

Town of Breckenridge
Planning Commission Agenda
Tuesday, June 16, 2009
Breckenridge Council Chambers
150 Ski Hill Road

7:00	<i>Call to Order of the June 16, 2009 Planning Commission Meeting; 7:00 p.m. Roll Call</i>	
	<i>Approval of Minutes June 2, 2009 Regular Meeting</i>	3
	<i>Approval of Agenda</i>	
7:05	<i>Preliminary Hearings</i>	
	1. Gondola Lots Master Plan (CN) PC#2009010	10
	320 North Park Avenue	
8:45	<i>Worksessions</i>	
	1. Maggie Placer (MM), 9525 Colorado Highway 9	23
	2. Wood Burning Appliances (CN)	31
	3. Summit County Courthouse Renovations (CN), 208 Lincoln Avenue	32
10:15	<i>Town Council Report</i>	
10:25	<i>Other Matters</i>	
10:30	<i>Adjournment</i>	

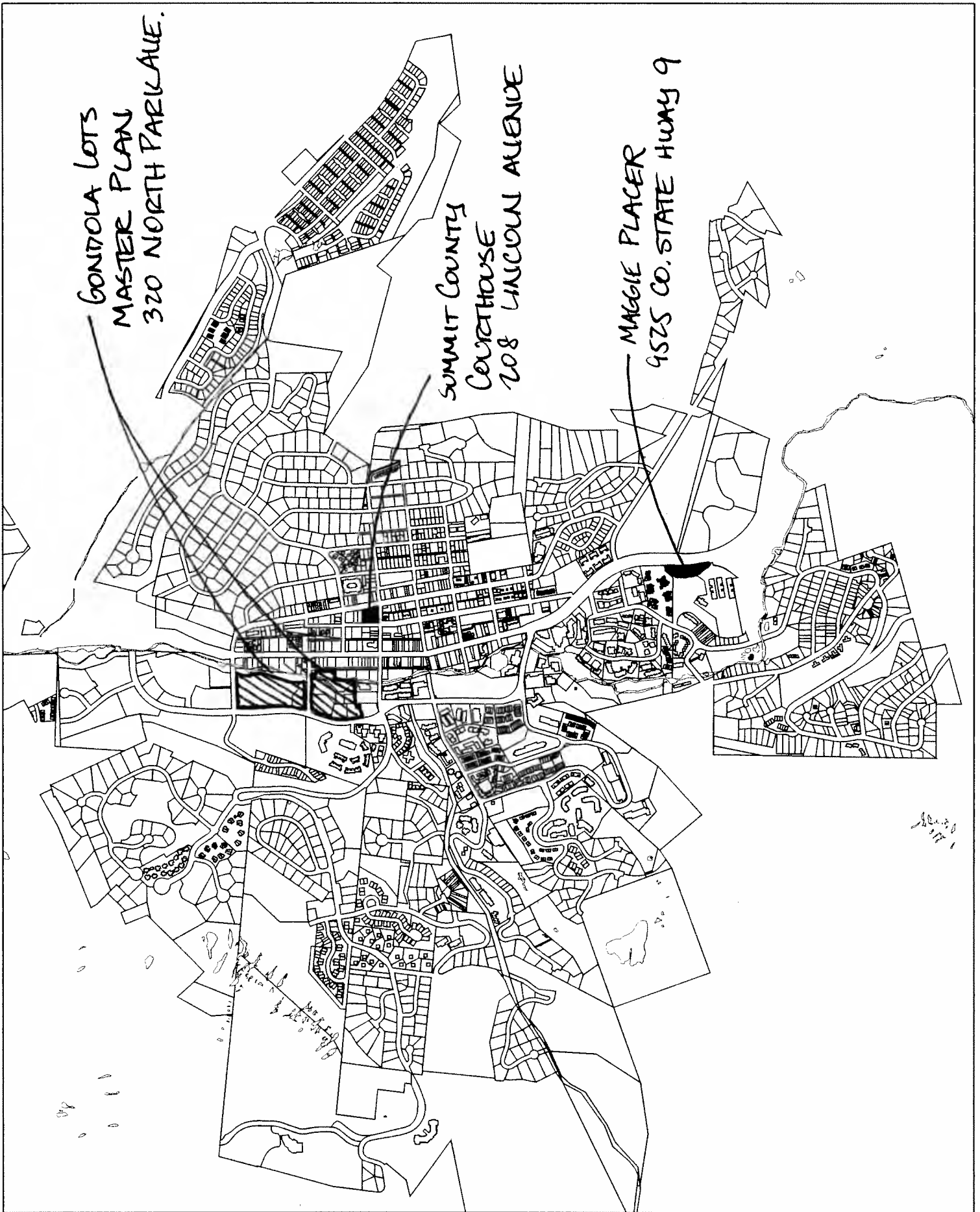
For further information, please contact the Planning Department at 970/453-3160.

**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.*

GONDOLA LOTS
MASTER PLAN
320 NORTH PARK AVE.

SUMMIT COUNTY
COURTHOUSE
208 LINCOLN AVENUE

MAGGIE PLACER
9525 CO. STATE HWAY 9



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Breckenridge South

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PLANNING COMMISSION MEETING

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

ROLL CALL

Dan Schroder
Leigh Girvin
Dave Pringle

Rodney Allen
JB Katz

Michael Bertaux
Jim Lamb

APPROVAL OF MINUTES

With no changes, the minutes of the May 19, 2009 Planning Commission meeting was approved unanimously (7-0).

APPROVAL OF AGENDA

With no changes, the June 2, 2009 Planning Commission agenda was approved unanimously (7-0).

CONSENT CALENDAR:

1. Ski Side Condos Solar (JP) PC#2009021, 1001 Grandview Drive
2. Johnson Residence (JP) PC#2009019, 1030 Four O'Clock Road

Ms. Girvin had a comment regarding the use of positive landscaping points to make up for excessive environmental disturbance, although she noted that it is allowed by code to do so. Mr. Allen noted that there is precedent for this. Ms. Girvin suggested that the code regarding positive and negative points be examined by the Commission at some point in the future, including how the code addresses the future maintenance of landscaping.

3. Budweiser Clydesdales Tent (CK) PC#2009022, 123 North Main Street

With no motions to call up, the consent calendar was approved as presented.

FINAL HEARINGS:

1. Silverthorne House Restoration, Landmarking and Site Plan (JP) PC#2007004, 300 North Main Street

Ms. Puester presented a proposal to construct one duplex building, one single family building, relocate and convert the existing barn to a deed restricted residential unit, move the Silverthorne House 20' west, add a parking area in the rear of the lot, install landscaping, remove the curb cut from Main Street, and install a new trash enclosure. The applicant also proposed to locally landmark the Silverthorne House and barn.

The application was last heard by the Planning Commission at a preliminary review on April 7, 2009. Since then, the applicant has proposed the following changes:

- The duplex roof pitch has been lowered from 12:12 to 10:12. This lowers the ridge height by more than 1 foot and lowers the mean roof height 10 inches, to 23'-0".
- The duplex siding has been changed from a 6" horizontal lap siding to 4" exposure (meets Priority Policy 183).
- The duplex siding color has been changed from yellow to maple.
- Detail has been added to the window well materials to be constructed of 8x8 pressure treated wood (unstained) for the barn, duplex and single family buildings.
- The single family building has additional siding sizing information of 1x8 board with 1x3 batten, at 8" on center rough sawn cedar.
- The historic barn has been altered to eliminate windows facing Main Street.
- The roof material on the historic barn and dumpster has been changed from Tamko asphalt shingle to metal Vintage Barnmaster (which is a naturally rusting metal roof).
- Snowmelt, trees and boulders have been added to the snow storage area east of the historic barn.
- The dumpster enclosure has been shifted east on the property to allow for a snow wind row.
- Grading has been altered slightly in the southwest corner to provide a better transition from the Edelweiss property to the south. Rock boulders will be added to assist in the grade change behind the new section of wrought iron fence (height varied 0"-2').
- Solar hot water panels are proposed to be located on the new single family structure.
- Solar PV panels have been removed from the Silverthorne House building.
- Additional landscaping has been added, including 2 balsam poplars, 2 spruce, and 1 aspen.

- The varied wood fence has been modified to be 3' high on the west, increase to 5' near the historic shed, and decrease to 3' further east toward the alleyway.

The application was advertised as a final hearing. Staff appreciated the changes made since the last application. The application appeared to pass a final point analysis which was included for Planning Commission review.

In addition to the questions posed in the staff report, Staff had specific questions on the following:

1. Did the scale of the duplex building meet the intent of Priority Policy 178?
2. Did the Commission find that Priority Policy 181 regarding the building height of the duplex was met?
3. Did the Commission find the proposed fence (height and spacing) acceptable?
4. Did the Commission support landmarking of the house and the barn?
5. Did the Commission support the final point analysis?

