

# **BRECKENRIDGE LAND USE GUIDELINES**

## **DISTRICT #23**

### **Desired Character and Function**

The function of District 23 is to support ski base facilities, as well as commercial, lodging, and multi-family residential uses of a contemporary architectural character. These uses are allotted intensity appropriate to their proximity to the ski area base.

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

Land Use Type:	Residential
Intensity of Use:	20 UPA
Structural Type:	Multi-Family, Lodge, or Hotel

Land Use Type:	Commercial
Intensity of Use:	1:3 FAR
Structural Type:	Special Review

### **General Design Criteria**

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

Contemporary architectural design compatible with the existing architecture of the surrounding neighborhood is preferred. However, some portions of this District could act as a buffer to the Historic District, and the Historic District Guidelines should be applied in these instances.

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

The determination of acceptable building heights will be made during the development review process, but generally, buildings in excess of two 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***

An improved and expanded system is desirable to accommodate existing and anticipated pedestrian activity. Specific consideration should be given to the movement of pedestrians from F Lot to both the ski base facilities and to District 19.

### ***Vehicular Circulation***

This District is served by Park Avenue, Village Road, Four O’Clock Road, and W. Washington Avenue. Access to the District is expected to continue to be from these roads.

Parking and vehicular activity may increase if this District is selected as the appropriate site for construction of a major parking facility.

Public Transit Accommodations. An area within this District could ultimately be selected as a Transportation Center for a community bus system. The District is currently well served by the existing public transit system.

## **District Improvements**

### ***Utility Improvements***

Water Facilities. Mains exist within the District, as well as distribution lines for existing development. Distribution lines shall be provided for new development. Water treatment capabilities can support the full development of the District. Additional water storage is needed to meet minimum fire flow requirements. The tank proposed for District 1 or 21 would fulfill this requirement.

Sanitation Facilities. System collectors exist within the District and would be adequate to serve the District at full development potential. Adequate treatment capacity currently exists to serve full District development.

Natural Gas, Electricity, Telephone, Cable Television. Distribution lines for services exist within this District. Utilities will be adequate to serve the District at full development. Installation of any new distribution lines must be underground and meet specifications of individual utility companies. Appropriate easements shall be provided for all new lines.

### ***Capital Improvements***

Capital Improvement Projects. None of the projects described in the Capital Improvements Program are associated with this District.

### ***Special Improvements***

Public Projects. The Town will give consideration to the development of the following special improvement projects within this District.

**Parking Lot Improvements.** The appearance and utility of the Peak 9 parking lot could potentially be increased by a joint improvement district involving the Town, the Breckenridge Ski Area who leases the lot, the Forest Service who partially regulates the parking supply associated with the Ski Area, and the Village at Breckenridge which owns the lot. Essentially, the Town could finance parking lot improvements from funds collected as part of the Parking District program. Fees are collected from individuals who do not wish or cannot meet their off Street parking requirements on their own site. Improvements to the Peak 9 lot might include: surfacing, landscape screens around the exterior, the associated portions of the Blue River, and Adams Avenue pedestrian-way.

The Ski Area, the Village at Breckenridge, and the Forest Service could all benefit from the physical improvements as could the skier. The Town could benefit in several ways: the visual appearance of this large acreage located near the center of Town could be improved; there could be a decrease in the number of parking lots visible along Main Street; there could be fewer driveways crossing the Main Street pedestrian route; there could be an increased economic potential (sales tax and general economic activity) from attracting departing skiers to the commercial district; and there could also be an increased economic potential (property tax and general economic activity) from allowing the development of parcels along Main Street which are too small to accommodate their own on site parking.

The businessman paying into the Parking District could be benefitted by having an alternative to on site parking and by the attraction of additional skiers. A potential danger of this program might be the encroachment of commercial parking onto skier parking.

However, the consumer is often the same -- acquiring both ski services, and local goods and services. This potential problem can be mitigated by placing additional municipal lots in Districts 18 and 19. These parking lots would likely be most attractive to the shopper who is not a skier, thereby conserving the Peak 9 lot for these people who are both. An alternative to the special improvement of this same parking lot is presented immediately below.

**Parking Structure.** Both public and private benefits could result from a parking structure located on the southern end of the existing ski lot. This large parking area will eventually become more central to the Town as the Four Seasons area develops further, forming a vacant focal point. A parking structure could potentially: increase total parking supply; increase the overall quality of parking; provide for efficient pedestrian movement and channel it through future commercial areas; allow for separation of traffic types by intended destination; make the northern end of the existing lot available for other uses; and facilitate the extension of Adams Avenue as another east-west route.

Such a project would likely have to be a joint public-private venture. Any spaces in excess of 800 could possibly become part of a municipal system, and effective pedestrian connectors could make this parking available to the commercial districts.

### ***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 reviewed.

### **Relationships to Other Districts**

Portions of this District abut Land Use Districts 1, 19, 20, 21, and 22. District 23 is essentially compatible with these Districts despite differences in land uses and intensities.

### **Land Exchange Policy**

Portions of the Arapahoe National Forest exist within this District. These are potential candidates for land exchange.