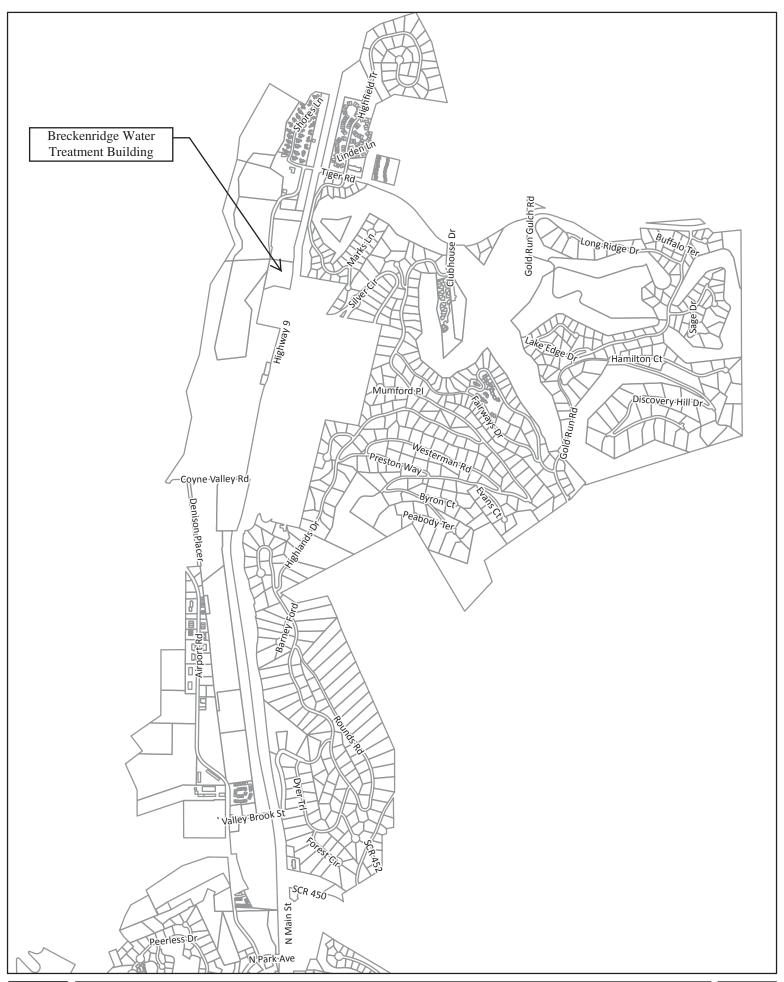


Tuesday, April 19, 2016 Breckenridge Council Chambers 150 Ski Hill Road

7:00pm	Call To Order Of The April 19 Planning Commission Meeting; 7:00 P.M. Roll Call				
	Location Map Approval Of Minutes				
	Approval Of Agenda				
7:05pm	Consent Calendar 1. Shock Hill Cottages #4 (CK) PL-2016-0097; 24 Regent Drive	15			
7:15pm	Other Decisions 1. Marriott Residence Inn Signage (MM) PL-2016-0080; 600 South Ridge Street	23			
7:30pm	Worksessions1. Breckenridge Water Treatment Building (MM)	27			
8:30pm	 Preliminary Hearings 1. McAdoo Corner Lot 5 Mixed Use (MM) PL-2016-0048; 209 South Ridge Street 	53			
9:30pm	 Combined Hearings Gondola Lots Development Master Plan (MM) PL-2016-0003; 320 and 350 North Park Avenue Peak 8 Ski Hill Road Reconstruction and PMA Variance (MM) PL-2016-0082; 1627 Ski Hill Road 	73 110			
11:30pm	Adjournment				

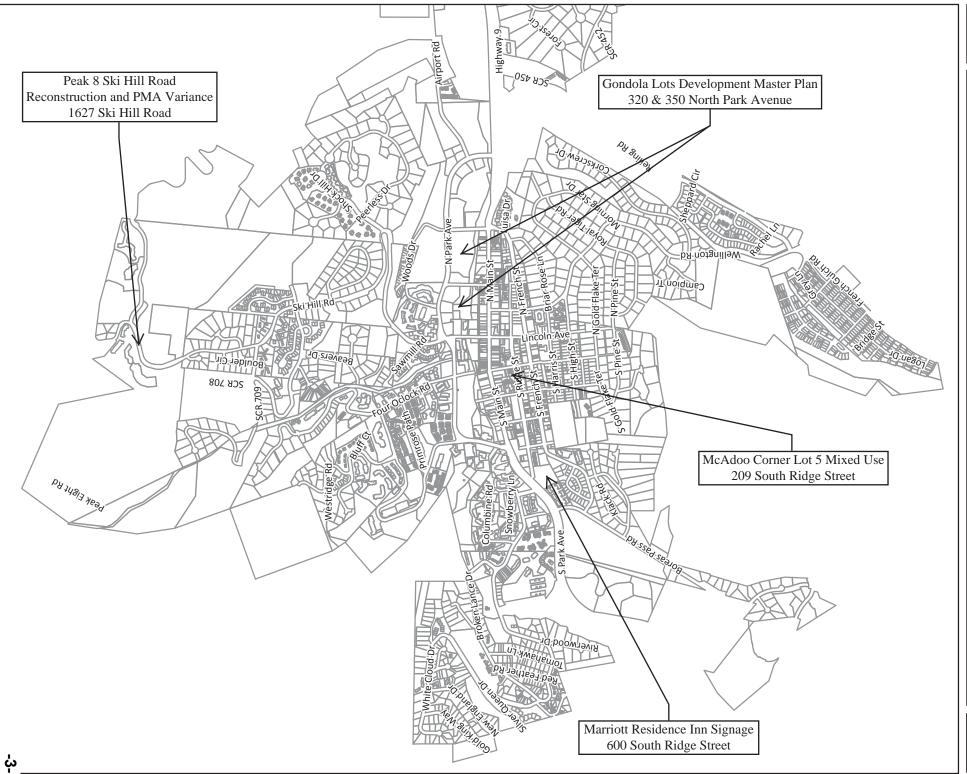
For further information, please contact the Planning Department at 970/453-3160.

^{*}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.









PLANNING COMMISSION MEETING

The meeting was called to order at 7:00 pm

ROLL CALL

Ron Schuman Dan Schroder Gretchen Dudney Christie Mathews-Leidal Jim Lamb Dave Pringle

Mike Giller was absent.

There was no Town Council Liaison present due to today's election.

APPROVAL OF MINUTES

Mr. Schuman: On page 4 of the packet, under the approval of minutes (for March 1), please change "Manager / Owner" to just "Manager". With no other changes, the March 15, 2016, Planning Commission Minutes were approved as presented.

APPROVAL OF AGENDA

With no other changes, the April 5, 2016, Planning Commission Agenda was approved as presented.

CONSENT CALENDAR ITEMS:

- 1) Wilmot-Adler Remodel/Addition (MM) PL-2016-0064, 104 North Gold Flake Terrace
- 2) Shock Hill Overlock Duplex Lot 6A & 6B (MM) PL-2016-0069, 44 & 40 West Point Lode

Mr. Mosher: There is a correction on staff report for Wilmot-Adler Remodel/Addition under the summary for the total density, there was numerical a typo. I have passed out a document to each of you this evening that shows the correct amount. It is already changed in the final document itself and it did not affect the report.

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

FINAL HEARINGS:

1) Denison Placer Housing Phase 1 (JP) PL-2016-0011, 107 Denison Placer Road / TBD Flora Dora Drive Mr. Mosher presented on behalf of Mr. Grosshuesch, who was to present on behalf of Ms. Puester. The proposal is to construct 66 workforce rental Townhome and apartment units (43 single family equivalents) in fifteen buildings, a neighborhood community center including manager's lease office and associated parking on 4.4 acres of the northernmost section of the Block 11 parcel with access from Denison Placer Road and Floradora Drive. In addition, Floradora Drive is proposed to be extended through the development from Airport Road.

As a reminder, the Commission has had three previous hearings and a site visit on this project.

Architectural compatibility will be presented by the agent who is here this evening. Under Placement of Structures, the two required are not being met; therefore, for each non-compliant, negative three (-3) points are assessed, so the total for this is negative six (-6) points. Positive three (+3) points were assessed on the pathway after your concern that positive six (+6) points were too much. Parking: there are two spaces per unit. There is adequate open space.

Interior storage of 5% is encouraged which equates to 3,211 square feet for this phase. The total floor area of separate storage units is 1,188 square feet. Further, the interior storage areas of the Townhomes and apartment buildings equate to 3,825 square feet (6%). Landscaping: they have met requirements for right of way plantings and exceeded the number of trees for the overall site. Under Policy 24/R, The Social Community; Positive ten (+10) points are suggested for providing 100% workforce housing. Positive six (+6) points for goals and objectives of Town Council for providing the employee housing. The drainage issue off site is being addressed on site; therefore, positive three (+3) points for drainage. Snow stacking: mechanical removal

(beside a simple plow) is anticipated with the maintenance crew looking after it (similar to Wellington Neighborhood). The transit points will be assigned under the Denison Placer parking lot application being presented later this evening. For refuse, there are multiple dumpster enclosures planned that have been carefully located for functionality.

The project has a passing score positive sixteen (+16) points.

The Planning Department was supportive of the changes made by the applicant based on Planning Commission comments. Staff recommended the Planning Commission approve Denison Placer Housing Phase 1, PL-2016-0011, located at 107 Denison Placer Road, Lot A-1, and Tract E, Runway Subdivision, with a passing point analysis of positive sixteen (+16) points with the presented Findings and Conditions.

Ms. Laurie Best, Planner III: Since architecture was big concern for the Commission at the last meeting, Mr. Jarrett Buxkemper from BHH Partners is going to go through some of your concerns with a PowerPoint presentation.

Jarrett Buxkemper, BHH Partners: We made the following changes for the final hearing you are seeing tonight (showed graphics on the overhead screen so Commission and Audience could view as well):

Community Building: We removed skylights; added cupola & clearstory windows; removed covered porch patio area; removed covered walkway around backside of building; added windows in garage. (Mr. Pringle: Why did you take the covered walkway off?) Budgetary concerns. (Mr. Schuman: Was clearstory result of removing skylights?) (Ms. Best: We added the clearstory to break up the roof and articulate the building. Mr. Giller had asked the question previously about the skylights, and we realized the skylights did little to improve either the aesthetics or functionality of the building so those were removed)

Building A: We made some roof modifications; changed gables to shed if order to shed snow clear of entryways; added gables onto entry doors; on the left elevation, we changed shed roof to gable roof; added some lower shed roof forms to break up size of wall; added some columns where we previously had braces on little awning roofs; on the back elevation, we have broken up that elevation there with shed roofs instead of gables; added columns on low awning roofs to break up façade better.

Building B1: Likewise, we added columns onto lower roofs there to break up facades; extended overhangs a little bit more. (Mr. Pringle: Soffits on ends of eaves?) Correct. We added another window on back elevation; added columns. (Ms. Dudney: Change to window design?) Yes; these two (noted on plan) are now ganged up. (Mr. Schroder: They were too similar? That was the reason you changed?) Exactly right.

Building B2: We added some wainscoting; changed colors a little bit; on the front elevation we changed the entry roofs to gables and added columns to those and a little more banding. (Ms. Dudney: More windows?) Correct. Low awning roof over meters; on the right elevation, we ganged windows up; added columns; low shed roof over center portion; windows; on the back elevation, we have broken down the large gable there to have nested gable to right side; added columns to entry rooms; banding and wainscoting; added some windows; changed coloring around.

Building C: On the front elevation, we added wainscoting and banding; changed shed roofs to gable; ganged up windows; added banding; we added some roof vents in gable ends; on the right elevation, we added wainscoting and banding; changed windows; added columns to front elevation. Actually on the back elevation we added gable roofs over entry doors; broke up colors of siding; did a wainscoting siding change; on the left elevation, we changed windows; did banding and wainscoting; added a low shed roof over center; ganged windows up.

Building D: We flipped the gable element to a smaller gable element; added some columns to low shed roofs; ganged widows; on the back elevation, we added banding and wainscoting breaking up those elevations; on the left side we added wainscoting and banding; did gable roof over meters; added columns over entry; on the left elevation, we ganged up windows on the side; on the front elevation we added a gable roof to the middle entry door; two height double level pop outs; changed up window patterns as well as siding. (Mr. (Pringle: Is it fair to conclude that the right elevation on Building D faces Floradora drive; is that why the elevations are distinctly different as they front different streets?) (Ms. Best: Yes; that happens twice when the D building is on a corner.)

Building E: We are removing the second level awning roof there and also you asked us to straighten up deck columns, so we straightened up all of those on all of the elevations.

Ms. Best: We are going to show you a couple of perspectives (shown to Commission and audience on overhead monitor). This is entry off Airport Road and Floradora looking south from Denison at intersection of Floradora. Please note that the building elevation has not been changes yet to show the new columns and architectural changes, but gives a good idea of the mass and the street perspective.

Commissioner Questions / Comments:

Mr. Schroder: It is appreciated that you gave us the side by side comparisons of the elevations. The visual

help was really great thank you.

Ms. Dudney: How do you feel about the suggested changes? (Mr. Buxkemper: I think they were very good

for breaking up masses.) Do you think you can afford it? (Ms. Best: Well, we think we can.

We are hoping we will get the LIHTC funding.)

Mr. Pringle: The drainage problem identified in the report and the associated positive points being sought

originates off this property; it is a Town created problem across the street. I applaud the Town for doing it. Can we set bad precedent that if neighbor across the street is taking care of it and we don't need the positive three (+3) points we can remove those? (Ms. Best: The 48" pipe is a very expensive piece of this project and is solving a pre-existing off site issue.) (Mr. Mosher: The difference that might matter for precedent is that Barton Creek predates this subdivision and Win Lockwood's PUD improvements and the development. This was not development creating this issue; the issue is the creek historically running through this valley. As far as precedent goes, I believe we would be hard pressed to find one.) It seems to me to be a Town problem; this developer is fixing but the developer is the Town who is fixing it. Kind of like we are applauding ourselves for fixing a Town problem. Maybe the funding

needs to come from Public Works, not the project.

Mr. Lamb: I am glad to see you solving the Barton Creek issue. I used to work down there and Denison

Placer floods pretty often.

Ms. Leidal: It is mentioned in staff report for this application or the next one that three apartments do not

have storage. (Ms. Best: The plans in your packet have not been updated yet, but there will be three additional storage units added to the north building so all 16 apartments will have a storage unit) Within the unit? (Ms. Best: The ground floor units all have their storage on their

patios; the upper level units all have storage in the southern building)

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

Commissioner Questions / Comments:

Mr. Pringle: I don't know how anyone else feels, but positive three (+3) points for the drainage problem in

the Town which the Town should have solved; is the Town awarding itself?

Ms. Dudney: This is not a Town project in the sense of us making recommendation to Town Council, so

the Town is being treated as private developer here. I understand what you are saving but this

application is different from Town project.

Ms. Leidal: You bring up a good point. Offsite does not serve this project. (Ms. Best: This is an on-site

improvement to fix an off-site regional problem. If we were holding ourselves to same standard that we would apply to a private developer, we would be very hard pressed to get a private developer to put in a 48" pipe to fix an offsite problem, and not receive any points.)

Mr. Pringle: It's an incestuous deal. I just don't know if we want to award positive points for something

the Town should be dealing with offsite.

Mr. Schuman: I am opposed to this.

Mr. Lamb: The offsite issue is affecting on site where problem happens. I am fine with awarding positive

three (+3) points.

Ms. Dudney: I tip toward leaving the points on. In my mind, thinking of the Town as the developer, and in

my mind I agree with Ms. Best; to award them points for the fix is something we would want

to incentivize.

Mr. Pringle: I don't think they would have other developer fix problem from offsite.

Ms. Dudney: I do.

Mr. Schroder: The precedent is good; offsite problem hope opportunity would be for a developer to fix.

Incentivize them to fix with points.

Mr. Pringle: The next off site problem might not be drainage.

Mr. Schroder: Good point.

Ms. Dudney: It's an onsite improvement.

Mr. Schroder: It's a gray area. What if you have someone plant trees in another location? Do they get

points?

Ms. Dudney: Not off site. Your tree example: trees would have to be on site. I agree; don't award points for

doing something off site. This pipe is on site.

Mr. Schroder: I support the points as they are.

Ms. Leidal: Good arguments on both sides, but I agree it's a gray area. I support removing those points

and not creating precedent.

Mr. Schuman: It is an offsite problem they are fixing on site, but setting precedent for further issues.

Mr. Pringle: We need to talk this out. I don't think we award positive points when it is gray area because

we try to tighten up the point analyses on projects.

Ms. Dudney: Give an example. It has to be improvement on site; not plant trees off site.

Mr. Pringle: The problem is off site.

Mr. Lamb: But it affects the site. I agree it starts off site but it creates the effects on site.

Mr. Pringle: The Town should take care of this problem independent of this application. The Town is

taking care of this problem through this development AND it is awarding itself positive three

(+3) points.

Ms. Dudney: I think you won.

Mr. Pringle: I did? So I should stop digging now?

Ms. Dudney: Yes.

Commissioner Final Comments:

Ms. Leidal: Thank you for listening to our concerns about the architecture. We appreciate the side by side

view; more changes visually than just reading it in the report. Thank you for finding the three

storage units. This is a much better project especially as the entry to Town.

Mr. Schroder: I support project as presented.

Mr. Lamb: Support the point analysis. I was ok with the architecture before, but the changes look good.

Good looking project; one of first things you see as you enter Town. When will you break ground? (Ms. Best: On the LIHTC site, excavation work will start this summer and then go vertical in 2017. On the Phase 2 apartment buildings and the roads, infrastructure, utilities, and grading we plan to break ground early summer with site work and go vertical late

summer.)

Mr. Pringle: I tip my hat to you for listening to the Commission. The first time I saw this, it was bleak and

austere and I was really alarmed. I appreciate it so much that you have listened to the comments of the Commission. And buildings are a lot more interesting and it's a better project. I appreciate comments from the Commissioners that helped push this forward. I hope when we get to value engineering so much does not come out. I applaud you. I would like to

see the three points come out of the point analysis, but won't lose sleep if not.

Ms. Dudney: I agree with everything Mr. Pringle said. Design by committee usually doesn't work, but in

this case you made it a better looking project. I hope the value engineering does not take it

out.

Mr. Schuman: Thank you and thank you to Staff as well for putting the additional worksession in to allow

the input on architecture; it truly put us on right path.

Mr. Pringle made a motion to change the point analysis for the Denison Placer Housing Phase 1, PL-2016-0011, 107 Denison Placer Road, Lot A-1 and Tract E, Runway Subdivision, on policy 27R drainage from positive three (+3) to zero (0) points. Ms. Leidal seconded and the motion was carried (5-1).

Mr. Pringle made a motion to approve the modified point analysis for the Denison Placer Housing Phase 1, PL-2016-0011, 107 Denison Placer Road, Lot A-1 and Tract E, Runway Subdivision, showing a passing score of positive thirteen (+13) points. Ms. Leidal seconded, and the motion was carried unanimously (6-0).

Mr. Pringle made a motion to approve the Denison Placer Housing Phase 1, PL-2016-0011, 107 Denison Placer Road, Lot A-1 and Tract E, Runway Subdivision, with the presented findings and conditions. Ms. Leidal seconded, and the motion was carried unanimously (6-0).

2) Denison Placer Housing Phase 2 (JP) PL-2016-0012, 107 Denison Placer Road

Mr. Mosher presented on behalf of Mr. Grosshuesch who was to present on behalf of Ms. Puester. The proposal is to construct 30 workforce rental apartment units (101-BR and 20 studio) (13 single family equivalents) in three buildings on approximately 1.05 acres on the southern section of Tract D with access from Denison Placer Road. A material and color sample board was also presented.

This project is under density and mass. Parking, no concerns. Setbacks not being met in the front garner negative three (-3) points. Per the Land Use Guidelines, 13 SFEs are proposed for this property for employee housing and 3.25 SFEs must be transferred to the site. Building height: The negative points for a long unbroken ridgeline are incurred with this report; but, plans are to change the long ridgeline out of building. Storage: 929 square feet required storage units. Access circulation. Landscaping: no concerns. Positive ten (+10) points for affordable housing project. Town Council goals, Policy 24/R, positive six (+6) points. Drainage utility and snow storage: no concerns. Transit not included on this property. The Point Analysis shows positive twelve (+12) points: negative three (-3) placement of structures for not meeting 15' front setback; negative one (-1) ridgeline for building types exceeding 50' ridge lengths, Policy 24 positive ten (+10) for employee housing and positive six (+6) for Town Council goals.

The Planning Department recommended the Planning Commission approve the point analysis for the Denison Placer Phase 2, PL-2016-0012, located at 107 Denison Placer Road, Tract D, Runway Subdivision, showing a passing point analysis of positive twelve (+12) points. The Planning Department also recommended the Planning Commission approve Denison Placer Phase 2, PL-2016-0012, located at 107 Denison Placer Road, Tract D, Runway Subdivision, with the presented findings and conditions.

Mr. Jarrett Buxkemper, BHH Partners:

Building F1: On the front elevation, we added gable element to left side; decreased shed roof to right side of entry; added banding; changed color of wainscoting; added some windows on the gable elements and above

connector element; changed colors; on the left elevation, we changed direction of shed roof and made it into gable roof; added shed roof to side; reconfigured window patterns; banding; on the right elevation, we have broken the vertical gable element up with banding; added shed roof to right of gable element; on the back elevation, we reworked the entire center portion gable on sides, the shed element in middle, the shed dormer elements to break up elevation; added banding as well.

Building F2: We changed colors; added some banding; added shed roof over to side of gable elevation; on the back elevation, we reworked elevation; added banding; on the front elevation, we changed to a single center gable element as opposed to two on sides; windows reworked; on the right elevation, we added banding; reworked the window patterns there.

The dumpster enclosure did not change.

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

Commissioner Questions / Comments:

Ms. Dudney: This is a great improvement appreciate the changes.

Mr. Pringle: Same comments as last time; thank you. I agree with point analysis.

Mr. Lamb: I agree with those two; pretty straightforward. I support the point analysis.

Mr. Schroder: I agree with Mr. Lamb & the rest of the Commission.

Ms. Leidal: I agree; I support.

Mr. Schuman: Thank you staff for extra worksession.

Mr. Pringle made a motion to approve the point analysis for the Denison Placer Housing Phase 2, PL-2016-0012, 107 Denison Placer Road, Tract D Runway Subdivision, showing a passing point analysis of positive twelve (+12) points. Mr. Lamb seconded, and the motion was carried unanimously (6-0).

Mr. Pringle made a motion to approve the Denison Placer Housing Phase 2, PL-2016-0012, 107 Denison Placer Road, Tract D Runway Subdivision, with the presented findings and conditions. Mr. Lamb seconded, and the motion was carried unanimously (6-0).

COMBINED HEARINGS:

1. Resubdivision of Lot A-1, Tract D, and Tract E, Runway Subdivision and Lot 2C, A Resubdivision of the Common Area of Rock Pile Ranch Condominium (JP) PL-2016-0067, 107 Denison Placer Road and 1900 Airport Road

Mr. Mosher presented on behalf of Mr. Grosshuesch who was to present on behalf of Ms. Puester. The proposal is to resubdivide Lot A-1, Tract D and Tract E, Runway Subdivision and Lot 2C, Block 10, a resubdivision of the common area of Rock Pile Ranch, to create a total of eight lots/tracts, easements and rights of ways.

Applicants are Colorado Mountain College and the Town of Breckenridge. 107 Denison Placer Road and 1900 Airport Road in Land Use District 31.

The right of way is 859 feet long. The subdivision measures the right of way to get the number of trees every ten feet and place them in the subdivision. Floradora gets you 759 feet; therefore, 413 trees, so staff had no concerns. There is no point analysis for subdivision.

This subdivision proposal is in compliance with the Subdivision Standards. Staff recommended approval of the Resubdivision of Tract D, Tract E and Lot A-1 of Runway Subdivision and Lot 2C, Block 10, A Resubdivision of Common Area of Rock Pile Ranch, PL-2016-0068, located at 107 Denison Placer Road and 1900 Airport Road

with the presented Findings and Conditions.

Ms Best: (Helping locate the property on a map) I am going to zoom in on the plan to show it on the overhead camera. Basically (indicating on plan) this is all of Block 11 and this is the Rock Pile Ranch Lot 2C. We are taking that the Rock Pile Ranch lot and Block 11 lot, and reconfiguring them to create the LHTC parcel, the Phase 2 parcel, the Oxbow Park lot, and to establish the right of way and utility locations. (Showed LHTC parcel and Oxbow Park.)

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

Commissioner Questions / Comments:

Ms. Leidal: This is a housekeeping matter to accommodate the land swap easements and clean up other

ones. I agree with staff report.

Mr. Schroder: I agree with staff report.

Mr. Lamb: I agree with staff; no concerns.

Mr. Pringle: I concur.
Ms. Dudney: No comment.
Mr. Schuman: I agree.

Mr. Schroder made a motion to approve the Resubdivision of Lot A-1, Tract D, and Tract E, Runway Subdivision and Lot 2C, A Resubdivision of the Common Area of Rock Pile Ranch Condominium, PL-2016-0067, 107 Denison Placer Road and 1900 Airport Road, with the presented findings and conditions. Ms. Leidal seconded, and the motion was carried unanimously (6-0).

(The Commission took a five minute recess.)

2. Lincoln Park Filing No. 2 Subdivision (MM) PL-2016-0032, Bridge Street / Stables Road Mr. Mosher presented. This is a continuance from the March 15th Planning Commission Meeting. Per the Lincoln Park at the Wellington Neighborhood Master Plan, the applicant proposes to subdivide a portion of Lots 1 and 2, Block 6, Lincoln Park at the Wellington Neighborhood, into 21 lots with 24 units. Units are composed of 18 single-family and 3 duplex homes. The Vern Johnson Memorial Park (separate Class D Development Permit) is to be constructed as part of this phase of the Lincoln Park Master Plan.

At the previous meeting, the Commission expressed concerns regarding the number of trees that are to be planted along the Bridge Street right of way (ROW) as far as where they belong during the subdivision and where they belong during the overall development. For the subdivision code policy, the required trees are to be planted throughout entire development while the Development Code policy the tree counts are only along the ROW. This application: The number of trees along the ROW is one tree every fifteen feet of ROW. The number of trees overall is one tree every ten feet of ROW. However, under Policy 22/R, the trees are suggested to have a minimum diameter of 3" caliper whereas the minimum requirement for a subdivision is 2" caliper.

Negative points may be assigned to the master plan, not a subdivision. Staff has already approved a Class D modification to the Lincoln Park at the Wellington Neighborhood Master Plan subtracting negative point for the under sized tree (from positive thirteen (+13) to positive eleven (+11) points). (Ms. Dudney: Is this because they didn't meet caliper?) Right. Ultimately, this subdivision is still standing with the added condition regarding the tree counts associated with the Master Plan.

We have identified this condition for past and future Lincoln Park subdivisions. I may repeat the condition in Phases 3 and 4 as a precaution. (Ms. Leidal: This new condition was not clear to me until I discussed with Mr. Mosher. Bridge Street runs through entire subdivision, so the condition takes into account that at the end of

day, you need to install 214 trees of minimum 2" caliper.) There may be garage added to one unit, and then a tree from Phase 1 moves to Phase 2. (Ms. Dudney: So this is now already dealt with in the Master Plan.) Again, I passed out a new set of Findings and Conditions for you this evening. "Bridge Street extends through the entire length of Lincoln Park at the Wellington Neighborhood, and will be platted via subdivision applications. The total length of Bridge Street is approximately 2,139 feet which equates to 214 trees for all of Lincoln Park at the Wellington Neighborhood filings. Applicant shall install a total of 214 trees, a minimum of 2-inch in caliper, per 9-2-4-2-D-3 for all of the Lincoln Park at the Wellington Neighborhood subdivision filings."

Staff recommended the Planning Commission approve the Lincoln Park at the Wellington Neighborhood Filing 2 Subdivision, PL-2016-0032 with the presented Findings and Conditions.

Mr. Schuman opened the hearing to public comment.

Andrew Podhorecki, 581 High Point Drive: I live to the south of the development. My main concern was I think it is too late to do anything, but I built my house in 1993 and I believe the Wellington site was zoned as agricultural with almost no density. Our concerns were construction noise, dust, traffic, fumes, and the free handout of their density. Additional phases were approved with almost unchecked density.

There has been heavy construction here since 1999 and now it is going another six years; almost a quarter of a century of rock crushing, quarry noises and dust, roar of multiple diesel engines, diesel fumes, the piercing shrill of numerous back up beepers, steel buckets grinding against river rock, rock dredge banged against large three cubic yard steel buckets, the sound of metal crawler tracks against dredge rock, dredge rock being classified through mechanical grizzlies, dozers pushing dredge rock, concrete trucks, dump trucks having dredge rock dumped into their beds, compactors, diesel powered high lifts, power saws, pneumatic nailers, gunpowder driven concrete nailers, constant delivery trucks, hammering, etc. The topo to the South is a natural amphitheater that allows all the noise to go directly to our homes.

Last Sunday I heard construction noise and called Breck PD. I had called numerous times before kept working past before and after hours now documented with Police Report 16-4367. There was a crew working with a diesel powered high lift on the exterior of the Townhome. I took a picture. When I told them it is unlawful to work on Sundays, he told me that I was wrong and that he has been working on Sundays here for the last two years. He told me to call his boss McCreary.

There are always excuses why the rules are violated. It seems like this project's M.O. is just do it, don't get caught, and if caught just ask for forgiveness. Possible violations that I have noticed; work outside of designated hours, exceed state noise ordinances, no BMP-lack of erosion control for run-off and ensuing stream degradation, dredge rock and crushed rock trucked off site, exceeded diesel smoke pollution standards, lack of dust control, worker safety, is there checking of undocumented labor? It is time for consequences for any disregard of the rules.

In summary, we are asking that since this was a special approved zoning variance project that extremely changed the neighbors' quality of life, that the construction impact be mitigated. With this application, please decrease the hours of operation to 9am to 5pm Monday to Friday. We have to be subjected to this construction from the time we awake until well after dinner six for days a week. There are people who work late and sleep in, work from home, have kids, are retired or semi-retired and need relief. Please do not approve this proposal unless the construction impact is mitigated.

Site specific concerns:

A limit of disturbance plan should be submitted and adhered to, to prevent more site disruption. Be sure that the dredge pile to the South remains in place as a buffer and that it is not to be disturbed for any reason,

including ball fields, a dog park, or other reason that would create more construction. How can this area to the South be guaranteed open space in perpetuity? Why is there a loop road to the South, can't there just be dead end alleys like in the other phases? Eliminating this road will decrease the amount of impermeable surface, plowing costs, and maintenance costs. It will also give the homes more privacy by not having asphalt on two sides. The homes can be oriented toward the alley with minimal redesign.

At the last meeting, the issue of not enough trees to meet code came up. Do not let the LLC get away without either planting the trees or in lieu of the trees, contribute money to the open space fund. Maybe even make the LLC pay for the free market density. Each tree is worth a minimum of \$250 each, plus irrigation cost.

The Stables Road should not be used as a part of this development. It is a gravel road and additional traffic will create dust and ruin the tranquil setting of the horse stables. There should be a berm with trees between the development and the horse stables. Again the alleys should dead end here.

That's pretty much it. I don't know if there is any power you have to mitigate noise. (Mr. Schuman: If staff is interested in mitigating or eliminating issues, they have to be Code based issues. I have a question for you; Are you are representing you, yourself, or neighbors? Is there an HOA? I wanted to clarify whether you are representing an HOA or just yourself and your neighbors?) I don't think there is an HOA, no, just myself and the neighbors. (Mr. Schuman: If it's not in the Code, there is nothing we can do as Planning Commissioners. I don't know if you have approached the Town Council; that is where you need to let the rubber hit the road. We don't finally approve projects; we recommend the Town Council approve projects. I recommend you approach the Town Council; that is really who you need to speak to. We look at the Code; what is allowed by the code. A lot of the concerns you have are large big project issues that the Town Council could certainly flex some of their muscle.) (Mr. Mosher: As a reminder, public comment at the beginning of the Town Council meeting is for any item NOT on that meeting's agenda.) (Mr. Schuman: Coffee Talk with the Mayor is a great venue too. You could go there, have a coffee, and clearly state your concerns with the project.) (Ms. Dudney: Construction protocol; we never get into that. If they are violating that, you have a complete right to talk to the police and the Town Manager. Keep filing Police reports. I am sorry that is your experience.) (Mr. Schuman: Thank you for your comments and your time.)

There was no more public comment and the hearing was closed. (Mr. Pringle: It's difficult living in a transitional area.)

Commissioner Questions / Comments:

Mr. Dudney: No comment. Mr. Pringle: No comment.

Mr. Lamb: No comment. Working after 7 and on Sundays; that is an enforcement issue, a police issue.

Mr. Pringle: I would like to thank Ms. Leidal and Mr. Mosher for working out that technical issue. Thank

you for figuring out the math on that.

Mr. Schroder: Enforcement is important. (Mr. Mosher: We have followed up and there is the police

report. Also, I have indicated to Mr. Podhorecki to please get his comments in prior to the packet deadline so they can be included in your packet you see instead of 35 minutes before

the meeting.)

Mr. Leidal: Thank you, Mr. Podhorecki, for bringing this to our attention and sounds like staff is working

on it. Thank you, Mr. Mosher for helping me understand the calculations on the landscaping.

Mr. Schuman: I concur.

Ms. Leidal made a motion to approve the Lincoln Park Filing No. 2 Subdivision, PL-2016-0032, Bridge Street / Stables Road, with the modified findings and conditions, including the addition of Condition Number 9 ("The application for this phase of the Lincoln Park at the Wellington Neighborhood subdivision and all previous and subsequent subdivisions of Lincoln Park at the Wellington Neighborhood shall abide with Development Code, 9-1-19-35A: Policy 35 (Absolute) Subdivision and Subdivision Standards, 9-2-4-2: Design Compatible With Natural Features that requires all subdivisions to provide one tree having a minimum trunk

diameter (measured 12 inches above ground level) of not less than two inches (2") suitable for the Breckenridge climate for every ten (10) linear feet of roadway platted. Bridge Street extends through the entire length of Lincoln Park at the Wellington Neighborhood, and will be platted via subdivision applications. The total length of Bridge Street is approximately 2,139 feet which equates to 214 trees for all of Lincoln Park at the Wellington Neighborhood filings. Applicant shall install a total of 214 trees, a minimum of 2-inch in caliper, per 9-2-4-2-D-3 for all of the Lincoln Park at the Wellington Neighborhood subdivision filings.") Mr. Schroder seconded, and the motion was carried unanimously (6-0).

