



TOWN OF
BRECKENRIDGE

Planning Commission Meeting Agenda

Tuesday, May 21, 2019, 5:30 PM

Council Chambers

150 Ski Hill Road

Breckenridge, Colorado

5:30pm - Call to Order of the May 21, 2019 Planning Commission Meeting; 5:30pm Roll Call

Location Map

Approval of Minutes

2

Approval of Agenda

5:35pm - Public Comment On Historic Preservation Issues (Non-Agenda Items ONLY; 3-Minute Limit Please)

5:40pm - Work Sessions

1. Off Street Parking Policy Review

6

2. Handbook of Design Standards Update

13

6:45pm - Other Matters

1. Town Council Summary (Memo Only)

18

7:00pm - 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 the 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 5:32 p.m. by Vice Chair Gerard.

ROLL CALL

Christie Mathews-Leidal	Jim Lamb	Ron Schuman
Mike Giller - absent	Steve Gerard	
Dan Schroder	Lowell Moore	

APPROVAL OF MINUTES

With no changes, the April 10, 2019 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

With no changes, the May 7, 2019 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- No comments.

CONSENT CALENDAR:

1. Hutchings Residence (JL), 19 Evans Court, PL-2019-0089

With no call-ups, the Consent Calendar was approved as presented.

PRELIMINARY HEARINGS:

1. Cavanaugh Residence (CK), 305 N. French Street, PL-2019-0067
Mr. Kulick presented a proposal to construct a new 1,275 sq. ft. residence on North Ridge Street with 2 bedrooms, 2 bathrooms, and a 3 car subterranean garage. The applicant, Michael Cavanaugh, was present; along with the Architect, Mark Provino. The following specific questions were asked of the Commission:
 1. Landscaping – Staff finds the proposed landscaping plan does not provide adequate street trees along French Street. Does the Commission agree?
 2. Perceived Scale and Height– Staff finds the perceived scale in compliance with Priority Design Standards 80, 86, 138, 140 and 144. Does the Commission agree?
 3. Windows and Doors - Staff believes the windows and doors comply with Design Standards 95, 96 and 148. Does the Commission support this recommendation?
 4. Does the Commission agree with the preliminary point analysis?

Commissioner Questions / Comments:

Mr. Schuman: Do all three owners (of properties associated with the Development Agreement) qualify for a positive point for shared access? (Mr. Kulick: I'm not sure about the previous point allocations, but there is precedent for each subsequent property taking access from a common driveway to receive a positive point.)

Mr. Lamb: This project is part of a development agreement that was approved by Council. What I recall was a lot of discussion around the parking and the concrete block. Why are we giving them a positive point for something that was in the development agreement to begin with? (Mr. Kulick: Council weighed the benefit of restoring the Brown Hotel to a point in time and restoring the outbuilding. The Council felt the public benefit for the historic preservation was a fair trade to reduce the amount of required parking for the Brown Hotel.) It just strikes me as strange. (Mr. Kulick: The required amount of parking vs. the access are separate things, and the Streets Department desires to reduce the number of curb

cuts throughout Town to ease circulation and make snow plowing more efficient. Without a shared driveway, each property would have had its own curb cut. Assigning one positive point to each property helps discourage additional curb cuts.) (Ms. Puester: Typically, if the points aren't specifically addressed in the development agreement we follow the code.)

Mr. Schuman: I recall there being a heated walk but I don't see that in the site plan. (Mr. Kulick: I'm not aware but maybe the applicant can address that.)

Ms. Leidal: Are we under the old or new code? (Mr. Kulick: Old code, prior to the recently adopted code amendments.)

Mr. Schroder: The functionality of parking, it seems like a Rubik's cube to make it work. Maybe it's a question for the applicant to clarify. (Mr. Kulick: The design is three parking spaces, and essentially, like tandem parking where you have to move one to get to the other. But by code this is one more space than required. We do have another house that uses this system on French Street. It does take some additional time.) It just takes a little bit of planning.

Mark Provino, Architect, Presented:

Thank you to the staff and to the Planning Commission for hearing this application. I have a couple things to state and then I can answer questions. Regarding the drive access and parking off French Street, as was noted, this was established under a previous development agreement. The negative points recommended are because I don't have room to put any more trees. Landscaping should have been addressed previously when the existing parking was approved. I hope the commission understands that burden and finds an exception. I designed the adjacent house for the Kelleys. My recollection is we got positive points for landscaping on that application. I think that given the limited amount of space I have to work with, the additional landscaping is above and beyond and perhaps we can negotiate a positive point on that. In terms of parking, the vehicle will be driven onto a platform, which lowers to the basement slab, and auto dollies will roll it sideways. It's not a daily thing moving the cars; but it's a car collector scenario.

Mr. Schuman: What about the heated sidewalk? (Mr. Provino: The sidewalk was approved under the Brown Hotel application. Lot 7B also has a heated sidewalk I believe but is not part of this application.) Mr. Schuman: It should be part of this application if it's on the property, it equals negative points. (Mr. Provino: It was in the Brown's development permit and points were assessed during that review. We can note it on the future plans.)

Mr. Gerard: Are we in a situation where the points come into play if they're not in the agreement? (Ms. Puester: We wouldn't give this applicant negative points for something that the other owner has already received a permit for. Not sure if the Brown received the points or not for heating, we can check that but either way, assuming it was permitted since it exists today, it is an estoppel issue if not). Mr. Gerard: I'm saying, if we're assessing points under one scenario, don't we need to do it for all? (Mr. Kulick: It's existing under a separate permit, not proposed, so they can't get negative points twice.) (Ms. Puester: If the town already approved it, we do not ding people later again. Will report back if it had a legal permit.)

Mr. Schuman: I know it was heated because I've plowed it before so I was curious.

The hearing was opened for public comment. No comments and the hearing was closed.

Commissioner Questions / Comments:

Mr. Schuman: Question 1. Landscaping, I agree. Question 2. I agree with scale and height. Question 3. I believe the windows and doors comply. Question 4. I agree with the point analysis.

Mr. Lamb: Question 1. With the landscaping, when you're packing product on a certain size lot, you run out of room. The negative points are a result of that. Question 2. Scale is good, it fits with the buildings on each side. Question 3. Windows and doors are fine. Question 4. I'm still struggling for positive one point for something that was in development agreement. It's off to a good start. I think it will get to positive points.