If the Commission found that the Silverthorne House Site Plan, Restoration and Landmarking met all absolute polices and supported the final point analysis, Staff recommended approval of PC#2007004. If a motion was made for approval, Staff requested that the Commission also make a recommendation to the Town Council for local landmarking of the Silverthorne house and barn.

Mr. Bobby Craig, Arapahoe Architects, presented for the Applicant, Mr. Dave Hartman. Mr. Craig was enthusiastic about the point analysis and the positive experience working with staff. Mr. Craig spoke first about building heights in relation to the properties located around the site. He discussed the perspective drawing and the building locations in relation to how the buildings will be viewed from the street. The applicant has worked to locate the buildings to mitigate the height. Mr. Craig spoke next about module size and relationship to square footage. The duplex building is 1,670 square feet, and the applicant isn't trying to link the two buildings. This makes the buildings smaller than a more massive building such as that approved for a restaurant on Ridge Street recently. Mr. Craig listed public benefits, such as creating an employee housing unit, a maintenance agreement for cleaning up the alley, future solar thermal and photovoltaic systems, snow stack area and heat system for the parking area away from the historic fabric; driveway cut removal from Main Street, and finally placing a historic structure in a true yard, away from a driveway. Regarding the yard, the applicant intends to use sod in the front of the building and seed in the middle and rear. The drainage flows to the north. The applicant is anxious to get started on the permit process. The applicant intends to get started immediately on the historic building and carriage barn and yard. Depending on the economic situation, the applicant may have to wait on the new residential buildings in the rear of the property. (Mr. Neubecker noted that during phasing the Commission may come across an issue with the paving of the parking area before construction begins on the new buildings.) Mr. Pringle noted that an additional condition of approval could be included that if all portions of the development are not completed, a certificate of occupancy could still be issued for the Silverthorne house and carriage barn, but the applicant would need to enter into an agreement with the town to complete the unfinished areas in a specific time frame, or other such clauses.

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

Commissioner Questions/Comments:

Mr. Bertaux: There are negative points assessed for lack of buffering on the rear of the site. The landscape material on the north side is grass? Is there drainage in this area? (Ms. Puester showed the plan, including grass, drywell, grading, window well locations, and drainage pattern.)

Final Comments: Happy with the final outcome of the project, especially with the Silverthorne house and the small single family structure off the alley. The parking heating system should be conditioned with phasing of the project. Supported the points for historic landmarking. Hoped that the solar and PV systems come back sometime in the future. (Mr. Hartman noted that it was his intention to complete those systems to offset the heated parking.) Was comfortable with the Priority Policies and appreciated the intent to mitigate the height and module size through location. Supported the project as it stands.

Mr. Lamb: Final Comments: Thought the project has come a long way. Supported the landmarking. Thought the fence was a good compromise. Was okay with Priority Policy 181, and okay with 178 but would like to note that for future project precedent that the module size is very important. This project is approved due to the mitigation with location of the rear buildings being screened by existing

buildings on and adjacent to the site and view perspectives as described by Staff. Okay with parking and other staff questions.

Mr. Schroder: There are 3 phases total for the project? (Mr. Craig: Yes.) (Ms. Puester briefly explained the phasing plan included in the packet.)

Final Comments: One concern was with the Policy 178 module size, and appreciated the applicant's efforts to mitigate the module size. Approve of those efforts. Policy 181 height was okay. Thought that the fence was a good compromise. Good with the points and landmarking.

Ms. Katz: Final Comments: Thought everything looked good. Thank you.

Mr. Pringle: For the snow storage system, do they comply with the amount required? (Ms. Puester: Yes, with the heated area excluded from the square footage requirement.) The solar hot water system is 0 points for renewable energy? (Ms. Puester: Yes; no information or confirmation that the panels will be installed has been provided by the applicant.) It seems that the positive points are all being completed in the first phase which is a benefit upfront and no concerns there.

Final Comments: Congratulations for getting here, and thought we've come to a good spot. Appreciated what the applicant has done. Believed that priority policies have been met adequately. Liked the fence compromise. Agreed with landmarking for the house and barn and supported the final point analysis. Would like to add a Condition #35 as a condition prior to certificate of occupancy for the Silverthorne house and carriage barn, that if this development is phased, the applicant shall comply with a condition acceptable to the town staff or attorney that includes how and when any unfinished improvements such as the paved and heated parking shall be completed.

Ms. Girvin: Final Comments: Agreed to the points that staff have proposed. Supported the positive six (+6) points for historic preservation. Liked the way the heights and module size were mitigated, and appreciated Mr. Lamb's comments about Policy 178 that the module size was mitigated by the screening of the other buildings.

Mr. Allen: Since there are no points for solar hot water panels, does that then make it voluntary or are they required to do it? (Ms. Puester: It would be voluntary. They will enter into a snowmelt maintenance agreement for the heated paved system as the snow stack requirement and functionality rests on that. They don't need the points for the solar hot water panels to pass. The applicant can address their intentions further.) Mr. Allen: Can you please elaborate on the plumbing and electrical work credits given for restoration work that has already been done? How is it positive six (+6) points versus positive nine (+9)? (Ms. Puester: Points are based on this proposal, not what was done in the past.) (Mr. Neubecker: The relocation of the buildings also affected the points.)

Final Comments: Concurred with everyone's comments. Thank you for doing an affordable housing unit. The landscaping looks good. Supported staff's questions. Thought the applicant may have been able to get the positive nine (+9) points for historic preservation but supported the positive six (+6).

Mr. Pringle made a motion to approve the point analysis for the Silverthorne House Restoration, Landmarking and Site Plan, PC#2007004, 300 North Main Street. Mr. Bertaux seconded, and the motion was carried unanimously (7-0).

Mr. Pringle made a motion to approve the Silverthorne House Restoration, Landmarking and Site Plan, PC#2007004, 300 North Main Street together with the findings and conditions that were included in the packet and added during the hearing, condition #35 that if this development is phased that the applicant shall submit to the staff or town attorney an agreement for approval that includes how and when any unfinished improvements shall be completed. Mr. Bertaux seconded, and the motion was carried unanimously (7-0).

Mr. Pringle made a motion to recommend that the Town Council locally landmark the Silverthorne house and barn. Mr. Bertaux seconded, and the motion was carried unanimously (7-0).

PRELIMINARY HEARINGS:

1. Entrada at Breckenridge Master Plan (MM) PC#2009024, 5-105 Huron Road (CR 450)

Mr. Mosher presented a proposal to master plan the property at Tract A and Tract B, Entrada at Breckenridge (pending annexation and resubdivision) into two office/commercial properties, one mini-storage property, and a tract to be transferred to the Town of Breckenridge for possible affordable housing or other uses as the Town sees appropriate. Mr. Mosher discussed transportation and traffic concerns and fencing.

The applicants have been working with Town staff during the annexation process to ensure the proposal abides with the Development Code in all possible ways. The Planning Department recommended this application return for a second review.

Mr. David Michel, applicant's attorney: Staff has done an outstanding job of helping us to get to a good product. The structures will be less imposing and the town tract will add great public benefits. If you look at the mini storage, the concern is the aesthetics. It is designed to not catch your eye, and I will discuss this more with the next phase. Mr. Michel noted that the traffic counts for storage units are very low once established.

Mr. Allen opened the hearing to public comment.

Barbara Campbell (owner in the Highlands, Lot 13, above the development): Due to beetle kill, we have lost nearly 300 trees and my view now looks towards the chain link fence below. Wanted to know the hours of operation because the sound resonates up the hill from the other mini-storage at all hours. Also asked to see a berm and/or heavily planted buffer with disease resistant plants. (Mr. Mosher: Would it be okay for staff and the applicant to visit your property and look at the views and concerns with you?) Yes. Also, at the neighboring mini storage near this project there are piles of diseased lumber being stored. Would there be restrictions as to what can be stored there? Is anything to be allowed to be stored outside like motor homes etc.? (Mr. Michel: There will be no outdoor storage allowed at this property.)

Bobby Craig (resident on County Road 450): Was in favor of this whole-heartedly. Drives and walks by it every day, and thought it was a good compromise for all of the parties. Previously thought it might be all developed as storage, and this is a good mix of uses with the development on the corner. Appreciated if those uses weren't a McDonalds or another 7-11. Would like the master plan to move forward quickly.

There was no additional public comment and the hearing was closed.