TOWN PROJECT HEARINGS:

1) Denison Placer Parking Lot (JP) PL-2016-0013, 1900 Airport Road

Mr. Mosher presented on behalf of Mr. Grosshuesch who was to present on behalf of Ms. Puester. This application is a proposal to construct a 30 space paved parking lot and install landscaping and downcast lighting. This parking lot is intended as overflow parking for the adjacent Denison Placer workforce housing rental units on Block 11.

No density or mass are required for parking and staff had no concerns from site design, environmental impact or drainage. None of this parking is required. Again, healthy landscaping is being placed. This is for the benefit of Denison Placer residents.

Point Analysis (Section: 9-1-17-3): Staff has provided a final point analysis and find this application warrants negative two (-2) points under Policy 22R Landscaping for providing less than 10 feet of landscape area width along one edge of the parking lot and therefore warrants positive four (+4) points under Policy 25R Transit for providing bus pull outs in both travel directions. The application was found to meet all Absolute policies.

This is a Town Project pursuant to the ordinance amending the Town Projects Process (Council Bill No. 1, Series 2013). As a result, the Planning Commission is asked to identify any concerns with this project, and any code issues and make a recommendation to the Town Council. Staff recommended the Planning Commission recommend that the Town Council approve the Denison Placer Parking Lot, PL-2016-0013 located at 1900 Airport Road with a passing point analysis of positive two (+2) points with the presented Findings and Conditions.

Commissioner Questions / Comments:

Ms. Dudney: Why is this presented a Town Project? (Ms. Best: We know the Town will control this

property. It can only be Town Project if owned by the Town. The Housing projects may be owned by different partnership entities so those were not processed as a Town Project, but

they were processed as Class A development permits)

Mr. Pringle: For Denison? (Ms. Best: It will be overflow, maybe for all of Block 11 housing. We don't

know yet.) The cagey skier might use the lot; is there any control? (Ms. Best: The designated day skier parking will be in another location. This lot will support the residential units and we'll evaluate best way to manage that as part of managing the residential uses-perhaps permit parking.) If a day skier wants to park on Main Street they can. (Ms. Best: This lot is

intended for parking for the residential use.)

Ms. Leidal: Just positive two (+2) for two pullouts and no shelter? (Ms. Best: No shelters included) (Mr.

Mosher: From Public Works - Shelters often need maintenance and a lot of extra work from

Public Works; we like to have HOA be responsible for the shelters if possible.)

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

Mr. Lamb made a motion to recommend the Town Council approve the Denison Placer Parking Lot, PL-

Town of Breckenridge	
Planning Commission Regular Meetin	g

Date 04/05/2016 Page 11

Ron Schuman, Chair

2016-0013, 1900 Airport Road, showing a passing point analysis of positive two (+2) points, with the presented findings and conditions. Mr. Schroder seconded, and the motion was carried unanimously (6-0).

ADJOURNMENT:	
The meeting was adjourned at 8:50 pm.	



Class C Single Family Development Review Check List				
Proposal:	Build a new 4,089 square foot single family residence at Shock Hill Cottages			
Project Name/PC#:	Shock Hill Cottages #4	PL-2016-0097		
Project Manager:	Chris Kulick, AICP			
PC Meeting:	April 19, 2016			
Date of Report:	April 7, 2016			
Property Owner:	Shock Hill Development, LLC			
Agent:	Tom Begley, Breckenridge La	nds LLC		
Proposed Use:	Cluster Single Family Residen	ice		
Address:	24 Regent Drive			
Legal Description:	Lot 4, The Cottages at Shock	Hill		
Area of Site:	Footprint Lot			
Existing Site Conditions:	The site is relatively flat and sparsely vegetated with no existing tree cover. The property is bordered by an existing residence to the north, and south. The east side of the property is bordered by open space.			
Areas:	Proposed			
Main Level:	1,202 sq. ft.			
Upper Level:	1,521 sq. ft.			
Loft Level:	617 sq. ft.			
Garage:	581 sq. ft.			
Total:	3,921 sq. ft.			
	Code Policies (F	Policy #)		
Land Use District (2A/2R):	10	2 UPA - Subject to Shock Hill Master Plan		
Density (3A/3R):	Allowed: Unlimited	Proposed: 3,340 sq. ft.		
Mass (4R):	Allowed: Unlimited	Proposed: 3,921 sq. ft.		
F.A.R.	N/A Footprint Lot			
Bedrooms:	5 BR			
Bathrooms:	5.5 BA			
Height (6A/6R):*	35 feet overall			
*Max height of 35' for single family outside Conservation District <u>unless</u> otherwise stated on the recorded plat				
Lot Coverage/Open Space (21R):				
Building / Non-Permeable:	2,014 sq. ft.			
Hard Surface/Non-Permeable:	656 sq. ft.	493 heated sq. ft.		
Snowstack (13A/13R):				
Required:	164 sq. ft.	25% of paved surfaces is required		

Proposed:	192 sq. ft.	(29.27% of paved surfaces)		
Outdoor Heated Space (33A/33F	Outdoor Heated Space (33A/33R):			
	Yes - Back Patio & Front Walkway	493 sq. ft.		
Parking (18A/18/R):				
Required:	2 spaces			
Proposed:	4 spaces			
Fireplaces (30A/30R):	3 Gas Fired			
Architectural Compatibility (5/A & 5/R):	The architecture of this house is compatible with the other existing houses in the neighborhood.			
Exterior Materials:	8" Board on board, 8" V Groove, Cedar Shake Siding, 2 x 10 Timber with Chinking, cedar trim and natural stone.			
Roof:	50 Year high definition asphalt shingle with Core-Ten accents			
Garage Doors:	Cedar siding, color to match the home			
Landscaping (22A/22R):				
Planting Type	Quantity	Size		
Aspen	5	1.5-2.0 inch caliper		
Colorado Spruce	9	(2) 12', (4) 10', (1) 8' and (2) 6'		
Drainage (27A/27R):	Positive drainage away from the structure.			
Driveway Slope:	1 %			
Point Analysis (Sec. 9-1-17-3):	Staff conducted a point analysis and found the proposal meets all Absolute Policies of the Development Code and warrants the following points under the Relative Policies: Negative one (-1) point under Policy 33 (Relative) Energy Conservation for 493 sq. ft. of heated patio; and positive one (+1) point under Policy 33 (Relative) Energy Conservation for obtaining a HERS Index, for a total passing point analysis of zero (0) points.			
Staff Action:	Staff has approved Cottage 11 at Shock Hill Cottages, PL-2015-0565, located at 82 Regent Drive with the attached Findings and Conditions.			

TOWN OF BRECKENRIDGE

Shock Hill Cottage #4 Lot 4, Shock Hill Cottages 24 Regent Drive PL-2016-0097

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 **April 7, 2015**, 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 **April 26, 2016** as to the nature of the project. In addition to Commission minutes, the audio of the meetings of the Commission are 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 **October 26, 2017**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be 18 months, but without the benefit of any vested property right.
- 4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
- 5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.
- 6. Applicant shall field locate utility service lines to avoid existing trees.
- 7. An improvement location certificate of the height of the top of the foundation wall, <u>second story plate</u>, and the height of the building's ridge must be submitted and approved by the Town during the various phases of construction. The final building height shall not exceed 35' at any location.
- 8. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.

9. Each structure which is authorized to be developed pursuant to this permit shall be deemed to be a separate phase of the development. In order for the vested property rights associated with this permit to be extended pursuant to Section 9-1-17-11(D) of the Breckenridge Development Code, substantial construction must be achieved for each structure within the vested right period of this permit.

PRIOR TO ISSUANCE OF BUILDING PERMIT

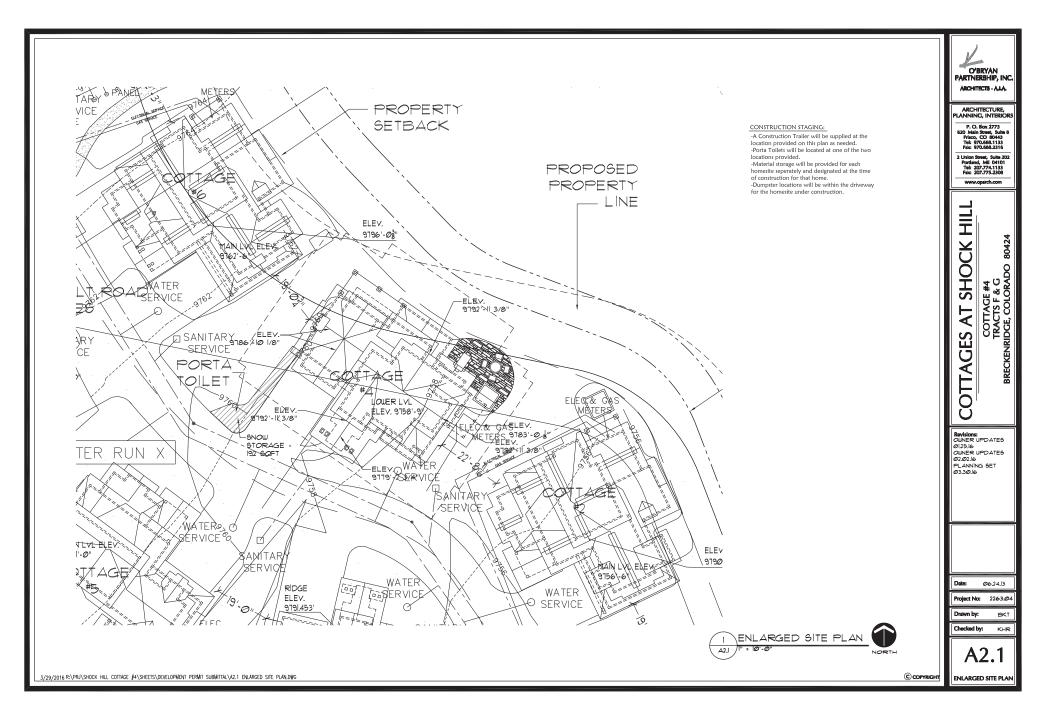
- 10. Applicant shall submit proof of ownership of the project site.
- 11. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
- 12. Applicant shall provide plans stamped by a registered professional engineer licensed in Colorado, to the Town Engineer for all retaining walls over four feet in height.
- 13. 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.
- 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 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. Exterior residential lighting shall not exceed 15' in height from finished grade or 7' above upper decks.
- 16. Applicant shall submit to and obtain approval from the Department of Community Development a defensible space plan showing trees proposed for removal and the approximate location of new landscaping, including species and size. Applicant shall meet with Community Development Department staff on the Applicant's property to mark trees for removal and review proposed new landscaping to meet the requirements of Policy 22 (Absolute) Landscaping, for the purpose of creating defensible space.

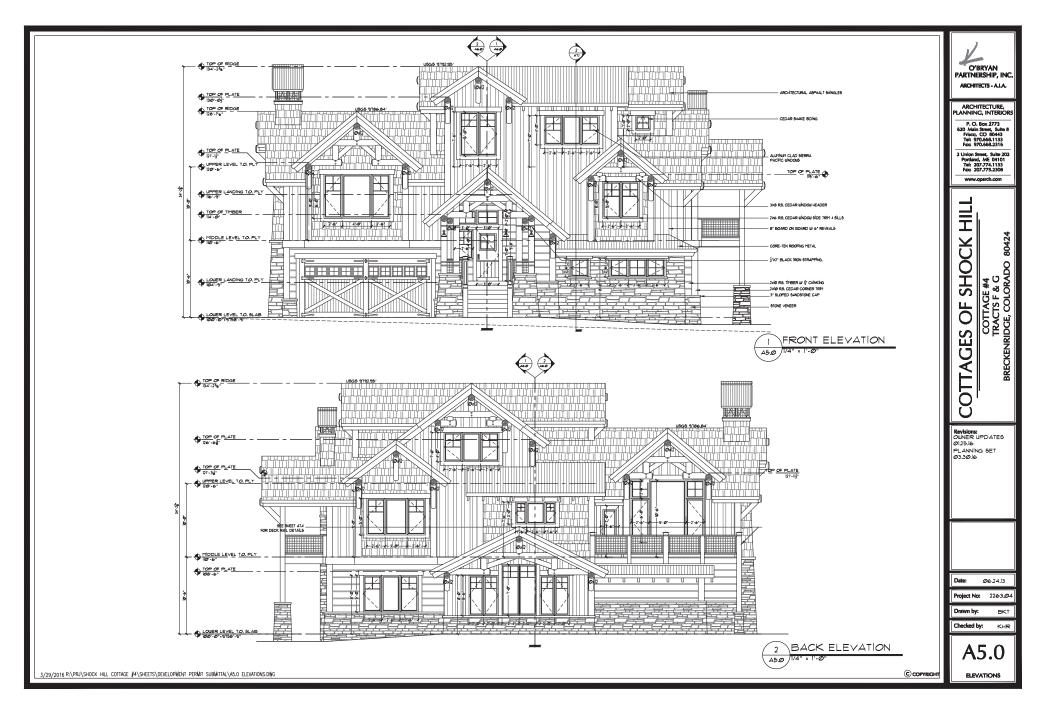
PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

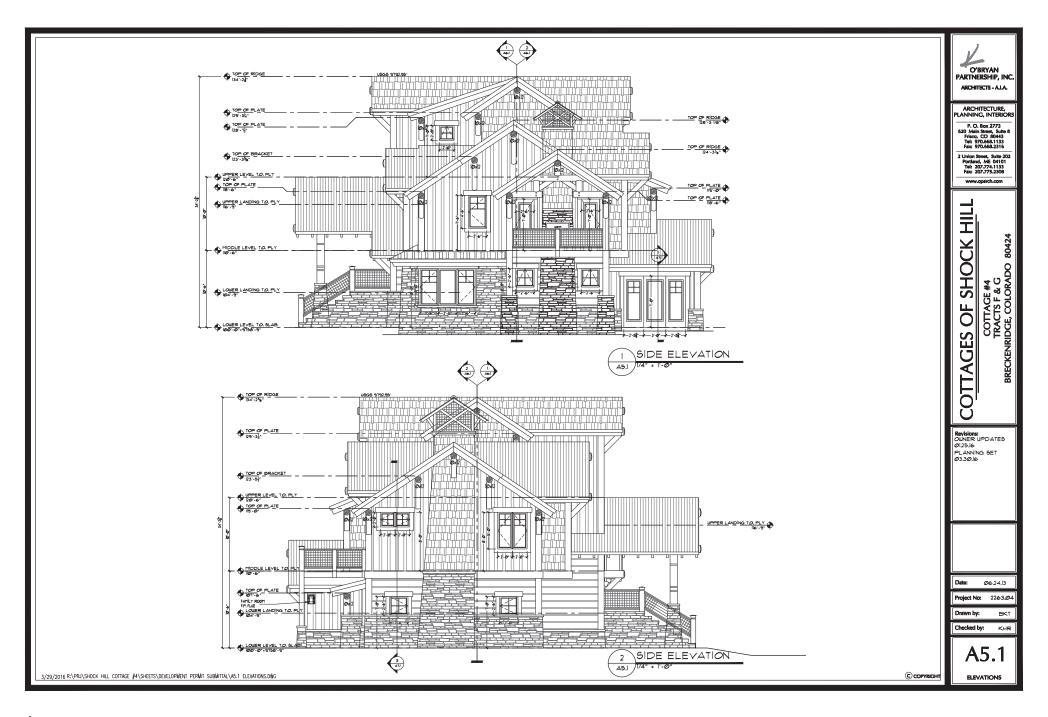
- 17. Applicant shall revegetate all disturbed areas with a minimum of 2 inches topsoil, seed and mulch.
- 18. Applicant shall submit a final HERS Confirmed Home Energy Rating Report prepared by a prepared by a registered Residential Services Network (RESNET) design professional using an approved simulation tool in accordance with simulated performance alternative provisions of the towns adopted energy code.
- 19. Applicant shall remove all vegetation and combustible material from under all eaves and decks.
- 20. Applicant shall create defensible space around all structures as required in Policy 22 (Absolute) Landscaping.
- 21. Applicant shall paint all garage doors, metal flashing, vents, flues, rooftop mechanical equipment, meters, and utility boxes on the building a flat, dark color or to match the building color.
- 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 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.
- 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. The development authorized by this Development Permit may be subject to the development impact fee imposed by Resolution 2006-05 of the Summit County Housing Authority. Such resolution implements the impact fee approved by the electors at the general election held November 7, 2006. Pursuant to intergovernmental agreement among the members of the Summit Combined Housing Authority, the Town of Breckenridge is authorized to administer and collect any impact fee which is due in connection with development occurring within the Town. For this purpose, the Town has issued administrative rules and regulations which govern the Town's administration and collection of the impact fee. *Applicant will pay any required impact fee for the development authorized by this Development Permit prior to the issuance of a Certificate of Occupancy*.

(Initial Here)		







Planning Commission Staff Memo

Subject: Marriott Residence Inn Signage

(Class C Minor, Commission Decision; PL-2016-0080)

Proposal: The applicant is seeking Planning Commission approval for a major identification

wall sign in excess of 20-square feet on the building façade facing Main Street (State Highway 9). The extra square footage requested requires Planning

Commission approval.

Date: April 7, 2016 (For meeting of April 19, 2016)

Project Manager: Michael Mosher, Planner III

Applicant/Owner

And Agent: Hotel Breck, LLC; Michel O'Conner - Triumph Development

Address: 600 South Ridge Street

Legal Description: Breckenridge Mountain Lodge Area Subdivision, Lot 3

Site Area: 114,317 sq. ft. (2.624 acres)

Land Use District: Densities and uses subject to the Breckenridge Mountain Lodge Area Master Plan

Historic District: The northwest 31,627 square feet (0.726 acres) of the total lot area is located

within the South Main Transition Area (14). The remaining 83,725 square feet

(1.192 acres) lies outside the Transition Area and Conservation District.

Adjacent Uses: North: Placer Ridge Townhomes East: Breckenridge Mountain Village

South: Main Street Junction West: Ridge Street, Breckenridge Brewery,

& State Highway 9

Item History

The Breckenridge Mountain Lodge Redevelopment (PC#2014034) was approved by Town Council on November 25, 2014. The 3-story, 129 room hotel is located at the corner of Ridge Street and Main Street (east of Main Street Station). It will be operated as a Marriott Residence Inn. The building is currently under construction.

Per the Development Code Section 9-1-5, a Class D Minor Development (Staff level approval) permit is required for individual signs. Section 8-2-12 of the Sign Code limits all signs in Town to 20 square feet. However, there is an exception allowed for a hotel to place a sign larger than 20 square feet per Section 8-2-13 with approval of the Planning Commission. Hence, Staff is presenting this request, in a memo format, to the Commission.

The applicant is proposing a major identification sign on the façade of the Marriott Residence Inn (currently under construction) that can be easily read from Main Street as it is anticipated that the majority of their guests will arrive to the hotel from Main Street.

Staff Comments

With over 230 linear feet of building frontage, this project is allowed 151 square feet of total sign area. However, the Sign Code typically limits the size of sign space on a building façade to a maximum of 20 square feet.

Per the Sign Code 8-2-13: G. Hotel and Condominium Signs:

- 1. Only one **major identification sign** shall be permitted for each hotel or condominium project. Such major identification sign shall not exceed the twenty (20) square foot limitation established by subsection 8-2-12B of this chapter, except when the commission determines all of the following to exist:
- a. The major identification sign for the project is a single wall sign.
- b. A sign exceeding the twenty (20) square foot limitation established by subsection 8-2-12B of this chapter is necessary to <u>fit proportionately within a large expanse of wall area not interrupted by windows or other architectural features</u>, and to serve as an architecturally compatible building feature breaking up a large wall area that would otherwise be unbroken.
- c. The wall sign is <u>set back at least thirty feet (30') from the property line.</u>
- d. The wall sign is <u>no larger than is reasonably necessary</u> to identify the project from an adjacent public way.
- e. The colors and design of the sign are compatible with those of the building.
- f. The wall sign is used in lieu of any other major identification sign for the project, including those signs provided in subsection G2 of this section.
- 2. Where a hotel or condominium project has linear frontage of one hundred feet (100') or more and multiple vehicular accesses all of which accesses are not visible from a single location, one freestanding major identification sign may be permitted by the commission at each point of vehicular access to the project. (Ord. 23, Series 1989)(Emphasis added.)

Major Identification Sign:

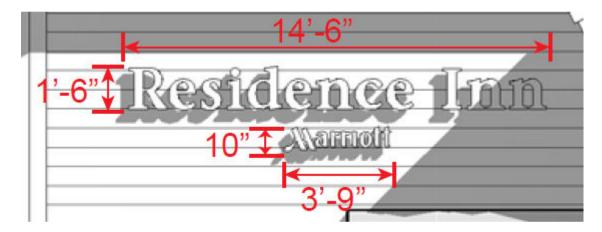
The applicant is seeking only one major identification sign for the project.



The west property line of Lot 3 shares the east side of the 80-foot wide CDOT right of way along Main Street. The building is set back 35-feet from the property line. The distance from the Main Street paving edge to the proposed major identification sign location is about 80-feet. This is an area of Main Street where vehicles are accelerating southbound or decelerating northbound from the edge of Historic downtown.

The sign with separate mounted letters is proposed to be constructed of wood or composite material to appear as wood, painted white, and illuminated by shielded spotlights located under roof overhang.

The proposed sign area is 28 square feet as shown below (8 square feet over the suggested 20 square foot maximum):



This is the only major identification sign for the project; it is more than 30-feet off the property line; it is no larger than necessary to identify the project from an adjacent public way; and the materials, colors and design of the sign are compatible with those of the building.

Though "major identification sign" is not defined in the Code, Staff believes the intent is for a major identification sign meets the Code criteria as illustrated above.

Staff is supportive of the design, size and location. The area exemption is unique to hotels with expansive frontages and a substantial front setback. The applicant is seeking to provide one consolidated wall sign rather than use all of their allowed signage (151 square feet) throughout the building. Staff is supportive of this approach. Staff notes that this sign is visible from only one location, not from both the abutting right of ways.

Staff Recommendation

With the specific criteria for the major identification sign for the Marriott Residence Inn at 28 square feet described above, Staff believes the proposed 8 square feet of additional sign area could be permitted.

Does the Commission support this proposal to exceed the 20 square foot sign limitation for a hotel per Section 8-2-13 of the Code?

Planning Commission Staff Report

Subject: McCain Water Treatment Plant Buildings Work Session –

(Town Project Work Session; PL 2016-0112)

Proposal: The applicants are proposing a water treatment facility, support building and pump

station on Tract 1 of the McCain Master Plan area.

Project Manager: Michael Mosher, Planner III

Date: April 8, 2016 (for the April 19, 2016 Meeting)

Applicant: Town of Breckenridge

Agent: Marc Hogan, bhh Architecture and Planning

Address: 12965, 13215, 13217, 13221, 13250 Colorado State Highway 9

Legal Description: Tract 1 of the McCain Master Plan, which the entirety is described as follows: The

following real property in the Town of Breckenridge, Summit County, Colorado: (i) Tract "B" (67.6099 acres) as shown on the Annexation Map McCain Annexation Phase I, recorded under Reception No. 714272; (ii) the 35.2412 acre tract as shown on the Annexation Map McCain Annexation Phase II, recorded under Reception No. 714274; (iii) Parcel "A" and Parcel "B" as described in special warranty deed

recorded June 18, 2013 at Reception No. 1029052.

Site Area: 3.8 acres

Land Use District: LUD 43: Existing residential and Service Commercial; Recreational, Open Space, and

Governmental Land Uses; Mining. Residential: 1 unit per 20 acres (unless workforce

housing).

Site Conditions: Several buildings associated with the Breck Bears retail business are located on this

relatively flat site adjacent to the Fairview Roundabout. The Town currently leases portions of the property to Breck Bears. The Town intends to terminate the lease in 2017 to coincide with site preparation and development of the water treatment plant. There are portions at the eastern property border with mature trees along the bike path

and CDOT right of way.

Adjacent Uses: North: Stan Miller Residential Master Planned residential area, Breckenridge

Building Center commercial retail site

East: Highway 9, Silver Shekel Subdivision, Highlands at Breckenridge

South: Tatro PUD (Summit County)

West: Tract 2 of the McCain Master Plan (future residential/service commercial

area)

Density Allowed: 0 SFEs (Governmental Uses such as the water treatment plant are exempt from

density requirements.)

Proposed: Water treatment plant (governmental use)

Height: Recommended per LUD 43- Generally, building heights in excess of 2 stories are

discouraged. Exceptions may include related mining

operation facilities.

Parking: Required: Per Chapter 3, Off Street Parking Regulations of

The Town Code.

Item History

The Planning Commission reviewed the McCain Master Plan Modification at a work session on November 3, 2015 and at a Town Project Public Hearing on December 1, 2015. The Commission also visited the site as part of their fall field trip. At the December 1 hearing the Planning Commission unanimously recommended that the Town Council approve the McCain Master Plan Modification. On December 8, 2015 the Town Council held a Town Project Public Hearing and approved the McCain Master Plan Modification. The Plan Modification amended the previous 2012 McCain Master Plan, which provided general land use guidance for the McCain property. The 2015 Plan Modification identified specific uses for a total 13 different land use tracts on the McCain Property. The following table describes the allowed land uses in each tract. Tract 1 is the area proposed to be developed under this application, under the Town Project process.

The choice of Tract 1 for the water treatment plant was determined by several factors. Given the Town Council's desired groundbreaking timeline of spring 2017, it was preferable to utilize a site that was already graded and ready for final site preparation. Tract 1 fits this well as the site is generally flat and contains an existing business. Most of the other tracts on McCain include large areas of undulating terrain and would require extensive grading in order to prepare for development. Another key location factor considered was proximity to Highway 9. Location near Highway 9 was preferable to limit the cost of extending water lines: 1) running from the pumpback near Lake Dillon to the property, and 2) running across the highway and uphill through Silver Shekel and the Highlands to the Highlands water tank.

McCain Master Plan Modification (December 8, 2015)

Tract	Area	Density	Tract Uses
Tract 1	3.8 acres	0 SFEs (Governmental Uses are exempt from density	Water treatment plant and uses accessory to the plant (e.g., settling pond)
Tract 2	10.2 acres	affordable housing have been previously allocated to the site. In addition, additional density (up to a maximum of 20 UPA) to accommodate affordable housing may be transferred to this tract and is not subject to the point deductions in the Town Land Use Guidelines Density Policy 3/R.	Residential deed restricted affordable employee housing of an approved mix of housing types (single family, duplexes, and multi-family units) with a maximum density of 20 UPA Industrial (existing) • Mining, material processing, batch plant operations Service commercial Uses (e.g., landscaping business, contractors yard, other similar uses that are not retail)

		1.05 5 1 5 0 0 0	
		1:25 FAR for Service	
		commercial uses. Any	
		permanent structures built	
		shall require a density	
		transfer.	
Tract 3	4.7 acres	0 SFEs	Public Works Storage
Tract 5	1.7 deres	(Governmental Uses are	Tuone Works Storage
		exempt from density	
TD 4.4	2.7	requirements.)	
Tract 4	2.7 acres	0 SFEs	Solar panel garden and uses accessory
		(Governmental Uses are	to the solar garden (e.g., fencing,
		exempt from density	electric inverter)
		requirements.)	
Tract 5	2.7 acres	0 SFEs	Solar panel garden and uses accessory
		(Governmental Uses are	to the solar garden (e.g., fencing,
		exempt from density	electric inverter)
		requirements.)	
Tract 6	1.5 acres	1:25 FAR	Service commercial uses (e.g.,
Tract 0	1.5 acres	Any permanent structures	landscaping business, contractors yard,
		built shall require a density	other similar uses that are not retail)
		transfer.	
Tract 7	2.1 acres	0 SFEs	Snow storage
		(Governmental Uses are	
		exempt from density	
		requirements.)	
Tract 8	10.5 acres	0 SFEs	Snow storage
		(Governmental Uses are	
		exempt from density	
		requirements.)	
Tract 9	23.6 acres	0 SFEs	Open space and trails and uses
Tracts	23.0 46165		accessory to open space (e.g., bike
T 4 10	5.6	O CEE	repair station, picnic shelter)
Tract 10	5.6 acres	0 SFEs	Overflow parking and accessory uses
		(Governmental Uses are	(e.g., bus stop and shelter)
		exempt from density	
		requirements.)	
Tract 11	1.4 acres	0 SFEs	Recycling Center
		(Governmental Uses are	-
		exempt from density	
		requirements.)	
Tract 12	36.4 acres	0 SFEs	300' River Corridor, wildlife habitat
1140112	30.1 40103	O SI ES	west of the Blue River, open space and
			' X X
			trails and uses accessory to open space
TF 12	16.4	o opp	(e.g., bike repair station, picnic shelter)
Tract 13	16.4 acres	0 SFEs	150' Highway 9 Setback, landscape
			buffers, open space and trails and uses
			accessory to open space (e.g., bike
			repair station, picnic shelter)

The 2015 McCain Master Plan Modification also contains a series of Master Plan Notes related to Setbacks, Building Height, Architecture, and Landscaping.

Staff Review

This worksession is to introduce the initial program and conceptual architecture associated with the McCain Water Treatment Plant Buildings. We are seeking Planning Commission input on the general site layout, massing, architecture and finishes.

Items that are specifically subject to criteria listed in the McCain Master Plan are listed in this report. As the development moves forward, we will present further detail and all associated policies of the Development Code for the Commission to review. Signage will be reviewed with a separate permit application.

Land Uses and Density (Policies 2/A & 2/R, 3/A & 3R, 4/R): Subject to the McCain Master Plan. We have no concerns.

Architectural Compatibility (5/A & 5/R): Per the Master Plan notes: *Architecture*:

- 1. This Master Plan is not within the Breckenridge Conservation District boundary and does not seek to replicate Breckenridge's historic architecture. Architecture should be sensitive to the McCain property's scenic function. Due to high visibility of the property, architectural design is of great importance and should incorporate low profile designs and non-contrasting colors.
- 2. The color of exterior structure materials must generally be subdued. Earth tones are encouraged although accent colors which are used judiciously and with restraint may be permitted.
- 3. Architectural detail and design will meet all applicable Town Codes.

The agent has provided an architectural dialog that is part of the worksession discussion for the Planning Commission. There are several samples of existing buildings attached exploring form, color and material that might be considered for this proposal.

Based on the functions of the treatment plant, multiple buildings and structures are proposed. The massing of the buildings are a function of the equipment and machinery housed in the buildings.



The on-site functions are to include:

- Administration Building.
- Blending Tank "Water Tank".

- Processing Building.
- Service Building.
- Parking and driveways for general public.
- Fenced area for service trucks and employees.
- Residual Building.
- Buried residual well and clear well.
- Pump Building.

There are four primary structures shown on the site plan with some of the other functions listed above within some of the buildings. The mechanical interconnectivity and functions of private and public use determined the placement of the buildings on the site.

The **Processing/Administration/Service Building** is shown with the massing models as what could have been an old large barn with later additions as time went by. The focal point of the building is the taller gable roof form flanked by lower shed roofs. Additional flat roof and lower shed roof forms are attached to the north side. The south roof is shown with solar panels.

To the south, the parking and entry to the **Processing/Administration/Service Building** is the primary access and public entry to the facility. The smaller forms and shed roofs breakup this lower mass.

To the west **Residual Well Building** has similar forms as the **Processing/Administration/Service Building** but on a smaller scale.

Building Height:

Tall buildings can impact the views of the property from Colorado Highway 9 and therefore building height restrictions are proposed beyond the above-described 150 foot setback area from Highway 9:

Where buildings are proposed within 200 feet of the Highway 9 right-of-way, building heights in excess of two (2) stories are prohibited. For buildings beyond 200 feet of the Highway 9 right-of-way, building heights in excess of two (2) stories are discouraged.

Existing mining operation facilities are exempt from height requirements.

The building height of the Pump Building is one-story and outside the 150-foot setback and within the 200-foot setback. The rest of all development lies outside the 200-foot setback. Actual building height of the buildings beyond the 200-foot setback will be reviewed with the future application - we anticipate negative points being incurred as it appears that the uses in the building will drive the building height to exceed two stories.

Placement of Structures (9/A & 9/R): Per the Master Plan notes:

Setbacks:

No buildings shall be located within a 150 foot setback from the east property boundary bordering the Highway 9 right-of-way. Internal setbacks shall be per the Development Code.

All proposed development (above and below grade) is outside the 150-foot setback along Highway 9.

Internal Circulation (16/A) and External Circulation (17/A): Access to the property has been designed for the employees and general public. Access to employee-only sensitive areas will be fenced

and gated with access only at the north and south entrance drives. We will have fence and gate design and material information when the application is submitted.

The public will access the property off the south directly opposite Fairview Blvd. and the roundabout. The water tank acts as a landmark identifying this primary entrance.

The support and service trucks will enter from the north end of the site through a gated driveway into an area that has access to the non-public "back-of-house" functions of the facility.

Landscaping (22/A and 22/R): Per the Master Plan Notes: *Landscaping:*

All plantings shall comply with the Town of Breckenridge's Development Code. Existing trees along the Blue River and along sections of the recreation path/CDOT right of way will be preserved to the greatest effort possible.

