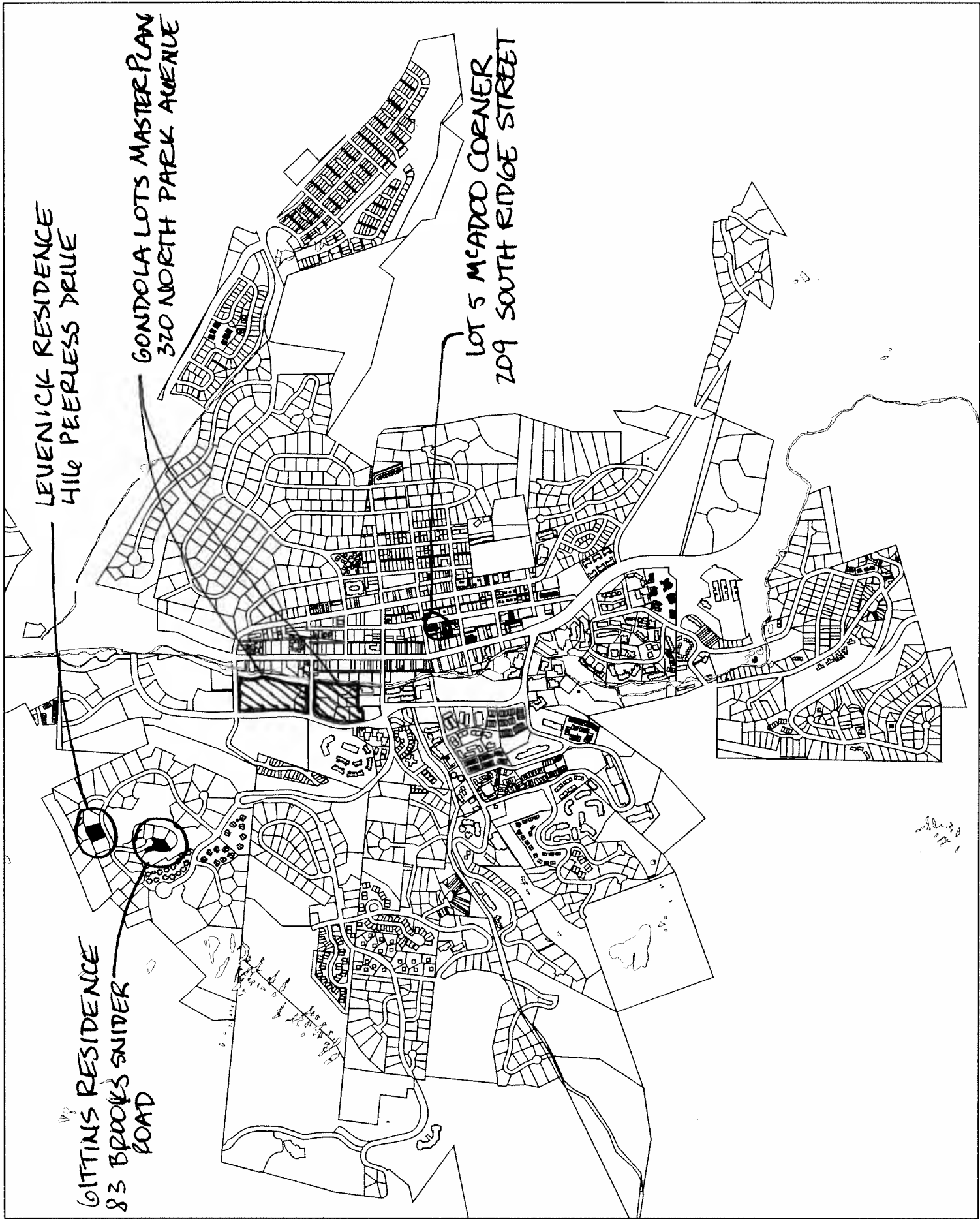


**Town of Breckenridge**  
**Planning Commission Agenda**  
Tuesday, July 7, 2009  
Breckenridge Council Chambers  
150 Ski Hill Road