- Mr. Moore: I agree with everything said. Question 1. Landscaping, you can only do what you can do so I agree with staff. Question 2. The scale fits the standards. I really like the renderings and they fit the standards very nicely. Question 3. Windows and doors comply with standards. Question 4. With point analysis, I do agree at this time but I would double check the negative two points recommended for landscaping if there is no way to get positive.
- Ms. Leidal: Good job, that's a tough site. Question 1. I agree on number one with staff, it's a trade off. Question 2. The perceived scale includes height, and policy 138 talks about story height and this is a full two stories. The garage is lower, but I see it's not meeting the policy. Question 3. Windows and doors I agree. Question 4. The point analysis, I share Jim, Ron and Steve's question about the development agreement and I don't know how the points should be assessed. Can you let us know what's been done in the past? (Mr. Kulick: We'll research it more and include our findings in the next staff report.)
- Mr. Schroder: Question 1. Landscaping, I'm not in support of negative two points. The missing thing is every 15 feet. All of the previous things don't let the applicant do it, so I recommend a variance so points could be avoided. This is preliminary, so there's still time to work these things out. Question 2. Scale, it's interesting that the code says 1.5 stories but the building next door is taller. Perceived scale fits so I support. Question 3. I also support the window and door arrangement. Question 4. I don't agree with the point analysis about the landscaping on French Street.
- Mr. Gerard: I think this is a clever project in a difficult space. I think there's a real issue of balancing out the development project. When you look at what's already been approved with parking, there's no place for landscaping. I don't know if people didn't think of it before. Question 1. I agree with Dan that this applicant shouldn't be dinged two points when it's physically impossible. By the same token, you don't get the positive point for the shared drive. We have to be consistent if we give a pass on landscaping. Question 2. Height, it's a story and a half, but in context it does fit and the perceived scale is acceptable. If you could get positive points for landscaping it's hard to tell. I think there's ways to work some additional points into this. I think the project is a good one. I wouldn't want to be down there jacking up the cars and sliding them, but that's an interesting idea.
- Ms. Puester: Do we want to have more discussion on the points analysis?
- Mr. Lamb: What I'm hearing from Steve and Dan is that going back to the development agreement, I could hop on the bandwagon that you don't ding for landscaping.
- Mr. Schuman: I disagree, it could have been contemplated in the development agreement and it wasn't. I think negative two are warranted.
- Mr. Moore: I don't think the negative points are warranted under the circumstances. The positive point should stay because they could have easily come in and tried to do another type of weird access.
- Ms. Puester: We may want to come up with special findings since this is unique.
- Ms. Puester: Does anyone besides Christie have concerns with the façade height?
- Mr. Schuman: I agree with Christie, it looks like two stories. (Mr. Kulick: It's sort of 1.75 stories; it is not a true two stories. A true two stories is 26'.)
- Mr. Schroder: It's a little house, so perception comes into the massing as well. I support that it fits with the neighborhood.
- Mr. Lamb: I think it's pushing the envelope, so it does give the image of a story and a half. It's pushing it, but I can see the 1.75 stories argument; it complies with policy 138.
- Mr. Schuman: I feel that at this point, we've given feedback but we're trying to correct the situation that's been presented to us and not giving it back to the applicant. (Ms. Puester: I'm just trying to get a feeling for yes or no.)
- Mr. Schroder: The original thing that struck me is how do we do three cars. Someone else in the future will own this house, how will they handle the garage? It would have to be approved in the future. Ms. Puester: We have to determine if you think it meets the parking requirement

right now.
Mr. Gerard: On the next hearing, can you add the dev agreement to the packet? (Mr. Kulick: Yes.)

OTHER MATTERS:

1. Town Council Summary (Memo Only)

Ms. Puester: We had another stakeholder group meeting today and are starting to form recommendations. We'll see where we are at the next meeting May 21.

Mr. Truckey: We'll have an update on the 21st for the Planning Commission as a work session.

Mr. Gerard: People are starting to think about the average size module being the standard for size of additions. The remaining issue on that is the mass bonus and the building height of additions.

Mr. Schroder: About the eBikes, is that passage of Class 1 eBikes consistent with what the county is doing? (Mr. Truckey: Yes. And we'll change the signage when the County has adopted the changes.)

ADJOURNMENT:

The meeting was adjourned at 6:29 pm.

Steve Gerard, Vice Chair

MEMORANDUM

TO: Planning Commission

FROM: Julia Puester, AICP, Planning Manager

DATE: May 13 for May 21, 2019 meeting

SUBJECT: Worksession: Off Street Parking Section 9-3-8(B)

In February 2019, Ordinance 1, Series 2019, *Miscellaneous Code Amendments* became effective which incorporated numerous Development Code updates. Among those amendments, Chapter 3 *Off Street Parking*, Section 9-3-8 (B) was amended regarding required parking for single family residential uses located outside the Parking Service Area (map attached).

The Planning Commission has reviewed several Class C single family applications under the new code. Staff does not believe that there has been an issue with the code interpretation to date, however, we wanted to provide for an opportunity for the Planning Commission to discuss how it is being interpreted and confirm that the Commission is comfortable with the interpretation.

Section 9-3-8 (B) was amended to read as follows:

B. Outside The Service Area: In connection with the development of all property outside the service area there shall be provided the following amount of off street parking:

*...Single Family _2 parking spaces**

**Two parking spaces are required for the first three bedrooms of a single family residence. For each additional bedroom beyond the first three bedrooms, one additional parking space shall be required...*

With the change from two (2) parking spaces required for a single family residence under the previous code to the new code amendment of 2 parking spaces plus one parking space for every additional bedroom over three bedrooms, we have seen some tandem parking situations as well as parking spaces at different angles. Staff has accepted tandem parking under the old code and has continued to do so with the current code. Different angles and “stacking” of spaces have also been accepted thus far as long as the applicant has been able to show that the required parking space size fits on the paved driveway areas.

With the additional requirement for parking spaces, we anticipate seeing more parking solutions proposed that include angled parking and even beyond tandem (three cars parked back-to-back). Although these solutions meet the technical requirements of our Code, these type of parking situations do create a need for more intensive parking management by the residents and their guests. Given this, and the growth in use of single family residences for short term rentals, staff wanted to discuss the parking situation with the commission.

