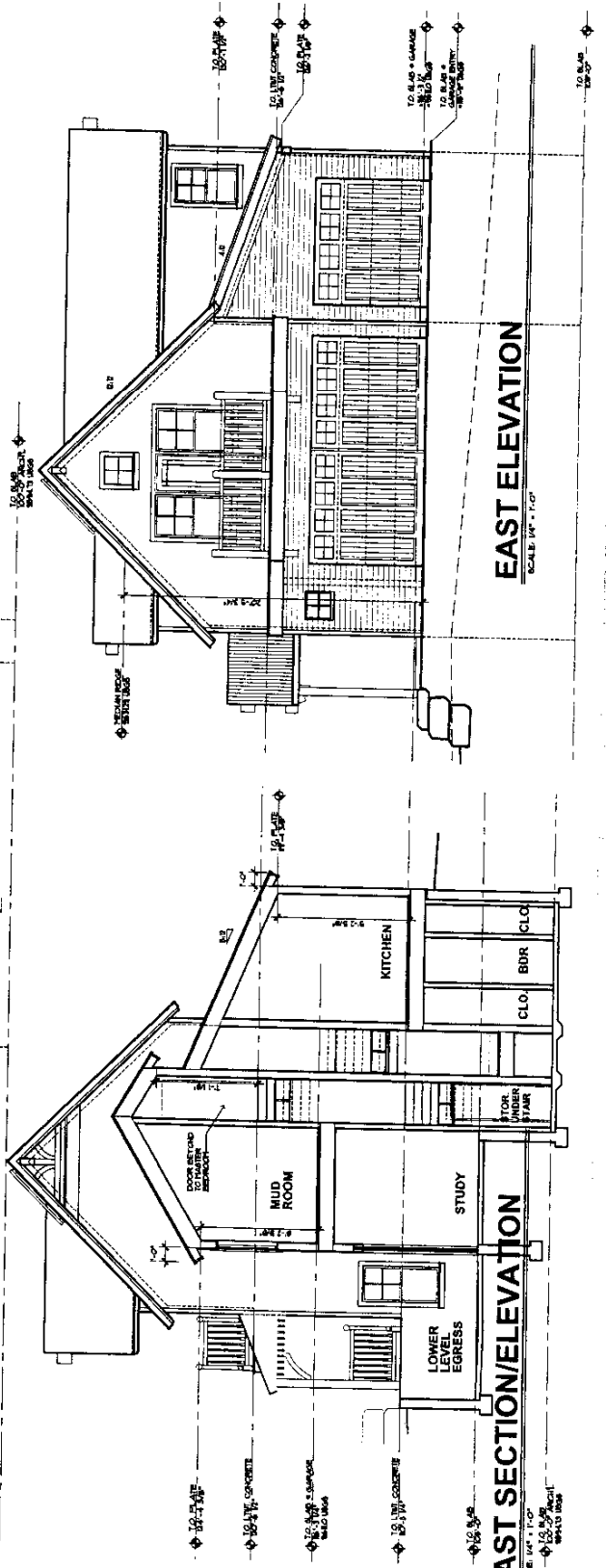
NO.	DATE	BY	REVISION
1	10-03-08	PH	ISSUED FOR PERMIT
2	10-03-08	PH	ISSUED FOR PERMIT

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 LOT 17 & 18, BLOCK 11, ASSETT'S ADDITION, BRECKENRIDGE, SUMMIT COUNTY, COLORADO  
**O'ROURKE SQUARE**

SHEET NUMBER:  
**A-3.0**



**NORTH ELEVATION**  
SCALE 1/4" = 1'-0"



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

**EAST SECTION/ELEVATION**  
SCALE 1/4" = 1'-0"

**COLOR LEGEND**

1	AMPHIBOLITE MARBLE	2.5	BLACK METAL ROOF
2	COMBUSTIBLE METAL	3	"TERRAZZO GRANITE"
3	WOOD	4	BRUSHED ALUMINUM
4	WOOD	5	BRUSHED ALUMINUM
5	WOOD	6	BRUSHED ALUMINUM
6	WOOD	7	BRUSHED ALUMINUM
7	WOOD	8	BRUSHED ALUMINUM
8	WOOD	9	BRUSHED ALUMINUM
9	WOOD	10	BRUSHED ALUMINUM

NOTES: COLORS ARE TYPICAL FOR ALL ELEVATIONS  
DO NOT ATTEMPT TO MATCH COLORS WHICH IS TO BE  
THE COLOR

REVISIONS:  
REVISIONS:  
JOB NO. 2800  
DATE 12-04-08  
DESIGNED BY JPH  
CHECKED BY JPH  
DRAWN BY JPH  
SCALE 1/4" = 1'-0"

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LOT 17 & 18, BLOCK 19, ARBETT'S ADDITION, BRECKENRIDGE, SUMMIT COUNTY, COLORADO  
**O'Rourke Square**  
© 2008  
12-04-08

SHEET NUMBER  
**A-3.1**  
OF

## MEMORANDUM

**TO:** Planning Commission

**FROM:** Chris Kulick, Planner I  
Mark Truckey, Assistant Director of Community Development

**DATE:** October 17, 2008

**SUBJECT:** Capacity Analysis

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### Overview

In May, 2007 the Town Council directed staff to commence work on a capacity analysis for the Town. The capacity analysis is intended to assist the Council in their understanding of the Town's physical capabilities (e.g., infrastructure) to sustain development. This memo provides an overview of the capacity analysis. In the past year staff has completed reports on each of the capacity measurements discussed below and is in the process of creating a synopsis of all the data associated with the capacity analysis and identifying action steps based on that information.

### Capacity Measurements

The Capacity Analysis has included information from the following 11 measurements.

#### Buildout

- Count of existing built residential units
- Count of remaining residential SFEs allowed by LUGs, master plans, etc.
- Inventory of existing built commercial square footage
- Evaluation of development potential of remaining commercial square footage allowed by LUGs, master plans, etc.

#### Water

- Explanation of historic snowpack, consumption patterns, and how they affect estimations of water capacity
- Existing system water in SFEs
- Current system capacity in SFEs
- Anticipated buildout in water SFEs
- Affordable Housing's impact on water SFE's

#### Sewer

- Current treatment capacity
- Potential treatment capacity

## **Roads**

- Level of Service Data on Record
- Roadway Congestion Influences
- Areas that are Projected to Experience Higher Traffic Volumes at Buildout

## **Parking**

- Parking Management & Needs
- Number of Town controlled public parking spaces
- Number of skier parking spaces
- Parking Occupancies and patterns

## **Transit**

- Ridership trends
- Ridership numbers: by month, stop and route
- Identification of major hubs & portals: for both departures & arrivals
- Evaluation of areas in need of service

## **Housing**

- Affordability comparison of average median home price to median income trends
- Number of deed restricted affordable housing units
- Number of affordable housing units needed per housing needs assessment, both catch-up and keep up

## **Childcare**

- Number of childcare slots provided
- Number of slots needed per needs assessment

## **Schools**

- Number of students compared to recommended occupancy of buildings
- Number of students per teacher

## **Parks and Open Space**

- Number of acres of open space
- Acres/person of open space
- Number of acres of parks and open space
- Recommended Amount of Park Space

## **Environmental Quality:**

- Air Quality trends, based on Colorado Department of Health data collected
- Forest health
- Wetland health
- Wildlife habitat
- Water quality
- Future Environmental Studies
  - Energy consumption trends in Town facilities
  - Overall carbon footprint

The capacity analysis at this time is limited to an examination of measurements indicated above. A number of communities such as Santa Monica and Whistler, have taken an additional step of developing a full list of sustainability indicators for their communities. A future step could be for the Town to pursue developing similar sustainability indicators.

