

# **BRECKENRIDGE LAND USE GUIDELINES**

## **DISTRICT #28**

### **Desired Character and Function**

District 28 is located on either side of Boreas Pass Road just east of its intersection with Highway 9. The District is mostly vacant, and is a prime area for development due to its close proximity to the central business district and major recreational areas, and its good access.

### **Acceptable Land Uses and Intensities**

Land Use Type:	Residential; Lodging
Intensity of Use:	10 UPA
Structural Type:	Multi-Family

### **General Design Criteria**

#### ***Architectural Treatment***

Contemporary architectural design which is compatible with the existing architecture of the surrounding neighborhood is preferred.

#### ***Building Heights***

Recognizing that flexibility in building heights will afford alternative ways in which acceptable land uses and intensities can be arranged upon the site, a special review according to the development review process shall be used to determine the alternative arrangement most suited to the site and the community as a whole. Generally, buildings in excess of three stories are discouraged.

#### ***Building Setbacks***

Required building setbacks shall be as outlined in the Development Code. Greater setbacks than those required are encouraged, and determination of appropriate building setbacks will be made during the development review process.

#### ***Pedestrian Circulation***

Little pedestrian activity is associated with this District. Development of the District will necessitate the development of external pedestrian links to the Town core and Peak 9 base. The feasibility and layout of such a system can be better determined once use and intensity patterns have been definitively established.

#### ***Vehicular Circulation***

Access to the District is via Boreas Pass Road and French Street. Further development of the circulation system will be necessitated by District development. Given the open, exposed nature of this District, circulation and land use patterns are aesthetically important.

Public Transit Accommodations. The future provision of public transit service would be facilitated by the development of specified transit stops. The design development of such points should be established during the early development planning for this District. All transit stops should be appropriately located in relation to the vehicular system, the pedestrian system, and general activity patterns.

## **District Improvements**

### ***Utility Improvements***

Water Facilities. An eight inch water main passes through the District, following the alignment of Boreas Pass Road. Distribution lines to serve the District will be provided by developers of the District. Water supply and treatment capabilities can support the full development of the District.

Sanitation Facilities. System collectors do not exist within the District at this time. Provision of these will be expected for the development of the District. Adequate treatment capacity currently exists to serve full District development.

Natural Gas, Electricity, Telephone, Cable Television. Distribution lines will require extension to serve District development. Utilities will be adequate to serve the District at full development. Appropriate easement shall be provided for all new lines.

### ***Capital Improvements***

Capital Improvement Projects. The District contains an unpaved portion of French Street, which is designated in the Capital Improvements Program as an area to receive paving or chip and seal application.

### ***Drainage Improvements***

Given the District's acceptable uses and intensities, a surface drainage plan should be prepared prior to development. Potential effects on adjacent properties and Districts should be specifically evaluated.

## **Relationships to Other Districts**

Portions of this District abut Land Use Districts 1, 25, 26, and 41. Given the existing and future uses of these Districts, compatibility conflicts might possibly occur with District 25 due to its commercial uses. District 28 is essentially compatible with the remaining Districts despite differences in land use intensities.

### **Land Exchange Policy**

No land under Federal jurisdiction was identified within this District.