Attached are site plan examples of properties outside the Parking Service Area. The examples chosen have not all been processed under the new code, however, we felt these were a good representation of differing lot configurations for the purpose of the discussion.

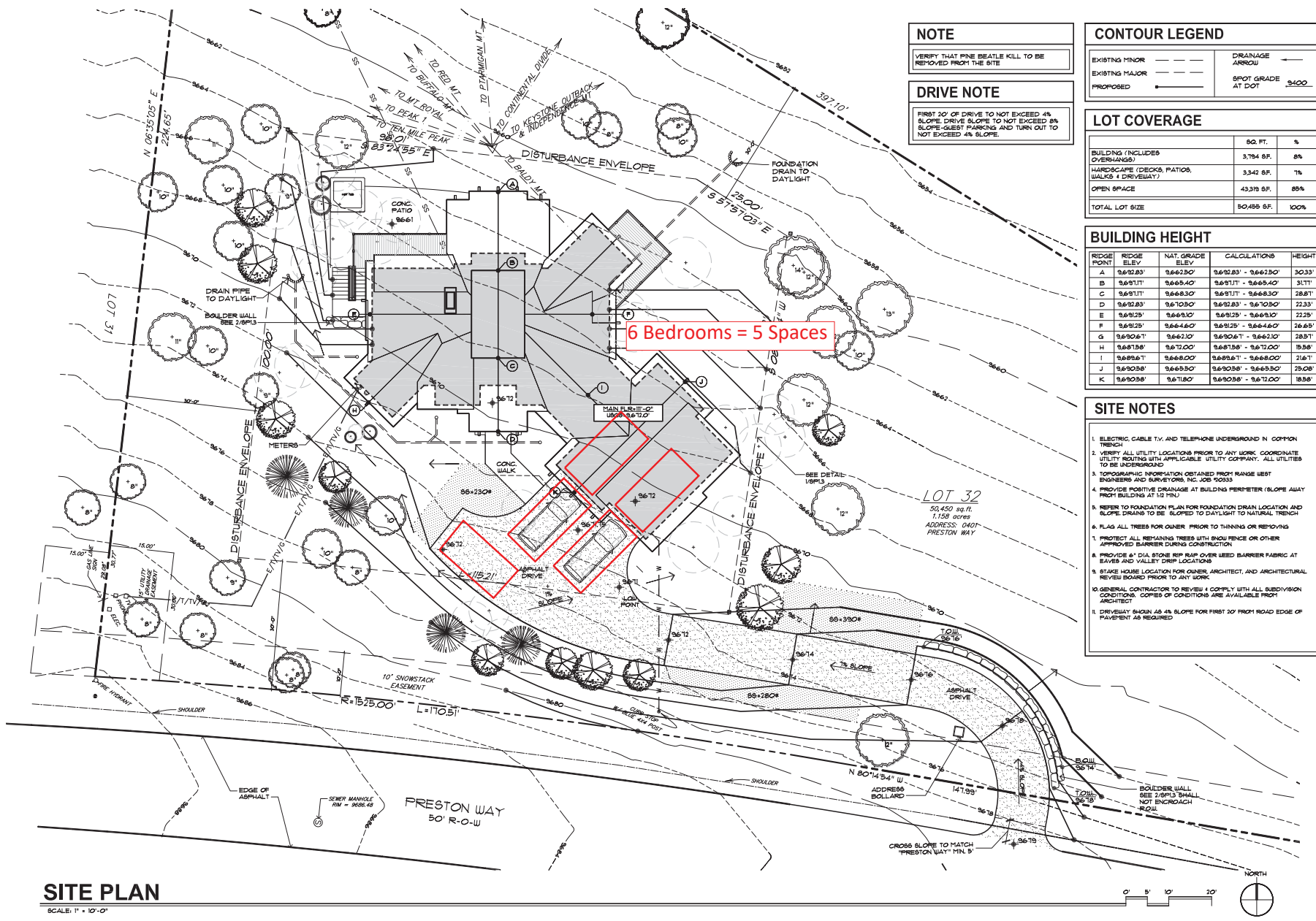
Examples Attached:

Lot 32, Highlands, Filing 10 (Myers Residence)

Lot 6, Shock Hill (145 Penn Lode Residence)

Lot 1, Peak Eight Place (Bear Run Residence)

Lot 20, 23, Snider Addition (Ploss Residence)-Historic District Example



SITE PLAN

SCALE: 1" = 10'-0"

NOTE

VERIFY THAT PINE BEETLE KILL TO BE REMOVED FROM THE SITE

DRIVE NOTE

FIRST 20' OF DRIVE TO NOT EXCEED 4% SLOPE. DRIVE SLOPE TO NOT EXCEED 8% SLOPE. GUEST PARKING AND TURN OUT TO NOT EXCEED 4% SLOPE.

CONTOUR LEGEND

EXISTING MINOR	-----	DRAINAGE ARROW	←
EXISTING MAJOR	-----	SPOT GRADE AT DOT	3600
PROPOSED	-----		

LOT COVERAGE

BUILDING (INCLUDES OVERHANGS)	SQ. FT.	%
BUILDING (INCLUDES OVERHANGS)	3,794 SF.	8%
HARDSCAPE (DECKS, PATIOS, WALKS + DRIVEWAY)	3,342 SF.	1%
OPEN SPACE	43,319 SF.	89%
TOTAL LOT SIZE	50,455 SF.	100%

BUILDING HEIGHT

RIDGE POINT	RIDGE ELEV	NAT. GRADE ELEV	CALCULATIONS	HEIGHT
A	9692.83'	9662.50'	9692.83' - 9662.50'	30.33'
B	9691.11'	9665.40'	9691.11' - 9665.40'	31.71'
C	9691.11'	9668.30'	9691.11' - 9668.30'	28.81'
D	9692.83'	9670.50'	9692.83' - 9670.50'	22.33'
E	9691.29'	9669.10'	9691.29' - 9669.10'	22.19'
F	9691.29'	9664.60'	9691.29' - 9664.60'	26.69'
G	9690.67'	9662.10'	9690.67' - 9662.10'	28.57'
H	9687.58'	9672.00'	9687.58' - 9672.00'	19.58'
I	9693.87'	9668.00'	9693.87' - 9668.00'	27.87'
J	9690.99'	9669.50'	9690.99' - 9669.50'	25.09'
K	9690.99'	9671.80'	9690.99' - 9671.80'	18.99'