<b>7:00</b>	<b><i>Call to Order of the July 7, 2009 Planning Commission Meeting; 7:00 p.m. Roll Call Approval of Minutes June 16, 2009 Regular Meeting Approval of Agenda</i></b>	<b>3</b>
<b>7:05</b>	<b><i>Consent Calendar</i></b>	
	1. Levenick Residence PC#2009028 416 Peerless Drive	<b>16</b>
	2. Gittins Residence PC#2009029 83 Brooks Snider Road	<b>23</b>
<b>7:15</b>	<b><i>Final Hearings</i></b>	
	1. Lot 5 McAdoo Corner (MGT) PC#2009009 209 South Ridge Street	<b>30</b>
<b>8:00</b>	<b><i>Preliminary Hearings</i></b>	
	1. Gondola Lots Master Plan (CN) PC#2009010 320 North Park Avenue	<b>50</b>
<b>9:30</b>	<b><i>Combined Hearings</i></b>	
	1. Main Street Mauka Re-Subdivision (MM) PC#2009026 203 North Main Street ( <i>Withdrawn at the request of the applicant</i> )	
<b>9:30</b>	<b><i>Town Council Report</i></b>	
<b>9:40</b>	<b><i>Other Matters</i></b>	
	1. Class C Subdivisions Approved through 6/30/09 (CN) (Memo Only)	<b>64</b>
<b>9:45</b>	<b><i>Adjournment</i></b>	

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.*



LEVENICK RESIDENCE  
416 PEERLESS DRIVE

GONDOLA LOTS MASTER PLAN  
370 NORTH PARK AVENUE

LOT 5 M'ADOO CORNER  
209 SOUTH RIDGE STREET

GITTINS RESIDENCE  
83 BROOKS SNIDER ROAD



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### Breckenridge South

printed 2007



**PLANNING COMMISSION MEETING**

**THE MEETING WAS CALLED TO ORDER AT 7:08 P.M.**

**ROLL CALL**

Dan Schroder  
JB Katz

Rodney Allen  
Jim Lamb

Michael Bertaux  
Dave Pringle

Leigh Girvin was absent.

**APPROVAL OF MINUTES**

With no changes, the minutes of the June 2, 2009 Planning Commission meeting were approved unanimously (6-0).

**APPROVAL OF AGENDA**

With no changes, the June 16, 2009 Planning Commission agenda was approved unanimously (6-0).

**PRELIMINARY HEARINGS:**

1. Gondola Lots Master Plan (CN) PC#2009010, 320 North Park Avenue  
(Mr. Bertaux abstained from this hearing as an employee of Breckenridge Ski Resort.)

Mr. Neubecker presented more information on the Vail Resorts Development Company (VRDC) proposal to master plan the North and South Gondola lots. The hearing tonight was to discuss the site plan, architectural concept, massing of buildings, density, and building height. Mr. Neubecker detailed out the calculations for density sources, density multipliers, and mass bonuses. The site plan will be designed around five main uses. These will include parking, skier services/transit, condo-hotel, a mixed use building, and townhomes. It will also be important to provide good circulation around each of these uses. The Planning Commission will go into greater detail on circulation during the meeting on transportation, anticipated for the July 7<sup>th</sup> meeting. Staff is waiting until after discussions with the Colorado Department of Transportation (CDOT) to discuss transportation and circulation.

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, these buildings will be taller than most other buildings in downtown or the adjacent historic district. But this building will also be 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. The current code does allow buildings to exceed the recommended height, but negative points are assigned.

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.

The master plan language on architectural character will become the controlling design guidelines for these buildings. 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 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.

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 7<sup>th</sup>.