Commissioner Questions/Comments:

Mr. Bertaux: Do you think that there should be traffic concerns with the turning movements, especially the left turn into the site from County Road 450? (Mr. Mosher noted that this was discussed during staff review with engineering and the project met town traffic concerns.) Would an 8-foot fence be a problem? (Mr. Mosher: Height is needed for security and should blend into background. Should not be a problem with the design.) This will be better than what is there now. Would like to note that many tree species face pest issues, not just the Lodgepole Pine and the mountain pine beetle. Thought that the town attorney and developer need to work on the details of the possible uses for the Town tract and the restrictions on the commercial uses. Buffer the mini storage to the north to address the neighboring properties in the Highlands.

Mr. Lamb: This is very preliminary, and it is below the density that could be used in the County. Sensitive to the building materials, good layout, and it is on its way.

Mr. Schroder: Where is the nicer steel fence being located? (Mr. Mosher: The fence will be on the south, facing Huron Road and the west towards the Town Parcel. The north fence will be black chain link.) Supported the proposal for the master plan.

Ms. Katz: The proposed shared access point with Summit Ridge Center could benefit other adjacent properties, such as the Breck Inn? (Mr. Mosher: they are not included in the official agreement, but possibly yes.) Hoped that Ms. Campbell's comments can be addressed regarding berming to the greatest extent possible. Looks good.

Mr. Pringle: Do we need to expand or qualify the uses on the Town property? (Mr. Mosher: Per the current draft of the Annexation Agreement, the town can use the parcel as it sees fit. Any proposal would be reviewed by the Planning Commission. The density will be transferred from Town properties.) Should we memorialize, as part of the master plan, that there is no use either intended or prohibited and the town can use the property as it sees fit? (Mr. Michel: There are obligations in the draft annexation agreement with the applicant and the town.) Will it be noted in your covenants that there won't be any commercial uses in your storage? Will it be residential storage? (Mr. Michel: There aren't covenants. In the agreements it will be noted that it will be prohibited for people to run businesses from the storage unit.) (Mr. Mosher added that this can be addressed on the master plan

- notes too.) Didn't have any problems with the master plan but wanted to ensure that defining the uses in more detail would be included in the master plan. Hours of operation for the mini storage should also be addressed. This is likely the least obtrusive proposal that you can hope for on the site.
- Ms. Girvin: Had a question regarding the use-fit criteria. (Mr. Mosher: The area is Highway 9 commercial and professional offices, no retail.) (Mr. Allen: Can there be a restaurant?) (Mr. Mosher: No. No retail or tourist oriented development is proposed, just offices, banks, etc.) Have you done your market homework regarding mini storage, is there a real need? (Mr. Michel noted that the market study shows that mini storage is over 95% full in county and there is indeed a need.) Will it be large enough to store recreational equipment, such as boats? (Mr. Mosher: There will be a variety of sizes, not large enough for an RV. There will be no outdoor storage.) Agreed that the project is on track for what is proposed.
- Mr. Allen: Does the code address what is allowed in storage units? (Mr. Mosher: No, but the annexation agreement addresses this.) (Mr. Grossheusch: The Planning Commission can impose reasonable conditions.) This is in the right direction. No issues.

2. Entrada at Breckenridge Development (MM) PC#2009025, 5-105 Huron Road (CR 450)

Mr. Mosher presented a proposal to develop the property at Tract A and Tract B, Entrada at Breckenridge (pending annexation, master plan, and resubdivision) into two office/commercial buildings, three mini-storage buildings. The applicants have been working with Town staff during the annexation process to ensure the proposal abides with the Development Code in all possible ways. The general design impacts (use, density, parking, etc.) of the mini-storage, which are not identified in the Code, are being addressed in the Annexation Agreement.

Mr. Michel (attorney for applicants) presented and noted that some negative impacts have been mitigated. The placement of the mini storage buildings are slanted from the road and helps the visual impact as seen from the Huron Road, and the front of the buildings look nicer with the added architectural interests and finishes. The second element is the trees and landscaping, and we committed to the extensive plantings during the PUD review heard by the Upper Blue Planning Commission in the County. We are committed to it here, too.

Mr. Allen opened the hearing to public comment.

Bobby Craig (resident on County Road 450): Asked if a development plan approval is required to get the master plan approved. (Mr. Mosher: Technically you do annexation, then master plan, then development plan in that order. The issues are complex enough here that we wanted to make sure that concerns of the Commission could be addressed in the annexation plan. We also wanted to respect the applicant's time-line as best we could. That is why these applications are being heard concurrently.)

There was no additional comment and the hearing was closed.

Commissioner Questions/Comments:

- Mr. Bertaux: Have you discussed snow melt systems with the developer? (Mr. Mosher: Yes. We also discussed snow hauling and other drainage solutions.) As far as landscaping, there are several established trees on the site, please save any that you can. On the southeast corner of the storage units, if snow stacking is an issue you might pull some landscaping around the dumpster to provide more room for stacking. Will this project require a model? (Mr. Mosher: It can be asked, and it can be either be built or computer generated to see human scale.) You might want to see the visual impact from the corner, and computer generated would be fine. The architecture is a step up for making it an attractive corner. Liked that there is a lot of rock in the façade. Thought the drive-through looked very good. Thought they could get a positive point or two for 5/R architecture, but project won't need to go fishing for points since it is already an approvable project. A heat system for snow storage might be something to look at. Thank you for the deed restricted units and the property dedication to the town.
- Mr. Lamb: Liked the architecture and the 50' setbacks from the road, and it will be a good gateway to the town. The storage buildings will be difficult to make attractive, but did think that it would be a benefit to the community and it is a necessary use. For a property like this, the landscaping that will be offered makes the site look good. Good start.

- Mr. Schroder: Can you please explain the stepping in the mini storage buildings? (Mr. Mosher pointed out the stepping on the building elevations. Each mini storage building will have a one-foot step and a ridge vent to accentuate the change in height.) Regarding the landscaping plan, do we expect to see this many trees, since this is a preliminary plan? (Mr. Mosher: Yes. The Land Use District 5 calls for a good buffer. Size, quantity and species are included in the plans.) Was not in favor of negative points for architecture. The buildings up front are beautiful. Perhaps the positive and negative balance each other out. Landscaping could help to block 7-Eleven, but agreed with Ms. Girvin's point. Hoped that the property owner and neighbors can work together. Wanted to make sure that the town's parcel will be addressed. Was also concerned with the turning impacts from County Road 450. How many storage units will be there? (Mr. Mickelson: There will be 256 spaces.) Make sure that drainage is addressed and that the town portion isn't getting swamped. Is the parking at the offices accessible to all public or will it be signed as private? (Mr. Michel: It will be posted as for patrons.) Thought ultimately it is a great application.
- Ms. Katz: Was optimistic that this property may finally develop! Liked the vehicular connection to the Summit Ridge Center. Glad that there will be some personal follow up with Ms. Campbell. The drive-through looks good. Also thought that for 5/R that positive points should be provided; in this case it balances out the mini storage which inherently is a metal structure. This architecture goes above and beyond many things in the county for offices.
- Mr. Pringle: On self storage, you enter a common door in each building to access from the interior? (Mr. Neely: yes.) Can a change of use be applied for? (Mr. Mosher: Yes, but it would be dealt with in the revision of the master plan and annexation agreement.) You talked about 125 aspen trees, 3" caliper. Thought multi-stem aspens would be important to include and should be added. (Applicant: Will do.) Was also in favor of some positive points for the architecture if staff agreed. Thought circulation and snow stacking issues needed to be worked out in detail for the mini storage. Since an internal hallway will be used for access for mini storage, could there be a clerestory window bringing in some natural light and ventilation which would also provide more interest to the architecture? The landscaping is great.
- Ms. Girvin: One of my concerns is what will happen with the access to the town's tract, if a left turn lane was needed to get into the site from County Road 450 (driving east on 450)? We need to accommodate the room for it now by widening Huron Road further back. (Mr. Neubecker: We will run this by the town engineer.) Had concerns with the landscaping and the businesses view from the Highway 9. With too much landscaping, people can't see the businesses. In 20 years from now, how will the businesses feel about that? Thought it was great, but people want visibility to their business. (Mr. Mosher: This is more professional office type building, rather than retail or restaurant, most people might look up the businesses the phone book.) (Mr. Bertaux: Is there an entry monument proposed?) (Mr. Mosher: It is noted on the plans and will be reviewed under a separate application.) Thought positive points for 5/R architecture would be great. Site plan for just the commercial, it seems that there will be a lot of parking. Can snow stacking be provided in the extra parking spaces? There are issues with snow storage and removal to be addressed and was not in support of any snow melt. Thought that would be a waste of natural resources. Thought this project needs to be the nicest storage facility in the county, so it needs to operate and function well. Thought there may be additional access issues that aren't now envisioned with conflicts of patrons using the internal spaces. Also thought that staff should go on site with Ms. Campbell (neighbor) and could potentially locate more landscaping on the northeast corner.
- Mr. Allen: Will the drive aisles in the storage area be wide enough for cars to pass each other? (Mr. Mosher: They are 20', so yes. Once established, it isn't an intensive use.) (Ms. Katz: You can get by with that amount of space in my experience with storage units elsewhere.) Have you looked at positive points for 5/R architectural compatibility? (Ms. Katz: Agreed.) (Mr. Neubecker: Keep in mind that there are metal mini storage buildings as a part of the same application.) (Ms. Katz: You can see the effort that is made with the other buildings and we should encourage that.) Since this is a class A application, if a buyer comes in and wants to make a change to these buildings what changes could they make? (Mr. Mosher: Staff would analyze if a change is requested, and a modification may be reviewed as a Class B or C. Applicant notes that they don't intend to do that.) Thought that the application was great. Thought the landscaping as presented warranted positive points. Was concerned with some kind of landscape buffering to Ms. Campbell's lot. Maybe some off-site landscaping could be discussed. Was also opposed to any snow melt systems. Supported the

negative three points for the mini storage, but they should get positive points for the commercial buildings under 5/R. If there was potential for pedestrian access from the town tract into the commercial tract it would be appreciated. Thought applicants were doing a great job.