SITE NOTES

- ELECTRIC, CABLE TV, AND TELEPHONE UNDERGROUND IN COMMON TRENCH
- VERIFY ALL UTILITY LOCATIONS PRIOR TO ANY WORK. COORDINATE UTILITY ROUTING WITH APPLICABLE UTILITY COMPANY. ALL UTILITIES TO BE UNDERGROUND
- TOPOGRAPHIC INFORMATION OBTAINED FROM RANGE WEST ENGINEERS AND SURVEYORS, INC. JOB #0033
- PROVIDE POSITIVE DRAINAGE AT BUILDING PERIMETER (SLOPE AWAY FROM BUILDING AT 1/2 IN/10')
- REFER TO FOUNDATION PLAN FOR FOUNDATION DRAIN LOCATION AND SLOPE. DRAINS TO BE SLOPED TO DAYLIGHT TO NATURAL TRENCH
- FLAG ALL TREES FOR OWNER PRIOR TO THINNING OR REMOVING
- PROTECT ALL REMAINING TREES WITH 800V FENCE OR OTHER APPROVED BARRIER DURING CONSTRUCTION
- PROVIDE 4" DIA. STONE RIP RAP OVER USED BARRIER FABRIC AT LEAVES AND VALLEY DRIP LOCATIONS
- STAKE HOUSE LOCATION FOR OWNER, ARCHITECT, AND ARCHITECTURAL REVIEW BOARD PRIOR TO ANY WORK
- GENERAL CONTRACTOR TO REVIEW & COMPLY WITH ALL SUBDIVISION CONDITIONS. COPIES OF CONDITIONS ARE AVAILABLE FROM ARCHITECT
- DRIVEWAY SHOWN AS 4% SLOPE FOR FIRST 20' FROM ROAD EDGE OF PAVEMENT AS REQUIRED

REVISIONS:

JOB NO: 11730
DATE: 10/28/11
DRAWN BY: EMB
CHECKED BY: MHOGAN

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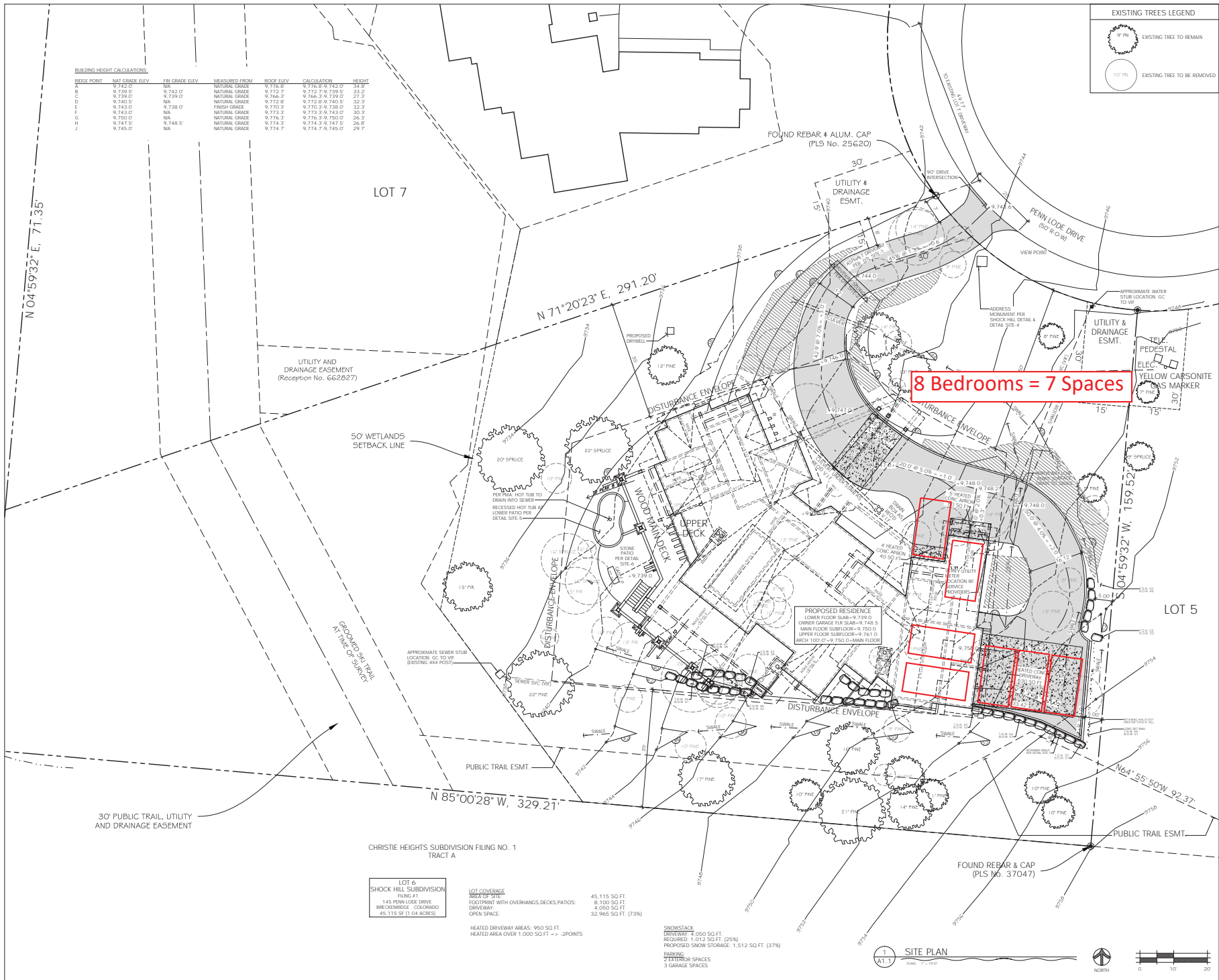
PROGRESS SET:
10/28/11

bhh Partners
P.O. BOX 9511, 180 EAST ADAMS BRECKENRIDGE, CO 80424 (970) 458-9880

MYERS RESIDENCE
LOT 32, HIGHLANDS PLING 10, BRECKENRIDGE COLORADO, 80424

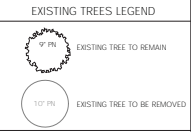
© 2011
SHEET NUMBER:
SP1.1
SITE PLAN
OF: 3