## I. Buildout Analysis

As a first step of conducting a capacity analysis, staff completed a thorough buildout analysis of every commercial, governmental, residential and vacant site located within the Town. Town buildout was chosen as a starting point for the Town’s capacity analysis study. The buildout analysis provides an inventory of units built today as well the ultimate buildout potential in the community based on existing zoning and entitlements.

All property was individually scrutinized for this project using a combination of individual property files, plats, land use guidelines, master plans, historical design standards and review of assessor data. All properties that received a certificate of occupancy prior to July 26, 2007 are counted as built for the purpose of this study.

In the future, annual updates to the buildout numbers will be done after year-end building permit information is available.

### Residential Buildout

<b>Town of Breckenridge Residential Buildout, 2007</b>			
	<b>Existing Units</b>	<b>Remaining Residential SFEs (Absolute):</b>	<b>Remaining Residential SFEs (Realistic<sup>1</sup>):</b>
<b>Total Residential Units:</b>	<b>6,394 (77% Built Out)</b>	<b>2,090</b>	<b>1,861 (23% Remaining)</b>
Single Family:	1,116		691
Multi- Family:	3,090		1,170
Duplex:	281	1	1
Townhome:	390	1	1
Condo Hotel:	547	1	1
Fractional Ownership:	467	1	1
Lodge Room:	503	1	1

<sup>1</sup>For Remaining Residential SFEs, it is uncertain which type of multi-family use (e.g., condo hotel, lodge, etc.) will be developed on individual properties. Thus, Remaining SFEs for different multi-family uses are not indicated and instead are grouped together under the “multi-family” heading.

The terms “Absolute” and “Realistic” are used to describe buildout in the above table. “Absolute” refers to all density that is recognized on a property through Land Use Guidelines, master plans, or other entitlements. Absolute density can include phantom density—density that is assigned to a property but cannot actually be built because of physical limitations on the site. In contrast, “Realistic” density refers to the density that can reasonably fit on a property based on zoning and other entitlements.

Future Residential Development

The bulk of remaining residential SFEs are located in the Peak 7 & 8 Master Plan area (450.5 SFEs), the Highlands at Breckenridge (291 SFEs) and Wellington Neighborhood (148 SFEs). The remainder of available SFEs is spread out throughout town.

**Commercial Buildout**

Through the process of conducting the commercial buildout analysis, staff quickly realized that sticking to one density category could produce misleading results. As a solution, staff created three different density categories to show how the commercial density buildout could be developed. The three categories, Total Remaining Density, Possible Remaining Density, and Realistic Remaining Density are explained below. Additionally we have expanded these three categories to evaluate remaining above ground density.

“Total Remaining Density” (Includes Phantom)

Total Remaining Density includes all density allocated to a property through the Town’s Land Use Guidelines, master plans, and other entitlements. This includes phantom density—density that is assigned but there is physically no realistic way to place the density on the site.

“Possible Remaining Density” (Includes Town owned property)

Possible Remaining Density provides a more realistic analysis of buildout, as it excludes phantom density. Possible Remaining Density does include density located on properties currently used as parking lots.

“Realistic Density” (Excludes Town owned and phantom)

Realistic Density excludes phantom density and density located in areas that may never be developed (e.g., parking lots).

Town of Breckenridge Commercial Buildout, 2007							
Density Used (Square Feet)		Remaining Commercial Density (Square Feet)					
Total	Above Ground	Total (includes phantom)	Possible (Includes Town Parking Lots)	Realistic (excludes town parking lots & Phantom)	Above Ground (Total)	Above Ground (Possible)	Above Ground (Realistic)
1,195,692 (73% Built Out)	1,161,649 (74% Built Out)	976,441	880,418	436,475 (27% Remaining)	811,653	810,861	402,723 (26% Remaining)
1,615,171 (Includes Govt.)							

Likely Locations for Future Commercial Development

The vast majority of the remaining “realistic” aboveground commercial density is located in the Parkway Center (137,800 square feet) and Breckenridge Airport Subdivision (92,163 square feet). The remainder of available “realistic” aboveground density is fragmented throughout town. Only 38,738 square feet remains within the historic district.

## Governmental

Total Governmental Density Built  
(Square Feet): 419,479

Governmental uses include Schools, Museums, Police, Fire, Information and Town Facilities. Remaining density for Governmental facilities is not separated from remaining commercial density in the table above.

## Comparison With Past Buildout Information

### Joint Upper Blue Master Plan, 1997

A buildout analysis was included as part of the Joint Upper Blue Master Plan that was completed in 1997. The buildout numbers from the Joint Upper Blue Master Plan are included below, in comparison to the 2007 buildout numbers discussed above. As the data indicates, both residential and commercial buildout in the Town have increased from about 50 percent to 77 percent.

<b>Town of Breckenridge Residential Buildout</b>			
	<b>Units Built</b>	<b>Total Realistic Buildout in Units</b>	<b>% of Buildout</b>
<b>1997 JUBMP</b>	3,685	7,056	52%
<b>2007 Analysis</b>	6,394	8,255	77%

<b>Town of Breckenridge Commercial Buildout</b>			
	<b>Density Used (SF)</b>	<b>Anticipated Total Buildout (SF)</b>	<b>% of Buildout</b>
<b>1997 JUBMP</b>	1,236,989	2,655,104 <sup>1</sup>	47%
<b>2007 Analysis</b>	1,615,171	2,017,894	77%

<sup>1</sup> 1997's Numbers included all density (phantom), 2007's numbers used realistic above ground density.

The table below shows existing built residential units for the Towns of Breckenridge, Blue River, and Summit County. The Blue River numbers have not been updated since 2002.

<b>Existing Residential Units in the Upper Blue Basin, 2007<sup>1</sup></b>	
<b>Jurisdiction</b>	<b>Units Built to Date</b>
Town of Breckenridge	6,394
Town of Blue River	660
Summit County	3,398
<b>Total</b>	<b>10,452</b>

<sup>1</sup> Town of Breckenridge and Summit County numbers are draft, undergoing final review. Town of Blue River number is from 2002.

As the Council may recall, the Joint Upper Blue Master Plan sets a target residential buildout number in the basin of 10,500 units. This number was premised on a 25 percent density reduction goal, based on a total 1997 buildout number of 13,762 units. As can be seen, the 2007 number of 10,452 built units is just short of the 10,500 unit target. Based on remaining unbuilt density in both the Towns and unincorporated Summit County, it can be expected that the 10,500 unit target will be surpassed within the next several years. The Towns and County may wish in the near future to jointly discuss this issue and determine options for

addressing this Joint Upper Blue Master Plan policy (e.g., changing the target buildout number, reassessing strategies to reduce or extinguish density, etc.).

## II. Water District Buildout

The projected water buildout based on research and methodology carried out specifically for the capacity analysis is 11,930 SFEs. This projected number is 1,125 water SFEs in excess of what is projected to be needed at buildout (established by Gary Roberts on April 11, 2007). The system capacity of 13,055 water SFEs is based off of wet water treatment capacity solely from the Goose Pasture Tarn Plant, with precipitation numbers from our worst recorded drought year in history, 1950.