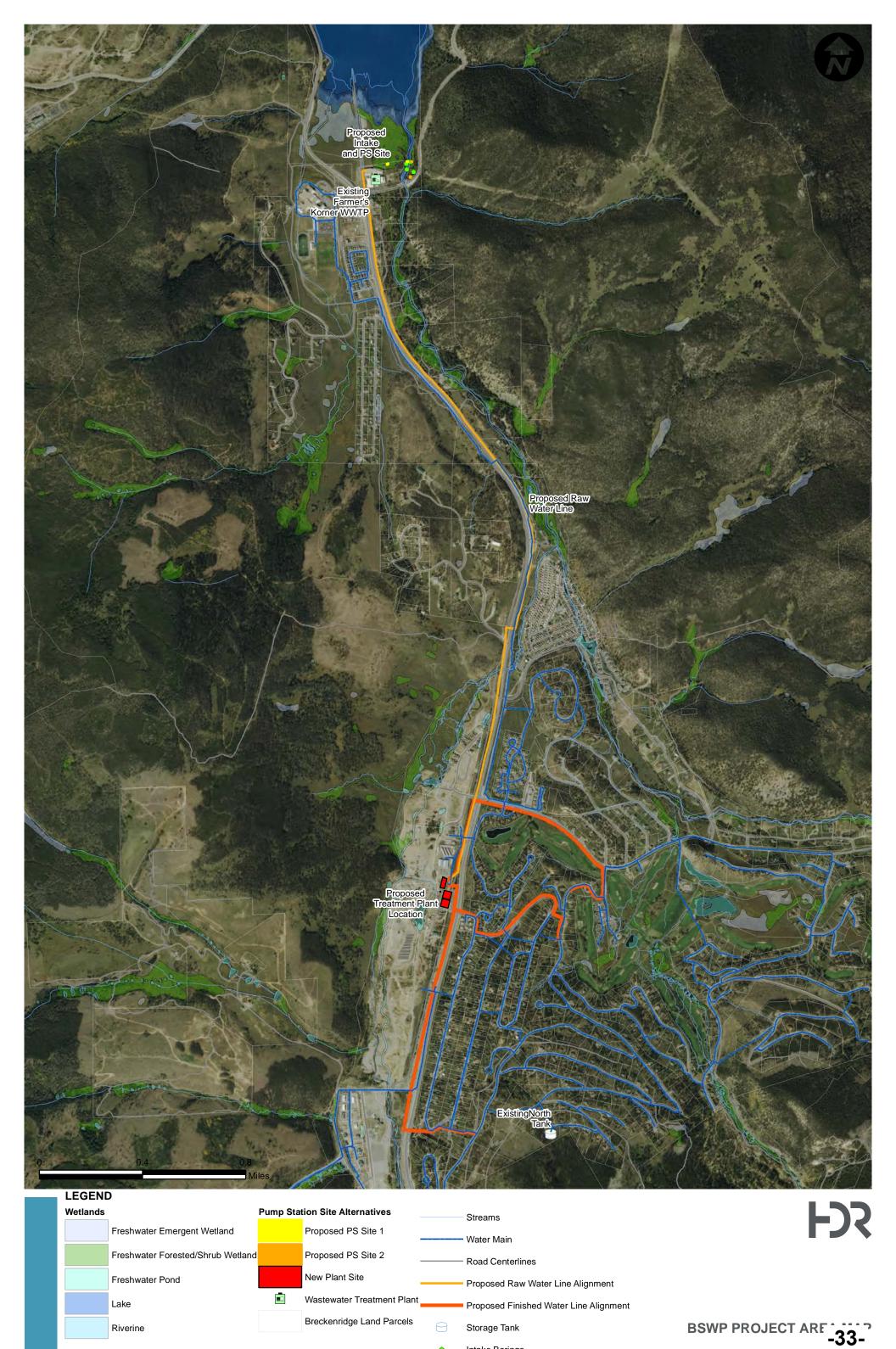
Landscaping along the eastern property boundary adjacent to the Highway 9 right of way should be enhanced as reasonably possible to assist in providing an effective buffer from Highway 9 to the site. Landscaping is also encouraged.

The plans are showing preservation of all the existing landscaping features along the Highway. This plan preserves the buffering with large existing trees and existing berming. At this early review, there is no proposed landscaping shown. We will have more information at the town project hearing.

Staff Recommendation

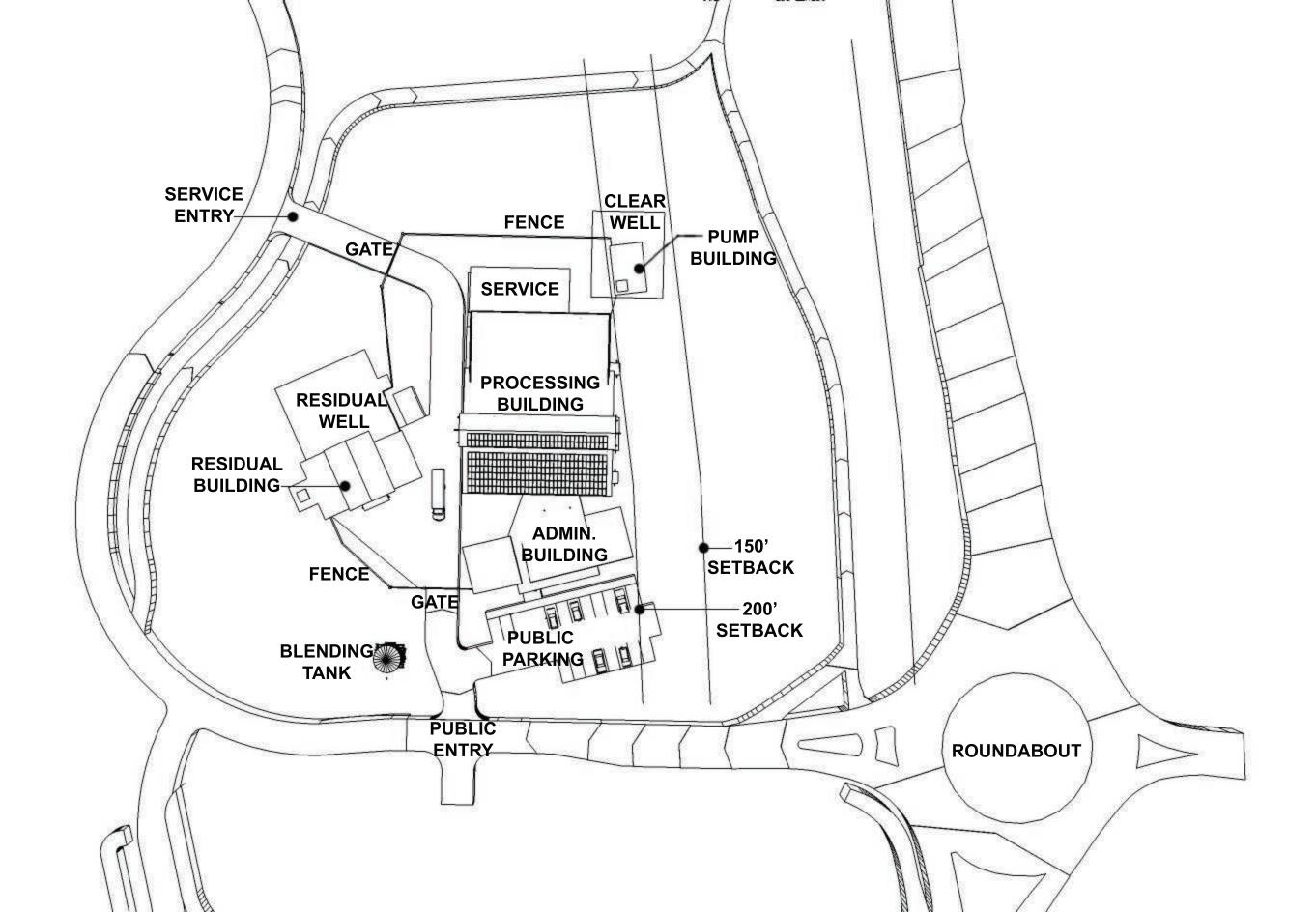
Staff believes this facility will be an important entry component to anyone arriving (or leaving) along this portion of Highway 9. The desire is to create a modern building that still respects the history and heritage of this portion of Summit County and the Town of Breckenridge.

Though the Planning Commission reviews submittals based only on the Development Code, extra input is appreciated as this development goes forward. It is anticipated that, following this worksession, a formal Town Project Submittal will be presented for your review.



Storage Tank Intake Borings

Riverine







Bakers Tank





Historic Train Depots





Historic Train Depot Western Barn





Simple Forms, Barn Wood Siding, Vertical Windows, Window Patterns





Traditional Roof Forms, Mixed Materials, Structure





Metal Siding, Wood Siding, Window Patterning





Expressed Structure, Clean Lines, Textures





Forms-Solids Versus Voids, Natural Materials





Metal Roofing, Simple Forms, Shed Roofs, Punched Windows





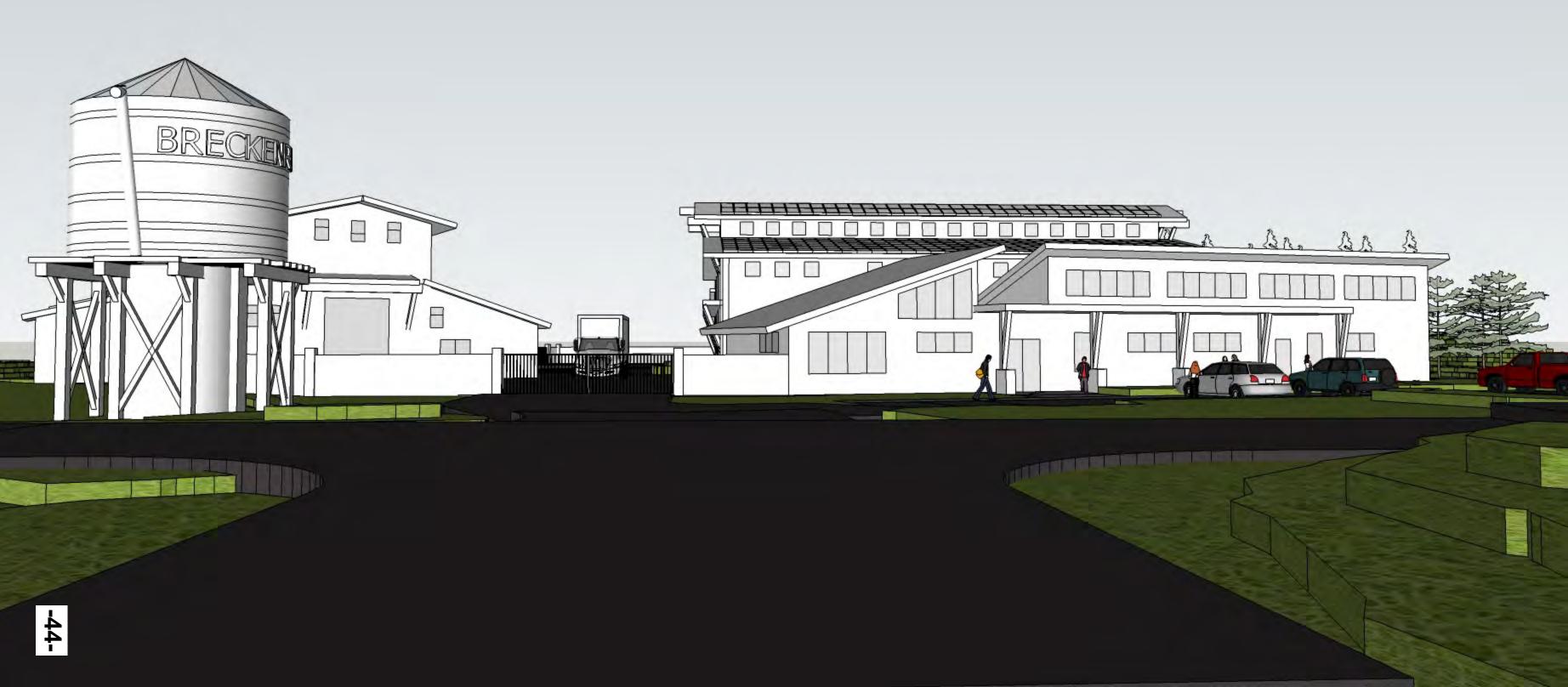
Board Formed Concrete, Employee Patio

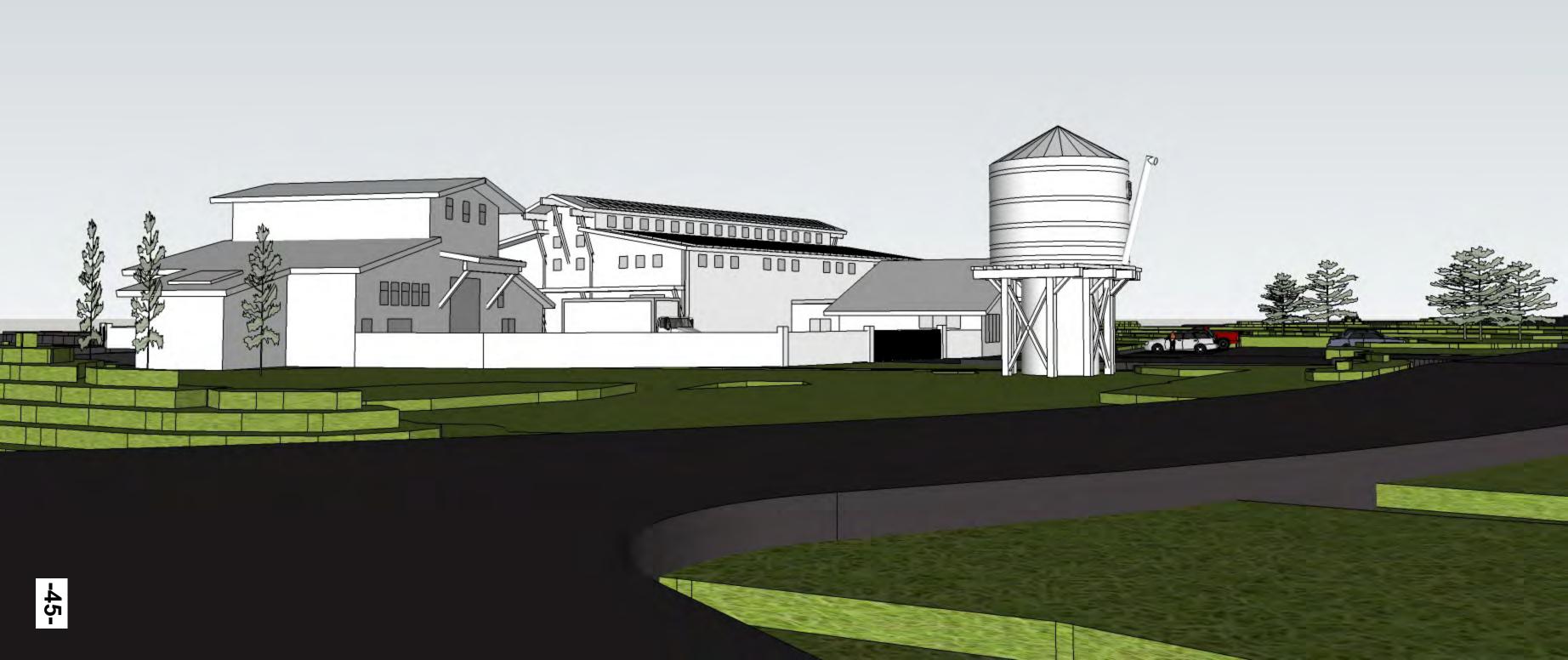


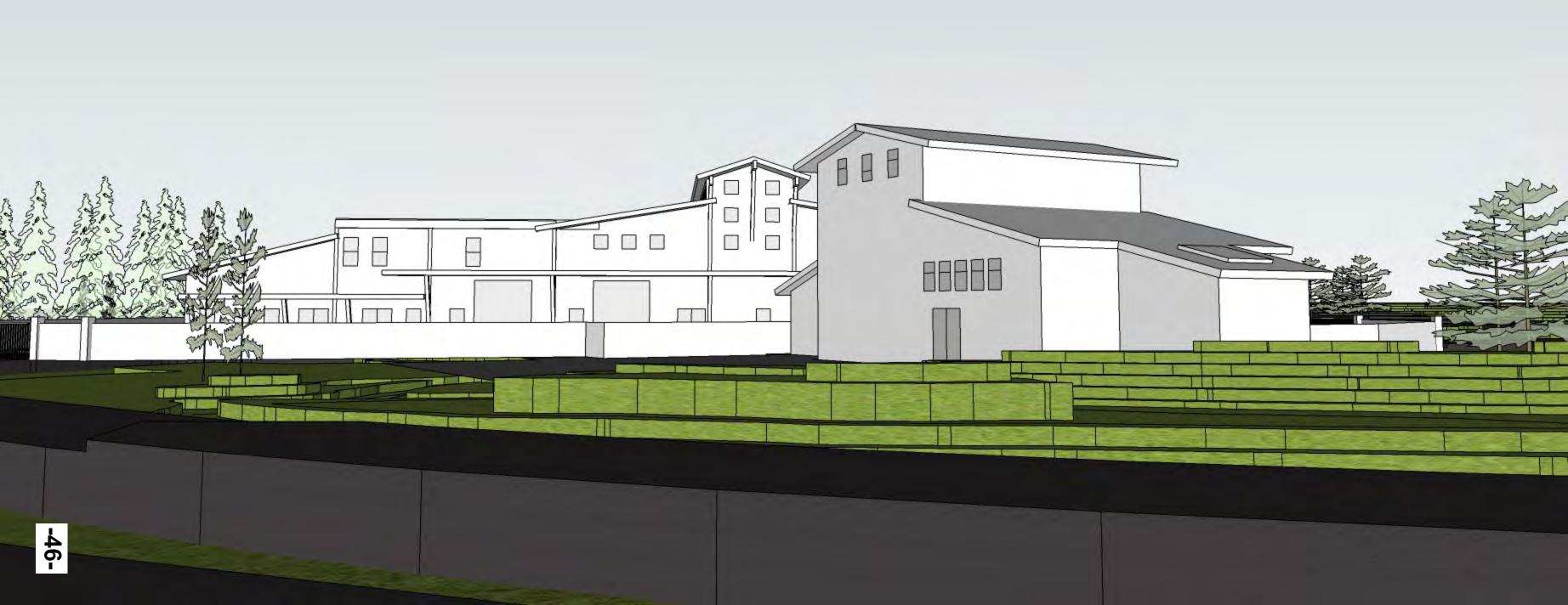








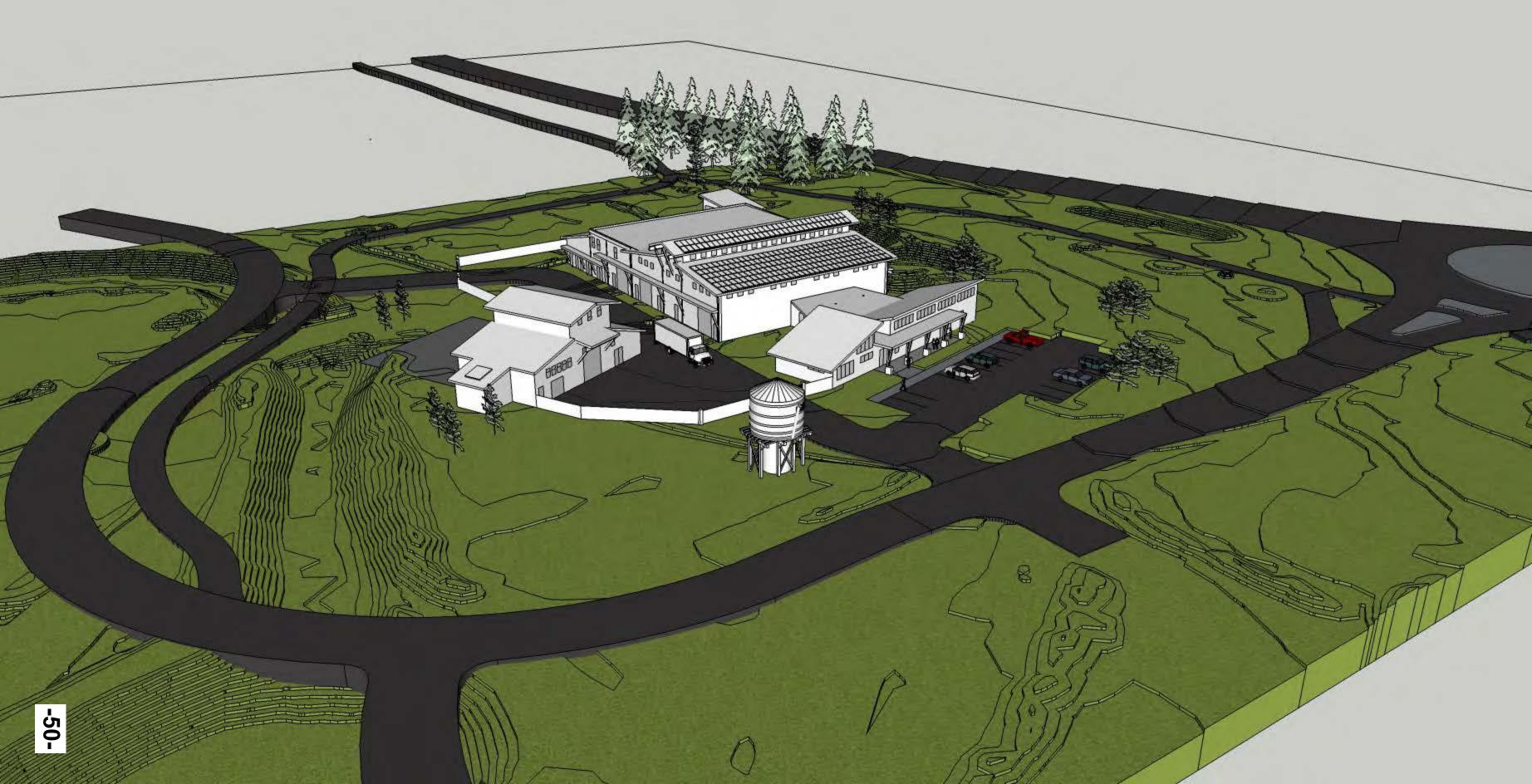
















Planning Commission Staff Report

Subject: Lot 5, McAdoo Corner

(Class A Development, Preliminary Hearing; PL-2016-0048)

Proposal: To construct a new mixed-use building of a restaurant and apartment on Lot 5 of

McAdoo Corner Subdivision. The total allowed density is subject to the McAdoo

Corner Master Plan.

Project Manager: Michael Mosher, Planner III

Date: April 6, 2016 (for the meeting of April 19, 2016)

Applicant/Owner: Breckenridge Wild Cat, LLC - Jeremy Fischer

Agent: Janet Sutterley, Architect

Address: 209 S. Ridge Street

Legal Description: Lot 5, McAdoo Corner

Lot 5 Site Area: 0.063 acres (2,730 sq. ft.)

Land Use District: 18.2: Commercial and Residential (Subject to the McAdoo Corner Master Plan)

Historic District: South End Residential Historic District Character Area #3

Site Conditions: The property is basically flat. Lot 5 is vacant with weeds and one, poor quality, 11-

inch caliper lodgepole pine is located near the back of the envelope for Lot 5. The McAdoo Corner Subdivision consists of three historic structures and two vacant lots - Lot 5 and Lot 1. (Staff notes the McAdoo Master Plan includes the Tin Shop and Dee's Cabin across the alley.) There is an existing utility pedestal in the north east corner of Lot 5. There are two sewer connections located at the northwest corner of the

platted envelope.

Adjacent Uses: North: Lot 4, McAbee House West: Barney Ford House

South: Lot 6, Abbett Addition (currently Ridge Street Dental)

East: The Cellar Restaurant

Density: Allowed per Master Plan: 3,375 sq. ft.

Proposed density: 3,375 sq. ft.

(750 sq. ft. Apartment & 2,625 sq. ft. Restaurant)

Above Ground: Maximum allowed for the entire Master Plan

@ 12 UPA (negative points were incurred with the

MST PLN approval): 7,710 sq. ft.

Density: Proposed: 2,493 sq. ft. (Lot 5)

Mass: Allowed under Master Plan: 3,375 sq. ft.

Proposed mass: 2,493 sq. ft.

Height (measured to the mean):

Recommended: 23'-0"
Maximum allowed w/ negative pts: 26'-0"
Proposed: 22'-6"

Parking: Required:

Restaurant Use (3.5/1,000 SF): 6.10 spaces

Apartment Use (1.1/1,000 SF): 1.00 spaces (on-site)

Proposed (on-site): 4.00 spaces (per Master Plan)

To be purchased in Parking Service Area: 3.10 spaces

Snowstack: Required: 610 sq. ft.

Proposed: 610 sq. ft.

Setbacks: Within platted building envelope

Item History

Five historic structures, on both sides of the "Barney Ford" alley, have been combined with two building sites to form an enclave known as McAdoo Corner. The McAdoo Corner Master Plan (PC#2005073) was approved by the Town Council on June 28, 2005. The final Point Analysis assigned negative eighteen (-18) points accessed under Policy 5/R for going over the suggested 9 UPA, up to 12 UPA. Positive four (+4) points were awarded for Policy 22/R on-site landscaping and positive fifteen (+15) points under Policy 24/R for onsite restoration and landmarking of five historic structures. The Master Plan passed with a total point assessment of positive one (+1) point. All applicable Absolute Policies were met.

Since points were assigned under certain Development Code policies with the McAdoo Master Plan, it affects all point assignments associated with future development on this subdivision. For example, no new positive points may be awarded for landscaping or historic preservation and the above ground density is allowed to be no greater than 12 UPA.

A previous development permit for a restaurant on Lot 5 had been approved and later renewed on August 7, 2012 (PC#2009009) but has expired. This application has a new design specifically addressing the revised Policy 80A of the Handbook of Design Standards for the Historic and Conservation Districts.

Staff Comments

9-1-19-2A&R: Policy 2 (Absolute/Relative) Land Use Guidelines: The properties lie within Land Use District 18-2 which allows both residential and commercial uses. Both uses were also approved with the Master Plan. Staff has no concerns with the proposed uses.

This property lies within the Downtown Overlay District. The Downtown Overlay District was created in order to maintain a viable and vibrant downtown commercial area, certain restrictions should be enacted regarding land uses on ground floors. Such restrictions should provide for and encourage pedestrian circulation and interesting shopping attractions for the residents of and the many visitors to the Town.

Past developments in the Downtown Overlay District have allowed residential uses as long as they are

located upstairs or at the rear of the property. This proposal has the residential use at the back of the property and primarily upstairs. The Entry, Mudroom, Laundry, and Storage for the apartment are off the alley and on the first level. The primary living space is on the second level at the back of the lot.

9-1-19-3A/R: Policy 3 (Absolute/Relative) Density/Intensity and 9-1-19-4A/R: Policy 4 (Absolute and Relative) Mass: The total allowed building density (above and below ground combined) for the entire Master Plan is 15,141 square feet. (As noted above, negative points were awarded with the Master Plan for exceeding 9 UPA.) The individual sites were allotted specific square footages to meet this cap. Lot 5 is assigned a maximum of 3,375 square feet regardless of use.

The plans show that the total allowed density is being met and the above ground density and mass numbers are less than the allowed. We have no concerns.

9-1-19-24R: Policy 24 (Relative) Social Community:

 $3 \times (-5/+5)$ Conservation District: Within the conservation district, which contains the historic district, compatibility of a proposed project with the surrounding area and the district as a whole is of the highest priority. Within this district, the preservation and rehabilitation of any historic structure or any "town designated landmark" or "federally designated landmark" on the site (as defined in chapter 11 of this title) is the primary goal. Any action which is in conflict with this primary goal or the "handbook of design standards" is strongly discouraged, while the preservation of the town's historic fiber and compliance with the historic district design standards is strongly encouraged. Applications concerning development adjacent to Main Street are the most critical under this policy.

Per the Handbook of Design Standards for the Historic and Conservation Districts: *New buildings should be similar in scale with the historic context of the respective character area.*

Priority Policy 80 states: Respect the perceived building scale established by historic structures within the relevant character area.

- An abrupt change in scale within the historic district is inappropriate, especially where new, larger structure would directly abut smaller historic buildings.
- Locating some space below grade is encouraged to minimize the scale of new buildings.

For the South End Residential Historic District Character Area, the suggested average module size is 1,300 square feet with a range between 540 to 2,600 square feet. The proposed building is separated into two masses with a connector between. The east mass of the building (the primary façade) is 923 square feet. The west mass, off the alley, is 1,268 square feet. Each falls below the suggested average module size. We have no concerns.

Priority Policy 80/A states: The design standards stipulate that larger masses should be divided into smaller "modules" and be linked with a "connector" that is subordinate to the larger masses. The design standard for 80A states: use connectors to link smaller modules and for new additions to historic structures.

A portion of Policy 80/A connector criteria states:

- 1. The connector and addition should be located at the rear of the building or in the event of a corner lot, shall be setback substantially from significant front facades.
- 2. The width of the connector shall not exceed two-thirds the width of the façade of the smaller of the

- two modules that are to be linked.
- 3. The wall planes of the connector should be set back from the corners of the modules to be linked by a minimum of two feet on any side.
- 4. The larger the masses to be connected are, the greater the separation created by the link should be; a standard connector link of at least half the length of the principal (original) mass is preferred, a minimum of six feet is required. (In addition, as the mass of the addition increases, the distance between the original building and the addition should also increase. In general, for every foot in height that the larger mass would exceed that of the original building, the connector length should be increased by two feet.)

The plans show a 14-foot long connector. At recent Planning Commission meetings, Staff had reviewed connectors for projects and discussed a connector length that was a cumulative addition of the height difference between building plus one half the building length (as Policy 80/A suggests). At those hearings, Staff noted that some of the language in this policy states "should" instead of "shall". We also noted that, at times, the length of the structure, and an allowed addition, with a literally measured connector could be difficult to meet.

For this proposal, placing a connector that is the cumulative addition of the height difference between building *plus* one half the larger building length (as Policy 80/A suggests) would be result in a connector that is 20-feet long. This would leave 15-feet at the back of the lot for the remaining density. Both building modules being separated are less than the suggested average module size of 1,300 square feet.

Excerpts from past recently approved staff reports with similar situations for the connectors:

- Marvel House Addition, Restoration, and Landmarking (PL-2015-0328) The plans show that the height of the one-story connector is clearly lower than either structure. The edges step in at least 2-feet (2 to 10-feet). The proposed form is a simple gable with a door, barn doors for trash, and a window. The length of the connector separates the historic structure front the new by 18-feet. Staff believes the design meets the intent of Policy 80A by clearly separating the massing modules with a subordinate form and design. (The Planning Commission approved the connector design.)
- The Old Enyeart Place Renovation, Addition and Landmarking (PL-2015-0361) Staff heard some Commission support during the last meeting that the connector length should not be the cumulative addition of the height difference between building plus one half the historic building length. The plans show that the height of the one-story connector is clearly lower than either structure. The edges step in at least 2-feet (2 to 10-feet). The proposed form is a simple gable with a door and a couple windows on the south elevation. The north elevation shows a smaller bank of three windows set above the interior counter. Staff notes that these windows will be difficult to see from Harris Street or the alley. The length of the connector separates the historic structure front from the new by 17-feet. Staff believes the design meets the intent of Policy 80A by clearly separating the massing modules with a subordinate form and design. (The Planning Commission approved the connector design.)

The plans show that the height of the one-story connector is clearly lower than either structure. The edges step in more than 2-feet. The proposed form is a simple gable with a door and small upper windows. Staff believes the 14-foor deep length of the connector adequately separates the front module from the larger back module.

Based on past precedent, Staff believes the design meets the intent of Policy 80A by separating the

massing modules with a connector of subordinate form and design. Does the Commission concur?

Priority Policy 164 states: New buildings should have primary facades similar in dimension to those found historically. Typical building widths of surviving historic buildings range between 16 and 44 feet; the average is 31 feet. The Design Standard states: Reinforce typical narrow front façade widths that are typical of historic buildings in the area.

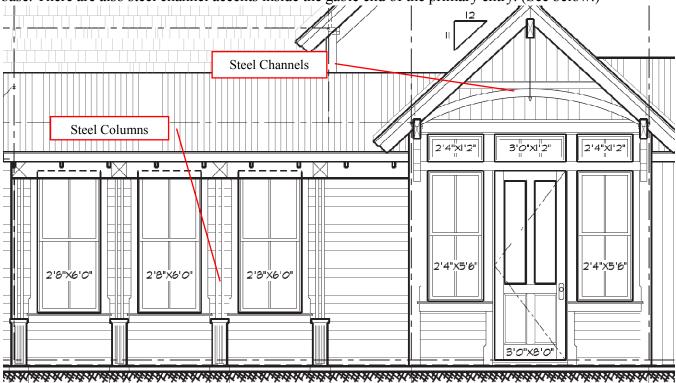
- Projects that incorporate no more than 50 feet of lot frontage are preferred.
- The front façade of a building may not exceed 30 feet in width.

The front façade is 22-feet wide. The secondary façade is 16-feet wide. We have no concerns.

Architectural Character

The architectural character of the building complies with the design standards of the *Handbook of Design Standards for the Historic and Conservation Districts* and the specific standards described in the *South End Residential Historic District Character Area #3*.

The primary façade, or **East Elevation**, steps down in height at the entry creating a pedestrian scale residential style entry with a porch that has tube steel columns (4 tubes to a column) on a fluted metal base. There are also steel channel accents inside the gable end of the primary entry. (See below.)



This is similar to what is used at the buildings at The Shops at Historic South Main Street.

The Shops at Historic South Main Street are located in the South Main Street Residential Character area (7).

Building Materials: - Policy:

The historic district should be perceived as a collection of wooden structures. A strong uniformity in

building materials is seen in the area. Most structures, both historic and more contemporary, have horizontal lap siding. This material is usually painted. A few historic log buildings serve as accents to the lap siding standard. This uniformity of materials should be respected. Design Standard:

Priority Policy 146. Maintain the present balance of building materials found in the Character Area.

- Use painted wood lap siding as the primary building material. An exposed lap dimension of approximately 4 inches is appropriate. This helps establish a sense of scale for buildings that is similar to that found historically.
- Contemporary interpretations of these historically-compatible materials are discouraged. Wood imitation products are discouraged as primary facade materials because they often fail to age well in the Breckenridge climate. The long term durability of siding materials will be considered.

The verbiage above primarily addresses siding materials.

The installation of the steel columns at The Shops at Historic South Main Street was not addressed in any Staff report. We also note that the same steel columns for the previously approved development on this property were not addressed in the Staff report.

This building is located in South End Residential Historic District Character Area #3.

Building Materials: - Policy:

The historic district should be perceived as a collection of wooden structures. A strong uniformity in building materials is seen in the area. Most structures, both historic and more contemporary, have horizontal lap siding. This material is usually painted. Although a few historic log buildings serve as accents to the lap siding standard, this uniformity of materials should be respected.

Design Standard:

Priority Policy 165. Maintain the present balance of building materials found in the character area.

- Use painted wood lap siding as the primary building material. An exposed lap dimension of approximately 4 inches is appropriate. This helps establish a sense of scale for buildings similar to that found historically.
- Contemporary interpretations of these historically-compatible materials are discouraged. Wood imitation products are discouraged as primary facade materials because they often fail to age well in the Breckenridge climate. The long term durability of siding materials will be considered.
- *Modular panel materials are inappropriate.*
- Masonry (brick or stone) only may be considered as an accent material. Stone indigenous to the mountains around Breckenridge may be considered.
- *Logs are discouraged.*
- Rough-sawn, stained or unfinished siding materials are inappropriate on primary structures.

Again, this policy primarily addresses the siding materials.