ISSUE	DATE
OWNER REVIEW	16 FEB 2018
OWNER REVIEW	26 FEB 2018
OWNER REVIEW	04 MARCH 2018
OWNER REVIEW	30 MARCH 2018
OWNER REVIEW	25 APRIL 2018
OWNER REVIEW	30 MAY 2018
PRELIM REVIEW	2 JULY 2018
PLANNING	22 JULY 2018
PLANNING REV	12 AUGUST 2018



BUILDING HEIGHT CALCULATIONS:

RIDGE POINT	NAT GRADE ELEV.	FIN GRADE ELEV.	MEASURED FROM	ROOF ELEV.	CALCULATION	HEIGHT
A	9,742.0	NA	NATURAL GRADE	9,774.7	9,774.7 - 9,742.0	32.7
B	9,739.0	9,742.0	NATURAL GRADE	9,772.7	9,772.7 - 9,739.0	33.7
C	9,739.0	9,739.0	NATURAL GRADE	9,766.3	9,766.3 - 9,739.0	27.3
D	9,740.0	NA	NATURAL GRADE	9,772.8	9,772.8 - 9,740.0	32.8
E	9,742.0	9,738.0	FINISH GRADE	9,770.3	9,770.3 - 9,742.0	28.3
F	9,743.0	NA	NATURAL GRADE	9,773.3	9,773.3 - 9,743.0	30.3
G	9,750.0	NA	NATURAL GRADE	9,776.3	9,776.3 - 9,750.0	26.3
H	9,747.0	9,748.5	NATURAL GRADE	9,774.3	9,774.3 - 9,747.0	27.3
J	9,745.0	NA	NATURAL GRADE	9,774.7	9,774.7 - 9,745.0	29.7



8 Bedrooms = 7 Spaces

LOT 6
SHOCK HILL SUBDIVISION
TRACT #1
145 PENN LODGE DRIVE
BRECKENRIDGE, COLORADO
45,115 SF (1.04 ACRES)

LOT COVERAGE
AREA OF SITE: 45,115 SQ. FT.
FOOTPRINT WITH OVERHANGS, DECKS, PATIOS:
DRIVEWAY: 4,050 SQ. FT.
OPEN SPACE: 32,965 SQ. FT. (73%)

HEATED DRIVEWAY AREAS: 950 SQ. FT.
HEATED AREA OVER 1,000 SQ. FT. -> -2POINTS

SNOWSTACK
DRIVEWAY: 2,650 SQ. FT.
REQUIRED: 1,012 SQ. FT. (25%)
PROPOSED SNOW STORAGE: 1,512 SQ. FT. (37%)

PARKING:
2 EXTERIOR SPACES
3 GARAGE SPACES



BUILDING HEIGHT						
RIDGE FRONT	RIDGE ELEV.	NAT. GRADE ELEV.	FIN. GRADE ELEV.	MEASURED FROM	CALCULATIONS	HEIGHT
A	10,063.66'	10,028.5'	--	NAT.	10,063.66' - NAT.	34.16'
B	10,063.66'	10,031.9'	--	NAT.	10,063.66' - NAT.	32.16'
C	10,064.29'	10,024.79'	--	NAT.	10,064.29' - NAT.	29.5'
D	10,066.19'	10,022.29'	--	NAT.	10,066.19' - NAT.	33.91'

REQUIRED SNOWSTACK			
HARDSCAPE (WALKS & DRIVEWAY)	SQ. FT.	%	
REQD SNOW STACK (25% OF HARDSCAPE)	1,170 SF.	100%	
TOTAL SNOW STACK	283 SF.	25%	
TOTAL SNOW STACK	300 SF.	26%	

LOT COVERAGE			
	SQ. FT.	%	
BUILDING (INCLUDES OVERHANGS)	4,716 SF.	26%	
HARDSCAPE (DECKS, PATIOS, WALKS & DRIVEWAY)	1,170 SF.	7%	
OPEN SPACE	10,142 SF.	67%	
TOTAL LOT SIZE	16,028 SF.	100%	