Mr. Bill Campie, DTJ Design, presented for the Applicant, Vail Resorts Development Company (VRDC). Mr. Campie showed photo-documentation slides of buildings in the town to show examples of architecture in the town core. Mr. Campie noted the streetscape, including on street parking. Images of newer, larger developed projects in town were shown in slides, as well as the more iconic buildings in town, such as CMC and the County Courthouse. He showed a building massing model to explain the new development in relation to the existing massing of Main Street. The model showed view corridors, density transition, and connectivity from the gondola site to Main Street. Mr. Campie noted that mountain views would not be blocked with the proposed building heights. A primary goal for the project will be to make sure that the condo-hotel is an iconic building, and visible from view corridors within town. Massing models adjacent to the river corridor were also shown to depict the relationship to the river, setbacks, and accessibility. Architectural character sketches were shown with aerial and street-level perspectives of the site, buildings, streetscape, landscape, parking structures, condo-hotel, amenities and river. Conceptual elevations were shown for multiple buildings, including the condo-hotel building relationship to the street and pedestrian, the roof shape and mass, tower elements, and building height stepping from the street to the highest point. The mixed use building, transit center, and town homes were also shown in conceptual elevations and sketches. Materials and accent materials were discussed in relation to the conceptual elevations. Images of parking structures were shown with concepts of how to make the structure look like a building, with ground floor differentiation, towers, windows, and other elements. The proposal will not to come in with a typical, concrete parking structure. The river is an important area of the plan and becomes part of town, bringing people from town, or visiting town to the amenity and pedestrian corridor. The river corridor expansion proposal would provide river accessibility, within a larger, active process. The team completed a number of shadow studies to ensure that the plaza would be a sunlit, comfortable and usable space.

Mr. Allen opened the hearing to public comment.

Mr. Fred Kinat, Business Owner and Resident on North Main Street: I was hoping we'd see more about the circulation in the master plan today. I see a drop off point to the right of the gondola? I was also wondering about why the Gold Rush lot isn't included in the master plan, from skiers crossing Park Avenue because there are conflicts. I was hoping that the plan would reduce conflicts with skiers, pedestrians and vehicles. (Mr. Allen noted that the July 7<sup>th</sup> meeting would discuss circulation.) (Mr. Iskenderian, VRDC, noted that the circulation discussion might not be that soon and that a meeting with CDOT is in the works and is necessary to move forward.) (Mr. Neubecker noted that crossings of Park Avenue are important to this master plan at all of the intersections, and will be reviewed in this plan.) (Ms. Katz noted that the plan for Gold Rush is that it will stay as it is.) (Mr. Iskenderian noted that VRDC is committed to addressing pedestrian crossing issues.)

Mr. John Quigley, Resident of Shock Hill: I live about 250 feet above the development, on Shock Hill. My one concern is that we thought we'd be looking at underground parking and now we have two top level decks that we look down upon. I am concerned that they will be lighted at night, especially the top level. The existing lots are not lighted. The home was designed to screen the view of the City Market parking lot lighting. The river could be a really energetic, lively restaurant and plaza scene. I suggest that you take advantage of the river to create true facades to the river, and not just the backs of buildings. Lastly I would suggest that the lower level of parking be used for transportation circulation, pedestrian drop off, etc. (Ms. Katz noted that there is a dark sky ordinance that will address some of the lighting concerns.)

Ms. Lindsey Shorthouse, Marketing and Sales Director for Preservation Village Fairplay: What are you zoned for square footage for livable space? (Mr. Neubecker noted that the zoning is being established with the master plan. Right now its just 201 SFEs without uses assigned.) What sort of sustainability factors are required? (Mr. Neubecker noted that the visioning process states sustainability as a main goal of the project. We will have a session about sustainability / green codes / LEED at some point in the future. VRDC has made a commitment to sustainability.)

Mr. Marc Hogan, local architect: I think the plan has come a long way, and I do think the architecture is on the right track. I think that the parking is a big problem; the southern parking structure blocks the hotel from Ski Hill Road. The parking needs to be diminished, not increased. Several locations in town there are multiple levels of

underground parking. It would be cheaper to solve some engineering issues than to disguise a parking structure with towers, windows, etc. Has it been considered to increase the parking west of Park Avenue? (Mr. Neubecker: We want the parking as close as possible to the gondola and to downtown. Parking further from town discourages people from spending time in town after skiing.) The plan glorifies the car and clogs the vitality of the good things. The north end is particularly bad because the townhomes and parking garage will deaden the streetscape and it will not be an active area.

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

*Commissioner Questions/Comments:*

Mr. Lamb: Are you going to build on the existing grade on the site or bring the level down to access the river? (Mr. Campie: We would propose the step down the site to the river from the south at the condo-hotel to the north and towards the river. There is a fixed grade point at the existing gondola, but the plaza site will step down towards the river.)