OTHER MATTERS:

Commissioner Discussion regarding the flexible zoning code allowing applicants to make up points using the path of least resistance:

Per her previous comment during the consent calendar agenda, Ms. Girvin provided an example of a home under construction that has excessive landscaping (spruces every 3' or so). In the long run the trees will not be able to survive and the owner was able to make up points for another issue.

Mr. Pringle and Mr. Bertaux noted that this has been an issue for years.

Ms. Katz: This is a good time to ask Council to look at this with the defensible space and other landscaping issues.

Mr. Pringle noted that in regards to landscaping, "better is better", not "more is better".

Mr. Neubecker noted that the code talks about good landscaping, improvement to the site, etc. not quantity of the landscaping. The language in the code gives the Planning Commission the opportunity to comment on landscaping and whether or not positive points are warranted. The Planning commission isn't required to assign positive points in those situations.

Ms. Girvin noted that it may help to provide larger scale drawings for review. Mr. Neubecker noted that the size could be increased to 11x17 if the commission would like it. Mr. Allen noted that you can zoom into the digital drawings.

Mr. Pringle asked whether or not Ms. Cram on town staff was a landscape architect that could review the plans. It would be helpful to understand what a good landscape plan is. (Mr. Neubecker: Yes, Jennifer Cram is consulted on landscaping plans with positive points recommended. It is the purview of the Planning Commission to review each site specifically and determine if points are warranted.) Mr. Allen noted that the commissioners aren't landscape architects and that the commission needs to listen to the experts.

Mr. Bertaux noted that the issue is not reading landscape plan, but what does this informal point analysis do? What weight does it carry? Mr. Mosher noted that if a staff is considering adding positive points, Ms. Cram is consulted to review the plan. Mr. Bertaux also noted concerns about what could have been done to change the driveway that began this discussion. Mr. Neubecker noted that staff has those conversations, and that the code is set up in a way to allow people to get points in another manner. Negative points can be assigned per the code also.

Mr. Neubecker noted that the code is set up to be flexible, and to mitigate any negative points with any positive points. We are working on updating the landscape policy and the points are proposed to change. Mr. Pringle asked whether or not you could either pass landscaping or not pass – they are the cheapest points you could buy. Ms. Katz noted that the Planning Commission can change the points during the plan review. Ms. Girvin noted that changing the point system would help. Ms. Katz noted that a middle ground would help. Mr. Bertaux noted that if Ms. Puester had included landscaping points as a question for the commission during the hearing that it could be addressed more readily.

Mr. Pringle had a question regarding the Legacy Place siding size. Staff noted that they will follow up.

TOWN COUNCIL REPORT:

No report was presented.

OTHER MATTERS:

None.

ADJOURNMENT

The meeting was adjourned at 9:45p.m.

Rodney Allen, Chair

Planning Commission Staff Report

PROJECT MANAGER: Chris Neubecker, AICP

DATE: June 10, 2009 (For June 16, 2009 meeting)

SUBJECT: Gondola Lots Master Plan
Class A Second Preliminary Hearing, PC# 2009010
Topic: Site Plan, Architecture, Density and Building Height

OWNER: Vail Summit Resorts, Inc.

APPLICANT: Vail Resorts Development Company (VRDC); Alex Iskenderian

AGENT: DTJ Design; Bill Campie

PROPOSAL: Master Plan the north and south parking lots surrounding the town gondola terminal with a condo-hotel, townhomes, commercial uses, mixed use building, new skier service facilities, new 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 density from the Gold Rush parking lot to the north and south gondola parking lots.

This meeting is intended to discuss the site plan, architectural concept, massing of buildings, density, and building height.

ADDRESS: 320 N. Park Avenue (Gondola)

LEGAL DESCRIPTION: Tract A, Block 3, Parkway Center
Lot 1, Block 3, 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
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: East of Blue River: Land Use District 19 (1:1 FAR / 20 UPA Residential; 2 stories)

West of Blue River: Land Use District 20 (1:3 FAR, Lodging or Commercial; 3 stories, except along the Blue River and Watson Avenue, which is 2 stories)

HISTORIC DISTRICT: East of Blue River: Main Street Residential / Commercial

EXISTING CONDITIONS: Most of the site is used for paved and unpaved parking lots. Part of the site includes the Breckenridge Station transit center, the BreckConnect Gondola and 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 in the river, and new landscaping around the 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: 1st Bank, Breckenridge Town Hall, and Breckenridge Professional Building
 East: Blue River, Main Street and mixed use buildings
 West: Park Avenue, Mountain Thunder Lodge, and Gold Rush lot

ITEM HISTORY

This project was introduced to the Planning Commission during the May 19, 2009 meeting. At that meeting we discussed the general project concept, which was based on the Vision Plan of 2008. We also discussed the process for reviewing this master plan, which will break this large project into smaller, more manageable chunks. At the last meeting, we anticipated that Transportation, Transit and Circulation would be discussed tonight. However, we have not yet received input from the Colorado Department of Transportation (CDOT), and discussing such issues at this time is premature. Staff believes that Transportation, Transit and Circulation are vital issues that need to be addressed early in this process, and we will schedule this topic as soon as possible after receiving input from CDOT. At tonight’s meeting we will be discussing density, land uses, general site plan, building height, architectural character, view corridors and amenities.

SOURCE OF DENSITY

The density allocated to these sites comes from several sources, including the underlying Land Use Guidelines, previous master plans, previous PUDs, and previous density transfers.

	Gold Rush Lot Block 4, Parkway Center	Gondola North Lot Block 3, Parkway Center	Gondola South Lot Sawmill Station Square	TOTALS
Original/Previous Density (SFEs)	190	103	149	442
Density Transferred to Peaks 7 & 8	(50)	(30)	(50)	(130)
Density Reductions (25%)	(47)	(5)	(59)	(111)
Remaining SFEs	93	68	40	201

DENSITY PROPOSAL

Master Plan Density Distribution				
Building Type	Proposed Use	Maximum	Maximum	Maximum Total

		Commercial SFE / Building	Residential SFE / Building	SFE / Building
Townhomes (All 3)	Residential	0	60	60
Skier Services	Commercial	25	0	25
Mixed Use Building	Mixed Use	15	15	30
Condo Hotel	Mixed Use	20	150	170
Warming Hut	Commercial	3	0	3

**Note: This table depicts the maximum density (SFE) 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 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 entire project as a whole could not exceed 201 SFEs. Since the buildings have not been completely designed, the actual density of each building may be slightly below or above the density anticipated today. The applicant feels confident that the proposed maximums will work with the development program anticipated through the vision process. A similar concept for density distribution was used for the Peaks 7 & 8 Master Plan, where density for each base area was shared among buildings, but there was not a specific density assigned to each building. This flexibility allows for greater creativity in designing the buildings while still ensuring that the project as a whole remains within the allowed density. It also avoids the need in the future to transfer density from one parcel or building to another, since all the density is “floating” over the entire site. Staff would like to get Commission feedback on this proposal.

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 Single 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.
Mixed use building (residential):	900 sq. ft.
Mixed use building (commercial):	1,000 sq. ft.
Skier Services Building (commercial):	1,000 sq. ft.
*Hotel (residential):	1,380 sq. ft.

*The Development Code also identifies a multiplier of 1,380 square feet per hotel unit. The multiplier is higher for hotel units as an incentive to build hotels, whose guests generally spend more in town than condo-hotel guests. (The main difference between a hotel and a condo-hotel is the lack of a kitchen. A hotel unit is not allowed to have a kitchen of any kind in the units.) Although the current plan does not anticipate any pure hotel units, staff believes that this use should not be prohibited.