From the *Handbook of Design Standards for the Historic and Conservation Districts* under Chapter 4.0, *Design Standards for the Rehabilitation of Existing Buildings in the Historic District*:

4.0 - <u>Design Standards For The Rehabilitation Of Existing Buildings In The Historic District</u> The standards for rehabilitation of existing buildings are organized into three divisions: 1. General principles for rehabilitation

These apply to all existing buildings in the historic and conservation districts.

2. Standards for rehabilitation of residential-type structures

These apply to all residential-type structures, in addition to the General Principles for Rehabilitation.

3. Standards for rehabilitation of commercial-type structures

These apply to all commercial-type structures, in addition to the General Principles for Rehabilitation.

"Commercial-type" structures are those that originally were designed as a commercial building. Similarly, "residential-type" structures were designed as houses, even though today they may be used for commercial purposes.

Under section 4.4 - Standards for the Rehabilitation of Residential-Type Buildings

These standards apply to the <u>renovation of primary structures that are residential</u>. They should be used in conjunction with the General Standards for Rehabilitation. The General Standards provide an overall direction for rehabilitation that will preserve the integrity of all historic buildings in Breckenridge. These special standards for residential structures provide more detailed guidance for issues that specifically relate to this building type.

Design Standards:

Priority Policy 63 - Preserve original porches.

- · Replace missing posts and railings where necessary.
- Match the original proportions and spacing of balusters.
- Avoid using "wrought iron" posts and railings.

(Emphasis added.)

For New Construction:

5.0 - <u>Design Standards For New Construction</u>

New construction within the Historic District should be compatible 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.

Staff believes the primary façade of this building represents new construction with a non-residential use. The steel columns are articulated to represent the general characteristics of historic columns on the Historic District.

Does the Commission believe Priority Policy 165 applies to the proposed steel porch columns?

The double hung windows are vertically oriented and spaced with a similar solid-to-void ratio of other historic buildings in the area. The porch has a rusted corrugated metal roof. The bay window has a dull finished copper roof. The front door is a 3/4 glass panel. The main roof is a darker wood-like composite asphaltic shingle.

The siding of the front module shows that the entry/porch area is sided with 4-1/2 inch reveal clapboard siding with a semisolid stain. As the building steps back, the next form is sided with 1X6 board-on-board with a semitransparent stain. (See attached elevations.)

The **North Elevation** shows the front module, connector, and rear module. The masses are broken into smaller forms with gable and shed roof forms. The double hung windows are vertically oriented and spaced with a similar solid-to-void ratio of other historic buildings in the area. The connector has two small windows set above the wainscot.

The siding of the front module shows the 1X6 board-on-board with a semitransparent stain. (See attached elevations). The connector uses the same 1X6 board-on-board with a semitransparent stain with a rusted corrugated wainscot. The siding on the rear module has more rustic finishes with 1X random width rough sawn oiled finish.

The roof forms are simple gables with the asphaltic shingles with lower shed roofs sheathed in rusted corrugated metal. We have no concerns.

The **South Elevation** is similar to the North Elevation with the exception of an added bay window in the restaurant dining area in the front module. This window has inset painted wood panels at the base instead of the clapboard siding. The double hung windows are vertically oriented and spaced with a similar solid-to-void ratio of other historic buildings in the area. The connector has three small windows set above the wainscot and a 3/4 light door. The siding on the rear module has more rustic finishes with 1X random width rough sawn oiled finish with a small portion of a dull copper wall pane panel (less than 25% of the elevation).

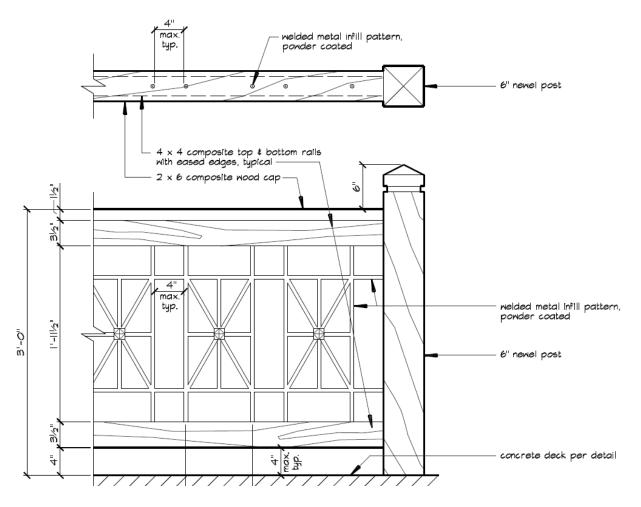
The roof forms are simple gables with the asphaltic shingles with lower shed roofs sheathed in rusted corrugated metal. We have no concerns.

The **West Elevation**, along the alley, has the residential apartment primarily upstairs (the Entry Mudroom, Laundry and Storage is downstairs) and additional restaurant seating on the main level. Again, the masses are broken into smaller forms with gable and shed roof forms. The double hung windows are vertically oriented and spaced with a similar solid-to-void ratio of other historic buildings in the area

The siding on the rear module has more rustic finishes with 1X random width rough sawn oiled finish with a small portion of a dull copper wall pane panel (less than 25% of the elevation).

There is a small upper level balcony shown. There is established past precedent for upper level balconies with the Historic District as long as they are at the back of the property away from the primary façade.

The agent is proposing steel in the upper level guardrail. (See below.)



Similar to the discussion above, Staff is seeking Commission input on the use and location of steel accents on this building as it relates to Priority Policy 165.

The roof forms are simple gables with the asphaltic shingles with lower shed roofs sheathed in rusted corrugated metal. Staff has no concerns.

Priority Policy 163 states: Similarity in building heights is desired to help establish a sense of visual continuity and to respect the character established by the small sizes of original buildings. Building heights for new structures should be perceived to be similar in scale to those found during the historic period of significance. The design standard for Priority Policy 163 states: Building height should be similar to nearby historic buildings.

- Primary facades should be 1 or 1-1/2 stories tall. The front-most façade is one story tall.
- Refer to height limits in ordinance. (Note that the height limits are absolute maximums and do not imply that all building should reach these limits. In some cases, lower buildings will be more compatible with the context.)

The two-story rear module is 22'-6" in height measured to the mean, just below the suggested maximum height. The historic structures to the north are one-story buildings. The historic building across Ridge Street (Twist Restaurant) is a full two-stories tall. Staff believes the proposed building fits in the historic context of the block and Character Area. Does the Commission concur?

Snow Removal And Storage (13/R): The plans show that all of the hardscape areas will be snow-melted. Negative points will be assessed under Policy 33/R below. There is ample space for snow storage along the sidewalks if the snow-melting is not used. We have no concerns.

9-1-19-33R: Policy 33 (Relative) Energy Conservation: The drawings show that the areas being heated for snow melt total less than 500 square feet. Based on past precedent, areas less than 500 square feet warrant negative one (-1) point under this policy. Positive points may be obtained by having an IECC energy analysis prepared by a registered design professional. A draft analysis prepared by a design professional will be required with the next planning review submittal. At final review, a Condition of Approval will be added requiring a final report prior to Certificate of Occupancy.

Refuse (15/R): All developments are encouraged to provide for the safe, functional and aesthetic management of refuse. The existing Barney Ford Dumpster is shared by the surrounding uses. Plans show a buried grease trap under the parking area for the restaurant use. We have no concerns.

Access / Circulation (16/A & 16/R; 17/A & 17/R): Vehicular access to the property is from the one-way alley off of east bound Washington Street or along Ridge Street. Pedestrian access is provided by a walkway to the main entrance off of Ridge Street or a rear entrance off of the alley. Staff has no concerns with access and circulation.

Landscaping (22/A & 22/R): The master plan called for the entire property: five (5) conifers, (1) 6' – 8', (2) 8' – 10', (2) 12' – 15', either Colorado Blue Spruce or Engelmann Spruce; thirteen (13) deciduous trees either aspen or Narrow Leaf Cottonwood 2" to 3" minimum caliper at least 50% multi-stem; and, twenty (20) shrubs of Alpine currant, Juniper, Potentilla, and Cotoneaster. Positive points were already allocated for the landscaping plan during the Master Plan approval process. Lot 1 of the McAdoo Corner is still undeveloped.

The submitted landscaping plan for Lot 5 is showing:

- (3) Engelmann Spruce and Blue Spruce 8-10 feet tall
- (2) Spring Snow Crabapple 1.5-2 inch caliper
- (1) Narrow Leaf Cottonwood 2-3 inch caliper
- (9) Aspen (50% multi-stem) 2-3 inch caliper
- (9) Native shrubs 5-gal.

There are no trees at 12-15 feet tall, but Lot 1 is still undeveloped. The proposed landscaping plan meets the requirements of the Master Plan. Per the South End Residential Character Area design standards, Policies 171 and 172, Evergreen trees should be planted in the front yard and Cottonwood trees along the street edge. Staff has no concerns

Employee Housing (24/R): As a commercial project of less than 5,000 square feet, this project is not required to provide employee housing, and none is proposed.

Utilities Infrastructure (26/A & 26/R; 28/A): All the utilities are on the property, in the Ridge Street right of way, or along the alleyway. We have no concerns.

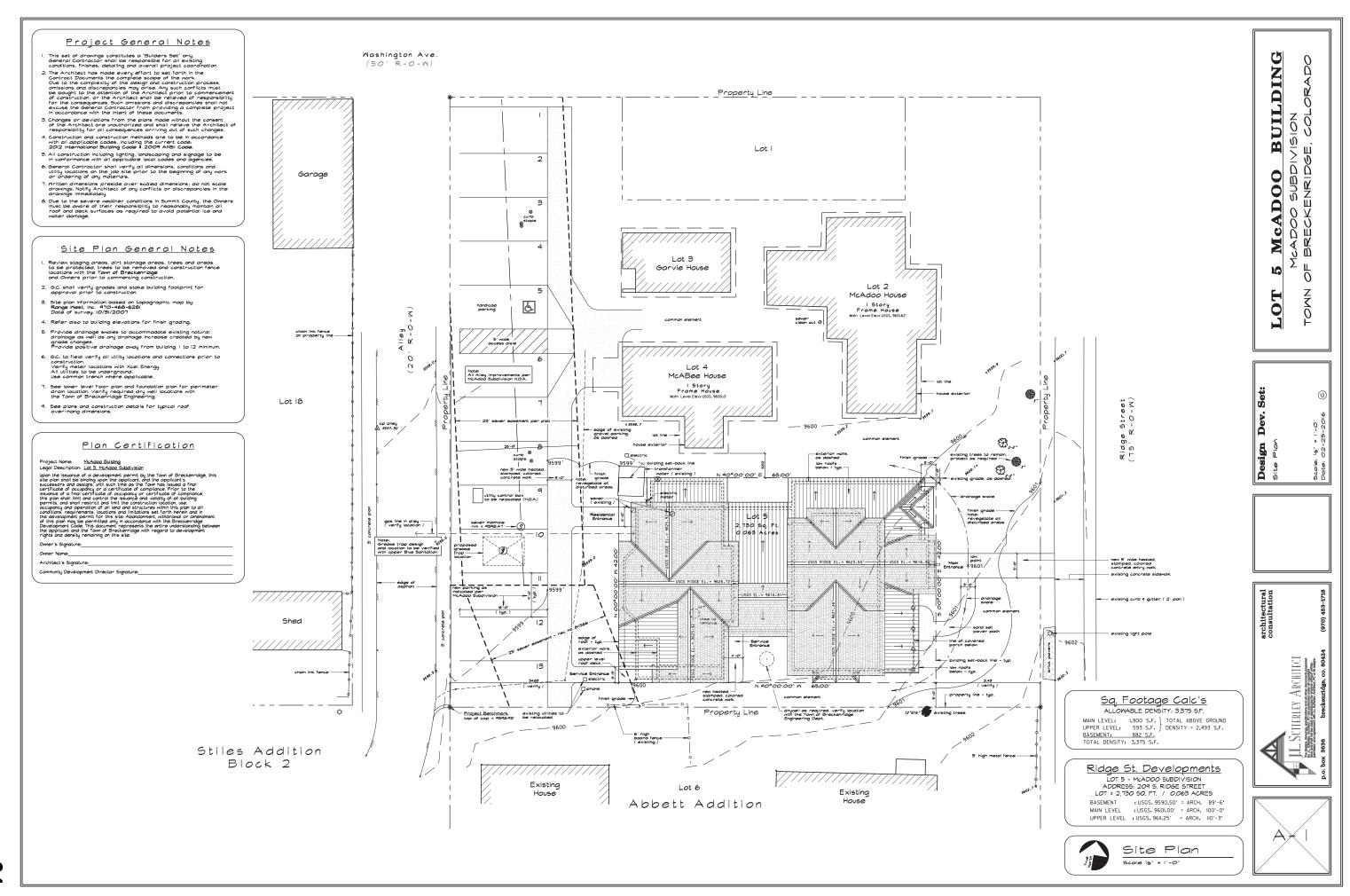
Point Analysis (Section: 9-1-17-3): Based on direction from the Commission, the project may need to remove the steel columns, Channels and guardrails in order to pass Priority Policy 163, an Absolute Policy. Negative point and positive points have been suggested under policy 33/R related to the snow melted areas. We anticipate a passing point analysis at the next hearing

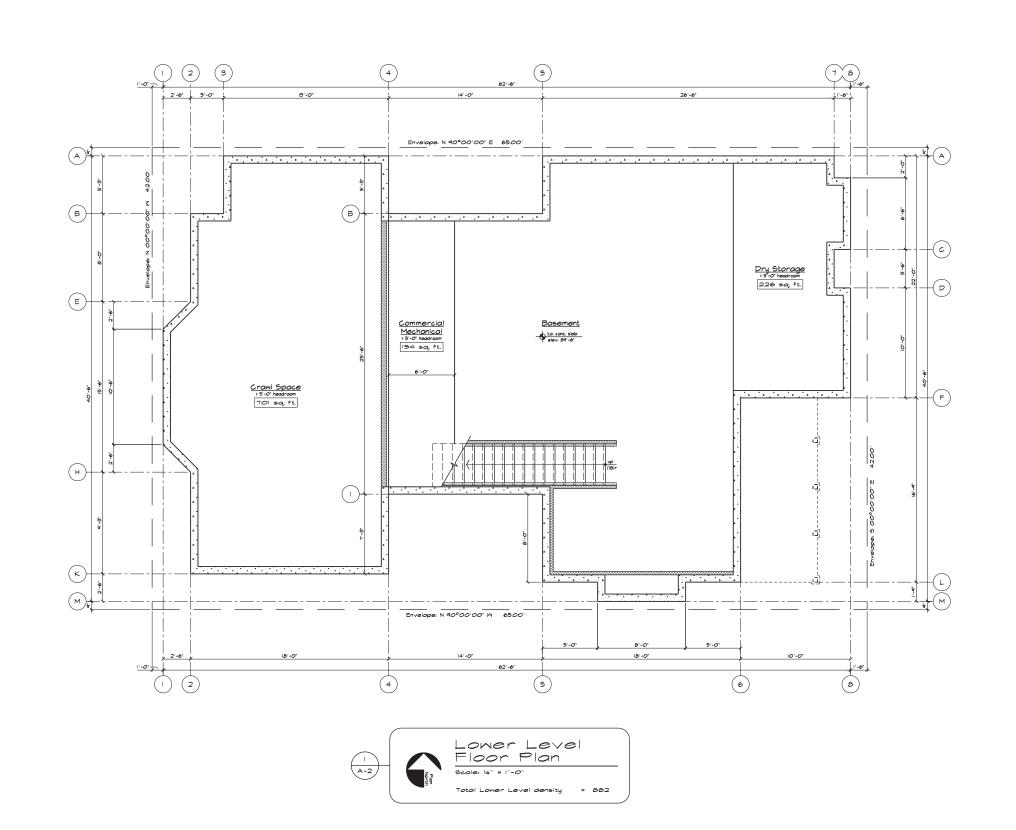
Staff Recommendation

Staff believes this proposal is off to a solid start and represents proper new construction infill for the Historic District. We have the following questions for the Commission:

- 1. Does the Commission support the design of the 14-foot long connector for this building?
- 2. Does the Commission believe the design and material of the proposed steel columns, channels and guardrails for this building do not relate to Priority Policy 165?
- 3. The historic structures to the north are one-story buildings. The historic building across Ridge Street (Twist Restaurant) is a full two-stories tall. Staff believes the proposed building fits in the historic context of the block and Character Area. Does the Commission concur?

Pending any substantial changes, Staff suggests this application return for a final hearing.



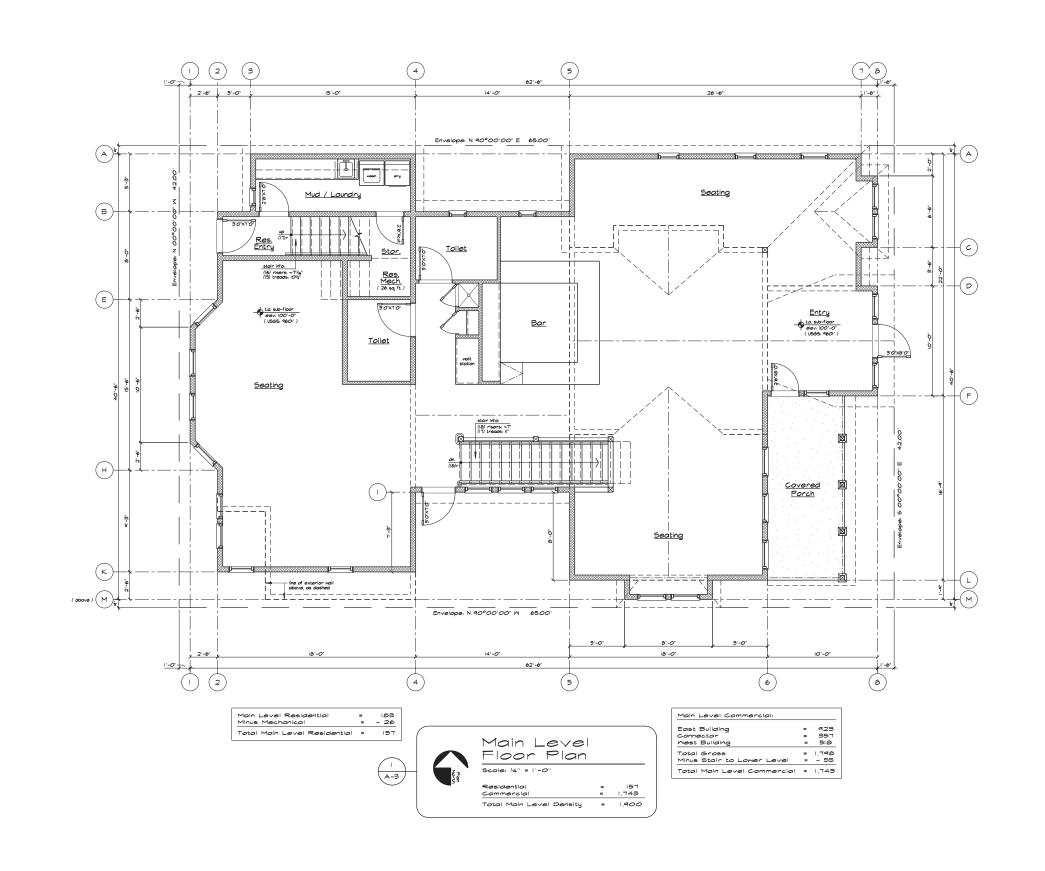


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DE BRECKENRIDGE, COLORADO LOT

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UTTERLEY ARCHITECT

architectural consultation

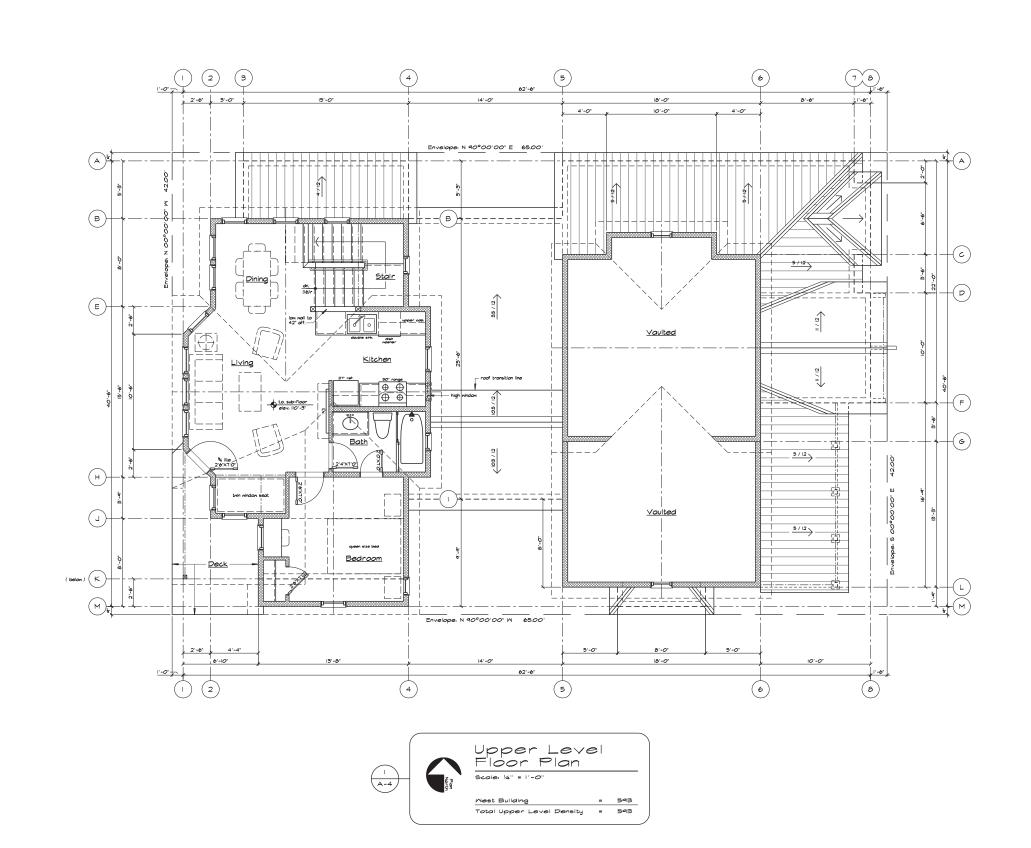


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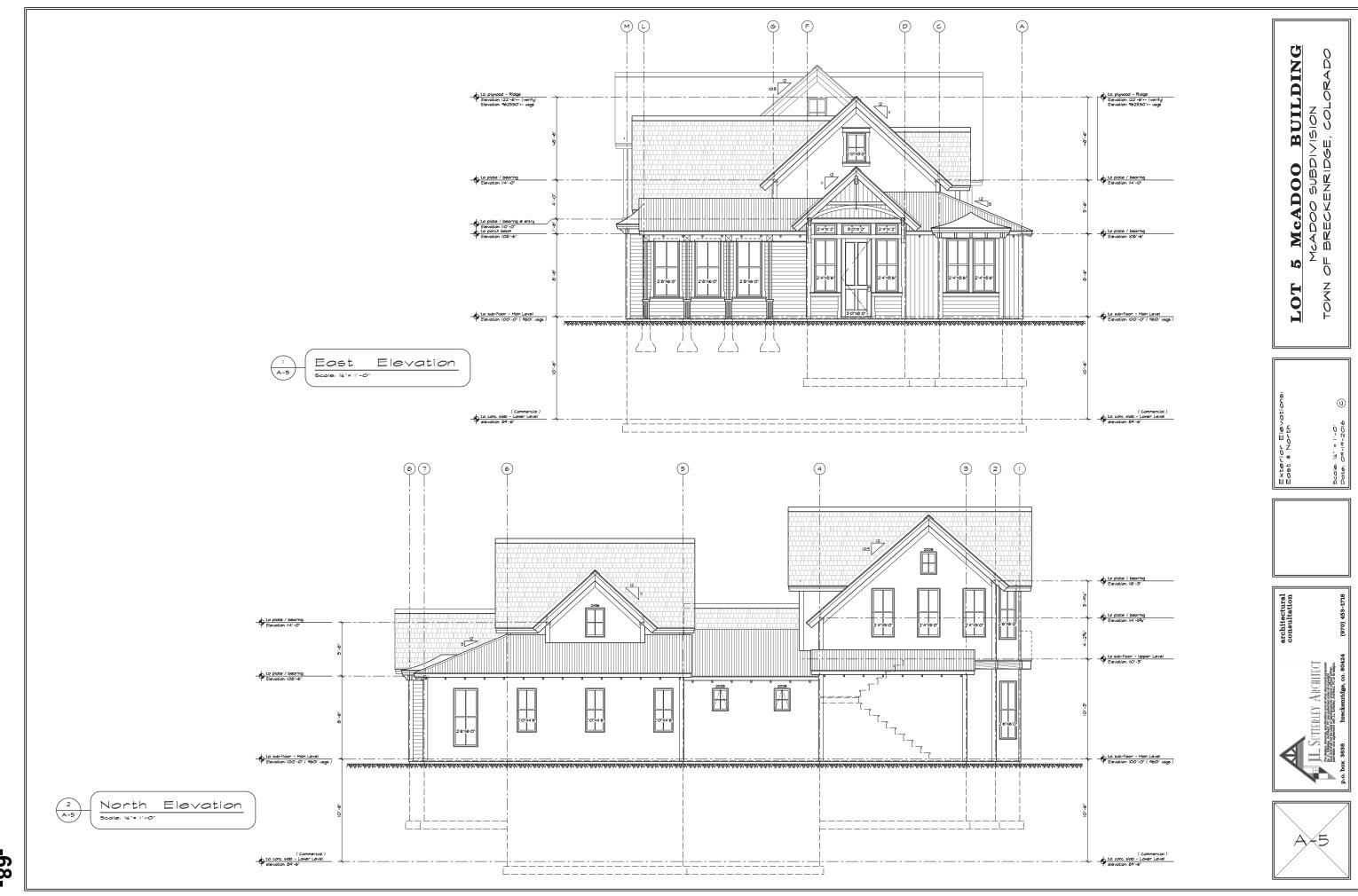


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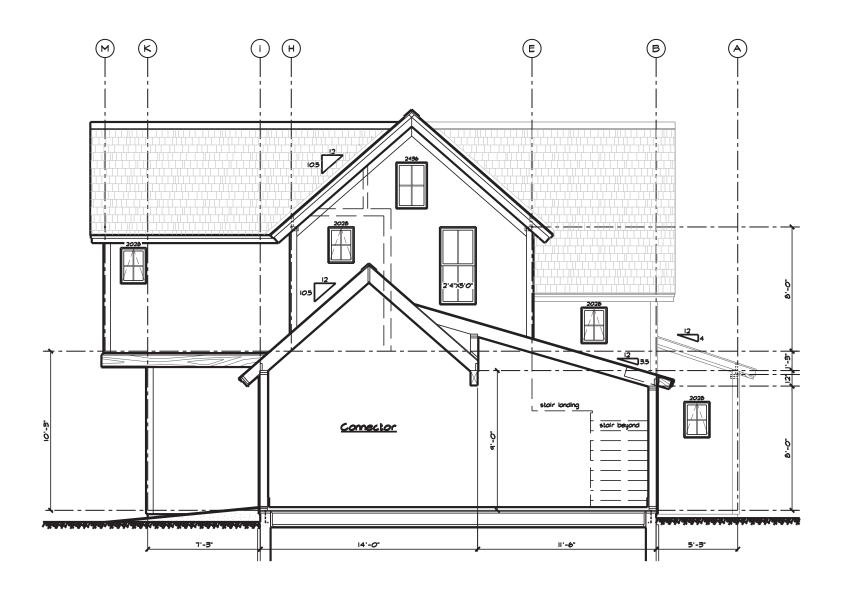
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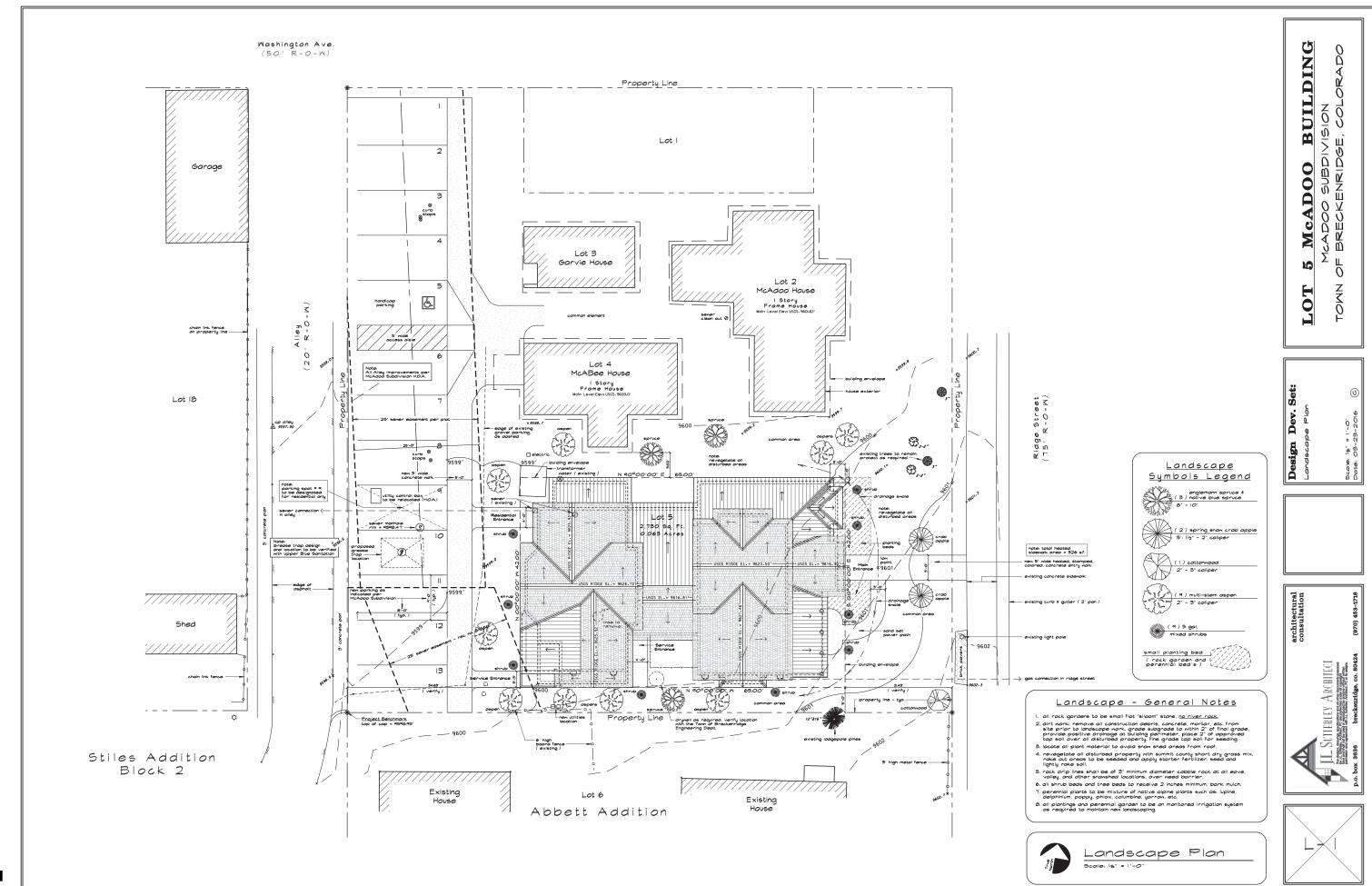
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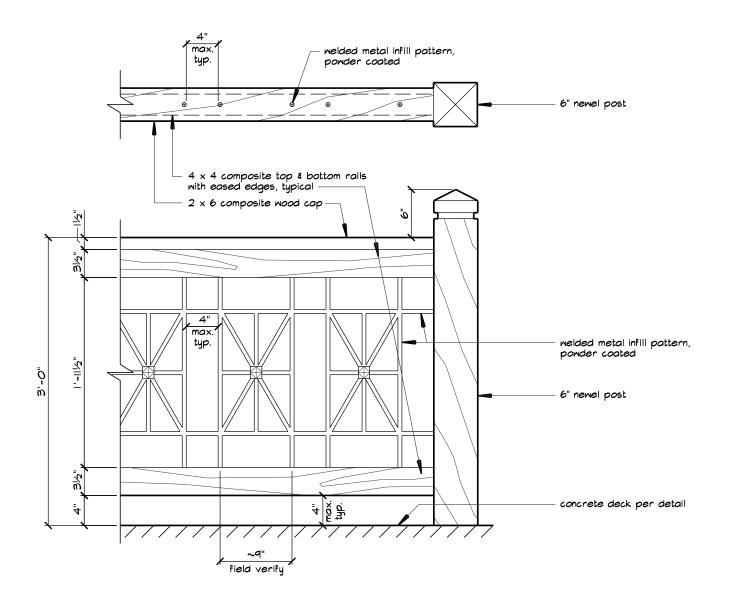
architectural consultation













Exterior guardrail detail

Scale: |" = |'-0"

McAdoo Residence: 2016

Planning Commission Staff Report

Subject: Gondola Lots Redevelopment Master Plan – Second Permit

Renewal - Class A Combined Hearing (PL-2016-003)

(Previous permit PC# 2009010)

Date: April 5, 2016 (For April 19, 2016 meeting)

Project Manager: Michael Mosher, Planner III

Owner: Vail Summit Resorts, Inc. & Town of Breckenridge

Applicant: Vail Resorts Development Company (VRDC)

Agent: Steve West, West Brown Huntley PC

Proposal: Renew the existing development permit for PC#2009010 for three

years. No changes are proposed.

A master plan had been approved for the north and south parking lots surrounding the town gondola terminal with a Condo-Hotel, Townhomes, commercial uses, Mixed Use Building, a new skier service/Transit facilities, and two Parking Structures. The proposal also includes development on portions Wellington parking lot and the East Sawmill parking lot, plus modifications to the Blue River, all of which are owned by the Town of Breckenridge. This proposal includes the transfer of 93 SFEs of density from the Gold Rush parking lot to the north and south gondola parking lots.

A reduced parking requirement of 1 space per 1 Condo-Hotel unit is allowed per an approved Development Agreement with the Town Council (Reception #934609 - Expires May 27, 2023).