Final Comments: Floating density is how you do a project like this. The reality is that people are still driving cars, and when the structures aren't needed for that they can be modified to another use. I liked Mr. Quigley's comments about making the river usable. Architecture is crucial to making the building heights. I liked the use of brick in the iconic condo-hotel. View corridors have been addressed, as well as architectural character.

Mr. Schroder: Have you gone through the ski tunnel? (Mr. Campie: Yes.) Is a ramp an option rather than stairs? (Mr. Campie: We have looked at reducing the number of steps, and improving the character.) Have you had any conversations with staff about how to mitigate the 20 negative points from building height? (Mr. Neubecker: Employee housing would provide 10 points, then points for underground parking, architecture, and for incorporating density into the roof and varied roof plan, there may be public art, transportation improvements, etc.)

Final Comments: I liked the idea that there is floating density in the master plan. Had some concerns with the mass bonus-- will these extra elements be available to the public? What is the public able to access within the mass bonus square footage? (Mr. Campie: The restaurant and commercial will be accessible.) (Mr. Neubecker: Those commercial spaces are considered density.) Had concerns with height, but my height concerns were addressed by showing the 3D massing model. Will you be able to see the mountains from the gondola? (Mr. Campie: Yes.) I think that brick is appropriate in architecture for the iconic building. I appreciated Ms. Katz's comments regarding use of brick in other structures. I am okay with the language regarding townhomes character, but have concerns about what the team considers the "North Main Street character". The plaza artwork is "cool", but needs to be carefully considered. (Mr. Campie: The snowflake is conceptual.)

Ms. Katz: Final Comments: I believe the building height negative points will be made up and that you can address it. I am fine with the brick on the condo-hotel. I was concerned with the brick being in the primary material in the townhomes, and I think it should be just an accent on those. I like where the transit center is now because it needs to be close to Main Street. Parking structures are going to look different here than they look in Boulder and Denver, it should look nice but still be a parking structure. We ought to not hide it too much because of the concern with way-finding. I agree with Mr. Pringle about incorporating some other uses in the parking structures, but they need to not be after thoughts – it should be planned in. I think that the town isn't ready to give up their parking reservoir and that the town needs to accommodate the car and that it needs to be in the plan. My only comment on the architecture of the mixed use building is that there is an architectural dividing line in town, Ski Hill Road and Lincoln Avenue, and I worry about architecture being too contrived. We shouldn't be married to tying the architecture of all of Main Street into this area, and should keep an eye on tying into the new architecture on the 200 block of North Main. I am uncomfortable with the quantity of brick on buildings other than the condo-hotel. I am fine with the skier service building, although I wish it didn't have to move. I like the track that you're on with the amenities. I am fine with floating density; it is critical to this plan and need the ability to massage it. View corridors seem okay also.

Mr. Pringle: How will the south walls of the south parking structures be treated? (Mr. Campie: The elevations will all be treated with equal care, but no hotel units on that side.) Is there a way to get people to ski through the ski back into the plaza near the pool area? (Mr. Campie: Grading on the west side of

Highway 9 and existing utilities creates a conflict with re-aligning the tunnel and exit.) Finding some way to make the ski back tunnel area more interesting is important. (Mr. Allen: I had similar ideas about this area; maybe some solutions to this can be presented with the next circulation meeting.) Will the north parking structure have wrapped uses? (Mr. Campie: No. It will have character, but no density and uses.) Noted the differences between the Vail structures, Vail Village and Lionshead and the uses or lack of uses in each. Could there be some municipal uses, like a museum or BRC offices that would occur in the structure? Or move the transportation center into the structure to free up the center of the site for other types of uses and make the structure more active? (Mr. Iskenderian: An issue with putting the transit center in the building is that there is resistance to moving the transit center any further from the Main Street core, making it farther to walk for employees, residents, etc.) (Mr. Campie: Including the bus circulation in the parking structure building made it nearly five stories tall. Also, the Vail structures are much larger than these proposed structures.) Will there be more amenities in the area other than the river and the plaza? (Mr. Campie: The river corridor and the trail are major improvements, the conference space, additional street space to close off for festivals, etc. The transit facility is also an amenity.) (Mr. Allen: Is the conference space density? Where does it come from?) (Mr. Neubecker: It is mass, not density, and comes from the 25% additional mass; and code allows you to go up to 200% of what is required without counting towards density.) (Mr. Allen: Have you maxed it out? Would like conference space as large as possible.) (Mr. Campie noted that this is a master plan and the building is not final design, and the master plan is the intention to provide these.)