<b>Total Future Residential</b>	1936
<b>Total Future Commercial</b>	262
<b>Total Future Residential &amp; Commercial</b>	<b>2,198</b>
<b>Out of Town</b>	490
<b>Total Future Within District</b>	2,688
<b>Existing Within District</b>	9,242
<b>Projected Buildout</b>	<b>11,930</b>
<b>System Capacity</b>	13,055
<b>Excess SFEs</b>	<b>1,125</b>

## III. Sewer

Currently sewer capacity matches the demand in Breckenridge. According to Andy Carlberg, Breckenridge Sanitation District Director, the collection system is updated as necessary as it has been in the past and not being able to accommodate greater capacities is not really an issue for the Sanitation District because of the ability for expansion that is built into the treatment facilities. The present service levels and capacities are listed in the chart below.

	<b>SFE's</b>
2007 Service	14,850**
2007 Capacity	15,000
Potential Service*	22,000
Potential Capacity	22,000

\*Build-Out of Upper Blue Basin

\*\* Andy Carlberg estimated this number of SFE's for 2007. Andy stated the collection system is updated as necessary

## IV. Roads

In an effort to conduct a capacity analysis of the Town's roadway infrastructure, staff utilized standard measures, such as level of service (LOS), historical data and roadway congestion influences. In general most roadways within the Town of Breckenridge operate at a Level of Service B or better. Generally there is a surplus of capacity on weekdays and this capacity grows tighter on weekends. Keep in mind

<sup>2</sup> Breckenridge Sanitation District.  
80 of 100



many different factors influence Level of Service in addition to density. Some factors are width of roadways, streetscaping, sight distance, weather and building setbacks. Because LOS is based on the freedom of movement, it is not always desirable to have a high LOS and un-impeded travel, such as in areas with high pedestrian levels, residential neighborhoods and school zones. Presently staff is working with Felsburg Holt & Ullevig (FHU) to estimate future traffic levels based off of buildout projections and historical skier information. Information from this study is expected to be available in early November 2008.

## **V. Parking**

Parking in Breckenridge is always in demand because of the many destination-oriented activities that take place here, as well as Breckenridge being a primary employment center for the county. Breckenridge has 1,719 Town-controlled public parking spaces and 2,670 skier parking spaces controlled by the Breckenridge Ski Resort for a grand total of 4,389 parking spaces. According to former Transportation and Parking and Fleet manager Jim Benkleman, “the town has adequate parking for future growth; it is more of a managing issue verses a numbers issue to accommodate future growth”. Though Breckenridge has adequate parking for future growth, parking around Town during busy times is not always perceived as convenient. Many residents and visitors are accustomed to having front door parking, and thus complain when it isn’t available to them at all times of the year. Much of Breckenridge’s appeal is its compact, dense, walkable urban core. The addition of more close-in surface parking spaces will not only erode from our built character, it can also increase auto congestion and erode the pedestrian experience. As Breckenridge continues to grow as a place to visit and reside, effective parking management and education of residents and visitors will become increasingly important to continue to deliver a positive town experience.

From late-January until the close of the ski resort in mid-April 2008 staff conducted parking counts of all Town controlled parking spaces and Ski Resort controlled parking spaces. The counts were conducted bi-weekly at noon, on Wednesdays, Fridays and Saturdays. Highlights from this study are listed below.

- Wednesday Town Controlled Occupancy Rate 56%, Ski Resort Controlled Occupancy Rate 39%
- Friday Town Controlled Occupancy Rate 64%, Ski Resort Controlled Occupancy Rate 54%
- Saturday Town Controlled Occupancy Rate 63%, Ski Resort Controlled Occupancy Rate 73%
- Most utilized lots (routinely over 85% occupancy): Tonopah, Gold Rush, Ice House, Court House & Klack Placer.
- Under-utilized Lots (many days under 30% occupancy): CMC North, Tiger Dredge & Upper Exchange

## **VI. Transit**

In general, ridership numbers are highest at ski resort portals and other major destinations such as F-Lot and City Market. Numbers from ski area portals are obviously strong during the ski season and then drop off substantially after the closing of the ski resort. Another unique demographic with strong ridership numbers is found near places of lower cost, higher density, local housing that are geographically outside of Breckenridge’s central core. Examples of these types of stops can be found near Breck Terrace and Now Colorado. It is speculated that these types of developments have greater ridership because of the distance and geographic separation between the development and the town core, that many residents do not own cars, and the overall permanent population density is higher in and around the development compared with other areas of town.

Most Utilized Freeride Stops (2006)			
Ranking	Stop	Number of Riders	% of total riders
1	Breck Station	111,390	27%
2	Breck Terrace	56,549	11%
3	Beaver Run	39,920	8%
4	City Market	24,866	5%
5	Now Colorado	23,817	5%
6	F - Lot	18,254	3%
7	Peak 8	12,552	2%

### Current & Future transit Needs

- The best method for solving Breckenridge's future transportation needs is through studying historical ridership patterns and looking for trends based on origination numbers, spatial analysis and demographics of stop location.
- Transit is needed adjacent to current and future affordable housing and ski-area related development.
- Public transportation expansion to currently un-serviced areas such as the Highlands, Shock Hill, and Upper Four O' Clock, is not justified due to their inconsistent population densities (eg. Second home owners not here on permanent basis), high degree of spatial separation and social demographics.

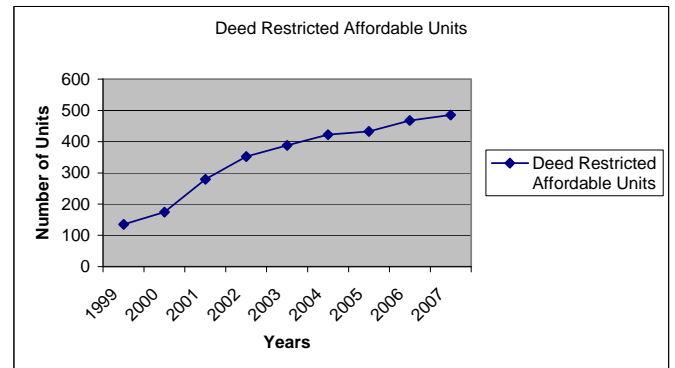
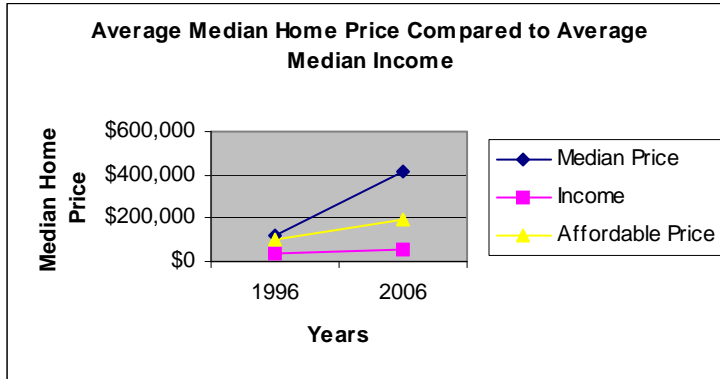
### Recent Town upgrades to our parking and transportation systems

In 2001 Charlier and Associates produced *the Town of Breckenridge Transportation, Circulation and Main Street Reconstruction Plan*, within this document several recommendations for improvements to the Town were outlined. Below is the list of improvements recommended from that document and status of recommendation in brackets.