There will be no single family residential units permitted within this master plan.

Mass Bonus: Policy 4 (Relative) Mass, allows a bonus of additional floor area in addition to the allowed density, for provision of above ground common elements such as recreation areas, lobbies, hallways, etc.

The allowed mass multiplier is based on the proposed use. Existing mass multipliers in the current Development Code are:

Single family, Duplex, B&B, Townhomes:	20% of allowed density
Condominiums, Apartments, Boarding Houses:	15% of allowed density
Condo-hotels, Hotels, Inns and Lodges:	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 recoded density covenant allocates density to these properties, and the density is listed in SFEs. Since this project is within Land Use District 20 (which otherwise would have disallowed the mess multiplier,) staff wanted to point out this fact. Since the density is listed in SFEs and not an FAR, a mass multiplier will be allowed. We have discussed this issue with the Town Attorney, and he is comfortable with this interpretation.

SITE PLAN AND LAND USE

The site plan is designed around five main uses. These include parking, skier services/transit, condo-hotel, a mixed use building, and townhomes. It will also be important to provide good circulation to and around each of these uses. (We will go into greater detail on circulation during the meeting on transportation, anticipated for the July 7th meeting.)

Two parking structures are proposed, including one at the north end of the site adjacent to Park Avenue and French Street, and another structure along Park Avenue behind Town Hall. These locations we selected due to their 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 and south of the gondola plaza. The existing transit loading area is proposed to move from its current location south of the gondola ticket office to a location immediately west, along Park Avenue. This will help to create a more pedestrian friendly gondola plaza without busses and diesel fumes, and allows for a better connection to the Blue River. In this plan, the existing Breckenridge Station is proposed to be removed, and the transit functions of the building would be accommodated in the skier services building.

At the north end of the site, next to the Blue River, townhomes are proposed. These would be accessed from a new road (currently labeled as North Depot Road), which also provides access to the north parking structure. These units would be designed with views and access to the Blue River and pedestrian/bike path.

At the south end of the site, between the Blue River and the condo-hotel, a mixed use structure is planned. This building would likely include commercial uses on the ground floor, with residential uses on the upper

floors. Staff feels that it is important to have commercial uses on the street level to provide interest to pedestrians, and for South Depot Road to be inviting. This new street will become one of the main pedestrian and vehicular accesses to or from downtown. While this road could be closed off for special events, it is important for the success of the business on this street that traffic, and hopefully on street parking, be allowed.

There are also plans for a small kiosk or small building 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 (3 SFEs) of density. Other potential uses might include a café, ice skate rentals, information center, etc. Staff believes that this sunny location would 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.

Parking for all new uses will be provided under the new buildings or in the new parking structures. The parking structures are sized to accommodate approximately 1,260 vehicles, which exceeds the current capacity of the surface parking lots. No new surface parking lots are proposed, but some on-street parking is proposed along North and South Depot Roads. (The determination of on-street parking will depend on ownership of these roads. It is contemplated that these new roads may be privately maintained, in which case parking would be allowed.)

BUILDING HEIGHTS

The height of buildings in this development may be the element of greatest departure from the recommendations of the Land Use Guidelines and Development Code. With the tallest building (condo-hotel) up to five (5) stories tall, this buildings will be taller than most other buildings in downtown or the adjacent historic district. But this building is also located near to other tall lodge properties, including Mountain Thunder Lodge to the west and River Mountain Lodge to the south. The condo-hotel is proposed on the west side of the site, away from the historic district. Some general language in policy 6 (Relative) Building Height, addresses the potential impacts of building height:

1 x (-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 (38’ to the mean), and two (2) stories in height (26’ to the mean) along the Blue River and Watson Avenue. As proposed, 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 it would earn up to twenty (-20) negative points during the site plan (development permit) review. The parking structures would be up to three (3) stories with parking on the upper (roof) level. The proposed townhomes would be 2 – 2 ½ stories. Mixed use buildings are anticipated at about two (2) stories. The transit & skier services building would be about 1 ½ stories. The building height policy encourages incorporating the upper most story of density into the building roof. Staff believes that this can be accomplished with the condo-hotel and townhomes, and as such one positive point (+1) may be warranted during the site plan review. The master plan language on building heights should reflect these design features. Following is a portion of the master plan language on building height:

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 building to vary between one and three stories throughout the site, creating a more organic project that reflects the adjacent communities that include a variety of building heights between five and one story.

The Town Council discussed the heights of these buildings during the Vision Plan review and was generally OK with these heights.

The plan is designed to have lower buildings along the Blue River and near the historic district, with the taller buildings closer to the condominium/lodge base west of Park Avenue. The use of greater height for the condo-hotel helps identify this iconic building as anticipated in the vision process. While this results in a taller condo-hotel, it also allows the development to be less dense north of Watson Avenue, freeing up land for the gondola plaza, transit and skier services building, and parking structures. It also avoids a more spread out plan, which would likely have resulted in more commercial development, since ground level residential uses are less desirable.

The applicants have provided a shadow analysis to show the impacts of the proposed building heights. In the worst case scenario, much of the site will be in shade during the late afternoon on December 21st (the shortest day of the year). Shaded areas at this time include the gondola plaza, South Depot Road, much of North Depot Road and Watson Avenue. In the best case scenario (June 21st) almost the entire site is within direct sunlight for most of the day.

The use of tower elements such as church steeples, spires and clock towers or similar structures that have no density are exempt from the building height measurement, provided that they exceed the recommended height by no more than ten (10) feet. Also, the first five (5) feet in height within a first floor common area lobby in a multi-family structure is exempt from the height measurement. Some of these features are anticipated, including a possible tower element on the transit/skier services building and tower elements on the parking structures. Staff supports the use of tower features and other focal elements, as they help to identify important building features (such as entrances) and create a sense of place.

VIEW CORRIDORS

It is important that the development of this site maintain its visual connections to downtown and the mountains. The visual connection to downtown is important so that the site feels like it is an extension of downtown. Visibility of downtown from this site will also encourage visitors to spend more time in town, knowing that the downtown core is just a short block or two away.

Similarly, visibility of the mountains is important to maintain the character of a mountain resort community. Our identity as a town is directly tied to the mountains, and a development which cuts off visibility of the mountains could alter the character of this site and make it feel too urban. To address these visibility issues, the applicants have performed view corridor studies. These studies show how vistas will be maintained. The greatest challenge in this respect will be to maintain visibility of the mountains from the gondola plaza, over the condo-hotel.

ARCHITECTURAL CHARACTER

The Land Use Guidelines recommend contemporary architectural design compatible with the community as a whole. Portions of the district also act as a buffer to the historic district, and in those cases (per the Land

Use Guidelines), the Historic District Standards should apply. The master plan language on architectural character will become the controlling design guidelines for these buildings, and the Land Use Guidelines will no longer apply. As such, it is important that the Commission and applicant agree on the design intent for the site, and specify such intent with clear master plan language.

The design character of the buildings will depend greatly on each building's use and their locations. For example, the mixed use building and townhomes are closer to the Blue River and the historic district. These buildings will be shorter and will reflect the design character of buildings along Main Street. The condo-hotel is expected to be the tallest building on the site, and the most visually dominant. It will be designed as an icon for this site, and its scale will not be downplayed but rather embraced and celebrated. If designed well, this building will have a timeless architecture that anchors this site. If poorly designed, the condo-hotel will loom over the site and may be regrettable for many years to come. 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.

At this point, staff and the applicant would like the Commission's feedback on the proposed architectural character language. This language was selected because it identifies the architectural intent without overly constraining the design. The language should set a clear expectation while maintaining flexibility, keeping in mind that all buildings will require more detailed review during the development review stage for the particular building. Also, the images shown in the master plan are conceptual, and are subject to change.

Condo-Hotel

This building will take its design cues from other civic structures in town, such as the old Summit County Courthouse and Colorado Mountain College (CMC) on Harris Street. The intent with this building is to use design features that could have existed on a destination hotel in the Rocky Mountain west. While brick has generally been used 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 in the downtown core, it is not appropriate to use log siding or rougher exterior treatments that might be used in a more forested setting. However, the use of brick as a primary material does deviate from the recommended materials in Policy 5 (Relative) Architectural Character:

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 fascia board to finished grade.

We would like the Commission's input on the use of brick as a primary material. We would also like input on the design direction of this building. In particular, are the historic Summit County Courthouse and CMC appropriate architectural styles for a condo-hotel in this location? Do you support the proposed master plan language, or is more detail needed to ensure the quality and details desired on this building?