Final Comments: I still think that there should be other uses in the parking structure – information office, historic alliance group, arts district, museum, etc. Not so much a retail commercial as an institutional commercial to bring more activity to the building. There will not be a lot going on in the north end with the townhomes and structure, and need to address that and make it active. We have a geographic center of town that is moving around right now, and this could be a big change to what the big picture is down the road. The transportation center incorporated into the parking structure could add a lot of activity on a year round basis. The distance to move the center is based on today's center of town, not the future. I like the transition of building heights. I think that we should reinforce the traditional development pattern, if we can find out what that really is. I don't know that you can set the pattern, but we really need to take a look at that. We'll have to take a hard look when we get into the townhome development, and how it will fit in. Architecture and massing are looking good, and models are helpful. We really need to reflect on the materials, and I like masonry but not sure if it should be brick or stone. The quality of the materials can make large buildings really compatible; the buildings need to have timeless elegance. They shouldn't be dated in a few years. I think we need to allow for places for amenities to occur naturally. We don't need to bring in circus acts and bearded ladies to make good spaces. The views corridors are okay. I think the river amenity is great. I am good with the floating density. Architectural character should be a thread of continuity. Top level parking structure, agreed with Mr. Allen, and maybe there could be different levels of lighting and potentially in non-peak times the lighting could be turned off.

Mr. Allen: Is there parking under the parking structures? (Mr. Campie: Yes, there is one level underground and 3 levels above ground.) Is Wellington Road offset on the site plan? (Mr. Campie: The town is undergoing a study for the train park in that location, and it will be coordinated with the town.) (Mr. Neubecker noted that the existing parking lot includes a landscape aisle that influences the offset.) Are the engineers okay with that? (Ms. Shannon Smith, Town of Breckenridge Engineering Department, noted that it is a drivable intersection and that it looked more offset in the plan.) How big is the new Beaver Run conference center? (Mr. Iskenderian: It is 30,000 square feet. This proposal is about half the size, and Mountain Thunder is 5,000 square feet.) What are the uses that are still allowed on the Gold Run lot if the density is removed? Why isn't the Gold Run included in the master plan? (Mr. Iskenderian: The plan for the Gold Run lot is intended to be what it is today, and there isn't an intention to develop it. If you are more comfortable with us showing it on the master plan, we can.)

Final Comments: I like the way the south parking structure is wrapped. I completely agree with Mr. Pringle regarding the north structure. Maybe some of the public benefit space and uses could provide free density, and also the idea of "affordable commercial" space to bring people to that side of the project. Affordable housing is another way to make a great visual impact. The North Depot Street seems like it could be a ghost town, and some of those uses could liven it. The Gold Rush lot

needs to be a part of this master plan, especially with the floating density and clearly defined with future uses. I would also like to see as large a conference space as possible, and possibly some density bonuses could be provided due to the economic benefits provided to the town. Concerning the lighting on the upper level of the structure and seeing the cars, maybe we could have a conversation about whether a roof makes it better and maybe the applicant can provide some options for the Planning Commission regarding the roof. I want to make sure that the master plan describes the exploitation of the river; especially that the proposed mixed use buildings and others the architecture fronts the river and is attractive. I hope that the on-street parking can be worked out. I would prefer some visuals/graphics in the master plan rather than just text, similar to those in the presentation. I love the brick on the iconic hotel, and agree with Ms. Katz on the secondary buildings. I would like to see the language described in the character a little more detailed - elaborate on the vision. Natural materials are noted in the plan, but I am open to natural “looking” materials. Would like to make sure that the references to North and South Main Street are both new and historic buildings – look at them all. The statement about colors, should we identify a quantity and be more specific? Fine with the floating density. On view corridors, would like to see more slides on that especially as it relates to one looking east from above (from Shock Hill and people riding the gondola down). The plazas don’t seem that great, especially on the main area and want the mountains to come down into the space. Doing a great job.