- State Highway 9 Re-alignment from Main Street to Park Avenue (completed in 2006)
- Traffic Circulation Improvements
  - Redesign of the North Park and Main Street intersection (completed in 2006)
  - Redesign of the South Park and Main Street intersection (completed in 2006)
- Create an intermodal center at the north end of Town to alleviate pressure of the South Park Avenue corridor (completed in 2004)
- Main Street streetscape improvements (currently working with design firm)
- Riverwalk extension south under Park Avenue and north from Ski Hill Road to French Street (Town will be working with a design firm)
- Construct gondola from intermodal center to Peak 7 & 8 (completed in 2006)
- Construct in town people mover to facilitate non-auto transportation within the core of Town (No Progress)
- Parking Management Plan (completed in 2006)

## VII. Housing

In an effort to conduct a capacity analysis of the Town's affordable housing program, staff utilized our most recent housing needs assessment to provide baseline data on the affordability comparison of average median home price to median income, the number of deed restricted affordable housing units in Town and the number affordable housing units needed per housing needs assessment. Below are graphs and a table giving a synopsis of that information.



### Summary of Workforce Housing Units Needed in Breckenridge\*

<b>Total units needed</b>	<b>914</b>
<b>Total rentals needed</b>	<b>314</b>
Catch-up In-Commuters/Residents (<60% AMI)	64
Catch-up Seasonal (2 workers/unit) (<50% AMI)	77
Keep-up (through 2010) (<60% AMI)	84
Keep-up (2015) (<60% AMI)	89
<b>Total ownership units needed (60 to 180% AMI)</b>	<b>600</b>
Catch-up In-Commuters/Residents	396
Keep-up (2010)	99
Keep-up (2015)	105

\*Source: Town of Breckenridge Housing Needs Assessment, 2006

## VIII. Childcare

As the eighth element of the Town's capacity analysis, staff completed a thorough review of existing studies related to childcare for the Town. Information in this analysis was obtained through the Town's most recent childcare needs assessment, and various Town Council memos regarding childcare.

### Present Amount of Daily Childcare Spaces

Childcare Facility	Number of Daily Spaces
Little Red	78
Carriage House	72
Breckenridge Montessori	30
Timberline Learning Center	68
<b>Total</b>	<b>248</b>

## Childcare Space Deficits

	<b>2014 (Buildout)</b>
<b>Town Deficit in Childcare Spaces</b>	89 <sup>3</sup>

## IX. Schools

An integral part of any community is the quality of its school system. Educational associations have established standardized measures for measuring and comparing capacities of schools. Listed below are the established capacity measures each school system utilizes to gauge itself, along with information on how the Summit County Schools Breckenridge Pupils attend, measure up with comparable districts.

### Breckenridge Schools Enrollment/Capacity (Students)<sup>4</sup>

School	Enrollment			Capacity
	1995	2000	2006	
Breckenridge Elementary	319	175	226	279
Upper Blue Elementary	-*	216	230	324
Middle School	536	662	654	900 <sup>5</sup>
High School	589	711	889	1,000

Colorado School Districts Students per teacher K-12	
Telluride	11.3
Aspen/ Pitkin County	12.0
Park County	12.1
Eagle County	14.0
Steamboat Springs	14.1
<b>Summit County</b>	<b>14.6</b>
U.S. National Average	15.5
Boulder Valley	16.5
Clear Creek	16.9
Colorado State Average	16.9
Lake County	17.1

## X. Parks and Open Space

The town takes pride in offering a high standard of amenities for both full time residents and visitors alike. Abundant Parks and Open Space managed by the Town contribute greatly to this high standard.

<sup>3</sup> Overall deficit could be greater if families increase usage above the present average of two days per week.

<sup>4</sup> Summit County School District.

<sup>5</sup> Capacity is based on the renovated building that was completed in 2007

## Breckenridge Open Space Acquisitions

AREA	ACREAGE <sup>1</sup>
Cucumber Gulch	0
Golden Horseshoe	2614.86
Backcountry	563.60
Other	158.66
<b>TOTAL</b>	<b>3376.80</b>

<sup>1</sup>Includes lands acquired jointly with Summit County

### Amount of Open Space Per-Person

Breckenridge with a year round population of 3,406 residents and a total of 3,934 acres of Town managed open space which equals 1.16 acres of open space per permanent resident. With the Town's maximum peak population of 36,157 is taken into account, the ratio of open space acreage per person is lowered to 0.109 acres of open space per person. Despite 0.109 acres of open space per person being a much lower number, it is significantly better than the recommended 0.0105 acres of open space per person that the National Parks and Recreation Association recommends.

### Park Space located within Town

Within the Town there are six main parks for active recreation and sporting events. These parks host a diverse array of facilities for different types of activities such as softball, rugby, skateboarding, basketball, tennis, dog recreation, picnicking and sledding. Listed below are the names and sizes of those facilities.

Blue River Plaza and Park:	8.7 Acres
Vista Point Park	1.4 Acres
Kingdom Park and Recreation Center:	29.5 Acres <sup>6</sup>
Carter Park:	4.8 Acres
<b>Total of Town Managed Park Space:</b>	<b>44.4 Acres</b>

### Park Space Controlled by Other Entities Located in Town<sup>7</sup>

Upper Blue Ball Fields:	3.9 Acres
Breckenridge Elementary:	4.6 Acres
<b>Total of Other in Town Park Space</b>	<b>8.5 Acres</b>

### Total of All Park Space Located in Town 52.9 Acres

The calculations for recommended amount of park space should be based on 1/2 of the peak summer population (as opposed to year-around peak which is probably tied to winter ski season), since most of the demands for parks is in the summer. –

### Revised Calculation for Recommended Park Space:

Breckenridge Residents: 3,406

Breckenridge Summer Peak population:  $29,750 - 3,406 = 26,344 \times 0.5 = 13,172 + 3,406 = 16,578$

$13,172 + 3,406 = 16,578 / 1,000 = 16.6 \times 5 \text{ acres} = \mathbf{83 \text{ acres needed}}$

<sup>6</sup> Area includes parking lot for Rec Center

<sup>7</sup> Ball field land is controlled by Summit County School District

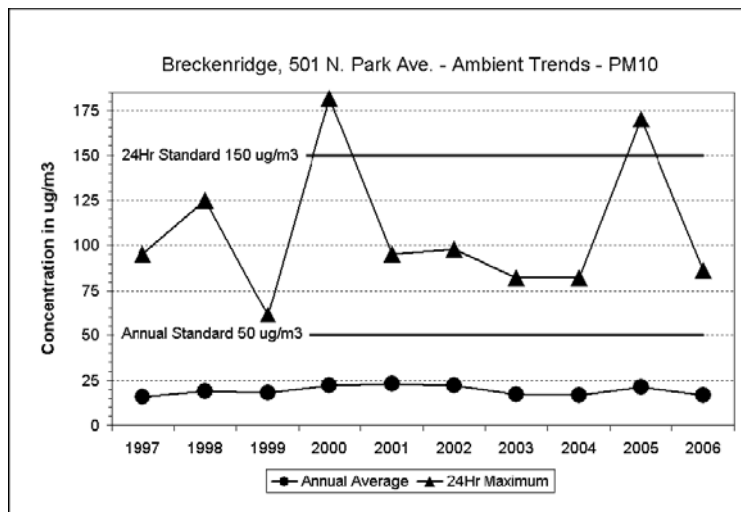
## XI. Environmental Quality:

The Town of Breckenridge is committed to protecting, preserving and restoring the natural environment. The Town's Vision Plan indicates the preservation of natural resources to be a top priority, "where the actions of the community ensure that wildlife and its habitat are protected, that views from Town to the surrounding mountains are maintained, that both air and water quality are clean and improved, and that accessible open space, trails and backcountry are preserved" (Vision Statement). Additionally the Town through its policies and ordinances tries to maximize environmental benefits and reduce or eliminate negative environmental impacts locally, regionally and globally. In an effort to facilitate these goals the Town will lead by example and encourage community residents and visitors to make a similar commitment to the environment. As part of effort to further our environmental commitment the Town has researched baseline data on the seven environmental subjects below to gain a greater understanding of the current environmental well being of the community.