Proposed Master Plan Language:

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 (possibly as the primary material), 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 building to vary between one and three stories throughout the site, creating a more organic project 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 vernacular, 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. The use of brick throughout Breckenridge has generally been limited to civic buildings (such as the Summit County Courthouse, CMC, and other municipal buildings), although there are a few exceptions (Red Ugly, and 314 Lincoln Avenue). We believe that brick should be used in only limited quantities, such as for foundations and chimneys. As these buildings are close to the Blue River, it may also be appropriate to use river rock on foundations and accents.

Proposed 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 and as recommended by the General Design Criteria for Land Use District #20.

Staff believes that the master plan language for the townhomes could be more specific. It could better identify building modules, window character and building proportions, as is done in polices of the Handbook of Design Standards. We welcome Commission input on these suggestions.

Mixed Use Building:

This building will most closely reflect the commercial buildings in the 100 block of South Main Street. They will be set at zero lot line (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.

Roof forms proposed include gabled, flat and hipped roofs. (Staff recommends that hipped roofs be avoided, as they were not commonly used in commercial buildings in Breckenridge. We suggest false front buildings with gables or flat roofs instead.) It will also be important that the scale, mass and façade rhythm look right to 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.

Proposed 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. 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 hipped.

Skier Services/Transit Building:

This building is planned to incorporate architectural styling of a train station that could have existed in Breckenridge. It is not a replica of any building that existed historically in town, although the town's train station 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 Summit County Courthouse in Breckenridge. It may have both gable and hipped roofs.

Staff believes that the proposed 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 our historic train station was very 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 proposed 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.

Proposed 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.

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 do not reduce traffic circulation efficiency while seeking a place to park. Proper use of landscaping can also be effective at softening the materials and scale of large buildings.

Proposed 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 structure 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 structure may be designed to minimize its visual impact and improve the aesthetics of this large building.

AMENITIES

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 proposed 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.

One of the features of the plaza is its connection to water. The current plan contemplates expanding part of the river further west with a small pond and other water features. The plaza could terrace down to the river, and make the river more accessible. Public art could be incorporated into the plaza or the river itself. One idea is that the plaza itself could contain artwork imbedded into the ground, which is shown on the site plan as a snowflake. The snowflake was selected for its symbolic connection to mountains and

skiing, and as the main source of water in the Blue River. The plaza artwork and landscape features are designed to tell the story of a snowflake, and its journey from high in the atmosphere to the snow on the ground to its final journey as a drop of water in the Blue River. If the giant snowflake were lighted at night (even embedded into the plaza) it could be visible from the gondola as skiers and visitors return to town at night.

Another public amenity is the new transit staging area and transit center. The current transit staging area creates conflicts between busses, cars and pedestrians. The new location is designed to minimize these conflicts, and could also help the busses stay on schedule by providing more direct access to Park Avenue, potentially with dedicated bus lanes. (Further discussions of bus turning movements will be included in the discussion on transportation.)

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 has been identified by the Breckenridge Resort Chamber, is a need for the community.

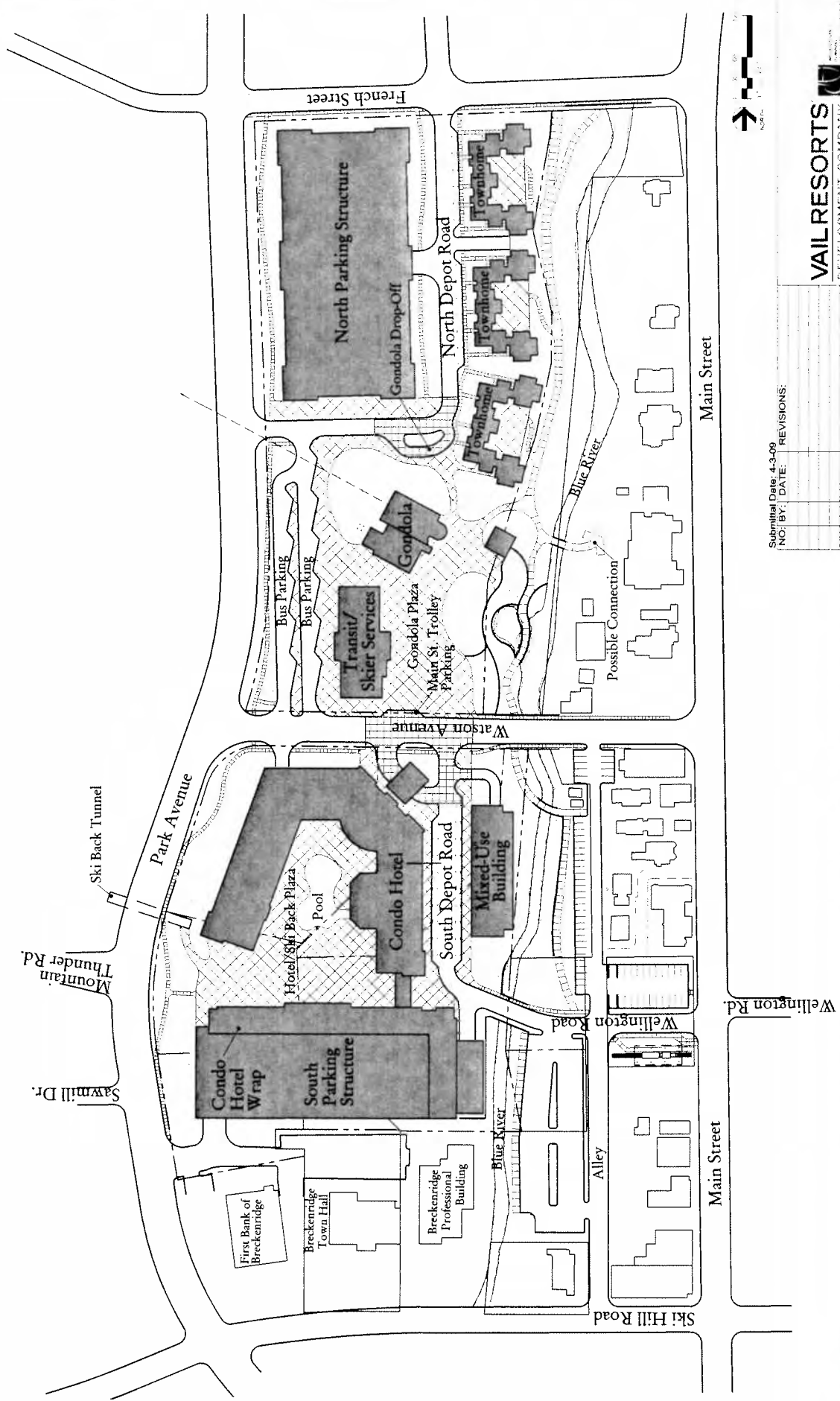
PROCESS

- I. Introduction to process / Overview of project 5/19/09
- II. Circulation/Access (waiting until after discussion with CDOT)
 - a. Vehicular
 - Public road alignment
 - Parking structures
 - Project parking
 - Traffic/Circulation/Impacts
 - Service Access
 - Transit/Gondola
 - b. Pedestrian Circulation
- III. Development Concept 06/16/09
 - a. Site plan/uses
 - b. Architectural character
 - c. Density/Mass
 - d. Building heights
 - e. Amenities
 - f. View Corridors
 - g. Relationship to Historic District
- IV. Blue River Corridor
 - a. River Improvements
 - b. Pedestrian features
 - c. Landscaping
 - d. State Permits
- V. Infrastructure, Utilities and Drainage
- VI. Sustainability/Green Codes/LEED
- VII. Phasing

NEXT STEPS

Based on feedback from tonight's meeting, the applicants and staff will make plan revisions and incorporate the changes into a final document at the end of the review process, rather than discuss the same issues at the next meeting. Also, depending upon the outcome of our meetings with CDOT, we will try to schedule Transportation, Transit and Circulation for the next hearing with the Planning Commission, tentatively scheduled for July 7th.

Gondola Lots Redevelopment
 Master Plan
 Sheet 5 of 8
 Proposed Site Plan



Submitted Date: 4-3-09
 NO: BY: DATE: REVISIONS:





Memorandum

To: Planning Commission

From: Michael Mosher and Laurie Best - Community Development Department

Date: June 10, 2009 (for worksession June 16th)

Re: Maggie Placer Annexation Modification

In October of 2007 the Town entered into an annexation agreement with Henry F. Harris, Jr. (who later sold the property to John Springer, Applicant), for the development of 18 deed restricted and 4 market units on the 1.82 acre site commonly known as Maggie Placer. The concept included a three story multi-family structure containing the 18 deed restricted units and 4 market rate single family lots. After the annexation agreement was approved the applicant attempted to work through the planning process to obtain a development permit. During that process, issues with the scale and mass of the structure as well as site disturbance and access constraints led to several revisions.