Address: 320 North Park Avenue (Gondola)

Legal Description: Tract A, Block 3, Parkway Center

Lot 1, Block 3, Parkway Center Lot 1A, Block 4, Parkway Center Lot 1B, Block 4, Parkway Center

Lot 1-A, Sawmill Station Square, Filing No. 3 Lot 1-B, Sawmill Station Square, Filing No. 3 Lot 1-C, Sawmill Station Square, Filing No. 3 Lot 2-A, Sawmill Station Square, Filing No. 3 Lot 2-B, Sawmill Station Square, Filing No. 3 Lot 3-A, Sawmill Station Square, Filing No. 3 Lot 3-B, Sawmill Station Square, Filing No. 3

-73-

Lot 4, Sawmill Station Square, Filing No. 3

Lots 71-74, and Lots 87-90, Bartlett & Shock Addition

Site Area: Approximately 17.07 acres

Land Use Districts: Site improvements area (no density) = Land Use District 19 (1:1

FAR/20 UPA Commercial)

Development Area (density per Master Plan) = Land Use District 20 (1:3 FAR, Lodging or Commercial; Building Height - 3 stories, except along the Blue River and Watson Avenue, which is 2 stories)

Historic District: The main development area is outside the Conservation District.

A portion east of the Blue River is located inside the "8 River Park

Corridor" Transition Character Area.

Existing Conditions: Most of the site is used for paved and unpaved guest parking for the

Breckenridge Ski Resort. Portions of this plan currently include the Breckenridge Station Transit Center, the Breck-Connect Gondola FirstBank and mountain ticket office. East of the Blue River are the Wellington and East Sawmill parking lots. There is no significant vegetation on the site, except for willows along the river, and new landscaping around the paved north gondola lot. The site slopes

downhill from south to north at a rate of 2-3%.

Adjacent Uses: North: Parkway Center Plaza/City Market

South: FirstBank, Town Hall, and the Breckenridge Professional

Building

East: Blue River, Main Street and Mixed Use Buildings

West: Park Avenue, Mountain Thunder Lodge, and Gold Rush lot

Action Requested By Planning Commission

The Applicant is requesting that the Planning Commission renew the existing Development Permit for three years. This is the second request for an extension of this permit. During review of an application like this, the Commission should focus on any Code changes that have been adopted subsequent to the previous permit approval. In this case, Staff has found that the only relevant code issue that would affect this application is under Policy 24/R, Social Community, as it relates to Town Council Goals. This related discussion follows below in this report.

Staff notes that, with new Planning Commissioners that were not involved in the past reviews of this application, we have included all relevant information on the project in this report.

Following is the portion of Section 9-1-17-11 of the Development Code that allows a permit extension:

I. Extension of Vested Property Rights: A development permit and the vested property rights for such project may be extended by the planning commission. An application for an extension shall be made in writing to the director and shall include such submittal information as the director may require. Such application must be received at least thirty (30) days prior to the expiration of the development permit. An application for an extension which is received within the specified time period shall extend the development permit and the vested property rights for such project until such application is finally determined, and an application for extension shall be considered even though, at the time of such consideration, the development permit would have otherwise expired. Failure to submit a written request for extension within the specified time period shall cause the development permit and the vested property rights for such project to expire at the end of the time period provided in subsection D of this section. An extension application shall be classified and processed one classification lower than the classification of the development permit which gave rise to the vested property rights for the project. The planning commission may approve the requested extension, deny the requested extension or approve the requested extension with conditions. If an extension is granted, the planning commission shall fix the period of extension which may be up to and including a period of three (3) years.

Item History

Ordinance No. 31 Series 2014 And Council Bill No. 35, Series 2014 modified the Code definitions for condominiums and condo hotels. Specifically, "Condominium/Hotel" has been replaced with "Condominium". A condominium is defined as "a multi-unit structure in which units may be individually owned and which provides on the site of the development recreation and leisure amenities." All references to Condo-Hotel will mean "Condominiums".

As the current Master Plan and this report reference "Condo-Hotel" in the verbiage, we have added a Condition of Approval that prior to recordation of the Master Plan, all references to "Condo-Hotel" be changed to "Condominium".

Designing for a master plan for this site began in 2006 when VRDC hired Ecosign Mountain Resort Planners to develop a concept plan. After developing several concepts that were not well-received by VRDC or the Town, another design firm, DTJ Design, was hired to complete this process.

DTJ Design became involved in December 2007. In 2008, the Client Review Team, that included VRDC, the Town of Breckenridge and DTJ Design, began the visioning process towards the development of a master plan. DTJ Design came up with several different concepts for this site, which were then narrowed down to two final concepts. These two are called "Extend the Grid" and "Breckenridge Station" (also known as the "Grand Hotel") concepts.

Eventually, these two concepts merged into one. At that time the public scoping process began with stakeholder meetings held throughout the spring and summer of 2008. In the spring of 2009, VRDC submitted a formal master plan permit application. The process was reviewed at six

public meetings with the Planning Commission. The Master Plan was approved by the Planning Commission on December 1, 2009 and placed on the Town Council's Consent Calendar for the December 8, 2009 public meeting.

The Town Council voted to "call-up" the application for a de-novo hearing. It was removed from the Consent Calendar and presented again on January 26, 2010. The Town Council approved the application, with normal vesting of three years. The vesting was extended in 2013 for another three years, but development of the property is still pending and, as the vesting has ended, the applicant is seeking a renewal of the permit.

Renewal (portions of this section of the code are listed below):

Extension Of Vested Property Rights: An approved development permit for a class A, B, and C development, and the vested property rights for such project, may be extended by the planning commission.

An application for an extension shall be made in writing to the director and shall include such submittal information as the director may require. Such application must be received at least thirty (30) days but no earlier than four (4) months prior to the expiration of the development permit and the associated vested property rights. An application for an extension which is received within the specified time period shall extend the development permit and the associated vested property rights until such application is finally determined, and an application for extension shall be considered even though, at the time of such consideration, the development permit would have otherwise expired. Failure to submit a written request for extension within the specified time period shall cause the development permit and the vested property rights for such project to expire at the end of the time period provided in subsection D of this section. An extension application shall be classified and processed one classification lower than the classification of the development permit which gave rise to the vested property rights for the project. No extension of a vested property right may be approved unless the approved project complies with all town land use laws in effect at the time of the extension request.

When considering a request to extend a development permit and the associated vested property rights, the planning commission and/or director shall consider all relevant circumstances, including, but not limited to, the size and phasing of the development, economic cycles, and market conditions. The planning commission may approve the requested extension, deny the requested extension, or approve the requested extension with conditions. If an extension is granted, the planning commission shall fix the period of extension which may be up to and including a period of three (3) years from the date of the expiration of the original development permit and the associated vested property rights. There is never an entitlement to an extension of an approved development permit and the associated vested property rights; the decision to grant or deny a requested extension lies in the sound discretion of the planning commission if the extension is for a class A, B, or C development permit, or the director if the extension is for a class D major or a class D minor development permit. (Ord. 1, Series 2014)

For the record, Staff received a written request to extend the existing Development Permit and complete application on January 6, 2016, more than 30-days before the expiration date of the existing permit on February 12, 2016.

Project Goals

The visioning process, or goals, for this site began as collaborative effort between Vail Resorts Development Company and the Town of Breckenridge.

During that process, several key design drivers were developed between VRDC and the Town to help steer the project towards public and private design goals:

- <u>Compatibility with Breckenridge</u>: Create an environment that is compatible with the values and character of the existing Town.
- <u>Authentic story</u>: Relate to the Town of Breckenridge in an authentic way, building on the existing story of this strong community.
- <u>Integration with the fabric of town</u>: Integrate with the Town fabric so that the newly developed area has a seamless Transition to the existing town.
- <u>Balance Transit/transportation issues</u>: Develop a balanced solution that improves the Transit and transportation issues associated with the bus system, the gondola, the Riverwalk/bike path, and the pedestrian experience.
- World class visitor/resident experience: Establish a world class visitor/resident experience within the ski area, as well as the Town. This includes creating an outstanding community that demonstrates a high level of quality and a character that will stand the test of time.
- <u>Sustainability</u>: Develop a neighborhood that represents Vail Resorts Development Company's and the Town's commitment to creating sustainable places.

Town Council Goals

Policy 24 (Relative) Social Community

Section B. Community Need

This policy allows for positive points to be awarded for projects and developments that "Community Needs: Developments which address specific needs of the community which have been identified in the yearly goals and objectives reports within the three (3) year period preceding the date of the application are encouraged. Positive points shall be awarded under this subsection only for development activities which occur on the applicant's property. (Ord. 1, Series 2014)".

The report, commonly known as the "Council Goals", identifies many community wide goals, based on the Vision Plan adopted in 2002. Developing a master plan for this site was a prior goal of the Town Council, but has since been removed from the yearly goals and objectives, as this master plan was approved in 2010.

The 2016 Town Council Goals and Objectives heading that Staff believes is addressed with this Master Plan is:

2. Implement actions that further the Town's efforts towards sustainability and reduction of our community's carbon footprint.

- Encourage certified businesses to take further efforts to reduce their carbon footprint.
- *Identify and implement new initiatives that can further the Town's sustainability efforts.*

Sustainability

The Built Environment:

This goal of the Master Plan is heavily influenced by the Town's commitment to sustainability, which is discussed in more detail in the SustainableBreck Plan. As indicated throughout the visioning process and documented in the Master Plan, sustainability is a core value of the project. Based on input from the Council, the Master Plan language has been revised to create more definitive sustainability goals for the project. The Applicant is willing to commit to a nationally recognized, third-party energy certification program to be agreed upon between the Applicant and the Town. Additionally, the Applicant must meet the Town's sustainable code in effect at the time of construction for the buildings in the master plan.

The plan is designed to incorporate sustainable design into as many elements as possible. The Vision Plan identified "sustainability" as one of the main design drivers of this plan: "Develop a neighborhood that represents Vail Resorts Development Company's and the Town's commitment to creating sustainable places." This Master Plan plans to steer the design by indicating that nationally recognized third-party energy certifications will be sought with the specific certification program to be determined in the future between the Town of Breckenridge and Vail Resorts Development Company. The plan also includes new language on the recycling or reuse of materials from the existing Breckenridge Station, which is not anticipated for re-use. The new Master Plan language from Sheet 1 reads as follows:

"The Master Plan is designed to create an efficient and sustainable development. The project will explore ways to reduce the environmental and carbon impact of the development. The latest proven technology available is intended to be used to create a highly sustainable development. The development will be designed according to a nationally recognized third party certification program to be agreed upon by the Town of Breckenridge and Vail Summit Resorts, Inc. In addition the project will meet the then-current Town sustainability code.

The existing Transit Building will be removed. A relocation, demolition, and material management plan will be developed to identify materials to be diverted from disposal and sorted to be either salvaged for reuse or recycled. The plan will consider recycling cardboard, metal, brick, mineral fiber panel, concrete, plastic, clean wood, glass, gypsum wallboard, and insulation. Construction debris that can be processed into a recycled content commodity that has an open market value will be recycled. A specific area on or off the construction site will be designated for segregated or comingled collection of recyclable materials, and recycling efforts will be tracked for the Transit Building. Diversion or reuse of materials may include donation of materials to charitable organizations and salvage of materials on-site."

Focusing on the current Council Goals and specific language, Staff believes that the current Council Goals for sustainability has been met with this application:

- 2) Implement actions that further the Town's efforts towards sustainability and reduction of our community's carbon footprint.
 - Encourage certified businesses to take further efforts to reduce their carbon footprint.
 - Identify and implement new initiatives that can further the Town's sustainability efforts.

Staff feels that this language helps to strengthen the sustainability commitment by the Applicant and will ensure a highly sustainable development. In addition to this language in the Master Plan, all buildings will be subject to the "then-current" sustainability codes in effect at the time of development. The current Development Code allows positive points for energy conservation and renewable sources of energy under Policy 33/R. It is difficult at this time to assign positive points since the buildings are not yet designed, and specific sustainability features have not been identified.

We recommend positive three (+3) points under this policy. As a result, Staff recommends that points still be allocated under this policy. Does the Commission concur?

Transit Access

9-1-19-25R: Policy 25 (Relative) Transit:

All buses, shuttle vans, etc. are to access the west portion of the site from Watson Avenue and depart from a new curb cut onto North Park Avenue. A mountable curb has also been shown to allow buses to use North Depot Road in case the egress to North Park Avenue is blocked.

The current Transit building (Breckenridge Station) would be removed (there are no current plans to re-use the building). All new Transit operations would operate from the new Transit / Skier Services Building. Planning Commission previously supported positive four (+4) points for this design due to improved Transit circulation, and since the waiting experience would be improved with the new Transit station, the pedestrian experience at the plaza would be improved without idling buses so close, and pedestrian conflicts would be reduced.

During the two year visioning and master plan development, the Staff and Applicant worked a great deal with the local Transit operators to create an improved Transit Center. The improvements listed below were a result of interaction with Transit providers on how to improve their Transit Center. The positive four (+4) points were awarded based on the following improvements:

• The design allows for 11 bus parking stalls to be in one place and to load from the same side. This is more typical of a typical large transit station and allows riders to view the loading side of all of the buses from one location. Currently, buses are dispersed in the

- turn-around and on Watson Avenue, creating a difficult situation for people waiting for the bus, crossing loading areas, and trying to figure out where they wait for their bus.
- The Master Plan accommodates the largest bus used in Summit County in all spaces shown in the plan. The new design provides space for the different bus systems to use larger buses in the future.
- The Master Plan also creates the potential to add a 12th bus by providing a spot along Watson for a "Main Street Trolley" bus if the Town desires to add one. If this spot is not used for a "Main Street Trolley" then it can be used for future expansion or built to serve as a drop off for touring buses.
- The new design also greatly reduces the pedestrian and vehicular conflicts with buses. The Transit center is moved out of the center of the pedestrian flow between the Parking Structures and the gondola and vehicular traffic is greatly diminished on Watson Avenue. If pedestrians are in the bus area it will not be because they are trying to navigate an icy walk to the gondola. Today, there are many instances with cars dropping off in the bus area and pedestrians cutting across the loading zones to access the gondola. This plan reduces these conflicts.
- The Master Plan shows a new Transit building that will have an upgraded environment, creating a pleasant experience while waiting for the bus. The building could be designed with a café and small store for getting a hot coffee and a sandwich while waiting, and could serve both skiers in the plaza and Transit riders. The waiting area has the potential to be a great place to enhance the bus riding experience.
- The bus-only exit onto North Park Avenue also includes a merging lane when the buses turns left, allowing the buses to have a place to stage before entering traffic. This allows the bus to only deal with one flow of traffic when exiting and then merge separately creating a much more accessible exit to Park Avenue.
- The plan also develops a round-about at North Park Avenue and French Street so that during heavy traffic times when buses cannot make a left turn out of the Transit exit they can turn right and navigate the round-about to head south.

Parking

9-1-19-18R: Policy 18 (Relative) Parking:

Parking for day visitors to the Breckenridge Ski Resort will be in two new Parking Structures. Parking for all new uses will be provided in structures beneath the new buildings, except the Skier Services Building, Warming Hut and Conference Center, which will also be in the Parking Structures. Also, some parking for the mixed-use building is on South Depot Road.

The Parking Structures are sized to accommodate approximately 1,270 vehicles, (535 in the south structure and 735 in the north structure), which exceeds the current capacity of the two surface skier parking lots. The current surface lots each hold slightly less than 600 cars. A specific note has been added to the Master Plan to indicate the south Parking Structures will hold a minimum of 400 cars, but would likely hold closer to 500.

The south Parking Structures is conceptually designed to have 133 cars per floor. Since the baseline is 535 cars, the limit for size is set at 400 so that there is flexibility to remove a floor if

necessary due to unknown soil conditions, redesigned hotel layout, or business issues related to the financing of the structure. It is also important to note that the structure could be phased by level and not initially built to its ultimate size.

No new surface parking lots are proposed, but some on-street parking is shown along North and South Depot Roads (not a right-of-way), which would be privately maintained. Staff proposes that the on-street parking be allowed to count toward the provision of required parking. (The definition of an "off-street parking space or stall" is: "A parking space for a motor vehicle which is located on the property to be developed and not on or within any public property or public street, alley or right-of-way.")

These spaces are not on any public street, alley or right-of-way. Considering that the Applicant is constructing the street and will own and maintain all of the private streets, Staff believes that these parking spaces should be counted towards the parking totals. Since on-street parking is not normally counted toward the parking supply, we have added a special finding to the proposed Findings and Conditions. (See Finding #7)

Per Sheet 1 of the master plan notes, parking for the Condo-Hotel, Townhomes and residential portions of the Mixed Use Building will be beneath each building. The Master Plan identifies the following parking requirements for each use:

Use	Parking	Parking Required	Location
	Proposed	by Code	
Townhomes	2 per unit	1.5/ 1-bedroom and larger	Under building
Condo-hotel	1 per unit	1.0/ studio or 1-bedroom	Under building
		1.5/ 2-bedroom or larger	Under building
		0.5/ lock-off unit	Under building
Mixed Use Building	1 per unit	1.5/ 1-bedroom or larger	Under building
(Residential)			
Mixed Use Building	1/400 sq. ft.	1/400 sq. ft.	Parking on street
(Commercial)			
Skier Services	0	Special review by	In Parking Structure
Commercial		Director and Planning	
		Commission	
Conference Space in	0 extra spaces	Special review by	In Parking
Hotel		Director and Planning	Structure.
		Commission	Conference
			attendees would
			park under hotel or
			in structure.

The 9-3-1, Off-Street Parking Regulations identify the required parking spaces for any uses. Section 9-3-8 B allows Mixed Use Developments of greater than 100,000 square feet to base the parking requirements on a qualified parking study.

"D. Mixed Use Developments: The requirements of this Section may be increased or decreased for a mixed use development containing not less than one hundred thousand (100,000) square feet. Such change shall be accomplished by a development agreement in connection with the approval or amendment of a master plan. Any request to vary the requirements of this Section shall be supported by a written analysis paid for by the applicant and prepared by a qualified parking consultant. Once approved, the development agreement and master plan shall establish the off-street parking requirement in lieu of that set forth in this Section and shall serve as one of the controlling development policies for a site plan level development of the property which is the subject of the master plan as provided in subsection H of policy 39 "(Absolute) Master Plan", section 9-1-19 of this title. (Ord. 3, Series 1999)"

A revised parking study from Felsburg, Holt & Ullevig transportation consultants was provided to Staff and was also provided to the Town Council for the initial parking development agreement on December 2, 2009. The study explains why the parking plan is considered sufficient. The study makes several assumptions about the guest arrival mode split (Transit usage by guests and employees) and varying peak demand times based on use. As mentioned earlier in this report, the Town Council has approved a reduced parking supply of one (1) parking space per one (1) Condo-Hotel unit, as opposed to 1.5 spaces per 2 unit as allowed by the Code.

Staff supports the idea of shared parking among uses. We support the reduction in parking for the Condo-Hotel, due to the proximity of public Transit to this site, the proximity of downtown, and the overall walk-ability of the location of this development. Based on the items above, we believe this property will reduce demand for parking.

At this time and based on recent past precedent, Staff recommends positive four (+4) points for providing over 95% of the required parking screened in a structure or under buildings. We also recommend positive one (+1) point for making parking available to the public (in the structure) and positive one (+1) point for shared driveway access (shared with FirstBank and Town Hall on the south structures.)

Source of Density

9-1-19-3R: POLICY 3 (Relative) Compliance With Density/Intensity Guidelines:

The density (SFE = Single Family Equivalent) allocated to these sites comes from several sources for this property, including the underlying Land Use Guidelines, previous master plans, previous PUDs, and previous density transfers.

	Gold Rush Lot	Gondola North	Gondola South	TOTALS
	Block 4,	Lot	Lot	
	Parkway Center	Block 3,	Sawmill Station	
	-	Parkway Center	Square	
Original/Previous	190 SFE	103 SFE	149 SFE	442 SFE
Density (SFEs)				
Density	(50) SFE	(30) SFE	(50) SFE	(130) SFE
Transferred to				

Peaks 7 & 8				
Density	(47) SFE	(5) SFE	(59) SFE	(111) SFE
Reductions				
(25%)				
Remaining	93 SFE	68 SFE	40 SFE	201 SFE
SFEs				ļ

Density Proposal

Master Plan Density Distribution *						
Building Type	Proposed	Maximum	Maximum	Maximum		
	Use	Commercial SFE /	Residential SFE /	Total SFE /		
		Building	Building	Building		
Townhomes	Residential	0 SFE	60 SFE	60 SFE		
(All 3)						
Skier Services	Commercial	25 SFE	0 SFE	25 SFE		
Mixed Use	Mixed Use	15 SFE	15 SFE	30 SFE		
Building						
Condo Hotel **	Mixed Use	20 SFE	150 SFE	170 SFE		
Warming Hut	Commercial	3 SFE	0 SFE	3 SFE		

^{*}Note: This table depicts the maximum density (SFEs) per building. The total density for this property (including the density transfer from the Gold Rush Parking Lot) is 201 SFEs, which will not be exceeded unless affordable housing is added to the project. All affordable housing would be in excess of the 201 SFEs.

As proposed, the combined maximum density allocations per building exceed the total allowed density for the site. These densities indicate the *most* commercial and *most* residential density that could be built at one building site, but the project, as a whole, cannot not exceed 201 SFEs. A note has been added to the density chart to indicate that the Condo-Hotel would have a minimum density of 118 SFEs. Also, no more than 25% of the total density can be developed as commercial density, per Sheet #1 of the Master Plan (See "Master Plan Density" section.) No positive or negative points are warranted under this policy.

The density distribution as shown on the illustrative plan is based on a best guess scenario, while still giving each building room to be further designed. The specific buildings will have to be designed under then-current market conditions and must have flexibility to be a successful project at the time of construction. Town Council has stated the desire to have the Master Plan developed as closely as possible to the vision plan. There are several elements of the Master Plan that will control the size, mass and density of the buildings; including the Master Plan layout, density restrictions as listed above, height restrictions in the guidelines, and architectural character statements included in the plan.

^{**}The Condo Hotel will have a minimum of 118 SFE of total density. This is <u>approximately</u> 152 units.

The Condo-Hotel is a major component of the project. The applicant has added language that will guarantee a minimum of 118 SFEs for the Condo-Hotel buildings. Depending on the final design of the units and the amenities, this building would have approximately 152 units. One scenario for this building is that it will be much larger, closer to 140 SFE with 162 units.

Density Multipliers

The allowed density per unit is based on the Development Code in effect at the time of the master plan application. The current multipliers, or allowed square feet per Singe Family Equivalent (SFE), for uses proposed for this master plan are as follows:

Use	Square feet per SFE
Townhome:	1,600 sq. ft.
Condo hotel (residential):	1,200 sq. ft.
Condo hotel (Commercial):	1,000 sq. ft.
Hotel (with no kitchens of any kind in units)	1,380 sq. ft.
Mixed use building (commercial):	1,000 sq. ft.
Skier Services Building (commercial):	1,000 sq. ft., provided that areas that are built to serve the Transit function of the Skier Services building will be excluded from counting toward the total 201 SFE density within this master plan. These spaces may include waiting areas, driver restrooms, and restrooms for bus passengers, etc.

There are no single family or duplex residential units permitted within this Master Plan. Also, no density has been assigned for the Parking Structures. The current Development Code exempts "any underground portion of a building which is used to provide required or approved parking for the project" from the allocation of density in commercial projects. For multi-family projects, "Common areas such as lobbies, hallways, and amenity areas shall not be counted against the density"; such common areas include the parking below each building.

The code does not clearly indicate that the Parking Structures count (or do not count) as density. Since the Parking Structures is not a commercial use, unheated, but is providing the required parking for the Breckenridge Ski Resort, Staff does not consider this density.

Staff researched past precedent for other projects that have Parking Structures and underground parking. These included Mountain Thunder Lodge, Main Street Station, Valdoro Village at Breckenridge, Exchange Parking Structure and the Powderhorn condos. None of these projects counted the Parking Structures as density (including above ground portions at the Village and Powderhorn condos). The Staff report for the Exchange Parking Structure indicated that "the proposal does not have any associated density or mass, since the above ground portion is not enclosed and the below ground portion is used as parking." In actuality, about half of the "below ground parking" at the Exchange Parking Structure is above grade. We have also not counted the Parking Structures in this master plan as mass.

Mass Bonus: 9-1-19-4R: Policy 4 (Relative) Mass: allows a bonus of floor areas in addition to the allowed density, for provision of above ground common elements such as lobbies, hallways, recreation areas, meeting rooms, etc. The allowed mass multiplier is based on the use. Mass multipliers in the current Development Code are:

Townhomes: 20% of allowed density Condominiums and Apartments: 15% of allowed density Condo-hotels and Hotels: 25% of allowed density

Commercial: no bonus

Deviations from the recommended mass are allowed, but negative points are allocated on an incremental scale. Staff also notes that although the density for these properties are determined by a recorded Density Transfer Covenant, the underlying density in Land Use District 20 was based on the Floor Area Ratio (FAR) of 1:3 for this Land Use District. Section (4) B of Policy 4 also states:

B. In a land use district where density is calculated by a floor area ratio only, residential and mixed use projects shall not be allowed additional square footage for accessory uses, and the total mass of the building shall be that allowed by the floor area ratio of the specific districts. In residential and mixed use developments within land use districts 18, and 19, no additional mass shall be allowed for the project and the total allowed mass shall be equal to the allowed density. (Ord. 10, Series 1990) (Emphasis added)

In this case, the density is not based upon a floor area ratio only. The recorded density covenant allocates density to these properties, and the density is listed in SFEs (not in terms of an FAR). Since the density is listed in SFEs and not an FAR, a mass multiplier will be allowed.

Since "allowed mass" is a function of "allowed density", there is no mass allocated to the Parking Structures. The structures will provide parking for outdoor recreational uses off-site (uses which are not themselves density), and for public uses during the off-season. For this reason, no density or mass is allocated or needed for the Parking Structures.

No negative points are currently warranted under this policy. Individual buildings will be reviewed against this policy and points will be allocated (if any) during the development review process.

Site Plan and Land Use

9-1-19-2R: Policy 2 (Relative) Land Use Guidelines

The site plan is designed around five new uses, plus the existing gondola. These include a Condo-Hotel, Parking Structures, Skier Services/Transit building, a Mixed Use Building, and Townhomes. There is also an expanded gondola plaza, and new bus bays.

Two Parking Structures are shown; one at the north end of the site adjacent to Park Avenue and French Street, and another along Park Avenue behind FirstBank and Town Hall. These locations were selected due to their easy access to Park Avenue, and also to maintain a more open and pedestrian friendly environment near the center of the site.

A Condo-Hotel is planned near Park Avenue and Watson Avenue, across from the gondola plaza. The bus area is to move to a location immediately west, along Park Avenue. This will help to move the buses away from the gondola plaza, creating a more pedestrian friendly place without buses and diesel fumes, and allows for a better connection to the Blue River. The existing Breckenridge Station would be removed, and all Transit functions would be incoporated in the new Skier Services building. The Skier Services/Transit building would face both the plaza as well as the bus bays, and could be designed to lock off the Transit functions from the Skier Services functions, to provide shelter when the Skier Services are closed.

Townhomes are shown at the northwest end of the site, next to the Blue River. These would be accessed from a new private drive tentatively called North Depot Road, which also provides access to the north Parking Structures. These units would be designed with views of and access to the Blue River and pedestrian/bike path.

A mixed use structure is planned at the southwest portion of the site, between the Blue River and the Condo-Hotel. This building would provide commercial uses on the ground floor, with residential uses on the upper floors. This new private street will become one of the main pedestrian and vehicular accesses to downtown from this property. To accommodate the development, the relocation of the Blue River further to the east is shown with this plan.

There are also plans for a small building or kiosk at the east end of the gondola plaza. The specific use for this building has not yet been identified, though it is tentatively identified as a "warming hut" with up to 3,000 square feet of commercial density. Other potential uses might include a café, restaurant, ice skate rentals, information center, etc. This sunny location should work well for après ski activities, such as a restaurant/bar, which could act as a good meeting point at the end of the ski day. Outdoor seating in this location could also help add activity to the plaza during summer months, and would create a great vantage point for "people watching" toward the plaza and river amenities. Staff finds the uses and relationship to the abutting Land Use Districts are compatible. We have no reason to assign positive or negative points for the site plan or land uses.

Building Heights

9-1-19-6R: POLICY 6 (Relative) Building Height:

 $1 \times (-2,+2)$ The height of a building has many impacts on the community. Building heights that exceed the Land Use Guidelines can block views, light, air, and solar radiation; they can also disrupt off site vistas, impact scenic backdrop and penetrate tree canopies that provide screening to maintain a mountain forest character. It is encouraged that the height of new buildings be controlled to minimize any negative impacts on the community.

Land Use District 20 recommends buildings up to three (3) stories in height (or 38' to the mean), and along the Blue River and Watson Avenue, two (2) stories in height (or 26' to the mean). Buildings ranging from 1-1/2 stories (Skier Services/Transit) to 5 stories tall (Condo-Hotel) are shown with this Master Plan. The Condo-Hotel building will be taller than most other buildings in downtown or the adjacent Conservation and Historic District. The Master Plan is showing this building located near other neighboring tall lodge properties. These include; Mountain Thunder Lodge to the west and River Mountain Lodge to the south away from the Conservation and Historic District.

The Condo-Hotel would be up to five (5) stories in height, with the fifth level of the hotel built into the roof. This does not exceed the Absolute Policy, but warrants twenty (-20) negative points under the Relative Policy. The Parking Structures would be up to three (3) stories tall on 4 levels, with some parking on the upper (roof) level. The Townhomes would be 2 to 3 stories tall. The Mixed Use Buildings are shown at about two (2) stories. The Transit & Skier Services building would be about 1-1/2 stories

This policy encourages incorporating density into the building roof structure. Staff believes that this can be accomplished with the Condo-Hotel and Townhomes, and one positive point (+1) may be warranted during the specific development review, not with this application.

Following is a portion of the Master Plan language on building height for the Condo-Hotel:

Heights of Buildings-This building will be up to five stories in height, not reflecting the recommendations in the General Design Criteria for Land Use District #20. However the outside face will incorporate the fifth floor into the roof, using dormers to create windows in those spaces. The additional height within this building allows the other buildings to vary between one and three stories throughout the site, creating a more organic spread of density that reflects the adjacent communities that include a variety of building heights between five and one story.

The Townhomes are shown at up to 3 stories. The Land Use Guidelines state: "The determination of acceptable building heights will be made during the development review process. Buildings in excess of three stories are discouraged, except along the Blue River and Watson Avenue where buildings in excess of two stories are discouraged." (Emphasis added)

The plan is designed to have lower buildings along the Blue River and near the Historic District, with the taller buildings closer to the bed base west of Park Avenue. Portions of the Townhomes are shown at 3 stories, but these taller building elements would be facing North Depot Road, with 2 story elements facing the Blue River. Language has been added to the Master Plan notes for the Townhomes, to indicate that portions of the buildings along the Blue River shall be 2 stories, with 3 story elements allowed only along North Depot Road.

Due to the 5-story Condo-Hotel, Staff recommends the allocation of twenty (-20) negative points under this policy.

Architectural Character

The design character of the buildings will depend on each building's use and location. For example, the Mixed Use Building and Townhomes are closer to the Blue River and the Historic District and will be shorter and will reflect the design character of buildings along Main Street. The Condo-Hotel will be the tallest building on the site, and the most visually dominant. It is planned as an icon for this site, and, as such, its scale will not be downplayed but be embraced and celebrated. Also, the Skier Services/Transit building should be a unique and easily identifiable building, and can be used to make a statement without impacting the historic district.

Condo-Hotel

Policy 5 (Relative) Architectural Compatibility recommends brick only as an accent:

Exterior building materials and colors should not unduly contrast with the site's background. The use of natural materials, such as logs, timbers, wood siding and stone, are strongly encouraged because they weather well and reflect the area's indigenous architecture. Brick is an acceptable building material on smaller building elements, provided an earth tone color is selected. Stucco is an acceptable building material so long as an earth tone color is selected, but its use is discouraged and negative points shall be assessed if the application exceeds twenty five percent (25%) on any elevation as measured from the bottom of the facia board to finished grade. (Emphasis added)

The Condo-Hotel building will take its design cues from other civic structures in Town, such as the old Summit County Courthouse on Lincoln Avenue and the Community Center and Library on Harris Street. The intent with this new building is to use design features that could have existed historically on a destination hotel in the Rocky Mountain west. There are five historic buildings in Breckenridge made of brick. Brick has generally been used recently only on civic structures in Breckenridge. Staff supports the use of brick and stone on this large structure. We do not believe that a primarily wood sided building is appropriate on such a large building. Also, as this building is near the downtown core, it is not appropriate to use rougher exterior treatments that might be used in a more alpine setting.

Staff finds that the use of brick or cut stone is appropriate on a building of such scale in this location. However, it should not be a primary material without allocation of negative points during the development review for individual buildings, and we have included a condition of approval to this effect. (No negative points have been assigned in the Master Plan for the use of brick.)

Master Plan Language (Condo-hotel):

Architectural Character: This building plays a major role in the Master Plan and will reflect a traditional downtown western hotel character. The building will create an iconic image within the downtown and will emphasize the connection to the larger traditional buildings within Town.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building.

Heights of Buildings-This building will be up to five stories in height, not reflecting the recommendations in the General Design Criteria for Land Use District #20. However the outside face will incorporate the fifth floor into the roof, using dormers to create windows in those spaces. The additional height within this building allows the other buildings to vary between one and three stories throughout the site, creating a more organic spread of density that reflects the adjacent communities that include a variety of building heights between five and one story.

Roofs: This building may have both gabled and hipped roof types. There may be flat roofs types that also are used for outdoor decks.

Townhomes:

The Townhomes will take design clues from buildings on North Main Street. They will include materials such as brick, stone and wood siding. Colors will reflect the colors of buildings in the downtown core. Staff would like to see these buildings using traditional Breckenridge forms, including steeply pitched roofs and vertically oriented windows. We feel that these design features are important, as they will help this site to blend with the character of the adjacent Historic District. We believe that brick should be used in only limited qualities, such as for foundations and chimneys. It may also be appropriate to use stone on foundations and accents.

Master Plan Language:

Architectural Character: The townhome buildings will most reflect the character of the northern Main Street community. These smaller building will reflect the smaller massing and historic detailing found in much of the residential area of downtown.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The colors used within these building materials will reflect the colors of the building in the downtown core.

Heights of Buildings: These buildings will be no more than three stories in height near North Depot Road, and no more than two stories in height near the Blue River as recommended by the General Design Criteria for Land Use District #20.

Mixed Use Building:

This building will most closely reflect the character of the older commercial buildings on the 100 block of South Main Street. They will have zero lot line setback (at the sidewalk edge), and will include storefront windows on the lower level (for display of merchandise) and smaller upper level windows in the residential units. The buildings will use a combination of wood siding, brick and stone. Staff also suggests design features such as recessed entries, transom windows, kick plates, cornices and sign bands. These features are important to create the commercial feeling of the street and make the sidewalks welcoming to pedestrians. These design elements have been included in the Master Plan notes.