**WORKSESSIONS:**

1. Maggie Placer (MM), 9525 Colorado Highway 9

Mr. Mosher presented. 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 applicants (John Springer and Royce Tolley) have a new proposal with a new development team providing a different product with different site impacts. There would now be 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 was presented. Staff reviewed the new proposal and believed the plan would be an improvement and would better pass a point analysis because:

- There will be less paving, improved vehicular circulation, and more available parking.
- The market and deed restricted units will be integrated in the development.
- Overall massing will be broken into duplexes units rather than a single building.
- Every unit has at least one garage space plus one dedicated surface parking space.
- There will be nine different unit types which will provide varied architecture over the site.
- The snow storage will be more functional.
- Existing landscaping on the northern portion of lot will be 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.

Mr. Royce Tolley, Preservation Housing: We are a true affordable housing company with a focus to provide affordable single family homes and all of the amenities that come along with it. Site selection important - make sure that there is access to transit, utilities, etc. to make it a true affordable housing neighborhood. Goal was to make this a community and a place where people that live in town can walk or ride transit to work, to ski, etc. Will have Mr. Hogan present the community and architecture, and importance to remain affordable so keep in mind when reviewing designs. Concept is to come up with a house that is for middle class people that can’t otherwise afford a house in this county.

Mr. Marc Hogan, BHH Partners, Architect for the project, presented and introduced Tim Gurken, also with BHH Partners.

Unit sizes will range from 1,100 to 1,388 square feet, with both one and two car garages. Every unit, at minimum, will have a garage plus an extra parking space. There will be nine different unit plans and designs, but the floor plans will be quite similar. Mr. Gurken presented a 3D model to show the different types of units on the site plan (including trees) and noted accessible units. There will be two and three bedroom units on the site. The units along the slope fit into the grade. The upslope units have a main living space above the garage. There will be two detached garage buildings providing parking for four two bedroom units with the garages located across the street from the unit. (Mr. Mosher noted that staff liked the variety in the architecture, even though all are duplexes.) (Mr. Pringle noted that it is a creative solution). Mr. Hogan passed around an image board showing architectural forms, massing, colors, etc. of similar products. A color/material board was also presented to the commission. Mr. Gerken presented a conceptual 3D rendering of one of the units, including the building materials of plank siding, potentially some stained pine beetle-kill wood, metal siding as a vertical treatment, natural wood beams and columns, and at the corners painted, pre-finished metal panels. (Mr. Bertaux: Before approval, can these actual materials be provided to the commission?) Yes. The goal is to make the architecture fresh, exciting and fun - everything doesn't need to be brown and boring. We are hopeful of building this year and have already made the submittal for the preliminary hearing on the second Planning Commission meeting in July. (Mr. Bertaux: Are they modular?) Yes.

*Commissioner Questions/Comments:*

Mr. Berteaux: Are the elevations repeated for the employee housing units and market rate? (Mr. Mosher: Yes, the idea is that they have the massing broken up, make it more of a neighborhood, less institutionalized and all units have the same finishes.) There is no connectivity between this project and Ski and Racquet except from the state highway. (Yes, CDOT only granted a right-in and right-out movement for the property.) No left in from the south? How far do people have to go into town (heading north from Alma), before they can turn around to get into the right in/right out? (Ms. Katz: We don't want people to pull into Southside Estates to turn around.) (Mr. Allen: Can you u-turn at Broken Lance?) (Ms. Katz noted that you can u-turn anywhere in Colorado except where it is noted otherwise.) Where are the market rate units located? (Mr. Tolley noted that the four units were on the far west, however the best value and most square footage will be in the middle units.) We don't live there, but when the conflict is pushed out to Highway 9 it is a bigger problem for the Town; would help greatly if vehicular movement could be internal to the site and share the Ski and Racquet Club full-movement intersection. Where do people put their toys/bikes etc.? (Mr. Hogan: In the garages – they will be oversized with 8' high doors and 9' ceilings. Many of the units will have two car garages and crawl spaces. Closets are also oversized.)

Mr. Lamb: Is Hardiplank siding more or less expensive than wood? (Mr. Tolley: Less expensive when bought in volume, and would like to invite the Planning Commission to come see a current project in Fairplay that uses that material and similar modular construction. The high quality of the workmanship and interiors are what we want to show.) I like the staggered garage doors on the center units. It will look like somebody lives there.