The applicant now has a new proposal with a new development team providing a different product with different site impacts. There are now 17 deed restricted units and 4 market rate units in a series of duplexes.

A copy of the original site plan and the new proposal is attached. Staff has reviewed the new proposal and believes the plan is an improvement and would better pass a point analysis because:

- There is less paving, improved vehicular circulation, and more available parking.
- The market and deed restricted units are integrated in the development.
- Overall massing has been broken into duplexes units rather than a single building.
- Every unit has at least one garage space plus one dedicated surface parking space.
- There are nine different unit types which provided varied architecture over the site.
- The snow storage is more functional.
- Existing landscaping on the northern portion of lot is better preserved.
- Concerns with the Ski and Racquet Club have been resolved.
- Access from and to Highway 9 has been improved and CDOT has given a verbal approval for the design at Maggie Placer and at the entrance to Ski and Racquet.

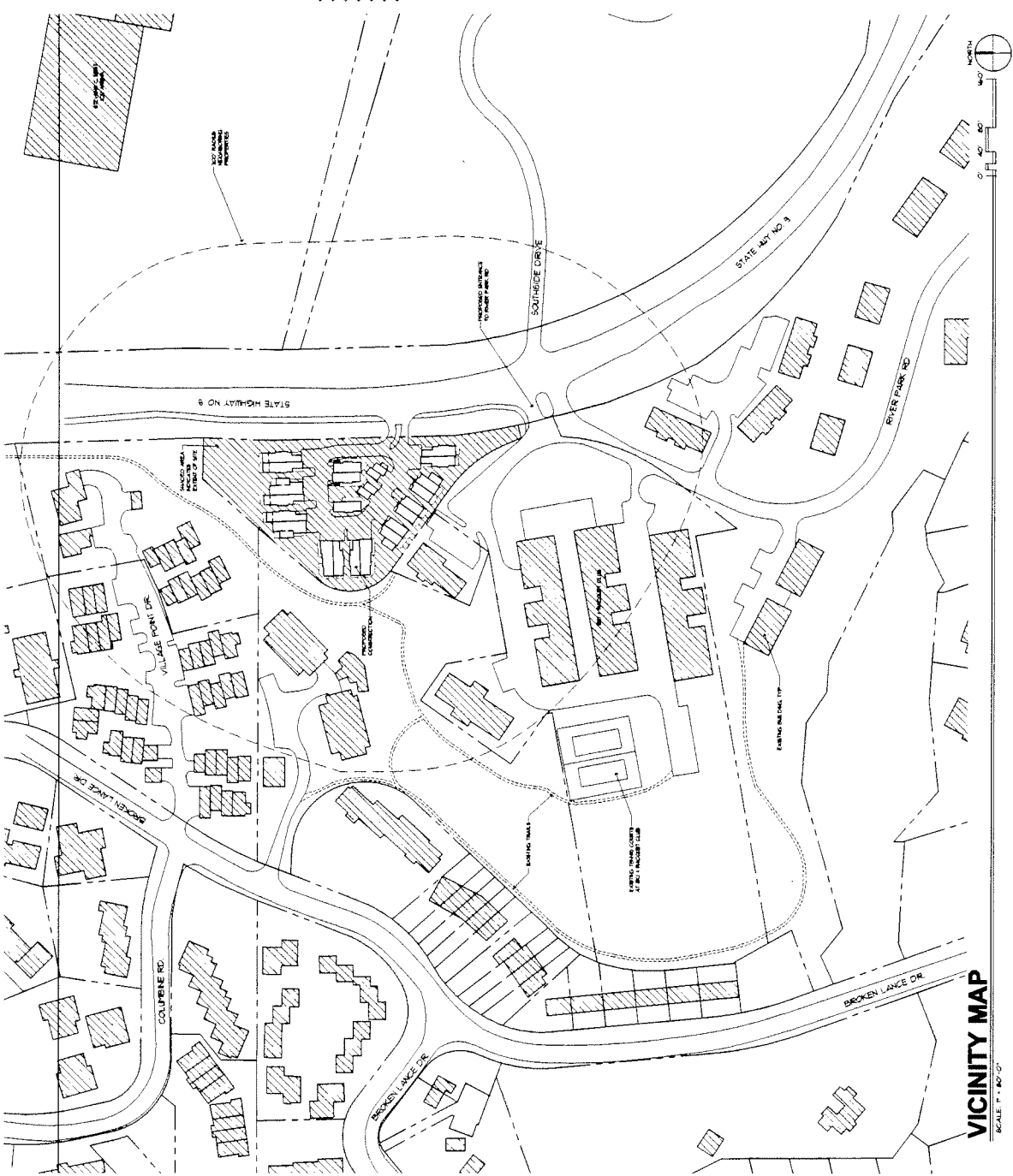
Summary:

The architect and developer will be available at the meeting to show more architectural detail and explain the finished product and proposed schedule. A 3-D "flythrough" will also be available for discussion. Staff believes that these changes are very different from the original proposals and provide for a more workable development. We welcome any Commissioner comment and ask that the Commission recommend to the Town Council to proceed with the modification to the original annexation agreement.

PROJECT NO. 1000000000
 DATE: 08/11/2011
 DRAWN BY: SHELLEY
 CHECKED BY: T. HOLLAN
 PROJECT: MAGGIE PLACER
 SHEET NO. SP-11
 OVERALL SITE PLAN
 THE INFORMATION CONTAINED HEREIN IS FOR GENERAL INFORMATION ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.

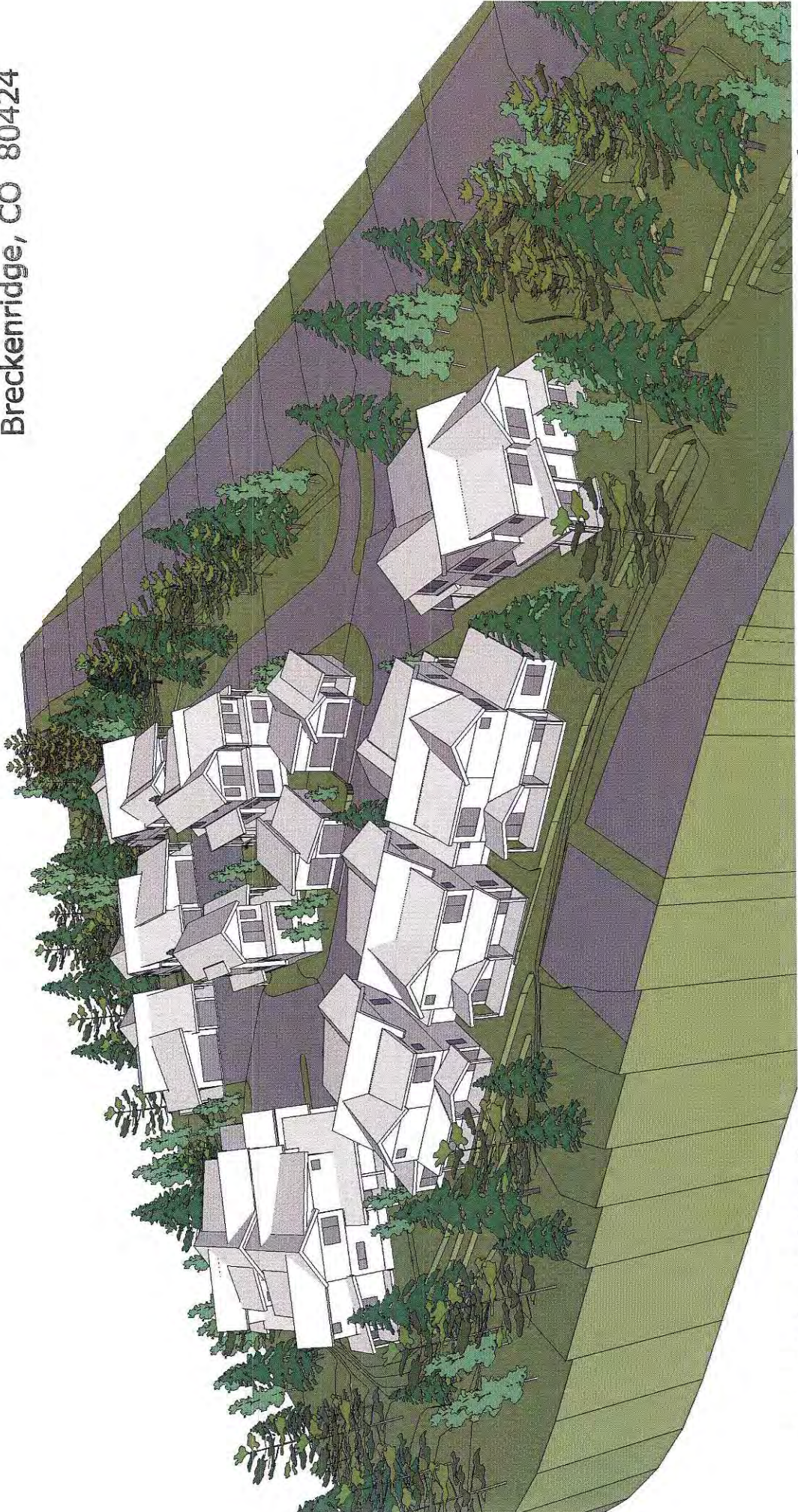
bhh
Partners
 700 B ST. SUITE 1000
 BERKELEY, CA 94704
 415.863.1000
MAGGIE PLACER
 BERKELEY, CALIFORNIA