NOTE

- VERIFY THAT PINE BEETLE KILL TO BE REMOVED FROM THE SITE
- SQUARE FOOTAGE AREA CALCULATIONS ON SHEET T1

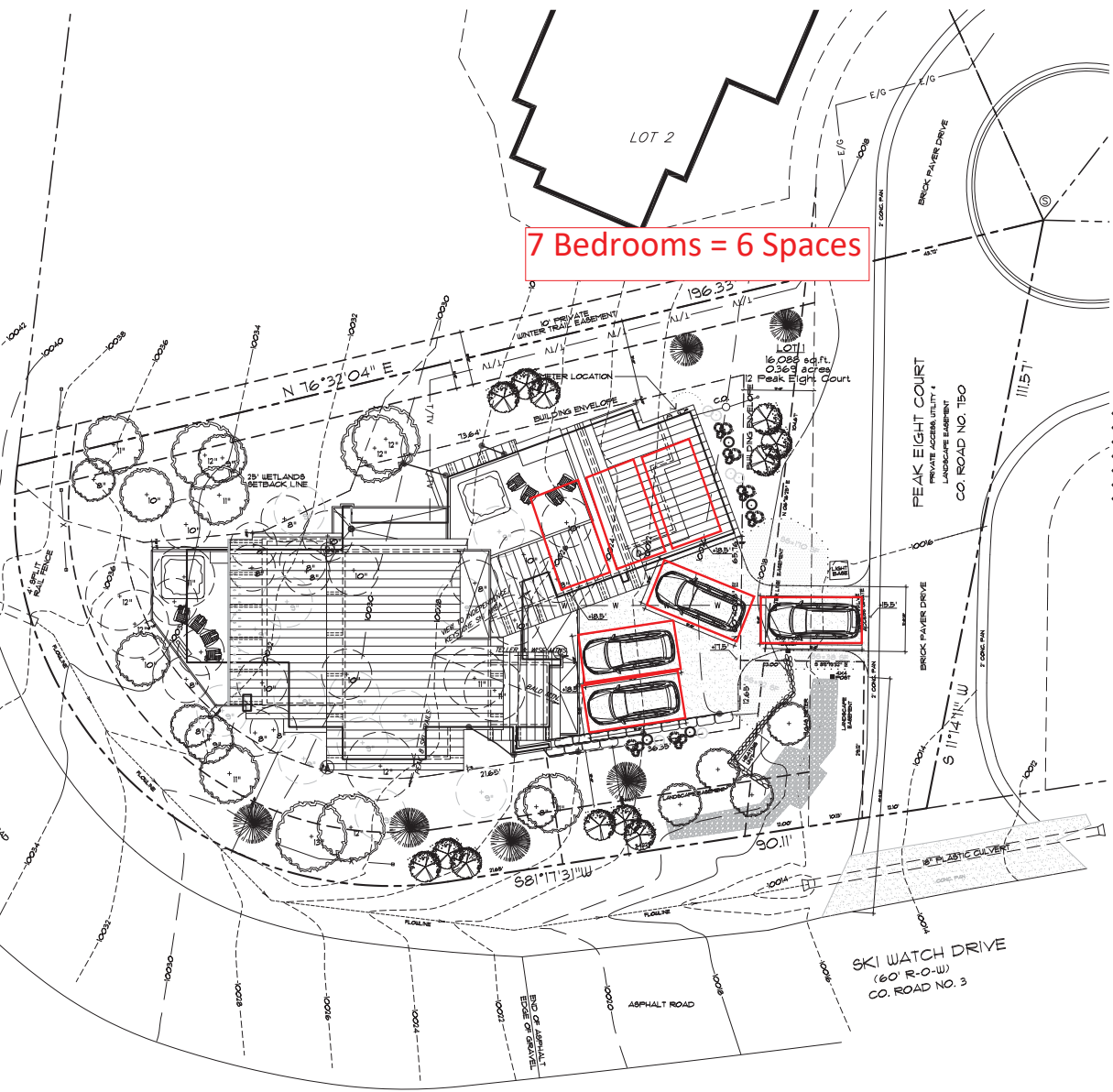
CONTOUR LEGEND			
EXISTING MINOR	---	DRAINAGE ARROW	→
EXISTING MAJOR	---	SPOT GRADE AT DOT	3400
PROPOSED	---		

- SITE NOTES**
- ELECTRIC, CABLE TV, AND TELEPHONE UNDERGROUND IN COMMON TRENCH
 - VERIFY ALL UTILITY LOCATIONS PRIOR TO ANY WORK. COORDINATE UTILITY ROUTING WITH APPLICABLE UTILITY COMPANY. ALL UTILITIES TO BE UNDERGROUND
 - TOPOGRAPHIC INFORMATION OBTAINED FROM RANGE WEST .JOB #0205
 - PROVIDE POSITIVE DRAINAGE AT BUILDING PERIMETER (SLOPE AWAY FROM BUILDING AT 1/2 IN/10')
 - REFER TO FOUNDATION PLAN FOR FOUNDATION DRAIN LOCATION AND SLOPE. DRAINS TO BE SLOPED TO DAYLIGHT TO NATURAL TRENCH
 - FLAG ALL TREES FOR OWNER PRIOR TO THINNING OR REMOVING
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 - PROVIDE 6" DIA. STONE RIP RAP OVER WEED BARRIER FABRIC AT EAVES AND VALLEY DRIP LOCATIONS
 - STAKE HOUSE LOCATION FOR OWNER, ARCHITECT, AND ARCHITECTURAL REVIEW BOARDS PRIOR TO ANY WORK
 - GENERAL CONTRACTOR TO REVIEW & COMPLY WITH ALL SUBDIVISION CONDITIONS. COPIES OF CONDITIONS ARE AVAILABLE FROM ARCHITECT
 - DRIVEWAY SHOWN AS MAX 4% SLOPE FOR FIRST 20' FROM ROAD EDGE OF PAVEMENT AS REQUIRED

SKI HILL ROAD
(60' R.O.-W)
CO. ROAD NO. 3

SKI WATCH DRIVE
(60' R.O.-W)
CO. ROAD NO. 3

SITE PLAN
SCALE: 1" = 10'-0"



7 Bedrooms = 6 Spaces

REVISIONS:

JOB NO: 190917
DATE: 02/19/18
DRAWN BY: JLB
CHECKED BY: MPH

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T.O.B. CLASS C
SUBMITTAL: 02/19/18

bhh Partners
150 SOUTH 1020 EAST TOWNS
BRECKENRIDGE, CO 80424 (970) 434-8880

BEAR RUN
LOT 1 PEAK EIGHT PLACE
12 PEAK EIGHT COURT BRECKENRIDGE, COLORADO 80424

© 2018
SHEET NUMBER:
SP1.1

MEMORANDUM

TO: Planning Commission

FROM: Julia Puester, AICP, Planning Manager

DATE: May 17 for May 21, 2019

SUBJECT: Worksession: Handbook of Design Standards in the Historic and Conservation Districts Stakeholder Group Update

The Breckenridge Heritage Alliance received a grant in 2017 to have cultural resource surveys updated on a number of properties within the historic district. The properties selected for inclusion in the surveys had either not been surveyed in the past, had recent restoration work or additions. The Commission received the presentation from Carl McWilliams of Cultural Resource Historians at the June 5, 2018 meeting regarding the results of the surveys. The review of the cultural resource survey work by the State of Colorado, who administers the Certified Local Governments (CLG) program, resulted in concerns with some of the additions done in the last ten plus years and also identified additional properties that are 50 years old and are presently outside of the Town's period of significance (1942).

Staff hired Winter & Company, the authors of the original Handbook of Design Standards in the Conservation and Historic Districts, to review revisions and new interpretations of the Secretary of Interior Standards for Rehabilitating Historic Structures in relation to the Town's Handbook and relevant Development Code policies. Winter & Company developed a series of recommendations that were first shared with the public at a March 19, 2019 open house. At the public open house, staff heard concerns from some members of the public on these recommendations. In response, the Town Council directed staff to assemble a stakeholders group to further vet the recommendations. Three stakeholder group meetings have taken place and staff would like to update the Planning Commission on the consensus points reached to date. Our next stakeholder meeting is May 21st, prior to the Planning Commission work session and staff will provide a verbal update on that meeting.