### Air Quality Trends (PM 10)

According to the Colorado Department of Public Health the primary air quality concern for mountain communities such as Breckenridge, is particle matter (PM10) pollution from wood burning and road sanding. In fact, particle matter is the only form of air quality that is regularly measured by the Colorado Department of Public Health in Breckenridge at the Departments air quality testing station located behind the Summit County Justice Center at 501 N. Park Avenue.

Listed below are the ambient trends for PM10 from 1997-2006.



### Forest Health

Forests surrounding Breckenridge are predominately lodgepole pine (except at higher elevations just below timberline), resulting in a monoculture of mature trees generally 80 years and older. Today's forests are a result of heavy logging "during the mining era from 1870 to 1910, when many trees were removed, particularly Douglas-fir and Ponderosa Pine due to their superior lumber qualities. Other stands of trees were burned for a variety of reasons including carelessness, opening up forage for livestock or to expose mineral deposits" (USFS). The results of these previous actions and lack of recent large-scale disturbance have resulted in many forest health challenges. "The majority of Colorado's and Breckenridge's forested landscapes are considered disturbance driven, meaning they evolved with natural cycles of wildfire, insect and disease infestations, flooding, avalanches, or windstorms. Changes in human values and the resulting shift in land management practices interrupted these disturbance cycles, primarily through aggressive fire suppression and reduced harvesting activity on public lands. Without these disturbances to periodically rejuvenate forest stands and ensure a variety of forest types,

ages, and densities, much of the Breckenridge area's forests have become overly dense, stagnant and concentrated in older age classes of lodgepole pine trees. Lodgepole pine is not in and of itself a less-desirable tree species, however, when forests become an effective monoculture of lodgepole pine, as they have around Breckenridge, then wildlife habitats and wildlife use decrease, the risk of wildfire increases, and the resiliency of the forest to insects and disease decrease. This lack of diversity, along with intense competition for resources such as water and light, has left many forest stands vulnerable to insect and disease attack, catastrophic wildfire, and other types of disturbances, potentially at an inordinately large scale" (CSFS). In summary, Breckenridge's surrounding forests are the very definition of an unhealthy forest according to the Colorado State Forest Service. Below is a summary of current forest conditions on our National Forests surrounding Breckenridge in Summit County.

- National Forest Acres in Summit County: 315,000 acres
- Lodgepole forests: 105,000 acres
- Acres of mature lodgepole susceptible to beetles: 100,000
- Suitable for treatment (e.g., thinning, patchcuts): 35,000 acres<sup>8</sup>
- Accessible for aggressive treatment: 3,000 acres
- Acres treated in Summit County in 2007: 1,500
- Cost of treatment for 1,500 acres in 2007: \$1.3 million (Berwyn).

## **Wetland Health**

Summit County contains a diverse array of wetlands support a wide array of plants, animals, and plant communities. There are at least 12 plants, 4 birds, 1 amphibian, 1 fish and 21 major wetland/riparian plant communities that are found on the Colorado Natural Heritage Program's (CNHP) list of rare and imperiled species that are found occurring in Summit County wetlands. At the same time, Summit County is one of those areas that has experienced a rapid rate of growth that has resulted in cumulative loss of wetlands habitat.

To address the associated issues, the County has been trying to be proactive in evaluating its wetlands and their functional values. As part of the Countywide Comprehensive Plan in 1994, goals were established designed to protect wetlands and other important natural resources. In 1999, the Board of County Commissioners addressed a cumulative loss of wetlands in the County by adopting the *Conceptual Strategy for Enhancing the Management of Wetlands within Summit County*. Since then, the County has been working closely with local and federal agencies and private landowners to stem the loss of wetlands habitat. A Special Area Management Plan was initiated and developed for Summit County to assess and reduce the cumulative loss of wetlands resources in the County. A Summit County wetlands functional assessment method was produced that classifies wetlands in accordance with terminology from the Hydrogeomorphic (HGM) approach currently being implemented by a National Interagency Implementation Team. In 1999, Summit County hired SAIC to assess the functions of 41 wetlands, including 22 in the Upper Blue Basin. The resulting report included management recommendations and development guides intended to assist Summit County in the conservation of wetlands resources.

## **Wetlands at risk**

The CHNP documented those sites in Summit County (including the Upper Blue) that most merit conservation efforts, while recognizing that protecting only these sites in no way adequately protects all of the values associated with the county's wetlands. The inventory done by CHNP was meant to advance efforts to evaluate and manage wetlands on state and regional levels. The following wetlands were identified through the CHNP as being "Summit County Sites of Biodiversity Significance" within the Upper Blue Basin:

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<sup>8</sup> Suitable for treatment based on topography, accessibility, etc.  
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- Blue Lakes (Monte Christo Creek)
- Cucumber Gulch
- Blue River at McCullough Gulch
- Goose Pasture Wetland
- Muggins Gulch
- Upper French Gulch

### **Research and monitoring**

Because most of these sites are outside of the jurisdiction of the Town of Breckenridge, we have not been involved in direct research and monitoring. The exceptions are Cucumber Gulch & Upper French Gulch. The area of Upper French Gulch had been bought by the Town and the County since the above evaluation was made. For more specific information on the above listed wetlands please contact Chris Kulick.

### **Wildlife Habitat**

The Town of Breckenridge and the Upper Blue Basin are unique areas in that they are one of the few places where people can share space with most of the native, original wildlife. To many residents and visitors, this is one of the most enjoyable aspects of the area. However, as the population of the Town, and the surrounding areas, grows, the greatest threat to wildlife is loss of habitat through development and human disturbance.

### **Resident wildlife populations**

There is relatively little survey data for most wildlife species in our area. Based on the Upper Blue Stewardship Project Final EIS (May 2004), a crude estimate of mule deer summering in the project area (between Frisco and Breckenridge on the west side of the Blue River) was 150-175. There are an estimated 75-125 elk that winter in the area and 300-350 that will summer in the vicinity. One of the major migration corridors is in the Gold Hill area, crossing Highway 9 towards the Swan River drainage and through Horseshoe Gulch. Occasionally small groups of mountain goats or bighorn sheep will wander into the Valley. In this same project area, there were estimated to be about 6-10 resident moose and 6-10 resident black bears, with perhaps three times as many transient black bears.

### **Research and monitoring**

The Town of Breckenridge began researching the wildlife and habitat resources of Cucumber Gulch in 1998. Shortly thereafter a baseline report was developed, upon which monitoring efforts are conducted continually. The results of these monitoring efforts have been instrumental in addressing development-related issues and impacts in and around Cucumber Gulch in subsequent years.