SHEET NUMBER
SP-11
 OVERALL SITE PLAN



VICINITY MAP
 SCALE: 1" = 40'

BHH Partners
Planners / Architects
160 E. Adams Ave.
P.O. Box 931
Breckenridge, CO 80424



6/11/09
10915

AERIAL LOOKING NE
1 OF 5

BHH Partners
Planners / Architects
160 E. Adams Ave.
P.O. Box 931
Breckenridge, CO 80424



6/11/09
10915

AERIAL LOOKING SSW
2 OF 5

BHH Partners
Planners / Architects
160 E. Adams Ave.
P.O. Box 931
Breckenridge, CO 80424



6/11/09
10915

AERIAL LOOKING WEST
3 OF 5

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P.O. Box 931
Breckenridge, CO 80424

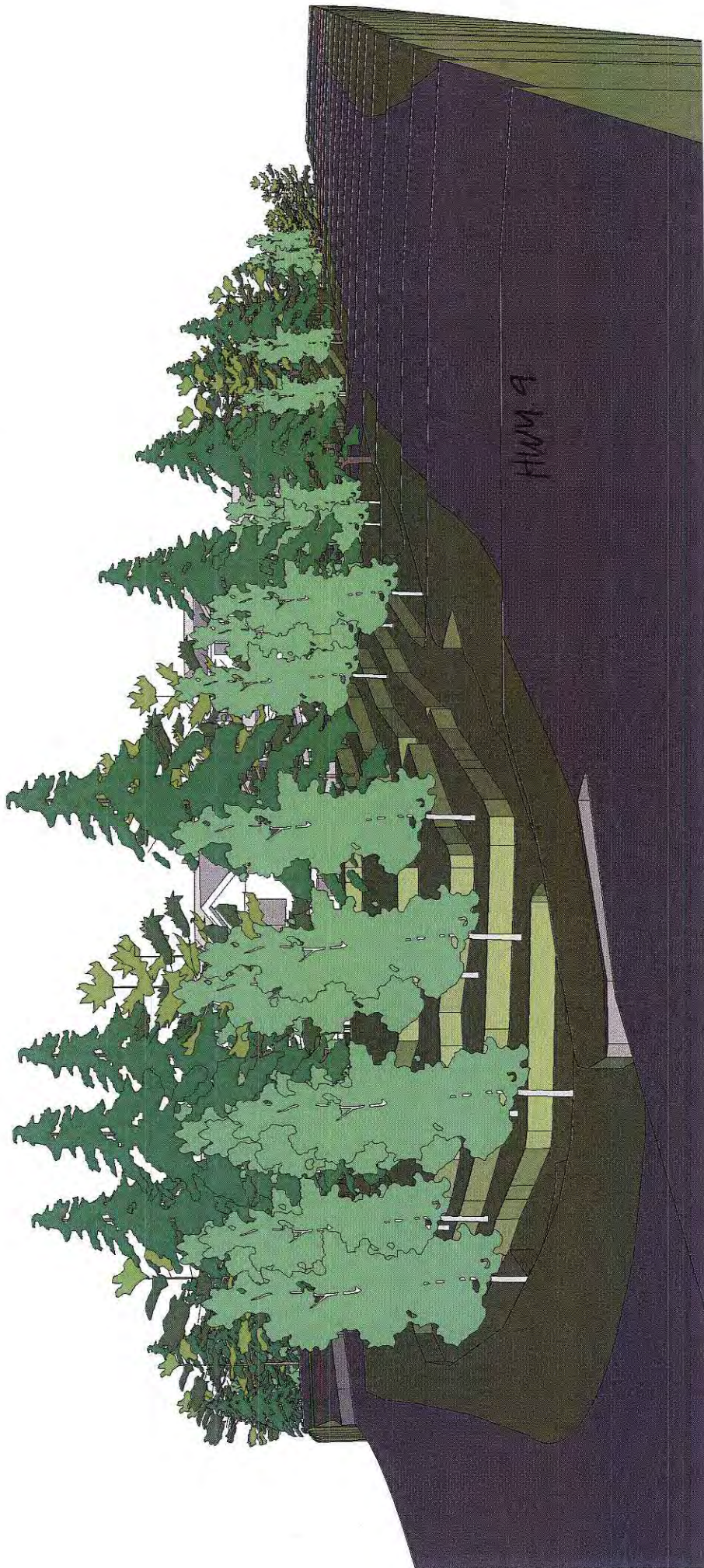


HWY 9

HWY 9 LOOKING SSW
40FS

6/11/09
10915

BHH Partners
Planners / Architects
160 E. Adams Ave.
P.O. Box 931
Breckenridge, CO 80424



6/11/09
10915

SKI & RACQUET ENTRY NORTH TO HWY 9

50FS



MEMORANDUM

TO: Planning Commission
FROM: Chris Neubecker, AICP
DATE: June 12, 2009
SUBJECT: Wood burning fireplaces

The current Development Code (Policy 30 (Absolute) Air Quality) limits the number of wood burning appliances (fireplaces) in structures to:

Single family: One per dwelling unit. None in accessory apartments.

Duplex and Townhomes: One per dwelling unit. Must have a minimum density of 1,500 square feet.

Multi-unit residential: Up to two per building, only in a common space or lobby, and only one per floor.

Restaurant or bar: One per restaurant or bar.

The Development Code defines a wood burning appliance as:

“Any appliance, other than a wood-burning cooking appliance, which: a) is fueled by the burning of wood, and b) meets or exceeds any applicable phase II emission standards promulgated by the United States environmental protection agency, as amended from time to time.”

EPA Phase II emissions standards are much cleaner burning than old style fireplaces, and many property owners desire to convert their old fireplaces into these newer, more efficient fireplaces. However, the current codes do not allow more than one wood burning appliance in a single family home, and sometimes applicants want to convert both into the newer EPA Phase II units. Also, there are several muti-unit buildings in town with non-conforming fireplaces which might be converted to more efficient units if the code allowed. The current non-conforming structure ordinance does not address this type of conversion, since fireplaces are not “structures”. In addition, since there is so much wood available due to pine beetles and forest management projects, it may be beneficial to allow more than one EPA Phase II wood burning appliance in new construction.

Rather than leaving this disincentive in the code for property owners to keep their non-conforming fireplaces, staff suggests allowing the conversions to EPA Phase II standards, even though residential units may not meet the current size and number standards as listed above. We believe that this change will encourage the conversion of old, inefficient fireplaces into newer, cleaner burning fireplaces. We would like the Planning Commission’s feedback on this proposal. If the Commission is comfortable with the idea, then staff will start working with the Town Council and Town Attorney on ordinance language and schedule this item for a first reading with the Town Council.



MEMORANDUM

TO: Planning Commission
FROM: Chris Neubecker
DATE: June 11, 2009
SUBJECT: Summit County Courthouse

The Summit County Buildings and Grounds department is planning for renovations and maintenance on the old courthouse in Breckenridge. The proposal is to remove the concrete steps and walkway adjacent to the town sidewalk, and replace them with new concrete steps and walkways. They would not be changing the historic steps into the front of the building. However, at the front entrance, they will be doing some repairs to the bricks that are loose, by re-pointing the bricks by the stairs. In addition, they will be removing the stone caps on the stem walls of the historic steps, cutting in a drip edge on the bottom of the stone, and replacing the original stone slabs in their original positions. This is necessary to ensure that water drips off the stones and does not flow back into the brick and cause more water damage.

On the rear of the building, the proposal is to remove the non-historic concrete steps to the rear entrance and place a snowmelt system under the stairs, then pour new concrete steps. The existing non-historic handrails will also be replaced. In addition, the handicapped ramp will be re-poured to achieve closer compliance with ADA requirements. (The current ramp is sloped in two directions.) In addition, window trim is proposed to be repainted.

Each of these items is maintenance, and will not affect the historic materials or character of the courthouse. As Summit County is a municipal agency, it is exempt from Town of Breckenridge regulations. All inspections will be performed by the Summit County Building Department.