The roof forms include gabled, flat and false front roofs. It will also be important that the scale, mass and façade rhythm create the feeling of individual buildings. Some examples of newer buildings that fit into the historic rhythm of the 100 block of South Main Street include the Struve building at 122 South Main Street, and the Rounds Building at 137 South Main Street.

Master Plan Language:

Architectural Character: This building will be the closest in character to the South 100 block of Main Street. Historic looking storefronts with residential uses above and a zero lot line appearance. Design features of these buildings could include recessed entries, transom windows, kick plates, cornices and sign bands. Upper level windows should be smaller, residential type windows. The building sits upon the main street of the site (Depot Street) and functions much in the same way the buildings on Main Street function.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The color and primary material may change per each tenant space to give the appearance of individual buildings. The colors used within these building materials will reflect the colors of the building in the downtown core.

Heights of Buildings: This building will be no more than two stories in height and as recommended by the General Design Criteria for Land Use District #20.

Roofs: This building may have a variety of roof types to create the Main Street image, including gabled, flat, and false front.

Skier Services/Transit Building:

This building is planned to incorporate the architectural styling of a train station that could have existed along Park Avenue (once the rail line). It is not a replica of any building that existed historically in town, although the Town's train station (with a much simpler design) was very close to this location. The building is planned to reflect the railroad heritage of the west, which may include a large sheltering roof with significant eaves, and focal elements such as a clock tower. The building will use natural materials such as brick, wood siding, and/or stone. Colors will reflect dark natural colors, such as the red brick of the old Summit County Courthouse in Breckenridge. It may have both gable and hipped roofs.

Staff believes that the materials and style are appropriate for this development. We like the idea of using features traditionally used in a train station, since this building will serve as a Transit Center and the historic train station was near to this location. Also, some type of tower element will help to visually identify this site as a gathering place and may serve a valuable function (for example, if a clock is installed). We also support the use of brick on the building. While most historic buildings in Breckenridge (including the historic train station) did not use brick, many civic buildings did use brick. This civic type structure is unique and its function and architecture should be celebrated.

Master Plan Language:

Architectural Character: This building will represent the iconic nature of a Transit station in Breckenridge. The design will reflect the traditional train depots of the west.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The colors used will relate to the historic Summit County Courthouse, as well as the new Condo Hotel building within the project.

Heights of Buildings; This building will be no more than two stories in height and as recommended by the General Design Criteria for Land Use District #20.

Roofs: This building may have both gabled and hipped roof types.

Parking Structures

The design of the Parking Structures will be some of the most challenging and important elements of this plan. These large structures will need to accommodate their primary function while fitting into the core of downtown without overwhelming the site. A variety of techniques can be used to reduce the visual mass of the buildings, and to help them look less like traditional Parking Structures. Changes in building materials, wall planes and the use of both solid and void spaces can help the structure fit into the urban fabric of the site. They can also help the building to maintain a human scale. However, it will also be important to identify these buildings as Parking Structures, so that visitors quickly find their entrances and don't congest traffic while seeking a place to park. Proper use of landscaping and earthen berms can also be effective at softening the scale and materials of large buildings.

Master Plan Language:

Architectural Character: Much of the architectural character for the two above ground Parking Structures will be related to making the mass feel smaller and using materials that create a like aesthetic to the community. The design will seek to lessen the visual impact of the Parking Structures and help the buildings blend into the surrounding neighborhood through the possible use of windows, faux windows, storefront, and other architectural techniques.

Building Materials: Natural materials; including brick and stone may be used for this building. Additionally there may be some concrete panels and metal screening used to create additional architectural interest. The colors used within these building materials will reflect the colors of the building in the downtown core.

Heights of Buildings: These buildings will be no more than three stories in height and as recommended by the General Design Criteria for Land Use District #20.

Staff and the Applicant will be happy to discuss ideas on how the Parking Structures may be designed to minimize its visual impact and improve the aesthetics of these buildings.

Gondola Roof Structure

During review and approval of the gondola itself, a roof structure was approved above the gondola terminal in town. During the construction of the gondola, it was determined that the roof structure could not be built at the same time if the gondola was to be open in time for the winter of 2006-2007 season. As a result, the roof structure was not built, but foundations were installed in anticipation of later installing the roof.

With the review of this Master Plan, the Applicants feel that the roof is not needed. They have concerns over the size of the structure, and feel that the roof is not appropriate within this development as planned. As a result, a note on the Gondola Building has been included on Sheet 1 of the master plan. The note essentially states that the roof structure is not compatible with the architectural character of the adjacent buildings, and is therefore an impediment to the plan. Following is the propose language in the master plan:

The plans for the Gondola approved under Development Permit #2004010 provided for a roof structure to be constructed over the Gondola base facilities, but that structure has not yet been constructed. The roof as designed may not be compatible with the architecture of the adjacent buildings provided for in this master plan and, in addition, may present some impediments to certain maintenance, repair, and replacement activities anticipated to be necessary. Accordingly, to avoid a waste of resources, the roof should not be constructed as provided for under Development Permit #2004010, [and] that Permit should be administratively amended to delete the roof requirement.

Gondola Plaza & Amenities

9-1-19-24R: Policy 24 (Relative) Social Community

The success of this project will depend partly on the amenities and physical design of the public spaces. The main public space in this plan is the expanded gondola plaza. The current plaza is curtailed by the Transit staging area. The plan expands the plaza and ties it into the Blue River much better, thereby making it a more pedestrian friendly area, particularly in summer when the plaza could be used for special events.

The gondola plaza itself will be one of the most important and most visited spaces within this plan. The plaza is the main loading and unloading zone for the gondola, and is designed to accommodate large crowds. The space is designed to be large enough to handle the volume of gondola riders, while remaining small enough to feel intimate on less crowded days. It will be a place for meeting in the morning, and a place to reconnect for après ski activities at the end of the day. The plaza is designed with the Transit/Skier Services building to the west, the gondola to the north, and the Blue River to the east.

A café with outdoor seating is planned for the Skier Services building, with seating facing the plaza and the morning sun. Another outdoor seating area is possible at the warming hut/café/restaurant near the river and pond. This area would be sunny in the afternoon and could also work well as a coffee shop or a restaurant/bar for après-ski activities. It would also provide

great people watching in summer with the plaza, river and pond in view. The gondola plaza would be built in Phase II.

Another public amenity is the new Transit staging area and Transit Center. The current Transit staging area creates conflicts between buses, cars and pedestrians. The new location is designed to minimize these conflicts, and could also help the buses stay on schedule by providing direct access to Park Avenue, with a dedicated bus-only curb cut.

One other amenity of this plan includes a possible conference facility within the Condo-Hotel. Although not "public", this approximately 12,000 - 15,000 square foot facility would provide additional venue space in the downtown core, which is a community need identified in the past by the Breckenridge Tourism Office. Since it is unknown at this time exactly how much conference space will be provided, Staff recommends that positive points (if any) be assigned during the site specific development review of the Condo-Hotel, rather than at this time. As such, no positive or negative points are recommended.

Vehicle Access And Circulation

9-1-19-16R: Policy 16 (Relative) Internal Circulation

The site is well served by an existing network of public streets including Park Avenue (State Highway 9), Main Street, French Street, Watson Avenue and Ski Hill Road. These existing ROWs provide the majority of the vehicular access to the site. Two new private roads are also shown; South Depot Road, which connects to the existing Wellington Road at Main Street, and North Depot Road, which will connect into the site from French Street on the north. Good pedestrian circulation is also shown, with improvements to the Riverwalk providing good access to downtown, and with a pedestrian bridge providing improved access to North Main Street.

Access to North Parking Structure

The north Parking Structures will take access from French Street. A new round-about is shown at the intersection of French Street and North Park Avenue, which also intersects with the Gold Rush Lot entrance. A new private street is planned from French Street into the south site area, which will allow access to the Parking Structures and to the Townhomes. The road will also provide access to the skier drop off area near the gondola plaza.

Access to South Parking Structure

Access to the south Parking Structures would be from North Park Avenue, just north of the existing driveway for FirstBank and Town Hall. This existing curb cut would be relocated to the north, and combined with the Parking Structures into one driveway cut. This change is proposed to meet the Colorado Department of Transportation (CDOT) limitations on new curb cuts along the Highway.

Access into the south Parking Structures was one of the concerns raised by the public during past meetings. Staff worked closely with the Applicant and FirstBank to address this issue. Other alternatives considered for accessing the south Parking Structures included:

- 1. access from Watson Street;
- 2. relocating the access further north (across from Mountain Thunder Drive);
- 3. use of two access points (one into the bank and one for the structure);
- 4. loading the structure primarily from South Depot Road and;
- 5. swapping the structure and hotel locations.

These options were dismissed because they resulted in severe degradation of the project's circulation, increased conflict between pedestrians and vehicles, increased the traffic on Main Street, and/or were not seen as supported by CDOT.

This access point to the south Parking Structure would be improved over the current curb cut at FirstBank with the addition of new turn lanes, curbs and an access plan through FirstBank and Town Hall.

The plan also includes some additional parking for FirstBank to the south of the Parking Structures. This would be on Vail Resorts property, and a separate easement between the Applicant and FirstBank will be needed. Finally, the design into and out of the Parking Structures would include some curbs and turn lanes that ensure that vehicles entering or exiting the structure cannot use the FirstBank and/or Town Hall property to access Ski Hill Road. Only FirstBank and Town Hall customers and Staff could get through to the front of these buildings to access Ski Hill Road. This option was important to ensure that bank customers could head south on Park Avenue, even if the Parking Structures exit is congested or does not allow left turns out.

Pedestrian Circulation

In addition to the new vehicle circulation, several pedestrian improvements are shown. These include pedestrian bridges across the Blue River near the gondola toward Main Street, a new road with sidewalk from the Wellington Parking lot to the site, pedestrian pathways from the existing ski back tunnel to South Depot Road south of the hotel, sidewalks along North Depot Road and South Depot Road, an expanded pedestrian plaza in front of the gondola (separated from buses by the Transit building), and an expansion of the Riverwalk behind the Mixed Use Building.

As a result of these pedestrian and street improvements, Staff recommends three (+3) positive points for good circulation and separation of uses, as previously assigned the original and last renewal.

Blue River Corridor

9-1-19-37A: Policy 37 (Absolute) Special Areas

The restoration and integration of the Blue River into the site plan are key goals of this Master Plan. The river physically separates this site from the downtown core, but it will become a new link to downtown through an extension of the existing Riverwalk and new pedestrian bridges. By

creating a bicycle and pedestrian pathway along the river, the Riverwalk to the south will be connected to the existing bike path on the north. This important link is currently missing, and this portion of the river is currently inaccessible and generally unseen by most locals and visitors.

The river will also be improved for better aquatic habitat, including fish and other riparian species. As this is a master plan and not a site specific site plan approval, many of the details of the river restoration have not been determined at this time. Staff notes, a hydraulic analysis of the river (including river width, elevation and flow/velocity) will be required by the Engineering Department before development permits can be issued for Phase II or Phase III of this plan.

The Town of Breckenridge owns portions of the river. The landscape vision for the river includes shifting the river to the east near the Mixed Use Building location. Also, the land east of the Breckenridge Professional Building on Ski Hill Road is not entirely controlled by the Town or VRDC, and as such, has not been included within this plan. The actual shifting of the river will be a business issue and will need to be discussed in future meetings between the Town Council and Applicant and then memorialized through future agreements.

Since there has not yet been a commitment by the Applicant to construct the river corridor improvements, we do not recommend positive points at this time.

Phasing of River Improvements:

The river corridor improvements on the south side of the site would be installed along with Phase III of the project. This phase includes construction of the Condo-Hotel, Mixed Use Building, and South Depot Road. River corridor improvements north of Watson Avenue would need to be completed along with the gondola plaza improvements. These developments are shown to be part of Phase II, which also includes the north Parking Structures.

It is likely that the river improvements would be completed by VRDC at the time of their other improvements within Phase III. Also, for South Depot Road to be useful, it will need to connect to the Wellington Road extension, which timing has not been identified. These are business details that need to be discussed between the Town and VRDC due to land ownership. Notably, the Blue River adjacent to the Mixed Use Building is to be relocated to the east to accommodate the new building. Construction of the river improvements may be included as part of the public commitments made as part of a future development agreement for extended vesting or other business issues to be reviewed by the Town Council.

Infrastructure

9-1-19-26R: Policy 26 (Relative) Infrastructure:

Roads:

In order to develop a large site such as this, many infrastructure improvements are usually required. In this case, the needed infrastructure, including most of the roads and utilities, are already in place due to the surrounding developed areas. The existing network of streets,

including North Park Avenue, Watson Avenue, and French Street help to feed traffic into and out of this site. Two new roads are shown to supplement these existing streets, and provide improved internal circulation. South Depot Road is planned to connect from Wellington Road on the east, and tie into Watson Avenue on the north. This street is shown with on-street parking and sidewalks, to help improve the pedestrian and shopping experience and increase the supply of parking.

North Depot Road, which would connect from French Street on the north, would provide access to the new Townhomes and the north Parking Structures. It would also serve as access to the gondola drop-off, just north of the gondola.

Another new connection that needs to be identified in the phasing plan includes the extension of Wellington Road. This road is part of the anticipated circulation plan for South Depot Road, but its construction has not yet been identified in the phasing plan. It is anticipated that this road will need to be constructed for South Depot Road to operate as designed.

Utilities:

There are water and sanitary sewer lines that surround the subject lots within North Park Avenue, French Street, Main Street and Watson Avenue. There is also an existing natural gas line that runs along the west edge of this property, near Park Avenue. This new development would require the extension of some of these utilities. This would include expanding the water and sewer lines along North Depot Road, and extending the water line along the Wellington Road extension, South Depot Road and Watson Avenue to the west.

Storm sewer lines would be extended along Watson Avenue, and also along the north side of the gondola, south of the Townhomes, with drainage flowing to the Blue River. Storm sewers would also be extended from the courtyard of the Condo-Hotel to the new extension of Wellington Road and into detention ponds or other water quality feature near the river. Lastly, the plans show a storm sewer running along the south side of French Street, from the Parking Structures to the Blue River. These utility locations are conceptual only at this time, but they show that some new utilities will be needed, and are feasible with the current site plan.

Employee Housing

The proposal includes the provision of employee housing in an amount sufficient to earn positive eight (+8) points for the development. The eight points was based on the recorded Covenant (Rec # 942511) which provides for 22,089 sq. ft. or 8.51% of the anticipated density of the project in employee housing, plus a 10% contingency. Since the density could be used in a variety of ways, with a variety of density multipliers, we used the Applicant's "best guess" plan plus a contingency to determine how much density would initially be deed-restricted.

If less employee housing is required based on the actual square footage of density developed than has been provided to earn these +8 points, deed restricted units can be released in the future. If more density is required, the Applicant will be required to provide additional deed restrictions

in the future.) We have added a Finding to this effect. Staff recommends positive eight (+8) points.

Phasing

The construction timing for this project has not been identified, which will depend on market conditions. This site will be developed over time. In order to allow this, a phasing plan has been developed. The plan anticipates the need to construct the Parking Structures to replace surface parking. It also allows for the Skier Services/Transit building to be built first, in a location that does not impact guest parking. There are also a few aspects of the development that are not in the phasing plan, including improvements to North Park Avenue and construction of the round-about. The phasing plan has been included on Sheet 10 of the master plan.

Phase I:

Demolition or removal of the existing Transit building
Demolition of existing bus parking area
Build new Skier Services/Transit building
Build bus drop off/pick up area and access point to North Park Avenue

Phase II:

Build northern Parking Structures
Build three townhome buildings
Build North Depot Road and connect the bus area to French Street
Create gondola plaza
Construct river improvements associated with gondola plaza

Phase III:

Demolish surface parking lot
Build south Parking Structures
Build Condo-Hotel (Building may be built in two phases over time)
Build South Depot Road and extension of Wellington Road to South Depot Road
Build Mixed Use Building
Install river improvements south of Watson Avenue.

In addition to this phasing plan, there are some studies that are needed before certain phases of development can begin. One of these issues relates to a hydraulic analysis of the Blue River, including river width, elevation and velocity (flow). This information on the new design for the river, and associated river improvements will be needed before Phase II and III begin, since grading of the river can affect adjacent development. (Phase I, construction of the Skier Services/Transit building, has an elevation set by the existing gondola, and can not vary significantly.) As a result, Staff suggests that the phasing plan be removed from the current master plan, and be considered separately, when more information is available. Some other items that have not yet been identified in the phasing plan include:

Staff recommends these items in Phase I:

Construct round-about at intersection of North French Street and North Park Avenue

Install and stripe turn lanes on North Park Avenue

Staff recommends these items in Phase 2:

Install and stripe turn lanes on French Street Install pedestrian bridge across Blue River

Staff recommends this item in Phase 3: Construct expansion of Wellington Road through Wellington Parking Lot.

We have included a Condition of Approval which states: "The phasing plan shown on Sheet 10 of the Master Plan is illustrative only, and is not part of this master plan approval. Prior to the issuance of any Class A, B or C development permit for any development within the master planning area, Applicant shall submit to and obtain approval from the Town of Breckenridge a Class D development permit for a revised phasing plan, which shall include phasing for the restoration of the Blue River and construction of the round-about at Park Avenue and French Street."

Point Analysis

All master plans are required to be reviewed on a point analysis, and shall comply with all absolute policies, obtain a score of zero or more with respect to all relative policies, and comply with all other applicable development policies of the town in effect at the time of the master plan application. One of the issues with reviewing a master plan relates to the timing of the assignment of points. While some elements of the master plan warrant the allocation of points during the master plan review, other elements may not warrant point allocations until development permit review. The following points are recommended at this time:

- Policy 6 (Building Height) -20 points for buildings up to 5 stories.
- Policy 16 (Internal Circulation) +3 points for good vehicle and pedestrian circulation.
- Policy 18 (Parking-View) +4 points for providing parking underground or in a structure.
- Policy 18 (Parking-Joint Facilities)+1 point for making parking available to the public.
- Policy 18 (Parking-Shared Access) +1 point for shared driveway access.
- Policy 24 (Social Community
- Employee Housing) +8 points for providing 8.51% of density as employee housing.
- Policy 24 (Social Community) +3 points for Council Goals, environmental sustainability.
- Policy 25 (Transit) +4 points for improved Transit circulation, improved facilities and reduced vehicle and pedestrian conflicts.

The result is a passing score of positive four (+4) points.

Business Issues

There are several issues related to land ownership, financing of improvements, maintenance of improvements and the like, which need to be discussed and memorialized with Town Council in a separate agreement. The master plan recognizes these challenges, and anticipates that such agreements will be needed before this development proceeds.

Sheet 1 of the Master Plan includes a brief discussion of some of the business issues that are anticipated at this time. These include: relocation and removal of property lines, operation of the Transit facilities, maintenance of streets, financing of the Parking Structures, restoration of the Blue River, extension of the Riverwalk, and extension of Wellington Road. We have included a Condition of Approval to indicate that no Class A, B or C development permits will be issued for development within this Master Plan until such business issues have been addressed. These issues will be separately addressed by Town Council.

Staff Recommendation

This application was advertised as a Combined Preliminary and Final Hearing, and, as such, it may be approved by the Commission at this hearing. Since there have been no Code changes in the past three years that would affect this project, Staff has no concerns.

There are still several issues that have not been finalized in this application, which have been included as Conditions of Approval. These issues are primarily business issues (i.e. property lines, ownership and construction of public amenities, loss of parking, and construction of the river improvements, etc.) that are not addressed in the Development Code, and need to be approved by Town Council.

We look forward to your comments.

Staff recommends approval of this permit renewal with the attached Findings and Conditions, and the Point Analysis as presented.

	Final Hearing Impact Analysis			
Project:	Gondola Lots Redevelopment Master Plan (Permit Renewal)	Positive	Points	+24
PC#	2009010		+0	
Date:	1/18/2013	Negative	Points	- 20
Staff:	Chris Neubecker	Total	Allocation:	+4
	Items left blank are either not			
Sect.	Policy	Range	Points	Comments
1/A	Codes, Correlative Documents & Plat Notes	Complies		
2/A	Land Use Guidelines	Complies		Master Plan
2/R	Land Use Guidelines - Uses	4x(-3/+2)	0	Lodging and commercial uses recommended
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)	0	200ging and commonder accommonded
2/R	Land Use Guidelines - Nuisances	3x(-2/0)	0	None anticipated
		Campulian		93 SFEs of density transfer from Gold Rush Lot. Project shall not exceed 201 SFEs over
3/A	Density/Intensity	Complies		the entire site.
3/R	Density/ Intensity Guidelines	5x (-2>-20)	0	
				Standard mass bonuses in place on April 2,
4/0	Mana	5x (-2>-20)	0	2009 (the date of the original permit
4/R 5/A	Mass Architectural Compatibility / Historic Priority Policies	Complies		application) are in effect.
O// C	Architectural Compatibility / Historic Friority Folicies	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)	N/A	Will be reviewed during development review for each building. Natural materials are recommended. Brick is proposed as a primary material on the condo-hotel and skier services building, rather than as an accent. No points have been assigned at this time. Points for use of brick and other architectural issues will be reviewed during individual development permits for each building.
5/R	Architectural Compatibility / Conservation District	5x(-5/0)	N/A	portrine for each ballang.
	Architectural Compatibility H.D. / Above Ground Density 12	(-3>-18)	N/A	
5/R	UPA	(-32-10)	19/73	
5/R	Architectural Compatibility H.D. / Above Ground Density 10 UPA	(-3>-6)	N/A	
6/A	Building Height	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside			
6/R	the Historic District Building Height Inside H.D 23 feet	(-1>-3)		
6/R	Building Height Inside H.D 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)	- 20	Buildings up to 5 stories (condo-hotel) proposed.
6/R	Density in roof structure	1x(+1/-1)	N/A	Specific building designs have not yet been submitted.
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)	N/A	Specific building designs have not yet been submitted.
	For all Single Family and Duplex Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)	N/A	
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)	N/A	
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)	N/A	Site is vacant with no significant development
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)	0	constraints.
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)	0	No significant grading is proposed.
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)	0	Site is in an urban area. No significant buffering is proposed at this time. Landscaping plans will be reviewed at time of development permit, and buffering will be addressed at that time.
7/R	Site and Environmental Decign / Pataining Walls	2X(-2/+2)	N/A	No retaining walls are proposed at this time
///	Site and Environmental Design / Retaining Walls Site and Environmental Design / Driveways and Site Circulation		_	No retaining walls are proposed at this time. No significant grading is required for
7/R	Systems	4X(-2/+2)	0	driveways or parking areas.
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)	0	Site is in an urban area. Minimal privacy is anticipated. Privacy issues will be further reviewed during site specific development permit.
7/R	Site and Environmental Design / Wetlands	2X(0/+2)	0	No wetlands are anticipated to be impacted, other than the Blue River during restoration. Army Corps permits will be required prior to any work within the river or flood plain.
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)	N/A	There are no significant natural features on the site, other than the Blue River. The river has been incorporated into the design of the project, but points (if any) for the river restoration will be assigned during the site specific plans for the river.

8/A	Ridgeline and Hillside Development	Complies		
9/A	Placement of Structures	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)	N/A	Points will be assigned during the development review process for individual developments.
9/R	Placement of Structures - Adverse Effects	3x(-2/0)	N/A	Points will be assigned during the development review process for individual developments.
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)	N/A	Points will be assigned during the development review process for individual developments.
9/R	Placement of Structures - Setbacks	3x(0/-3)	N/A	Points will be assigned during the development review process for individual developments.
12/A	Signs	Complies		
13/A	Snow Removal/Storage	Complies		Points will be assigned during the
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)	N/A	development review process for individual developments.
14/A	Storage	Complies		Points will be assigned during the
14/R	Storage	2x(-2/0)	N/A	development review process for individual developments.
15/A	Refuse	Complies		Dainta will be a saint and decimal the
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)	N/A	Points will be assigned during the development review process for individual developments.
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)	N/A	
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)	N/A	Points will be assigned during the development review process for individual developments.
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)	+3	Good network of pedestrian paths, bridges and sidewalks. Walkable plan helps to separate incompatible uses such as pedestrians and buses.
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)	0	None anticipated.
17/A 18/A	External Circulation Parking	Complies Complies		
18/R	Parking - General Requirements	1x(-2/+2)	0	Project meets parking need, per parking study from Felsburg, Holt & Ullevig parking consultants. 1:1 parking ratio for the condohotel will be reviewed by Town Council under a separate development agreement.
18/R	Parking-Public View/Usage	2x(-2/+2)	+4	Parking in structures and under buildings. Minimal surface parking on new private streets.
18/R	Parking Loint Parking Equilities	1x(+1)	+1	Parking structures will be open to public use.
18/R	Parking - Joint Parking Facilities Parking - Common Driveways	1x(+1)	+1	Shared access with Town Hall and 1st Bank for south parking structure.
18/R	Parking - Downtown Service Area	2x(-2+2)	0	
19/A 20/R	Loading Recreation Facilities	Complies $3x(-2/+2)$	N/A	None proposed within master planned area. Private recreation facilities may be included within condo-hotel, and will be reviewed at a later date.
21/R	Open Space - Private Open Space	3x(-2/+2)	N/A	later date.
21/R	Open Space - Public Open Space	3x(0/+2)	N/A	No open space has been identified with this development. Open space requirements will be reviewed during the development review process for individual developments.
22/A	Landscaping	Complies		F
22/R	Landscaping	2x(-1/+3)	N/A	No landscaping plan has been supplied with the master plan. Landscaping requirements will be reviewed during the development review process for individual developments.
24/A	Social Community	Complies		
24/R	Social Community - Employee Housing	1x(-10/+10)	+8	Employee housing equal to 8.51% of the density of the project will be provided off-site. Deed restrictions for the employee housing shall be created prior to the recordation of the master plan or master plan notice.
24/R	Social Community - Community Need	3x(0/+2)	+3	Development will address Council Goals for 2008, including transportation enhancements, economic sustainability and environmental sustainability in buildings.
24/R	Social Community - Social Services	4x(-2/+2)	N/A	None proposed.
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)	0	Conference space planned in hotel building.
24/R	Social Community - Historic Preservation	3x(0/+5)	N/A	None proposed.

2-DR Transit 4x(-2/+2) 4x				ı	T=
Infrastructure Compiles			4x(-2/+2)	+4	Relocation and reconstruction of transit building and bus lanes. Increase in bus bays, improved transit service and better pedestrian
Infrastructure - Capital Improvements					safety.
Drainage					N 1 15 11
Drainage - Municipal Drainage System Sx(0+2) N/A Final drainage plan will be required prior to development permits for individual building development permits permits permits for permits for individual building development development permits for individual building development development permits for individual building development development permits permits for individual building development development permits permits for individual building development development				0	No significant improvements proposed.
Diamage - Municipal Drainage System SI(U+2) VIVA development permits for individual building SI(U+2) VIVA development permits for individual building SI(U+2) VIVA development permits for individual building SI(U+2) VIVA VIVA SI(U+2) VIVA	27/A	Drainage	Complies		Final designate plan will be required prior to
	07/D	Drainage Municipal Drainage System	3x(0/+2)	N/A	* '
Construction Activities			Commiss		development permits for individual buildings.
30/R Air Quality - wood-fired oven in restaurant/bar					
SOR Air Quality - wood-fried oven in restaurant/bar 0 N/A None proposed at this time.					
30/R Air Quality - wood-burning cooking appliance in restaurant/bar 2, W/A None proposed at this time. 30/R Beyond the provisions of Policy 30/A 2x(0/+2) N/A None proposed at this time. 31/A Water Quality - Water Criteria 3x(0/+2) N/A None proposed at this time. 31/R Water Quality - Water Criteria 3x(0/+2) N/A None proposed at this time. 32/A Water Conservation - Renewable Energy Sources 3x(0/+2) N/A No specific enhancements proposed at this time. 33/R Energy Conservation - Renewable Energy Sources 3x(0/+2) N/A No renewable energy has been identified a this time. 46/R Sayr Sayr Sayr Sayr Sayr Sayr Sayr Sayr				N/A	None proposed at this time
SUR Beyond the provisions of Policy 300A Triving Complies Ar Quality Water Custing Water Quality Water Criteria 32/A Water Conservation Complies No specific enhancements proposed at this time. Size Complies No specific enhancements proposed at this time. Size Complies No renewable energy has been identified at this time. Firsty Conservation - Energy Conservation Archivery Conservation - Energy Conservation Arc	30/13	All Quality - Wood-lifed over in restaurantibal		IN/A	None proposed at this time.
Signature Suppose S	30/R	Air Quality - wood-burning cooking appliance in restaurant/bar	-2	N/A	None proposed at this time
Water Quality			2x(0/+2)	N/A	
31/16					
Welter Cularity - Water Unternal wine. wine. water Conservation Compiles		, , , , , , , , , , , , , , , , , , ,	•	21/2	No specific enhancements proposed at this
Signature Sig	31/R	Water Quality - Water Criteria	3x(0/+2)	N/A	time.
Sample Energy Conservation Renewable Energy Sources Sat(19-42) Sample Sat(19-42) No energy conservation Sat(19-42) No energy conservation Sat(19-42) No energy conservation Sat(19-42) No energy conservation features have been identified at this time Sat(19-42) Sample Sat(19-42) Sa	32/A		Complies		
Energy Conservation - Energy Conservation 3x(-2/+2) No energy conservation			0(0/+0)		No renewable energy has been identified at
SAPE Sering Conservation SAPE Sering S	33/R	Energy Conservation - Renewable Energy Sources	3X(U/+2)		this time
Enterty Conservation - Enterty Conservation HERS index for Residential Buildings			3v/ 3/±3\		No energy conservation features have been
HERS index for Residential Buildings	33/R	Energy Conservation - Energy Conservation	JX(-Z/TZ)		
HERS rating = 61-80					
HERS rating = 19-40					
HERS rating = 19-40	33/R				
HERS rating = 1-20		HERS rating = 41-60			
HERS rating = 0					
Commercial Buildings - % energy saved beyond the IECC minimum standards					
standards	33/R		+6		
Savings of 10%-19% Savings of 20%-29% Savings of 20%-29% Savings of 20%-29% Savings of 30%-39% Savings of 30%-39% Savings of 30%-39% Savings of 50%-39% Savings of 50%-59% Savings of 50%-59% Savings of 50%-59% Savings of 50%-69% Savings		9, ,			
Savings of 20%-29% +3	00/D		1.4		
33/R Savings of 40%-49% +4					
33/R Savings of 50%-59% +6					
33/R Savings of 60%-59% +6 +6					
Savings of 60%-69% +7					
Savings of 70%-79% +8 +8					
Savings of 80% + +9					
Heated driveway, sidewalk, plaza, etc.					
Heated driveway, sidewalk, plaza, etc.		ge or corre		_	No outdoor heated sidewalks are proposed at
Outdoor commercial or common space residential gas fireplace (per fireplace) 1x(-1/0) 0 No outdoor fireplaces are proposed at this time.	33/R	Heated driveway, sidewalk, plaza, etc.	1X(-3/0)	0	· ·
Say Continue Say			4)// 4/0)	_	No outdoor fireplaces are proposed at this
Large Outdoor Water Feature	33/R	(per fireplace)	1X(-1/0)	U	time.
34/A Hazardous Conditions Complies 34/B Hazardous Conditions - Floodway Improvements 3x(0/+2) 0	33/R	Large Outdoor Water Feature	1X(-1/0)	0	proposed at this time. Specific proposals will
34/R Hazardous Conditions - Floodway Improvements 3x(0/+2) 0 35/A Subdivision Complies 36/A Temporary Structures Complies 37/A Special Areas Complies 37/R Community Entrance 4x(-2/0) N/A 37/R Individual Sites 3x(-2/+2) N/A 10x No commitment has yet been made as to 2x(0/+2) 0 which entity will construct and finance the r 10x improvements improvements 37R Cucumber Gulch/Setbacks 2x(0/+2) N/A 37R Cucumber Gulch/Impervious Surfaces 1x(0/-2) N/A 38/A Home Occupation Complies 39/A Master Plan Complies 40/A Chalet House Complies 41/A Satellite Earth Station Antennas Complies 42/A Exterior Loudspeakers Complies 43/A Public Art Complies 43/R Public Art Complies 44/A Radio Broadcasts Complies 45/A Special Commercial Events Complies 46/A Exterior Lighting Complies 46/A Exterior Lighting Complies 46/A Exterior Lighting Complies 48/A Exterior Lighting Complies		Other Design Feature	1X(-2/+2)		
35/A Subdivision Complies					
36/A Temporary Structures Complies				0	
37/A Special Areas Complies 37/R Community Entrance 4x(-2/0) N/A 37/R Individual Sites 3x(-2/+2) N/A No commitment has yet been made as to which entity will construct and finance their improvements. 37/R Blue River Simprovements 2x(0/+2) N/A Simprovements 37/R Cucumber Gulch/Setbacks 2x(0/+2) N/A Simprovements 38/A Home Occupation Complies 38/A Home Occupation Complies Simprovements Complies Simprovements Sim					
37/R Community Entrance 4x(-2/0) N/A			Complies		
37/R					
37/R Blue River 37/R Cucumber Gulch/Setbacks 37/R Cucumber Gulch/Impervious Surfaces 37/R Cucumber Gulch/Impervious Surfaces 38/A Home Occupation 39/A Master Plan 40/A Chalet House 41/A Satellite Earth Station Antennas 42/A Exterior Loudspeakers 43/A Public Art Complies 43/R Public Art Complies 43/R Public Art Complies 44/A Radio Broadcasts 45/A Special Commercial Events Complies Complies Average Author Surfaces Average Author Surf					
2x(0/+2) 0 which entity will construct and finance the r improvements. 37/R Cucumber Gulch/Setbacks 2x(0/+2) N/A 37/R Cucumber Gulch/Impervious Surfaces 1x(0/-2) N/A 38/A Home Occupation Complies 39/A Master Plan Complies 40/A Chalet House Complies Complies 41/A Satellite Earth Station Antennas Complies 42/A Exterior Loudspeakers Complies 43/A Public Art Complies Some public art anticipated, but not yet identified. Applicant will need more specific plans approved by Public Art Commission. 44/A Radio Broadcasts Complies 45/A Special Commercial Events Complies 46/A Exterior Lighting Complies Com	37/R	Individual Sites	3x(-2/+2)	N/A	
37R Cucumber Gulch/Impervious Surfaces 1x(0/-2) N/A 38/A Home Occupation Complies					which entity will construct and finance the river
38/A Home Occupation Complies					
39/A Master Plan Complies		· ·		N/A	
40/A Chalet House Complies 41/A Satellite Earth Station Antennas Complies 42/A Exterior Loudspeakers Complies 43/A Public Art Complies 1x(0/+1) N/A Some public art anticipated, but not yet identified. Applicant will need more specific plans approved by Public Art Commission. 43/R Public Art Commission. 44/A Radio Broadcasts Complies 45/A Special Commercial Events Complies 46/A Exterior Lighting Complies					
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42/A Exterior Loudspeakers Complies 43/A Public Art Complies 1x(0/+1) N/A Some public art anticipated, but not yet identified. Applicant will need more specific plans approved by Public Art Commission. 43/R Public Art Public Art Public Art Commission. 44/A Radio Broadcasts Complies 45/A Special Commercial Events Complies 46/A Exterior Lighting Complies					
43/A Public Art Complies Some public art anticipated, but not yet identified. Applicant will need more specific plans approved by Public Art Commission. 43/R Public Art 43/R Public Art Radio Broadcasts Complies 45/A Special Commercial Events Complies 46/A Exterior Lighting Complies					
43/R Public Art Public Art 48/A Radio Broadcasts 45/A Special Commercial Events 46/A Exterior Lighting Some public art anticipated, but not yet identified. Applicant will need more specific plans approved by Public Art Commission. Complies Complies					
44/A Radio Broadcasts Complies 45/A Special Commercial Events Complies 46/A Exterior Lighting Complies				N/A	identified. Applicant will need more specific
45/A Special Commercial Events Complies 46/A Exterior Lighting Complies			Complies		
46/A Exterior Lighting Complies					
	46/A				
Trences, Gates And Gateway Entrance Monuments Complies	47/A	Fences, Gates And Gateway Entrance Monuments	Complies		