At the same time, very little research or monitoring has been done on any other Town property. Some citizen reports were pulled together from participants on the Golden Horseshoe Natural Resource Committee addressing specific areas of that particular project. Aside from this and isolated monitoring by the USFS, USFWS, and the CDOW, very little is known about the status of our resident wildlife species and impending threats.

### **Water Quality**

The water quality of the Town's streams, reservoirs, and groundwater influences our environmental well being. Water is used for domestic, recreational, commercial, and industrial uses. It also has intrinsic aesthetic qualities that are highly valued by our residents and visitors. Whether water is used for drinking, snowmaking, mining operations, or simply to be observed and marveled at, it is an extremely



valuable commodity in this semi-arid mountain environment. Issues such as ensuring the maintenance of clean drinking water or stream flows adequate to support fish are important considerations, particularly as growth in the Town increases demands on our water resources.

Although the Town as a whole enjoys high quality water, there are nevertheless a number of human-related activities that have degraded waters within the Town and nearby. Historically, mining activities negatively impacted water quality, introducing high concentrations of trace elements (e.g., manganese, cadmium, zinc) into area streams. Other impacts come from stormwater runoff from highways (e.g., sediments, salts) and septic tank effluents. With that in mind, the State of Colorado classifies streams for certain uses (e.g., recreation) and establishes standards to protect those classified uses. With the exception of the stream segments listed below, the streams in and around Town are generally meeting state standards.

<b>Impaired Segments in the Blue River Watershed <sup>9</sup></b>		
<b>Stream Segment Description</b>	<b>Status <sup>1</sup></b>	<b>Impairment <sup>2</sup></b>
Blue River, French Gulch to Swan River	Partially supporting	Cd, Zn
French Gulch, Wellington-Oro to mouth	Not supporting	pH, Cd, Zn

<sup>1</sup> Supports classified stream uses  
<sup>2</sup> Does not meet state standards for specified uses. Source: Draft Regional 208 Water Quality Management Plan

**Goose Pasture Tarn (Town’s Drinking Water)**

“Water quality in Goose Pasture Tarn has been characterized as "good", by the Town of Breckenridge, with no recent algal blooms. Goose Pasture Tarn serves as the water storage facility for the Town of Breckenridge's water supply” (Wyatt). Recently the Town received the 2007 Source Water Assessment and Protection (SWAP) summary report from the Colorado Department of Public Health and Environment for the watershed above the drinking water intake for the Towns water system at Goose Pasture Tarn. In the report it stated the “system’s susceptibility to potential sources of contamination as moderate” (SWAP). According to the document “moderate” “means there is little risk of contamination from the wastewater treatment facilities, the residential septic systems, the existing or abandoned mines, the potential commercial transport spills, and the animals that are known to exist in the watershed” (SWAP).

**Future Environmental Studies**

**Energy consumption in Town facilities**

Town is presently working with an energy service company (ESCO) to investigate implementing energy savings projects for all Town facilities. As part of this project the esco company will study energy consumption trends in Town facilities and establish best management practices, such as installing high efficiency boilers and energy saving light bulbs, to reduce overall energy consumption. It is estimated baseline data, indicating current energy consumption levels, from this study will be available late 2008 and it which time it will be added to this chapter of the Town’s Capacity Analysis.

**Overall carbon footprint**

Members of Town staff are currently working on devising a means of accurately measuring the Town’s overall carbon footprint. This project is presently in a very preliminary design phase but is a priority to design to ensure accurate monitoring of the Town’s overall carbon footprint can be studied over time.

**Conclusion**

This Capacity Analysis Overview is provided as an update to the Commission to inform you of this project that Council is undertaking with Staff’s assistance.

<sup>9</sup> Table courtesy of the Summit County Comprehensive Plan  
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## MEMORANDUM

**TO:** Planning Commission  
**FROM:** Julia Puester, AICP  
**DATE:** October 16, 2008  
**SUBJECT:** Solar Panel Amendment Discussion (Policy 5)

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At the October 14<sup>th</sup> Council meeting, Council requested that the Planning Commission and Staff look at revising the portion of Policy 5 (passed in June 2008) regarding the placement of solar panels due to public comment from a property owner and solar panel installation company. The concern is that the policy is written to only permit panels to be installed so as to run parallel to the roof line, not to exceed 9” above the roof.

The policy language as written, in some cases excludes a property owner from greater solar access. There is also a potential risk of damage to the panels due to snow load and snow clearing should they be on a shallow pitched roof at 9” above the roofline and east or west facing. The argument for changing the policy is that if panels were permitted at a 40 degree tilt angle, the snow shed is ideal and additional solar gain could be achieved. (Please see the letter and photo attached for more detail.)

Staff would like to hear the Commission’s opinions regarding a change to the policy (rise, tilt, application review process, and any other thoughts).

To the Town of Breckenridge Mayor and Town Council:

Innovative Energy (along with Tonti Management) is seeking a revision to the Town of Breckenridge Development Code that restricts the installation of solar panels to systems mounted parallel to the roof line and no more than 9" above the roof surface. This recent code adoption refers mainly to the aesthetics of solar photovoltaic (PV) systems; however, an amendment to this code would allow for greater solar access for many individuals.

We understand that there are elements of our town planning that must be preserved to ensure our mountain community maintains its overall historic character. As described in the Town Comprehensive Plan, this overall character is of the utmost importance in "consideration of planning, development, and decisions affecting the future of Breckenridge." The Town Plan also notes the importance of reducing the carbon footprint and becoming a more environmentally sustainable community.

In creating a model for the regulation of how solar energy systems are installed, it becomes useful to consider achieving a balance between the visual effects of solar energy on the town's historic character and functionality of the systems.

Shallow pitch roofs and those facing east or west collect more snow than south facing roofs. Elevated mounting systems on shallow pitch and east or west facing roofs reduce the risk of damaged solar panels and allows for increased solar electric production, increasing an individual's ability to reduce their carbon footprint. With respect to larger systems, flush mounting to an east or west roof of low angle will cause the ice and snow to build up (especially in heavy winters) to levels that can cause the glass to fracture, rendering the panel useless. The preventative maintenance to remove snow would make the system cost prohibitive. With an elevated system the snow sheds to the roof and is removed from in front of the panel, rather than from the panel surface, further reducing the chances of damaging the panel.

To accomplish both goals of preserving the historic character of Breckenridge and becoming a leader in promoting renewable energy and sustainable building practices, we offer a couple of considerations to balance this policy:

- Require that all elevated roof mounting systems not break the overall building height and/or do not exceed some distance or angle above the roof surface. A 40 degree tilt angle is ideal to shed snow.
- Adjust the permitting process in that any elevated roof mounting system be reviewed on a case by case basis by requiring a Class C minor development permit.

Recent legislation has extended and increased the Federal Income Tax Credit for solar energy, making these systems more affordable than ever. Customers of Xcel Energy can save from 50% to 85% of the total installed cost depending on various factors. Renewable energy is becoming a more cost effective solution for individuals, businesses, and municipalities who want to lower energy costs and protect against rising prices in a relatively unstable energy market.

We appreciate your attention to this matter. Please feel free to contact us with any questions and to use us as a resource regarding solar photovoltaic residential and commercial systems.