The steps that have been taken to date include:

Planning Commission Work Sessions:

- June 5, 2018-Planning Commission work session on Cultural Resource Survey Results with Carl McWilliams
- November 9, 2018- Planning Commission Field Trip of Historic District
- January 2- First Planning Commission work session
- February 19- Second Planning Commission work session

Town Council Work sessions:

- March 12- Town Council work session
- March 12- First reading of temporary moratorium
- March 26- Second reading of temporary moratorium

Public Open House:

- March 19, 2019

Stakeholder Meetings:

- April 10, 2019
- April 24, 2019
- May 7, 2019

Staff has provided an attachment with a comparison chart of the original recommendations from Winter & Co. and the consensus reached by the stakeholders group for review. In summary, the stakeholder consensus points includes:

Density and Mass

- Residential additions limited to one additional module of average size.
- No change to existing UPA (Units Per Acre) policy.
- No change to existing commercial character areas and new (non-historic and vacant) residential.

Moving Historic Structures

- No change to existing Code or policy. Allow historic buildings to move with negative points per code (no negative points to fix encroachments).

Building Height

- No change to existing code for non-historic buildings/sites.

Several issues remain to be vetted with the Stakeholder's Group, most notably including:

- Whether historic properties should be eligible for a mass bonus.
- The appropriate length and width of connectors.

Staff will be available at the meeting to present an overview of the group discussions and consensus points and would like to hear feedback from the Commission at that time.

Handbook of Design Standards Recommendations
Original (Winter&Co.) Compared to Stakeholder Group
as of May 16, 2019

Topic	Recommendations to Come into Conformance with SOI (Winter& Co.)	Stakeholder Group Consensus & Remaining Topics
Density & Mass	<ul style="list-style-type: none"> • Eliminate massing bonuses within the Historic District. • Eliminate the ability to go up to 12 UPA with negative points. • Allow up to 10 UPA within the Historic District rather than 9 UPA (flexibility to use all as density or use some for mass for garage). 10 UPA includes both density and mass. • Incorporate all above ground structures in UPA calculations including garages and all secondary structures. 	<p>Consensus:</p> <ul style="list-style-type: none"> • Residential additions limited to one additional module of average size (as determined by the established average size modules in the existing Handbook). • No change to existing UPA policy. • No change to existing commercial character areas and new (non-historic and vacant) residential. <p>Remaining Topics:</p> <ul style="list-style-type: none"> • Mass bonuses for residential
Additions	<ul style="list-style-type: none"> • Designs that appear as two separate buildings (which may incorporate an underground connector between the structures) would receive positive points. • Design standards to produce clearly subordinate additions. • Designs that maintain the general ratio, or perception, of building to open space on the lot are preferred. • Any new above ground building or addition must not exceed 100% of the square footage of the above grade square footage of the primary historic structure. • The proportion of the addition should respect the proportions of the historic building. • Additions and new secondary structures building heights limited to no more than ½ story taller 	Remaining Topic of Discussion

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	<p>than the surviving historic structure.</p> <ul style="list-style-type: none"> • Roof form should be simple and orientation on the new structure or addition is encouraged to be perpendicular to the historic structure. • The position of the addition- especially regarding the alignment of the sidewalls-should be compared to the sidewalls of the historic building. One sidewall plane shall not exceed the side wall plane of the historic structure. Maintaining the plane of both sidewalls is preferred. 	
Connectors	<ul style="list-style-type: none"> • One connector allowed. • The one connector may only project from the rear of the historic building. • Length: 12 feet max • Width: 8 feet max • Should be clearly subordinate to structures which are connected. • Rooflines should step down to follow topography and remain lower than the historic structure. • Below grade connectors are encouraged. 	Remaining Topic of Discussion

<p>Moving Historic Structures</p>	<ul style="list-style-type: none"> • Historic structures are not allowed to be moved. • A variance process will be created with criteria which would allow for the moving of a historic building, such as an encroachment or hazardous condition affecting the structure. Moving a structure for development purposes is not allowed. 	<p>Consensus:</p> <ul style="list-style-type: none"> • Allow historic buildings to move with negative points per code (no negative points to fix encroachments).
<p>Paved Areas</p>	<ul style="list-style-type: none"> • Excessive non-porous paving material will receive negative points. • Require paving strips for vehicular access. 	<p>Remaining Topic of Discussion</p>
<p>Parking</p>	<ul style="list-style-type: none"> • New parking spaces in front yards are not allowed. • Parking is preferred in rear and side yards. 	<p>Remaining Topic of Discussion</p>
<p>Rating System (Priority Policy 20)</p>	<ul style="list-style-type: none"> • A rating system consistent with the SOI standards of two categories will be implemented (Conforming and non-conforming). 	<p>Remaining Topic of Discussion</p>



TOWN OF BRECKENRIDGE TOWN COUNCIL

May 14 Town Council Meeting



Welcome to the newsletter summarizing The Town of Breckenridge's latest Council Meeting. Our goal is to provide our citizens with thorough and reliable information regarding Council decisions. We welcome any feedback you may have and hope to see you at the meetings.

Managers Report

Public Projects

- The potential exists for large inflows to the Goose Pasture Tarn that could initiate discharge/control of water on the service spillway. In preparation for this discharge potential, the Town has contracted to have limited mitigation work performed on the dam.
- Construction has begun on the Ice Rink renovations. Asphalt overlays and concrete replacement continue with crews across Town. Traffic delays, detours, and parking closures should be expected.

- The Blue River Restoration project, which has included the new channel alignment, liner installation, landscape, and habitat improvements was awarded the 2018 APWA Colorado Chapter award in Sustainability for Small Community.

Fiber 9600

- ALLO/TOB Lease Agreement: agreement between Town as the owner of the fiber network and ALLO as the network operator and service provider. ALLO will pay TOB 25% of qualifying revenue (internet/phone) and 5% of cable revenue (through a franchise agreement ordinance).
- Peak Communications, partnered with local contractor Columbine Hill Concrete for the asphalt restoration, has been awarded the contract for the Phase 1a Construction. Utility locates and potholing activities will begin the week of May 13th. **Excavation is planned to start in the downtown alleys the week of May 20th**, with work on the Rec Path following close behind.

Parking & Transportation

- April 2019 ridership is up 20.5% or 10,680 passengers vs. April of 2018. Current YTD is showing 17.8% growth over last year. 2019 summer season started on April 23rd and the Yellow and Brown routes have combined to the Gray.