TOWN OF BRECKENRIDGE

Gondola Lots Master Plan - Second Renewal

Legal Description: Tract A, Block 3, Parkway Center, Lot 1, Block 3, Parkway Center, Lot 1A, Block 4, Parkway Center, Lot 1B, Block 4, Parkway Center, Lot 1-A, Sawmill Station Square, Filing No. 3, Lot 1-B, Sawmill Station Square, Filing No. 3, Lot 2-A, Sawmill Station Square, Filing No. 3, Lot 2-B, Sawmill Station Square, Filing No. 3, Lot 3-A, Sawmill Station Square, Filing No. 3, Lot 3-B, Sawmill Station Square, Filing No. 3, Lot 3-B, Sawmill Station Square, Filing No. 3, Lot 3-B, Sawmill Station Square, Filing No. 3, Lot 4, Sawmill Station Square, Filing No. 3, Lots 71-74, and Lots 87-90, Bartlett & Shock Addition

PL-2016-003

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

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 **April 5, 2016** 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 **April 19, 2016** as to the nature of the project. In addition to Planning 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 plan shows that on-street parking is proposed on North Depot Road and South Depot Road. Each of these streets is proposed to be built, owned and maintained by the applicant, owner of the property, and not by the Town of Breckenridge. While on-street parking is generally not allowed to count toward the parking supply for a development, parking on private streets not maintained by the Town of Breckenridge has not been previously discussed, approved or denied. The Planning Commission hereby finds that the creation of a new private street, which will not be maintained by the Town of Breckenridge, and upon which parking has been provided, shall count toward the "Off Street Parking" requirements for this development.
- 8. The Employee Housing covenant, previously required by Condition #10 of the original Development Permit for this Master Plan (approved January 26, 2010), has already been provided and recorded with the Summit County Clerk and Recorder at Reception #942511. This covenant provides for 22,089 square feet of employee housing at Breckenridge Terrace Apartments on Block 2, Breckenridge Airport Subdivision.
- 9. The density transfer covenant previously required by Condition #14 of the original Development Permit for this Master Plan (approved January 26, 2010), has already been provided and recorded with the Summit County Clerk and Recorder at Reception #942512. This covenant transferred 93 Single Family Equivalents

- (SFEs) from the Gold Rush Parking Lot (Lot 1, Block 4, Parkway Center) onto the South Gondola Lot (Sawmill Station Square, Filing No. 3).
- 10. This application has been reviewed as a combined Preliminary and Final hearing. 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. The vested period for this master plan expires three (3) years from the date of Town Council approval, on **April 26, 2019,** in accordance with the vesting provisions of Policy 39 of the Development Code. In addition, if this permit is not signed and returned to the Town within thirty (30) days of the permit mailing date, the permit shall only be valid for eighteen (18) months, rather than three (3) years.
- 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. This Master Plan is entered into pursuant to Policy 39 (Absolute) of the Breckenridge Development Code (Chapter 1 of Title 9 of the <u>Breckenridge Town Code</u>). Uses specifically approved in this Master Plan shall supersede the Town's Land Use Guidelines and shall serve as an absolute development policy under the Development Code during the vesting period of this Master Plan. The provisions and procedures of the Development Code (including the requirement for a point analysis) shall govern any future site specific development of the property subject to this Master Plan.
- 7. Approval of a Master Plan is limited to the general acceptability of the land uses proposed and their interrelationships, and shall not be construed to endorse the precise location of uses or engineering feasibility.
- 8. Concurrently with the issuance of a Development Permit, applicant shall submit a 24"x36" mylar document of the final master plan, including all maps and text, as approved by Planning Commission, and reflecting any changes required. The name of the architect, and signature block signed by property owner of record or agent with power of attorney shall appear on the mylar.
- 9. Prior to recordation of the master plan, Applicant shall change all references of "Condo-Hotel" to "Condominium".
- 10. Applicant shall record with the Summit County Clerk and Recorder a mylar document reflecting all information in the approved Master Plan. The mylar document shall be in a form and substance acceptable to the Town Attorney, and after recording shall constitute the approved Master Plan for the future development of the property.
- 11. Prior to issuance of a development permit for any construction within twenty-five feet (25') of any wetland areas, including, but not limited to, the southwest portion of the round-about at French Street and North Park Avenue, a wetlands delineation study will be required, and a wetlands mitigation plan may be required

- if wetlands are impacted. Applicant shall obtain any required federal or state permits relating to wetland impacts, and all construction methods shall follow applicable state and federal standards.
- 12. The Master Plan permit extension approved by this Permit shall not become effective until the development agreement approved on February 22, 2010 between Vail Summit Resorts and the Town of Breckenridge (recorded with the Summit County Clerk and Recorder at Reception #934609), authorizing a reduction in the parking spaces required for the proposed condominium/hotel from one and one-half spaces to one space for each residential unit including one bedroom or more, has been extended by the Town Council and executed by Applicant and the Town.
- 13. The phasing plan shown on Sheet 10 of the Master Plan is illustrative only, and is not part of this master plan approval. Prior to the issuance of any Class A, B or C development permit for any development within the master planning area, Applicant shall submit to and obtain approval from the Town of Breckenridge a Class C development permit for a revised phasing plan, which shall include phasing for the restoration of the Blue River, a hydraulic analysis for the Blue River, and construction of the round-about at Park Avenue and French Street.
- 15. Prior to recordation of the master plan, Applicant shall apply for approval from the Colorado Department of Transportation (CDOT) for such site access permit(s) to and from State Highway 9 (North Park Avenue) as may be required. After such application to CDOT has been submitted, Applicant will diligently pursue approval, and such approval must be obtained from CDOT prior to issuance of any Class A, B or C development permit by the Town for development within the master planning area. If the access plan is not approved by CDOT, revisions to the master plan may be required, which may require re-review of the master plan by the Town of Breckenridge Planning Commission and/or Town Council.
- 14. Prior to application for a development permit for the South Parking Structure, Applicant must provide written evidence to the Town that any consents required for the relocation of the public access easement described and provided for in the Grant of Public Access Easement recorded December 14, 1990 at Reception No. 397220 of the Summit County, Colorado records have been obtained from the beneficiaries of such public access easement.
- 15. Prior to issuance of a Class A, B or C site-specific development permit by the Town for any development within the master planning area, a preliminary agreement pertaining to this Master Plan shall have been approved and executed by the Town and the Applicant: (a) identifying the business issues between Applicant and the Town, such as but not limited to property line adjustments, lease rights, shared improvements, ownership, financing mechanisms, cost sharing and maintenance responsibilities, parking structure management and (b) providing general terms for the resolution of each such issue. If such agreement results in the need for a change to any substantial element of the master plan, an amendment of the master plan may be required and, if the development for which a Class A, B or C site specific development permit is requested will be affected by such amendment, then the amendment will be required prior to the issuance of such Class A, B or C site-specific development permit by the Town.
- 16. Prior to recordation of the master plan or recordation of a notice of approval of the master plan, Applicant shall revise Sheet #1 of the master plan to indicate that no greater than 30 SFEs of density will be developed as commercial uses. Furthermore, Applicant shall modify Sheet #1 of the master plan to indicate that the townhomes will be a minimum density of 25 SFEs.
- 17. Prior to recordation of the master plan or recordation of a notice of approval of the master plan, Applicant shall revise Sheet #1 of the master plan to indicate that parking spaces on North Depot Road and South Depot Road will be available to the general public for parking.

Vail Resorts Development Company P. O. Box 1058 (BK22) 1825 Alphort Road, 2nd Floor Breckenridge, CO 80424 (970) 496-4149 Contact: Alex Iskenderian

Town of Breckenridge 150 Ski Hill Road PO Box 168 Breckenridge, CO 80424 (970) 453-2251 Contact: Tim Gagen, Town Manager

LAND PLANNER/ARCHITECT:

DTJ DESIGN, Inc. 1881 Ninth Street., Suite 103 Boulder, CO 80302 303-443-7533 Contact: Bill Cample, ASLA Dave Williams, AIA

CIVIL ENGINEER:

S. A. MIRO, INC. 610 Main St., Suite 11 P.O. Box 2243 Frisco, CO 80443 720.407.1007 Contact: Colin Dinamore

SURVEYOR:

Range West P.O. Box 589 Silverthome, CO 80498 970-488-6281 Contact: Terry C. Barnes, P.L.S.

SHEET INDEX:

Sheet 1 : Cover / Notes

Sheet 3 : Proposed Site Plan

PROJECT GOALS:

This area is integral to the identity and character of Breckenridge. The downfown area of Breckenridge is the economic, social, and physicial center of the community. As part of the downfown core, this project reflects the standarder established as part of this central place. To ensure the design does indeed reflect both downfown and the general Breckenridge community values, there are six design drivers that establish the specific goals for the direction of the project. They are as follows.

Create an environment that is compatible with the values and character of the existing Town

Authentic story

Relate to the Town of Breckenridge in an authentic way, building on the existing story of this strong community

Integration with fabric of Town

Integrate with the Town fabric so that the newly developed area has a seemless transition to the existing Town

Balance transit/transportation issues

Develop a balanced solution that improves the transit and transportation opportunities associated with the bus system, the gondols, the river well/bike path, and the pedestrian experience.

World class visitor/resident experience

Establish a world class visitor/resident experience within the ski area, as well as the Town. This includes creating an outstanding community that demonstrates a high level of quality and a character that will stand the test of time.

Develop a neighborhood that represents the commitment to creating sustainable places by Vali Summit Resorts, inc. and the Town.

PROJECT CONCEPT:

The design process started with a Vision Plan created by both Vall Summit Resorts, Inc. and the Town of Breckenridge in the Spring and Summer of 2008. This plan established the vision for this property through an interactive process with the Town government and the community as a whole. The resulting vision can create a needed asset for the community, as well as establish a presence for Vall Resorts in the downtown community. This Master Plan is based on the Vision Plan.

How does a new project relate to the defining core elements of a historic community? The vision of this Master Plan is not an imitation of the existing Town, rather the design explores the story of what could have been. What if the Town had preserved the rail heritage of this site? What if the natural beauty and amenity of the Blue River had been respected as the Town developed? What if the Town had been a destination resort community earlier in its development? When asked these questions, new design directions can be explored. Paradigm shifts can occur on issues regarding building height and character, opportunities to relate to the Blue River in a new way become available, and the Town's character is not only respected but enhanced.

The vision in this master plan is not only appropriate to the context, but also brings new opportunities that are not available in the Town today. These include new civic designs such as the Transit Depot, the Gondola Plaza, the River Walk, and the Train Park. Additionally, the new development provides the community assets that include downtown convention space, additional agres ski in a downtown environment, enhanced pedestrian and vehicular connections, and more convenient parking for the core area. The Master Plan adds these improvements to the Town in a way that still integrates into the fabric of Town, through maintaining the street grid, creating a gradual growth in height from Main Street, and utilizing the existing infrastructure systems in their

The Gondole Lots Redevelopment. Master Plan creates an addition to the community rooted in history, but reflective of the current needs of the Town of Breckenridge. Visitors to Town will still be greeted by the romantic Main Street feel of Town, but will be intrigued by the iconic Grand Hotel and Gondola Piaza Blue River experience. The streets will connect vialtors and residents throughout the downtown area to both the Gondola and to South Main Street. The day skier will have better access to both parking and after ski activities. Residents of Breckenridge have

The design creates a landmark building that guides the framework of this site. Many of the early The design creates a landmark building that guides the intribution, or in the site. Many of the early towns in the Western part of the U.S. and Canada that had fourism, were served by a railinead line that atopped at, or near, a destination hotel building. Examples of this type of resort include The Hotel Colorado in Gleinwood Springs, the El Tovar Hotel at the Grand Canyon, the Antiers Hotel in Colorado Springs, and the Empress Hotel in Victoria, British Columbia.

The design is able to connect to the community by extending the grid through real streets for both pedestrians and cars, as well as opening up views from most of the site to Main Street. Also, important to the design are improvements to the river corridor, the Gondola Plaza, the Ski Back,

Gondola Lots Redevelopment Master Plan

Sheet 1 of 4 Cover/Notes

GENERAL NOTES:

Property Location
The project site is a combination of properties generally bounded by Ski Hill Road, Highway 9, North Main Street, and
French Street. Additionally the Gold Rush lot to the west of Highway 9. The majority of the site is owned by Vall Summ
Resorts, Inc. and is currently used for the Gondole and approximately 1560 skier perking spaces. Other properties
include the existing main Town transit station and bus perking area, small parking areas and the Blue River Corridor
owned by the Town of Breckennidge.

Adjacent land uses include: Town Hall, a bank, retail businesses, offices, single family residences, reside condominiums, the City Market /Parkway Center and a vacant lot.

The Blue River runs the entire length of the project and is integrated into the design for improvements to the trail and

The north portion of Main Street has historically not benefited from the development and growth of the Town as much as South Main Street. With the addition of the Gondola and the Gondola Lots Redevelopment this area of the town core will become a new and without part of the community. The impression of this cope parting area like much improved as the Town gains landmark architecture and community assets, such as streets, more compact parking reservoirs through structured parking and pedestrian infrastructure that will connect both vahicles and edestrians through this erea in a new and improved way. The Condo Hotel will include a convention space close to downtown. This will bring visitors to the downtown area of Berckennidge throughout all the seasons and will help support the town in the shoulder seasons. The addition of several opportunities for occupied bads this close to the Main Street commercial uses will bring additional revenue to the community and create opportunity for the northern portion of Main Street to fulfill its potential.

The Riverwelk will be improved, creating great community benefit. The pathway will be extended and the river will be restored to have less aleep banks, more secsess, and better wildlife habitat. There may be several pedestrian bridges added to the Riverwelk to create greater linkage with the shope on Main Street and to provide greater access to the

Vehicular, Pedestrian and Bicycle Circulation

The Master Plan is careful to create street connections to the surrounding properties, while also addressing the visual assistation of all views. These street connections will benefit view across, strent access, bicycle access and pedestrian access tofrom the project. This project maintains and enhances the connections to the North Main Street community, including existing Watson Street and an extension of Wellington Road. One key connection is the new Depoil Street which connects the Gondolic area to Franch Street on the north and to Wellington Access the Gondolic area to Franch Street on the north and to Wellington Access on the south. The northern portion of Depot Street aligns with the access drive to the Parkway Center, one of the main commercial hubb in Town.

The design is sensitive to the entry experience for the Town and places smaller townhome buildings as the northern most development within the project. The north parking structure is strategically located to allow evericles entering town from the north to park and allow its occupants to become pedestrians prior to entry to the town core. This may reduce traffic in Town by intercepting a majority of the skier traffic at Park Avenue and French. Street and creating a pedestriar anvironment within the project.

From a pedestrian and bloycle standpoint, the streets will create inviting and contextual pedestrian and bloycle connections to the Gondole and other uses within the Master Plan, as well as reinforce the feeling of the project integrating into the existing fashir of the Town. The path along the Blue Rilver will be extended and consected into project in several locations to facilitate enother evenue of pedestrian and bloycle access. Additionally, the design we seek out locations to cross the Blue Rilver from the bike path and connect to North Main Street. Bloycles will be accommodated through a combination of bits lenses, expanded Riverwalk, and through the use of bloyde racks

Master Plan Density
The property shown in the Master Plan is designated for 201 SFEs (Single Family Equivalents)of density. This is the current density and the Master Plan only preserves the current density. That density is made up of 93 SFE transferred from the Gold Rush Lot onto the North and South Gondola lots. The South Gondola Lot (40 SFE) and North Gondola Lot (68 SFE) make up the remainder of the 201 SFEs. For the purposes of this Master Plan the density is distributed that the salts alls.

throughout the entire site.

There are a variety of uses planned for this Master Plan area. These uses include a condo hotel, a mixed use building, the transitivation services building, townhomes, and parking structures. There is also a variety of uses within each of these buildings that contribute to the 201 total SFE for the project. The Master Plan has an opportunity to accommodate the market need for both commercial and residential uses as the project is built over time. Since there is no way to determine those market demands at the time of creating the Master Plan the density is distributed as a flexible density between commercial and residential uses that will not exceed the 201 total SFE available for this property. See Chart on this page for Maximum SFE per Building type. This Master Plan will cap the Commercial Density at no more than 30 SFE on the property. Affordable housing is not anticipated as part of this Master Plan, however if added in the future the density for this use would be in addition to the 201 total SFE. The density will be calculated per Town standards:

Townhome: One SFE Unit = 1600 eq. ft.
Condo Hotel -Residential: One SFE Unit = 1200 sq. ft.
Condo Hotel -Commercial: One SFE Unit = 1000 eq. ft.
Hotel: One SFE Unit = 1360 eq. ft.
Mixed Use Buskling-Residential: One SFE Unit = 900 sq. ft. or 1200 sq. ft. if it meets the requirements below for a

Mose one busining-commercial: One SFE Unit = 1000 sq. ft.

Skier Services Building-Commercial: One SFE Unit = 1000 sq. ft., provided that areas that are built to serve the transit function of the Skier Services building will be excluded from counting toward the total 201 SFE density within this Meater Plan. These spaces may include waiting areas, driver restrooms, restrooms for bus passengers, call of the amenities of this

#4the mixed use residential density is to be operated as part of the condo-hotel with access to all of the amenities of the condo-hotels, then the density multiplier for the mixed use residential density shall be 1,200 square feet per SFE rather than 900 square feet per SFE. A covenant memorializing the access rights of the mixed use residential occupants shall be recorded against the real property of both the mixed use building and the condo-hotel building, in a form acceptable to the Town Attorney.

So use form numery

Buildings within the master plan are eligible for a mass bonus, per Policy 4 (Relative) Mass of the
Brockenridge Development Code. The mass bonus is intended to provide additional above ground square
footage for the provision of accessory uses such as garages, common storage areas, common meeting
rooms, lobbies, common amentities, common hallways and common recreation areas. The mass bonus
allowed for each building will be based on the Development Code in effect at the time of the master plan
application, April 2, 2009. These bonuses are as follows:

Townhomes: 20% Condominiums and Apartments (in mixed use building): 15% Condo-hotels and Hotels: 25%

Bulldings that exceed the recommended mass shall be subject to negative points, per Policy 4 (Relative) Mass. (Note: Subsection B of Policy 9-1-19 Policy 4 (Relative) Mass shall not apply to this master plan, the densities were not calculated by a floor area retio only, but are based on a recorded overant.)

MASTER PLAN DENSITY DISTRIBUTION*: Maximum Total **Building Type** Commercial SFE/Building SFE/Building Townhomes (All 3)*** Residentia 60 60 25 Skier Services Commercia Mixed Use Building Mixed Use 15 30 170 Mixed Use 20 150 Commercia

Note this table depicts the maximum SFE per building. The total SFE for this property is 201 and will not be exceeded unless affordable housing or a civic use is added to the project. All affordation and civil uses would be in excess of the 201 SFE. "The Condo Hotel will have a minimum of 118 SFE of total density

GENERAL NOTES:

Parking Requirements
The parking demands for the project vary between the variety of uses planned within the Master Plan. In addition to the parking provided for each of the proposed uses within the project, the Master Plan provides approximately 1270 parking spaces within the parking structures. The South Parking Structure will hold a expirition of 400 spaces. These spaces combined with the parking on the Gold Rush Lot will exceed the requirement for 1560 spaces on this property, dictated by a separate agreement between the Town of Breckenridge and Vall Summit Resorts, inc. Additionally the Master Plan may reduce the number of public surface parking spaces evailable on Town owned property due to design constraints associated with river and related improvements. Any parking that is lost due to this Master Plan will be replaced within the parking structures up to 50 spots. The Gondols Lots Redevelopment Mester Plan is a mixed use project that will include much shared parking between uses and should require a reduced parking need. However, the Master Plan can accommodate the required parking as listed below:

Plan can accommodate the required parking as listed below:

Townhomes: 1.5 Spots par Unit, parked under building.

Condominium Hotel: 1 spot per Unit parked under building.

Condominium Hotel: 1 spot per Unit parked under building.

Description of the parking structures at 1 spot per 400 S.F of commercial density.

Mixed Use Building: 1 per efficiency/studio or 1.5 spots per 1 bedroom or larger unit (depending on final unit design) parked under building for residential uses, commercial uses will have access to below building parking, parking a street and in parking attructures at 1 spot per 400 S.F of density.

Sales Sendoes Parking provided in parking attructures at 1 spot per 400 S.F of density.

Condominium Hotel Conference Space: Parking provided in adjacent parking structures.

Warming Hut: The parking for warming hut will be provided on street and in the parking structures at 1 spot per 400 S.F of commercial density.

Parking spaces on North Depot Road and South Depot Road will be available to the general public

The Parking Structures will be designed and managed so that there will be minimal queuing within Public ROW and will make use of the most up to date technology to create the ideal loading and unloading scenario for the guests parking and the vehicles on the adjacent roadways. It is anticipated that there will be no queuing in the adjacent ROW to any parking structure on 90% of the days of the year.

Public Facilities
Several public improvements are planned within this Master Plan. The existing transit building will be replace
with a combined Transit/Skier Services building that will be located adjacent to a new bus loading area near
Park Ave. The bus loading area will accommodate 11 buses at any one time and is designed to facilitate an
efficient loading/uniolading process, as vertile as an efficient clorid rigurilation of Park Ave. and Mein Street.

Two parking structures will be built that will provide skier parking plus additional parking capacity for the downtown area of Breckenridge.

Design Standards - Policy and Competibility

The site exists in Land Use District #20 and as stated in the policy "represents a portion of the transition area between the historic downtown to the east and the new condominium developments to the west." It is fully the intent of the Master Plan to reflect the District #20 policies as best interpreted through the vision processe. The architecture will present a compatible style with the downtown sense of Brackenridge, however depending on the processes of th

building differently.

Mixed Use Building:
Architectural Character: This building will be the closest in character to the South 100 block of Main Street. Historic looking storetenins with healdential uses above and a zero tot line appearance. Design features of the building could include recessed entries, transom windows, kick plates, and sign bands. Upper level windows should be smaller, readential type windows. The building alsu upon the main street of the site (Oppot Street) and functions much in the same way the buildings on Main Street function. Building Materials: Natural materials, including brick, wood siding, and store may be used for this building. The colors and primary material may change per seach tenant space to give the appearance of Individual buildings. The colors used within these building materials will reflect the colors of the buildings in the downtown once.

individual bullarings. The colors used within these bullaring materials will resect the colors of the bullarings in the downlown core. Heights of Bulldings: This building will be on more than two stories in height and as recommended by the General Design Criteria for Land Use District #20.

Roofs: This building may have a variety of roof types to create the Main Street image, including gebied, flat, and falsa front.

Skier Services/Transit Building:
Architectural Character: This building will represent the Iconic nature of a transit station in Breckenridge. The design will reflect the traditional train depots of the west.
Building Materials: Natural materials: including brick, wood siding, and stone may be used for this building. The colors used will relate to the historic Summit County Courthouse, as well as the new Condo

balliding. The colors used will relate to the historic summit county Courthouse, as wen as the new C-Hotel building within the project, will generally be no more than two stries in height and as recommended by the General Design Criteria for Land Use District #20, however it may incorporate tower elements to create distriction. Rods: This building may have both gabled and hipped roof types.

Condo Hotel:

Architectural Character: This building plays a major role in the Master Plan and will reflect a traditional downtown western hotel character. The building will create an iconic image within the downtown and will emphastize the connection to the larger historic civic (i.e. Old Summit County Courthouse, Old Colorado Mountain College, etc.) buildings within Town.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this

building. Heights of Buildings-This building will be up to five stories in height, not reflecting the recommendations is the General Design Criteria for Land Use District #20. However the outside face will incorporate the fifth floor into the roof, using dormers to create windows in those spaces. The additions height within this building allows the other buildings to vary between one and three stories throughout the alte, creating a more organic spread of density that reflects the adjacent communities that include a variety of building heights between five and one story. Roofs: This building may have both gabled and hipped roof types. There may be flat roofs types that also are used for outdoor decks.

withornes:

Architectural Character: The townhome buildings will most reflect the character of the northern Main Street community. These smaller building will reflect the amalier massing and historic detailing found in much of the realdential area of downhown. Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The colors used within these building materials will reflect the colors of the building in the

Heights of Buildings: These buildings will be no more than three stories in height near North Depot Road, and no more than two stories in height near the Blue River, as recommended by the General Design Criteria for Land Use

Parking Structures

inting Structures.

Architectural Character: Much of the architectural character for the two above ground parking structures will be related to making the mass feel smaller and using materials that create a like esethelic to the community. The design will seek to leasen the visual impact of the parking structures and help the buildings blend into the surrounding neighborhood through the possible use of windows, faux windows, storefront, and other architectural techniques.

Building Materials: Natural materials: including brick and stone may be used for this building. Additionally there may be ocnorate panels and metal screening used to create additional architectural interest. The colors used within these building materials will reflect the colors of the buildings in the downtown core or within the project.

Heights of Buildings: These buildings will be no more than three stories in height and as recommended by the General Design Criteria for Land Use District 1920.

See Notice of Approval of Moster Plan recorded at Lecaption No. 942513

| No: BY: DATE: REVISIONS: | 1 | 5.14.09 | Planning and Zoning Review | 2 | 10.04.09 | Planning and Zoning Final | | | 11.19.09 Planning and Zoning Final 12.14.09 Town Council Hearing 2.08.10 Recorded Master Plan

GENERAL NOTES:

Sustainability
The Master Plan is designed to create an efficient and sustainable development. The project will explore ways to reduce the environmental and carbon impact of the development. The latest proven technology available is intended to be used to create a highly sustainable development. The development will be designed according to a nationally recognized third party certification program to be agreed upon by the Town of Breckenninge and Vall Summit Resorts, Inc. In addition the project will meet the their current Town sustainability code.

The existing Transit Building will be ramoved. A relocation, demolition, and material management plan will be developed to identify materials to be diverted from disposal and sorted to be either ealwaged for reuse or recycle. The plan will a consider recycling cardboard, metal, brick, mineral fiber penel, concrete, plastic, clean wood, glass, gypsum wellboard, and insulation. Construction debris that can be processed into a recycled content commodify that has an open market value will be recycled. A specific area on or off the construction site will be designated for

Point Analysis

Point Analysis

Policias under which positive or negative points have been assigned shall not be subject to additional point allocations at the time of site specific development permits for individual buildings or sites for the same element of the plan. Notwithstanding points that were assigned in the master plan, if the site plan level development is determined to be an improvement to or degradation from the master plan, the Town may allocate additional incremental points under Section 9-1-17-3 "Assignment of Points" of the Brackenridge Development Code.

The housing restricted to employee housing to achieve positive points in connection with the approval of this master plan also may be used to meet the requirements of Section 13, "Credit For Restricted Housing Units" of the Town of Breckenridge's "Temporery Administrative Rules and Regulations for the Collection and Administration of Summit Combined Housing Authority Development Impact Fee" relating to the Summit Combined Housing Authority Referred Measure 5A, as amended, provided that the covenant restricting the housing is amended to satisfy the requirements of Section 13, as it may be amended, and provided that such credit against any impact fee remains available.

Proposed Public Amenities and Open Space
Many of the goals within the Master Plan discuss the integration with Town and this is schleved through a variety of
ways, Induding a revitatization of the Situ River confdor through this part of Breckenridge. The river is a great
asset to the community as a whole, as well as this project. The river plays a major role in two specific aspects of
the project. The first is the improvement of the actual river condict and habitat. The river will be repositioned
between Wellington and Watson streets and the grades of the banks will be more gradual to create a more natural
river condition. Additionally, the habitat and river flow conditions will be improved. North of Watson the river
corridor will receive additional landscape that will enhance the habitat benefits of the river and the edge condition. The landscape and design intent along the river corridor is to have a more refined design image from the Gondola
Plaza south, while allowing the river to become a more natural corridor as it moves north of the Plaza.

The Gondole Plaza serves as one of the defining outdoor spaces within the project. It provides space to queue for the gondole, room to circulate to and from the space, access the Transit/Sider Services building and the restaurant building, and has room for summer functions such as ar fairer or outdoor concerts. Amentifies within the Plaza may include places for children to play, an ice skating rink, outdoor seating, landscaped beds and benches, and universal access to the river. The space should be dealigned to be injoinly versettle to meet the changing needs of Vall Summit Resorts and the lown of Breckenridge. The Gondole area will have the most design intensity with special paving with petterns, landscaped islands, herdscape elements, rock walls, pathways to the river, and land forms that create a ripple effect in the landscape. This area will be highly visible from the Gondola ride itself and will be dealigned to appear interesting from the cround and air as well.

be designed to appear interesting from the ground and air as well.

The second improvement to the corridor is apecifit to the opportunity to engage the river from a personal and development aspect. The Blue River Corridor is the spine of the town and is emphastized within this project site. The river engages the goodole plaza and allows for the extension of the River Walk experience through the entire downtown area. Places to engage the river and pause along the journey throughout the pedestrian experience is a key element of the design, as well as connecting the pedestrian pathways to a number of other locations. The Dike path will be extended and the experience will be improved by adding additional landscape, several pedestrian bridge connections to Main Street and more destinations. The Gondois Plaza will create an opportunity to walk down to the river's edge and interact with the water through a potential water feature, a small pond area, and the Building itself will interact with the river corridor by having a face to the river with decks, connections to the trail, and entrances to the ground floor commercial uses. The Blue River evolut of the Gondois Plaza will have an enhanced river edge that will appear more like the improvements at the Blue River Plaza; north of the Gondois Plaza will have an enhance of the river.

In addition to the river improvements, the relocated, expended and improved transit center shall provide an added amenity for the community. The transit center will be moved to the west to create tewer pedestrian conflicts with the buses, as well to create a better integrated transit system with the proposed development.

buses, as well to create a better integrated transit system with the proposed development.

Consistant with the previous plan for the area of the South Gondola Lot, the Gondola Lots Redevelopment
Master Plan provides for substantial outdoor public spaces, including expanded plazas, pedestrian contidors, and
opportunities for recreating and interacting with the Blue River. In addition, the area for bus circulation and
parking will be increased and the current publicly constructed and maintained transit station will be replaced with
a privately constructed combination skier services and transit station building. No additional or separate open
space dedication is currently proposed and, instead, appropriate commitments of the expanded bus loading area
and the plaza spaces within the Master Plan as public areas are proposed and can be addressed in the
agreement described in the Business issues section. Alternatively, open space may be dedicated at a location
to be determined. The actual commitments or dedication will occur at time of subdivision.

GONDOLA BUILDING

The plans for the Gondola approved under Development Permit #2004010 provided for a roof structure to be constructed over the Gondola base facilities, but that attructure has not yet been constructed. The roof as designed may not be compatible with the architectural character of the adjacent buildings provided for in this master plan and, in addition, the roof may present some impediments to certain maintenance, repair, and repleasement exhibites anticipated to be necessary. Accordingly, to avoid a waste of resources, the roof should not be constructed as provided for under Development Permit #2004010 and that Permit should be administratively amended to delete the roof requirement.