Sincerely,

Sean McPherson  
Energy Systems Engineer





ORDINANCE NO. 26

Series 2008

AN ORDINANCE AMENDING POLICY 5 (ABSOLUTE) (“ARCHITECTURAL COMPATIBILITY”) OF SECTION 9-1-19 OF THE BRECKENRIDGE TOWN CODE, KNOWN AS THE “BRECKENRIDGE DEVELOPMENT CODE”, BY ADOPTING PROVISIONS CONCERNING SOLAR PANELS; AND MAKING CONFORMING AMENDMENTS TO THE BRECKENRIDGE DEVELOPMENT CODE

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF BRECKENRIDGE, COLORADO:

Section 1. Section 9-1-5 of the Breckenridge Town Code is hereby amended by the addition of the following definitions:

NON-PRIMARY ELEVATION:	The portion of a structure which does not front on a public street or other public right of way. If a corner lot, the primary elevation is the elevation where the primary entrance is located.
SOLAR PANEL:	An electrical device consisting of an array of connected solar cells which converts solar energy into electricity or hot water/liquid for space heating or domestic hot water production. Also referred to as photovoltaic (PV) panel or solar array.
SOLAR DEVICE:	Solar membranes, solar shingles, solar in glass, non-PV technology, and solar hot water systems, and similar solar technology.

Section 2. The definition of “Class C - Minor Development” set forth in Section 9-1-5 of the Breckenridge Town Code is hereby amended by the addition of the following item:

- Installation of solar panel or solar device within the Conservation District

Section 3. The definition of “Class D Development” set forth in Section 9-1-5 of the Breckenridge Town Code is hereby amended by the addition of the following item:

- Installation of solar panel or solar device outside the Conservation District

Section 4. Policy 5 (Absolute)(“Architectural Compatibility”) of Section 9-1-19 of the Breckenridge Town Code is hereby amended by the addition of a new subsection D, to be entitled “Solar Panels and Solar Devices”, which shall read in its entirety as follows:

D. Solar Panels and Solar Devices

- (1) Within the Conservation District: The preservation of the character of the Conservation District and the historic structures and sites within the Conservation

District are of the utmost importance. The Town encourages the installation of solar panels and solar devices as an alternative energy source. However, there may be instances where solar panels or solar devices are not appropriate on a particular building or site if such a device is determined to be detrimental to the character of the Conservation District.

(2) Within the Conservation District, no solar devices shall be installed on a structure or site without first obtaining a Class C minor development permit. Solar panels and solar devices are encouraged to be installed on a non-historic building or building addition and integrated into the building design. To ensure that the character of the Conservation District and its historic structures and sites are protected, an application for a development permit to install a solar panel or solar device within the Conservation District will be reviewed under the following requirements:

(a) Solar panels or other solar devices on roofs shall be placed on a non-character defining roofline of a non-primary elevation (not readily visible from public streets). Solar panels and solar devices shall be setback from the edge of a flat roof to minimize visibility and may be set at a pitch and elevated if not highly visible from public streets. On all other roof types, solar panels and solar devices shall be located so as not to alter a historic roofline or character defining features such as dormers or chimneys. All solar panels and solar devices shall run parallel the original roofline and shall not exceed nine inches (9") above the roofline.

Applications for new structures within the Conservation District are encouraged to include building integrated solar panels and other solar devices into the initial design, including a similar roof color, rather than as a later addition. Solar panels and solar devices which contrast with the color of the roof of new or historic structures are inappropriate if found to be detrimental to the character of the Conservation District.

(b) Detached arrays of solar panels and solar devices at a historic site may be located in the rear or side yard if the arrays are not highly visible from the public streets and do not detract from other major character defining aspects of the site. The location of detached solar arrays shall also consider visibility from adjacent properties, which shall be reduced to the extent possible while still maintaining solar access.

(c) Character defining elements such as historic windows, walls, siding or shutters, which face public streets or contribute to the character of the building, shall not be altered or in connection with the installation of solar panels or solar devices. Solar devices in non-historic windows, walls, siding or shutters which do not face public streets are encouraged.

(2) Outside the Conservation District: The Town encourages the installation of solar panels and solar devices on structures or sites located outside the Conservation District as an alternative energy source. The following regulations shall apply to the installation of solar panels or solar devices outside the Conservation District:

(a) No solar panel or solar devices shall be installed on a structure or site without first obtaining a Class D development permit. The director shall have the right to reclassify an application as a Class C minor application, and to require review by the Planning Commission, if he feels the purpose of this code would be best served by the reclassification. Reclassification shall be done pursuant to the definition of "Classification" in Section 9-1-5 of this chapter.

(b) Solar panels and solar devices shall run closely parallel to the roofline and shall not exceed nine inches (9") above the roofline. New structures are encouraged to include building integrated solar panels and solar devices into the initial design, rather than as a later addition.

(c) Detached arrays of solar panels and solar devices may be located in the rear or side yard if not highly visible from the public streets. The location of detached solar arrays shall also consider visibility from adjacent properties, which shall be reduced to the extent possible while still maintaining solar access. Detached solar arrays which serve the residence on the site may be located outside of the building or disturbance envelope if no significant existing vegetation must be removed for the installation and an adequate buffer is provided to adjacent properties.

Section 5. Except as specifically amended hereby, the Breckenridge Town Code, and the various secondary codes adopted by reference therein, shall continue in full force and effect.

Section 6. The Town Council hereby finds, determines and declares that this ordinance is necessary and proper to provide for the safety, preserve the health, promote the prosperity, and improve the order, comfort and convenience of the Town of Breckenridge and the inhabitants thereof.

Section 7. The Town Council hereby finds, determines and declares that it has the power to adopt this ordinance pursuant to: (i) the Local Government Land Use Control Enabling Act, Article 20 of Title 29, C.R.S.; (ii) Part 3 of Article 23 of Title 31, C.R.S. (concerning municipal zoning powers); (iii) Section 31-15-103, C.R.S. (concerning municipal police powers); (iv) Section 31-15-401, C.R.S.(concerning municipal police powers); (v) the authority granted to home rule municipalities by Article XX of the Colorado Constitution; and (vi) the powers contained in the Breckenridge Town Charter.

Section 8. This ordinance shall be published and become effective as provided by Section 5.9 of the Breckenridge Town Charter.

INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED  
PUBLISHED IN FULL this 27<sup>th</sup> day of May, 2008. A Public Hearing shall be held at the regular meeting of the Town Council of the Town of Breckenridge, Colorado on the 10<sup>th</sup> day of June, 2008, at 7:30 P.M., or as soon thereafter as possible in the Municipal Building of the Town.

ATTEST:

TOWN OF BRECKENRIDGE

\_\_\_\_\_  
Mary Jean Loufek, CMC, Town Clerk

\_\_\_\_\_  
John G. Warner, Mayor



This Ordinance was published in full in the Summit County Journal, a newspaper of general circulation within the Town of Breckenridge on June 6, 2008.

The public hearing on this ordinance was held on June 10, 2008.

READ, ADOPTED ON SECOND READING AND ORDERED PUBLISHED BY TITLE ONLY, this 10<sup>th</sup> day of June, 2008. This ordinance is available for inspection in the office of the Town Clerk.

ATTEST:

TOWN OF BRECKENRIDGE

\_\_\_\_\_  
Mary Jean Loufek, CMC, Town Clerk

\_\_\_\_\_  
John G. Warner, Mayor

APPROVED IN FORM

\_\_\_\_\_  
Town Attorney

\_\_\_\_\_  
Date

This ordinance was published by title only in the Summit County Journal, a newspaper of general circulation within the Town of Breckenridge on June 20, 2008.