Breckenridge Events Committee

- The Summit Nordic Ski Club has submitted an application for a rollerski race on Saturday July 27th and Sunday July 28th. First day would be by CMC on Denison Placer Road. The second day would be on Boreas Pass Road but still need to procure County permits.
- Ullr – As noted previously, the BTO has reached out to community members and found that there is overall support for moving Ullrfest to December 11th – 14th. The Events committee supports this decision, as the dates of Ullr fest have been moved before.
- The Events Committee's suggestion is to not try to replace the fireworks show with a drone show or light event. Council is suggesting adding live music in the evening to the Arts District Lawn and Prospector Park.

Other Presentations

Destination Management Plan

- BTO facilitated the development of a community destination management plan on behalf of the Town of Breckenridge. The Breckenridge Destination Management Plan is a 10-year road map to accomplish a shared vision for a balanced long-term future. It's designed to help ensure economic sustainability for the community while preserving quality of life for residents & quality of place for visitors.
- **Strategic goals:**
 - Deliver a balanced, year-round economy driven by destination tourism by 2024.
 - Elevate and fiercely protect Breckenridge's authentic character and brand – our hometown feel and friendly atmosphere:
 - More boots and bikes, less cars.
 - Establish Breckenridge at the leading edge in mountain environmental stewardship and sustainable practices.
- **Balanced Economy:** Expand initiatives to increase overnight visitor dispersal, spend, and length of stay across a wider breadth of calendar months and the destination itself to ensure a more consistent and diversified visitor economy.
- **Authentic Character:** Ensure that locals/visitors are always aware that the most valuable asset for Breckenridge is the authenticity of the Town and character of the people. Much of that is based on the fact that a high percentage of people who work in Breckenridge live in Town.
- **Boots and Bikes:** Develop a series of initiatives to get people out of their cars as much as possible to maintain the outdoor quality of life that both locals/visitors are craving & minimize environmental impacts in the region. The goal is 10% fewer vehicles in the next 3-5 years.
- **Sustainability:** Expand the dialogue among locals and visitors about how to protect the fragility of the mountain landscape in the face of increasing challenges. Execute the Summit Community Climate Action Plan, promote LNT, & develop a range of new responsible tourism programs.

Lionheart Development Agreement Modification

- The applicant for the Lionheart East Peak 8 Hotel (LH Mountain Ventures) has applied for a modification of the Development Agreement on the property approved by the Town Council on July 10, 2018 (Ordinance 15, Series 2018). The applicant's proposal in summary includes the following changes:
 - Revise paragraph 1(G) to delete any reference to Peak 8 properties, LLC and Barton Landing Apartments and reflect that the Development will continue to be obligated to satisfy the previously agreed Town's employee housing requirements prior to completion of the project.

- Revise paragraph 2 to provide an extension of the period for review and approval by the Town's Planning Commission from twelve to sixteen months.
- Revise paragraph 18 to reflect the name and address for notice to Developer as Ricardo Dunin, LH Mountain Ventures, LLC.
- Ricardo Dunin was present to speak to council about the proposed changes to the agreement. "Just to clarify: Lionhart was always, from day one, the managing partner and 75% owner of this project. I wanted to come and introduce myself so that you can feel comfortable with me and my background. We still have a good relationship with BGV."
- Matt Stais: The core issues are workforce housing, traffic, and parking. We will be following the traffic study conclusions in our design. The removal of the Barton Landing project in the agreement has caused concern, and we understand the Town's goal to add net new housing."
- "We would like to offer 16 additional bedrooms, whether new construction or buy downs, for workforce housing. I am committed to pursuing building new construction if that is what the Town would like," Dunin. "We would like to jump back into the planning process," Stais.
- "It was our understanding that this project would be contributing new workforce housing to the community that hadn't existed before," Wolfe, "like new construction or converting a short term rental into employee housing."
- Council would like to see 24 bedrooms of housing from the project.

Small Cell Procedures and Design Standards Review

- The Federal Communications Commission (FCC) passed a regulation September 26, 2018 pertaining to the deployment of 5G technology in municipal rights of ways (ROW). The Town now needs to update the Design Standards to comply.
- The new FCC ruling changes include:
 - Shortens the time cities have to process applications for small cells to either 60 or 90 days, depending on whether they are being mounted on an existing or new structure;
 - Limits application fees for small cells;
 - Prohibits cities from assessing fees that include anything other than a "reasonable approximation" of "reasonable costs" directly related to maintaining the rights-of-way and the small cell facility; and Limits aesthetic review and requirements (including undergrounding and historic/environmental requirements) to those that are reasonable, comparable to requirements for other rights-of-way users, and published in advance.
- The FCC ruling states that the Town can't issue a moratorium on deployment. The FCC would not allow the Town to outlaw street cuts during the winter, considering it an "illegal moratorium."

Regular Council Meeting

Legislative Review

- **An Ordinance to Convey Property on McCain and Blue52 Townhomes (Second Reading):** The Town and the Summit School District are developing an agreement for a land exchange where the Town would transfer ownership of two Blue 52 Townhomes and a 10 acre parcel on the McCain Subdivision in exchange for a 8.7 acre vacant Summit School District parcel on Block 11. **(Passed 6-0)**
- **An Ordinance to Annex Kenington Townhomes (First Reading):** In summer of 2018, the Town requested that Kenington Townhome Owners join in a valid annexation petition. Pursuant to Section 22 of the Water Service Agreement the owners of the Kenington Townhomes are required to join in a valid annexation petition when directed to do so by the Town. **(Passed 6-0)**
- **Ordinance to Approve Long Term Ground Lease with VSRI (First Reading):** This memorandum summarizes the key terms and conditions of the Ground Lease proposed for execution between Vail Summit Resorts, Inc. ("VSRI"), as landlord, and the Town, as tenant, for the development of a new parking facility on the South Gondola Lot. **(Passed 6-0)**
- **Destination Management Plan (Resolution):** BTO facilitated the development of a community destination management plan on behalf of the Town of Breckenridge. This plan defines the community's collective Vision for the next ten years or more. It defines four key goals, respective initiatives, and responsible entities to accomplish them. The Vision and goals were reviewed and approved by Town Council and the BTO Board in February 2019. **(Passed 6-0)**