BUSINESS ISSUES

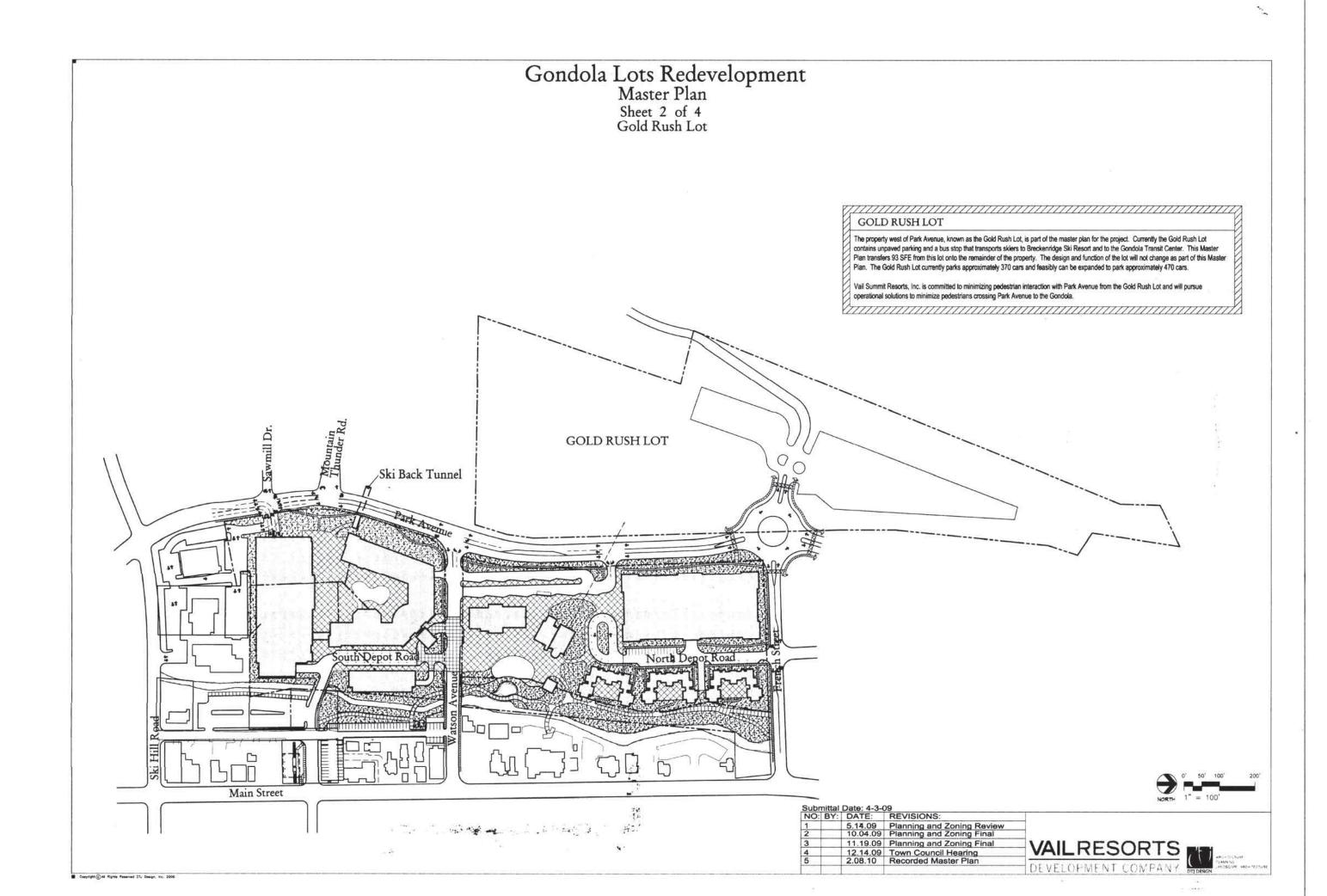
This plan anticipates development on land owned by both Vall Summit Resorts, inc. and the Town of Breckenridge. There are several business issues that must be agreed upon by Vall Summit Resorts, inc. and the Town of Breckenridge prior to the construction of some elements with in the Master Plan. Such issues include, but are not limited to, elimination or relocation of property lines, ownership and operation of the transit center and bus bays, street ownership and maintenance, financing of the parking structures, construction of the Blue River control improvements, and the expension of the Riverwalk. In connection with the approval of this Master Plan. Vall Summit Resorts, inc. expects to enter into an agreement with the Town of Breckenridge or address these issues in as much detail as possible so that both parties will be able to implement controls. to address these issues in as much detail as possible so that both parties will be able to implement portion of the master plan for their respective properties with an understanding of the obligations by or to each other

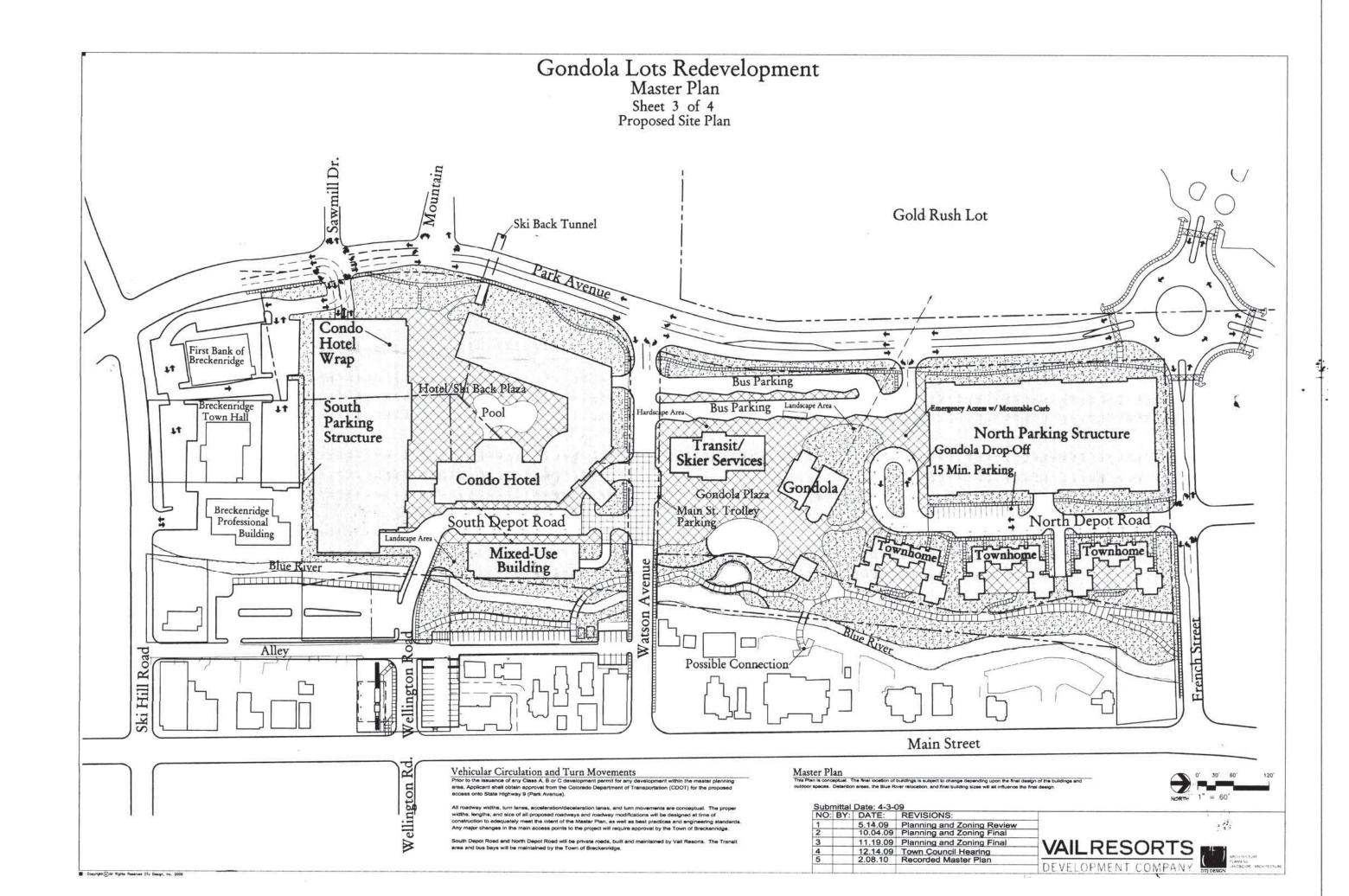
Recorded this 13th day of July 2010 in Summit County, Colorado at 2:20 PM in the Clark & Recorder's office at 942 514. Kathleen Meel

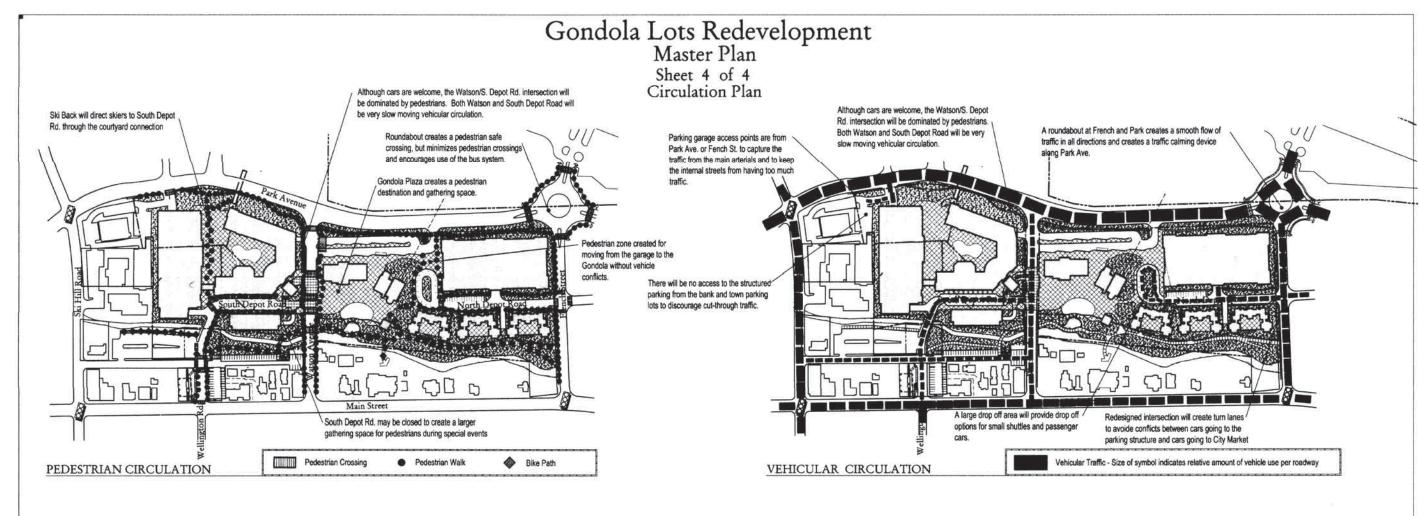
VAILRESORTS

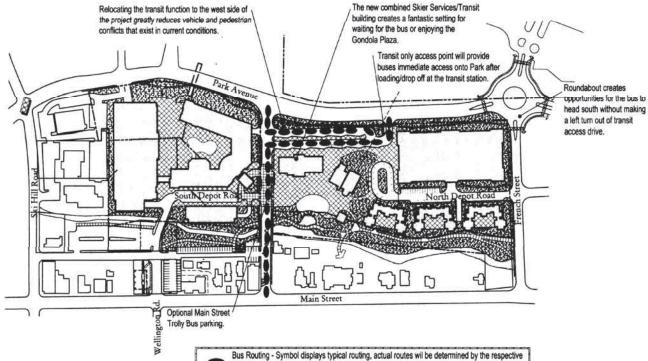
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PEDESTRIAN CIRCULATION

Pedestrians are the primary focus of the circulation design for the project. There are three pedestiran environments in the project: gathering spaces, walkable streets, and the Blue River trail.

Gathering Spaces - The design incorporates several pedestrian gathering spaces, including: the Gondola Plaza, the Blue River, the Ski Back Courtyard, and the Transit Station. These spaces will each have a unique character and attraction for the visitor.

Walkable Streets - One of the main goals of the design is to connect and relate to the downtown character of Breckenridge. One way the design creates that feel is through continuing the street grid and providing walkable streets. This inherently creates more conflicts with cars and people than if the project turned it's back on the Town and created an entirety pedestrian area. However this idea would be at the expense of relating to Town and making the project feel more active.

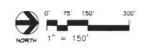
Blue River Trail - The bike/pedestrian trail along the Blue River will be preserved and improved to create a better linkage to the existing path south of Ski Hill Road and to develop areas that can actually interact with the water.

VEHICULAR CIRCULATION

The project is bordered by Park Ave. and Main St., two of the busiest roads in Town. The design takes advantage of these arterials to capture visiting cars quickly in parking structures that load off of the major roads so the interior of the project is only dealing with low speed/volume traffic. This gives the internal roadways a great deal of flexibility to feel more like pedestrian dominated environments and to become active pedestrian spaces such as closed streets for street fairs. The streets are designed to create a Main Street feel, incorporating narrow widths, special paving, multiple crosswalks, on-street parking, and very low speed limits to keep the vehicle/pedestrian conflicts to a minimum. Additional driving and turn lanes will be added in several areas to facilitate better traffic flow, see Sheet 6: Proposed Site Plan.

BUS CIRCULATION

This site contains the existing main transit hub for the Town. The master plan design incorporates 12 bus parking stalts (one more than currently provided). The transit element is relocated close to Park Ave. to reduce the transit/pedestrian conflicts of the current design. The buses enter the transit center from Watson on two one-way parking areas heading north. Once loading they can circulate onto Park via the transit only access to Park that will be a exit only intersection and turn left or right depending on the route. Additionally, Park Ave. will have an acceleration lane for the buses to turn left into providing them a lane separate from the flow of traffic to turn into when heading south. If Park Ave. is too congested to gain left turn access at the transit only access point, the buses have the option to travel north on Park Ave. and turn to head south by going around the roundabout. One bus stall is provided on Watson for the optional addition of a Main Street Trolley Bus that could drop off/pick up right off of the Gondola Plaza.



NO:	BY:	DATE:	REVISIONS:
1		5.14.09	Planning and Zoning Review
2		10.04.09	Planning and Zoning Final
3		11.19.09	Planning and Zoning Final
5		12.14.09	Town Council Hearing
5		2.08.10	Recorded Master Plan



BUS CIRCULATION

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Planning Commission Staff Report

Subject: Ski Hill Road at Peak 8 Reconstruction Cucumber Gulch Preserve Preventative

Maintenance Area (PMA) Variance, Class B Minor - Combined Preliminary and

Final Hearing- (PL-2016-0082)

Proposal: In association with the Sixth Amendment to the Amended Peak 7 & 8 Master Plan

(PL-2015-0444) and the Grand Colorado at Peak 8 – East Building (PL-2015-0215), a portion of Ski Hill Road (between One Ski Hill Place and Ski Watch Drive) is to be re-graded to an overall even slope (from $2.8 \sim 13\%$ to 5.25%) to improve vehicular safety and vehicular access to the new base area developments. The work will include a temporary re-alignment of a portion of Ski Hill Road to the west to allow the following:

1. Temporary relocation of the bus loading zone,

2. The relocation of the existing storm sewer, sanitary sewer, water lines, and utility trench.

3. Construct a new retaining wall, concrete pan, guardrail, along the east side of Ski Hill Road within the PMA and PMA setbacks,

4. Relocation of one of the Breck Connect Gondola Towers, and

5. The finished reconstruction of Ski Hill Road and associated improvements.

The development area is within the Cucumber Gulch Preventative Management Area (PMA) established by the Cucumber Gulch Preserve Overlay Protection District Ordinance. (No. 9 Series 2000 which is also enforced under the Development Code Policy 2, Absolute, Land Use Guidelines). During construction, all activity will be monitored as directed by the Ordinance.

Date: April 6, 2016 (for meeting of April 19, 2016)

Project Manager: Michael Mosher, Planner III

Applicant: Alpine Metropolitan District, Representatives; Ken Marchetti &

Weaver, LLC and Erik W. Peterson of OAC Management Inc.,

Agent: Don Leinweber, P.E., Civil Insight, LLC

Owner: Town of Breckenridge

Address: A portion of Ski Hill Road right of way at the base of Peak 8, abutting 1521,

1595, and 1627 Ski Hill Road.

Legal Description: Ski Hill Road right of way

Site Area: Approximately 7,000 sq. ft. (1.73 acres)

Land Use District: 39: Residential, Lodges 4 UPA Subject to the Sixth Amendment to the Amended

Peak 7 & 8 Master Plan

Site Conditions: The development area is located just north of the entrance to One Ski Hill Place

along Ski Hill Road to the base of the intersection of Ski Watch Drive.

Adjacent Uses: North: Protected open space in Cucumber Gulch Preserve

South: Restored wetlands and Ski Hill Road

East: Protected open space in Cucumber Gulch Preserve

West: Ski Hill Road, Peak 8 Base Area

Item History

The Cucumber Overly Protection District was established by a Town ordinance in 2000 for the protection of the sensitive natural resources within Cucumber Gulch. The ordinance required the Town to do the following:

- Establish a Preventive Management Area (PMA) around the important resources of the area, including wetlands, endangered wildlife habitat, and wildlife corridors.
- Have scientific studies conducted to identify resources of concern in the area.
- Prohibit certain potentially harmful activities within the PMA until the ordinance can be revised based on the studies.
- Require that development meets certain standards.
- Provide that Best Management Practices be applied through restrictive covenants to new development within or adjacent to the district.
- Require new roads have wildlife passageways if constructed within the district but outside the PMA.
- Provide that a recreation plan for the area be adopted by the Town in conjunction with other agencies, based on the result of scientific studies.
- Allow for relief from the ordinance under certain circumstances.

The Amended Peak 7&8 Master Plan (and all subsequent amendments) planned on Ski Hill Road being aligned and redirected to accommodate the new buildings at the base of Peak 7 and Peak 8. With the development at Peak 7, County Road 3 was abandoned and Ski Hill Road was extended at the base of Peak 7 to reconnect with County Road 3 outside the Town limits.



After the realignment of County Road 3 (PC#2000155 and PC#2003014), Ski Watch Drive was regraded (PC#2003009) and aligned for a safer intersection with Ski Hill Road. Lastly (this application),

the lower portion of Ski Hill Road will be reconstructed and raised to even the grade and provide water quality improvements to benefit the protection of the Cucumber Gulch Wetlands.

The Cucumber Gulch Preserve ("Preserve") is highly valued by the Town and citizens due to its valuable wetland complex and associated wildlife biodiversity. The Preserve has been identified as an Aquatic Resource of National Importance (ARNI) by the U.S. Environmental Protection Agency because the area contains rare peat-forming, groundwater-fed fen wetlands, as well as surface water-fed wetlands that support a rich biodiversity of animals, birds and plants. The Town and its citizens have committed significant resources to acquiring, protecting, and appropriately managing this sensitive wetland ecosystem.

Protection of the wetland values in Cucumber Gulch Preserve is a high priority for the Town of Breckenridge. As this proposal includes development within the PMA and within 300 feet from wetlands containing principal water bodies in the PMA, a variance is needed to perform the reconstruction of Ski Hill Road and construction of the retaining wall utilizing the Development Standards and Best Management Practices provided for in Sections 11 and 12 of the PMA regulations.

Work is expected to begin this May 2016 and finish this November 2016. The contractor will prepare and submit a Method of Handling Traffic (MHT) plan for Town approval. The project sequence is anticipated as follows:

- Mobilization, staging, erosion control, partial road demolition in utility preloading area at the base of Grand Colorado on Peak 8 staging area.
- Import soils in the utility corridor perform active soil settlement monitoring with little to no construction activity for about 1.5 months.
- Utility replacement/relocation construction in newly placed fill.
- Retaining wall construction, backfilling and active soil monitoring.
- Roadway sub-grade preparation, base course and paving
- Final erosion control.
- Ancillary construction: guardrails, striping, signage.

Staff Comments

Land Use (Policies 2/A & 2/R): The Cucumber Gulch Overlay Protection District is an amendment to the Land Use Guidelines. The ordinance also identifies a relief procedure ("variance") in situations where there is no practical alternative, and when the actions will not result in significant degradation to natural or wildlife features of Cucumber Gulch. (Note: Only relevant sections of this ordinance are shown in this report.)

- 8.4 <u>Prohibitions within the PMA.</u> The following are prohibited within the PMA, unless specifically approved by the Town pursuant to Paragraph 14 of these Regulations:
- C: Placement of material such as soil or gravel.
- D: Removal or excavation of material such as soil, gravel or vegetation.
- I. Construction of any water quality facility, including but not limited to detention ponds and monitoring stations, unless located on non-wetland areas of the PMA as approved by the Town. Town approval shall involve the consideration of an analysis of the least environmentally damaging practicable alternative, including alternative sites outside the PMA. Approval by applicable regulatory agencies must be obtained.

- 11. <u>Development Standards:</u> Development within the District shall be subject to the following standards:
- B. Modifications to the hydrology shall not result in detrimental effects to the resources of the District.
 - C. Where vegetation is proposed to be disturbed, the applicant shall submit a plan to restore such areas in a manner that provides similar biological functions, based on percent cover and type of species. Revegetation shall consist of native plants that are found in the vicinity.
- F. Construction activities shall employ effective methods to minimize soil erosion and resulting sedimentation, including silt fences, temporary re-vegetation of long-term construction sites, avoidance of slopes greater than 30%, and management of storm water run-off, and other methods. Following is the variance language from Ordinance 9, Series 2000, which adopted the PMA regulations: 14. Relief Procedures.
- A. The Planning Commission or Town Council may grant a variance, exception or waiver of any requirement of these Regulations (collectively, "variance") upon a written request by a developer or owner of property subject to these Regulations. A variance shall be granted only upon finding that (a) a strict application of these Regulations would, when regarded as a whole, result in compensable taking of the property; or (b) the purposes of these Regulations will be adequately served by an alternative proposal or requirement (including any required mitigation, which shall be within the District), and (i) the granting of the variance will not result in a substantial degradation of the natural and wildlife features of Cucumber Gulch, and (ii) there is no other practical alternative. No variance by itself or in combination with other variances shall have the effect of nullifying the intent and purpose of these Regulations. Section 9-1-11 of the Breckenridge Development Code is not applicable to the granting of a variance under these Regulations. (Emphasis added.)

The applicants and agent anticipate minimal impacts to the PMA. Also, the proposed roadwork will not impact ground water flows as the road is being raised from its current location.

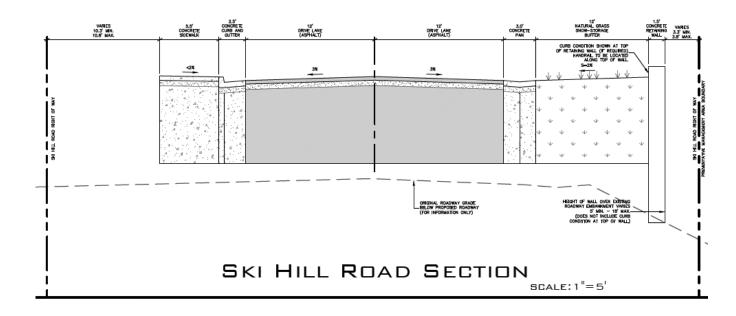
The applicants are proposing the following mitigation efforts:

- Any roadway runoff will be captured in a series of drainage inlets and routed to the existing subdivision detention and water quality pond across from One Ski Hill Place. Each inlet has a sediment catching sump to remove heavier material.
- To protect any new grading, high-strength soil retention blankets will be placed on all steep roadway embankments over any 2:1 slope.
- All unpaved, disturbed areas will be top-soiled, seeded with a mix suitable for Town of Breckenridge standards including any permissible fertilizer, or soil conditioners to ensure growth.
- During construction, silt fencing, aspen-curlex erosion logs, sediment traps, and temporary mulch cover shall be employed. Other measures will be added at the direction of the Applicant's engineer or the Town Community Development, Streets, and Engineering Departments.

Staff believes that the proposal meets the criteria (A) of the Relief Procedures section as the Town Engineer has collaborated on the proposed design, and has agreed that the proposed plan is the most appropriate course of action for the protection of the wetlands in the upper Cucumber Gulch. Also, under subsection (i) the granting of the variance will not result in substantial degradation of the natural

and wildlife features and the granting of the variance will not nullify the intent and purpose of the Cucumber Gulch regulation.

Drainage (27/A & 27/R): Currently, there are no improvements along Ski Hill Road to protect the PMA from snow stacking or simple drainage off the paving into Cucumber Gulch. The improvements to Ski Hill Road will incorporate an increased setback for snow stacking, a 3-foot wide concrete drainage pan to route water, and a guardrail. Water will be directed to retaining pond infrastructure before entering the PMA. Staff is supportive of these improvements.



Erosion Control: Best Management Practices will be utilized in this project. Measures will include temporary diversion of water flows, installation silt fencing, aspen-curlex erosion logs and installation of effective revegetation. Erosion control measures have been reviewed and are supported by the Town Engineering Department.

We also note that all construction activity, material and machinery shall be located and utilized outside the PMA boundary, including placement of the retaining wall. This work must be performed from above, outside the PMA. This has been added as a Condition of Approval.

9-1-19-5R: Policy 5 (Relative) Architectural Compatibility: Retaining wall finish: The new retaining wall will vary in height from 2-feet to 18-feet at the tallest point. The finish of the concrete retaining wall was presented in association with the development review for Grand Colorado at Peak 8 – East Building (PL-2015-0215). The retaining wall along the north side of Ski Hill Road will be finished to match the existing retaining walls in the area with vertical form-liner and color to match. Staff has no concerns. The finish was approved as part of that permit.

The approved retaining wall finish is similar to that constructed in Glenwood Canyon:



Point Analysis (Section: 9-1-17-3): Staff finds no reason to assign positive or negative points under any Relative policies of the Development Code. We find that the project meets all Absolute polices, with the exception of Policy 2/A-Land Use as it relates to the Cucumber Gulch Overlay Protection District, for which this variance is requested.

Staff Recommendation

Staff finds that the proposal meets the requirements for a variance from the Preventive Management Area of the Cucumber Gulch Overlay Protection District, and recommends that the Planning Commission approve the Ski Hill Road at Peak 8 Reconstruction Cucumber Gulch Preserve Preventative Maintenance Area (PMA) Variance (PL-2016-0082) along with the attached Findings and Conditions.

TOWN OF BRECKENRIDGE

Ski Hill Road at Peak 8 Reconstruction Cucumber Gulch Preserve Preventative Maintenance Area (PMA) Variance

A portion of Ski Hill Road right of way at the base of Peak 8, abutting 1521, 1595, and 1627 Ski Hill Road PL-2016-0082

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

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 **April 6, 2016** and findings made by the Planning Commission with respect to the project. The project was approved based on the proposed design of the project and the acceptance of these terms and conditions imposed.
- 5. The terms of approval include representations made by in writing or plans submitted, and at the hearing on the project held on **April 19, 2016** as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape recorded.
- 6. The issues involved in the proposed project are such that no useful purpose would be served by requiring two separate hearings.

VARIANCE FINDINGS

- 1. Policy 2 (Absolute) of Section 9-1-19 of the Development Code ("Policy 2 (Absolute))" provides, in pertinent party, as follows:
 - Land Use Guidelines have been adopted for the Town and surrounding areas by the Breckenridge Town Council. To promote the health, safety and general welfare of the community, all developments shall be reviewed against the Land Use Guidelines and, where applicable, an approved master plan. Each development located within the boundaries of the . . . Cucumber Gulch protection overlay district as defined in the Land Use Guidelines shall comply with all of the regulations applicable to such overlay district.
- 2. The property that is the subject of this Application is located within the Cucumber Gulch Overlay Protection District (the "Cucumber Gulch Overlay District").
- 3. Because the property that is the subject of this Application is located within the Cucumber Gulch Overlay District, Policy 2 (Absolute) requires the proposal to comply with all of the regulations applicable to the Cucumber Gulch Overlay District.

- 4. The Town's regulations that are applicable to development proposed within the Cucumber Gulch Overlay District are contained in Ordinance No. 9, Series 2000, entitled "An Ordinance Amending the Town of Breckenridge Land Use Guidelines By Establishing The Cucumber Gulch Overlay Protection District; and Making Amendments to the Breckenridge Development Code Related Thereto", adopted by the Town Council of the Town of Breckenridge on February 22, 2000. Such regulations are currently in full force and effect, and are referred to in this document as the "Cucumber Gulch Regulations." Although the Cucumber Gulch Regulations have been amended since they were adopted in 2000, none of the amendments are relevant to this variance request.
- 5. In addition to being located within the Cucumber Gulch Overlay District, the property that is the subject of this Application is located within the "Preventive Management Area (PMA)" as defined and described in the Cucumber Gulch Regulations.
- 6. Section 8.4 of the Cucumber Gulch Regulations provide, in pertinent part, as follows:
 - 8.4 Prohibitions Within the PMA. The following are prohibited within the PMA, unless specifically approved by the Town pursuant to Paragraph 14 of these Regulations:

. . .

- C. Placement of material such as soil or gravel.
- D. Removal or excavation of material such as soil, gravel or vegetation

. . .

- K. Construction of any water quality facility, including, but not limited to detention ponds and monitoring stations, unless located on non-wetland areas of the PMA as approved by the Town. Town approval shall involve the consideration of an analysis of the least environmentally damaging practicable alternative, including alternative sites outside the PMA. Approval by applicable regulatory agencies must be obtained.
- 7. The applicant seeks a variance from the prohibitions of Sections 8.4 (C), (D, and (B C&F) of the Cucumber Gulch Regulations in order to reconstruct a portion of Ski Hill Road.
- 8. All required notice with respect to the hearing on the applicant's request for a variance has been given as required by the Development Code.
- 9. An absolute policy is defined by Section 9-1-5 of the Town's Development Code (Chapter 1 of Title 9 of the Breckenridge Town Code) as "a policy which, unless irrelevant to the development, must be implemented for a permit to be issued. The policies are described in section 9-1-19 of this chapter."
- 10. By virtue of their inclusion in Policy 2 (Absolute) the Cucumber Gulch Regulations are treated as an absolute policy.
- 11. The Application does not comply with the prohibitions of Sections 8.4 (C), (D), and (K) of the Cucumber Gulch Regulations. Therefore, unless a variance is granted with respect to the

requirements of such regulations, the Application will have to be denied pursuant to Section 9-1-18-2(E)(5) of the Development Code. ("If the proposed development does not implement all affected absolute policies (subject to variance) . . . the Planning Commission shall deny the permit.")

- 12. Paragraph 14(A) of the Cucumber Gulch Regulations, entitled "Relief Procedures", sets forth additional special rules for the granting of a variance from the provisions of the Cucumber Gulch Regulations. The normal variance procedures and requirements of the Development Code do not apply to the consideration and approval of a variance request under the Cucumber Gulch Regulations.
- 13. Paragraph 14 (A) *Relief Procedures* of the Cucumber Gulch Overlay Protection District ordinance provides, in pertinent part, as follows:
 - A. The Planning Commission . . . may grant a variance, exception or waiver of any requirement of these Regulations (collectively, "variance") upon a written request by a developer or owner of property subject to these Regulations." A variance shall be granted only upon finding that . . . (b) the purposes of these Regulations will be adequately served by an alternative proposal or requirement (including any required mitigation, which shall be within the District), and (i) the granting of the variance will not result in a substantial degradation of the natural and wildlife features of Cucumber Gulch, and (ii) there is no other practical alternative. No variance by itself or in combination with other variances shall have the effect of nullifying the intent and purpose of these Regulations. Section 9-1-11 of the Breckenridge Development Code is not applicable to the granting of a variance under these Regulations."
- 14. Town of Breckenridge Engineering Staff has reviewed the application and determined that the proposed reconstruction of Ski Hill Road and resulting infrastructure will benefit the health of the Cucumber Gulch.
- 15. The Planning Commission has received and considered the evidence submitted in connection with the applicant's request for a variance; and based upon such evidence makes the following findings as required by the Paragraph 14 of the Cucumber Gulch Regulations:
 - A. The purposes of the Cucumber Gulch Regulations will be adequately served by the applicant's proposal as described in the Application.

Reason/Factual Basis for Finding: The purposes of the Cucumber Gulch Regulations are to protect the health, safety and welfare of the community, and to protect the open space and habitat values of Cucumber Gulch. The applicant's proposal will further the purposes of the Cucumber Gulch Regulations by protecting wetland function in the area.

B. The granting of the requested variance will not result in substantial degradation of the natural and wildlife features of Cucumber Gulch.

Reason/Factual Basis for Finding: The applicant has proposed a series of Best Management Practices during the implementation of this project and ongoing maintenance. These include erosion control methods, use of native seed mix, and use of biodegradable fabrics to ensure adequate native revegetation in the area.

C. There are no other practical alternatives to those proposed by the Applicant in the Application.

Reason/Factual Basis for Finding: There are no practical alternatives to the applicant's proposal. The alternative measures outlined in the staff report will not achieve the desired outcome.

D. The variance sought by the Application, either by itself or in combination with other variances, will not have the effect of nullifying the intent and purpose of the Cucumber Gulch Regulations.

Reason/Factual Basis for Finding: This variance will not have the effect of nullifying the intent and purpose of the Cucumber Gulch Regulations. The regulations will remain in effect, and the proposed project is expected to have a positive effect on the community, public health, and welfare of wildlife in Cucumber Gulch.

The granting of a variance from Section 8.4 will in no way relieve the applicant from complying with all of the Development Standards and Best Management Practices provided for in Sections 11 and 12 of the PMA regulations. In addition, a Declaration of Restrictive Covenants for Boreal Toad Protection was recorded on June 17, 1999 at Reception No. 598534 and contains restrictions similar to, but not as broad as the Development Standards and Best Management Practices which the applicant must comply with.

Accordingly, the applicant's request for a variance from the prohibitions of Sections 8.4(C), 8.4(D), and 8.4(K) of the Cucumber Gulch Regulations in order construct an infiltration gallery as described in the application is GRANTED with the conditions set forth below, and the application is determined to comply with the requirements of Policy 2 (Absolute) of the Development Code.

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.
- 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 **April 26, 2019** unless substantial construction pursuant thereto has taken place.
- 4. The terms and conditions of this permit are in compliance with the statements of the staff made on the evidentiary forms and policy analysis forms.
- 5. Applicant's contractor, wetlands consultant and/or Town Staff shall inspect all erosion control features as necessary during the period of onsite work for this project. In addition, after completion of the project, all erosion control features shall be inspected after each significant rain event through the spring of 2017.
- 6. The applicant shall comply with all of the Development Standards and Best Management Practices provided for in Sections 11 and 12 of the PMA regulations.
- 7. Applicant shall conform to the Construction and Maintenance Plan submitted with the application, except as the Town deems necessary to modify for the purpose of protection of the PMA.

- 8. Any drilling or channelization of overflow locations should be monitored and repaired to prevent erosion and sedimentation
- 9. All construction activity, material and machinery shall be located and utilized outside the PMA boundary.

PRIOR TO START OF CONSTRUCTION

- 10. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
- 11. Applicant shall submit and obtain approval from the engineering Department for a Site Improvements Agreement in association with this permit.
- 12. Applicant shall obtain approval from the Town of any seed mixes and fertilizers used in association with this permit.
- 13. Applicant shall enter into a Construction Agreement with the Town which details bonding and guarantee requirements and project completion dates.
- 14. Applicant shall install erosion control measures on the downhill side of disturbance areas, in a manner acceptable to the Town Engineer. An on-site inspection shall be conducted.
- 15. Town shall document the existing condition of all roads and trails used to access the project site. If damaged during construction, Applicant will be required to repair roads or trails to their condition as existed prior to construction.

PRIOR TO ISSUANCE OF CERTIFICATE OF COMPLETION

- 16. Applicant shall revegetate all disturbed areas where revegetation is called for, utilizing "Forest seed mix" from the Natural Resources Conservation Service in Kremmling, Colorado and flow-through jute netting to improve vegetative success.
- 17. The 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 as a modification may result in the Town not issuing a Certificate of Compliance for the project, and/or other appropriate legal action under the Town's development regulations.
- 18. No 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.
- 19. All area disturbed during construction of this project shall be repaired by the applicant.
- 20. Future maintenance access by the Applicant will occur with permission of Town staff, who will oversee the vehicular maintenance access and the scope of maintenance work required.