## MEMORANDUM

**TO:** Planning Commission

**FROM:** Chris Neubecker

**DATE:** October 15, 2008

**SUBJECT:** Review of Planning Commission Field Trip

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The Planning Commission Field Trip to Park City was October 8-10, 2008. Our staff and Planning Commission met with staff from the Park City Municipal Corporation, as well as several developers, architects and realtors working on various developments in the Park City and Deer Valley areas. Some of the interesting aspects of these developments and planning efforts include:

### **USSA Headquarters**

We visited the new headquarters of the United States Ski Association, expected to be a LEED certified building (still under construction). Building will act as an economic development tool, by bringing athletes and teams from within the US and across the world to train. Facility will include large weight training area, freestyle trampoline area, physical therapy area, nutrition counseling, museum and offices. This approximately \$60 million project was funded almost exclusively by donations raised by the USSA Foundation.

### **Park City Municipal Corporation**

Hosts of several ski events for the 2002 Winter Olympics. Also home of the Sundance Institute and Sundance Film Festival, which attracts 50,000 visitors each January and has a \$63 million impact each year. The City recently annexed most of the west side of town, including the Park City Ski Area. Ski area and most surrounding lands are privately owned (no Forest Service land). Major new commercial and residential developments outside of town are in unincorporated Summit County. Approximately 25,000 people just outside of city limits, but consider themselves Park City residents.

Use of bonds to purchase open space, repaid with property taxes. Myles Rademan, previous Planning Director, (and Director of Information for the 2002 Olympics) is credited with guiding the vision for the town and acquiring property for the town for open space and employee housing. Intergovernmental agreements with county allow residents outside the city to use city facilities (i.e. Recreation Center). County and federal money was used to help expand transit system to serve areas outside city limits.

Economic development focuses on resort tourism, not just new industry. Balancing economic development and quality of life is important. New parking garages, streetscape and infrastructure improvements in Old Town. New police facility (4% cost increase to make it “green”) and \$11 million ice rink in town. Walkability study (\$150,000) focuses on urban connectivity. Bonds used for sidewalk and bike path installation. City is starting to get more involved with private sector, including small grants program for economic development. About \$20,000 per year made available for economic development grants (i.e. business relocation).

Special events require economic impact analysis. If impact is positive enough, city may waive application fees and police overtime. Special event applications increased from 60 events in 2002 to 82 events in 2007. Master Festival permit required if town property is involved. 60-90 day review period, with all comments (from applicant and city) going through Special Events Coordinator. Master Festival permits require a public hearing. Joint venture with county to focus on marketing, arts and culture and tourism; city handles logistics of events.

Business Improvement District used to coordinate all trash pickup in Old Town.

Vertical Zoning is used to prohibit offices and private clubs on street level. Precipitated by a private club proposed on Main Street. City did not want the image of “exclusive clubs”. They received lots of support from Main Street property owners and business owners (except for a few). Went into effect 18 months ago. No noticeable impact on vacancy rates.

Traffic mitigation is big deal, especially during the Sundance Film Festival. Sundance Institute does a good job of providing information ahead in brochures and marketing; encourages use of transit. Each year people attend, attendees learn more and don’t make same mistakes next year. Sundance is considering adding venues outside core of city to help alleviate traffic. Traffic is still a problem from 3:30 – 4:30 PM and there is some gridlock. They work closely with UDOT to try to alleviate traffic impacts. Expanded bus service is provided during Film Festival.

Historic District has about 240 structures, with “A” and “B” rating. Other structures not rated can be demolished. Temporary zoning ordinance prohibited demolition of pre-1962 buildings until historic assessment study was complete. City codes do not require parking for historic buildings. Preservation of historic fabric is important, but staff witnessed several buildings “panelized” where only one or two historic walls were preserved. Old windows must be repaired, not replaced. If no other option exists, then replace with wood windows on historic buildings. “Pregnant A-Frames” are some of the early ski era buildings they are trying to protect.

Department of Sustainability developed, including Sustainability Plan and Climate Change Plan. Mayor signed on to Kyoto Protocol with other US mayors. Working with second home owners on what they can do even while they are out of town (i.e. address phantom electricity loads). Important to start by measuring greenhouse gases. This could include drive up and airline traffic from visitors. Goal is to be 7% below 1990 rates by 2007 (did not meet goal).

Some good “green” resources are ICLEI (International Council for Local Environmental Initiatives) and “Cities Go Green” newsletter. An energy conservation audit by Johnson Controls aims for a 14% reduction in municipal greenhouse gases, \$100,000 annual energy savings, and saving 1.8 million gallons of water per year. Cost of project is \$1.4 million. A capital improvements policy was adopted in 2007. It requires all new municipal buildings and remodels to be meet LEED standards, requires minimum score of 75 on Energy Star rating, and provides up to 4% increase in funding to achieve environmental performance.

Affordable housing is managed by Department of Sustainability. Employee housing is encouraged to be built on-site, otherwise must be approved by Town Council. State of Utah does not all “perpetuity” covenants, so they need to find creative ways to tie in covenants for long time. Town keeps inventory of units for sale, which eliminates realtor commissions. Resale of units includes 3% equity per year, and \$10,000 in capital improvements. City holds right of first refusal on all affordable for-sale units.

### **Empire Pass Development**

Part of Deer Valley, developed by Talisker Mountain Incorporated. All development in Arts & Crafts style. All buildings must be green design. Four neighborhoods, and so far no fractional ownerships have

been developed. Red Cloud neighborhood average single family lot price is \$4.7 million. There is no ski connection from Park City to Empire Pass or Deer Valley. Also, snowboarding is prohibited at Deer Valley. Dial-A-Ride service is funded by maintenance fee paid by all residence at Empire Pass. Shuttles provided from lower Deer Valley to Empire Pass for day skiers. No day skier parking at Empire Pass. Clubhouse at Empire Pass has lots of activities for non-skiers. Some employee housing provided on site near base, but most employees commute from Heber City. Montage Hotel (6 stars) is at Empire Pass on former silver mine site.

### **Montage Hotel (6 stars)**

LEED Silver rating, developed by Athens Group (who also did Ritz-Carlton at Bachelor Gulch) at base of Empire Pass. 1<sup>st</sup> three floors are hotel rooms; rest are condo-hotel. 30,000 sq. ft. spa, bowling alley ballroom and three food and beverage areas. Units range from 2,000 – 6,900 square feet. Development Agreement with Park City established the base development rights and community benefits. Density transferred to protect 1,800 acres of open space. Improvements to old mine road (state highway) as part of community benefits included: drainage improvements, new runaway truck ramps, re-grade the road, added local bus stops, developed park-and-ride, built ball fields. Hotel is not visible from downtown; variance was granted for height. No “natural grade” existed due to previous mining activity. Mine was CERCLA site. Lease agreement with EPA to address liability issues. Talisker leased land to Athens Group for 999 years. Traffic was main opposition from public, but traffic study eased concerns.

### **St. Regis Hotel (5 star condo-hotel)**

Under construction. Units sales start at \$2,200 per square foot. Hotel is primarily in Wasatch County, but the front door and base of funicular are in Summit County. Funicular is used to access main entrance; this allows guests to pay in Park City, and thus Park City collects the lodging tax. Guests are encouraged to drive through Park City to access 24-hour funicular, but back roads can take guests directly to hotel. About 12 on-site employee housing units. Top floor (13,000 sq. ft.) purchased by “Papa John” for \$30 million. Parking (2 stories) is below building, with 155 spaces maximum per code.