Mr. Schroder: If costs increase, would you offset the increase by eliminating an affordable unit and providing an additional market unit? (Mr. Tolley: No.) An enclosed space is preferable than a separate car port and garage on the center units.

Ms. Katz: I don't want to see such an important project stalled because of the access issues. CDOT controls the highway. This is a huge improvement over previous submittals. It would be great if the circulation issue could get worked out with Ski and Racquet very soon and not impact this development; and I hope it does, but I also don't want this project to get derailed. It is nice to see some different architecture.

Mr. Pringle: I am concerned about the new materials, but we just need to see them. (Mr. Mosher noted that staff had the same concern, but is excited about the combination of new materials and that there could be negative points for lack of natural materials, but the proposal would still pass a point analysis.) This will be a good site for this. (Mr. Neubecker noted that precedent could be set for this architecture, but the points would be set too.) It would be in the interest of both Ski and Racquet and this development to address the egress/access issue. (Mr. Tolley noted that the current proposed access meets the needs of CDOT, Ski and Racquet, and others.) Would you be amenable to going in at the common interest and then going through an easement? (Mr. Tolley: Ski and Racquet was opposed to any proposal.) Is that still the position? (Mr. John McAllister, Ski and Racquet: The homeowners



were much happier with this design at the last HOA meeting. I don't see a problem with finding common ground and on trying finding an alternative.) The Town would be willing to help. I am not interested in a high-speed, bad solution. The problem could be handled internally, but it is going to be instead pushed onto the highway. Will any of the issues that came up with Wellington Neighborhood and snow loading inspections for the roof come up here? (Mr. Mosher: All of Town Staff is involved in making sure a quality product will be delivered.) Seems like most of the heartburn has been dealt with in this new proposed plan. When we look at the ingress/egress intersection, is there anything that could be done that could make it better than what is shown here?

Mr. Allen: It would be in Ski and Racquet's best interest to cooperate with this issue if possible. If so, you need to get this resolved quickly. What size will the market units be? (Mr. Hogan: 1,350 square feet, but the accessible units are the largest.) (Mr. Bertaux: How many accessible units?) (Mr. Hogan: Two.) What is the idea with the car ports rather than garages with doors on both sides? (Mr. Hogan noted that the design shows a garage door tucked in and a covered space in front. However, the garage door could be pulled out and have a two-car tandem garage to better protect from the weather.) Concern is that you can view other people's stuff. (While speaking, Mr. Gerken added a garage door on the computer model to show the change.) (Mr. Hogan noted that there would be covenants to control what is left outside.) You didn't address sustainability in the presentation. (Mr. Hogan: All buildings are roughed in for solar. We also talked about the party wall agreement, and sharing solar.) (Ms. Laurie Best, Town of Breckenridge Long Range Planner, noted that the Town would include PV panels as a permitted capital improvement.) (Mr. Tolley noted that the manufacturer can get them to 88% green. For instance, all of the homes have gas non-convention air heaters and no ductwork. The insulation is fantastic because it is put in place in a controlled environment, and subfloors have more wood. The units are created with reduced waste because of the controlled environment and trades.)

Dr. Warner: Commented that the garage should be fully enclosed and provide security for residents but still are staggered.

Mr. Allen opened the hearing to public comment:

John McAllister, Ski and Racquet: Here to answer questions regarding access and egress with regard to HOA concerns. The access proposal was acceptable, and noted the concern of the amount of traffic on that intersection with the existing residents, bus, and the new residents. Next board meeting is in September. (Mr. Tolley noted that since it is an affordable housing project and the schedule is very tight, this issue needs to be addressed immediately. Prior to this meeting we had come to the conclusion that Ski and Racquet and CDOT were okay with this proposal.) Will there be anything in the design along the south property edge facing the Ski and Racquet Club in terms of fencing or will it be natural? (Mr. Hogan noted that it will be natural, not fencing and that there is heavy vegetation there already and more landscaping would be added too.)

Ms. Lindsey Shorthouse, Marketing and Sales Director for Preservation Village Fairplay: Enclosing the garage for the middle units would be beneficial. Product would likely sell better too.

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

## 2. Wood Burning Appliances (CN)

Mr. Neubecker presented a memo outlining the current wood burning device limitations of the existing code. Rather than leaving the disincentive in the code for property owners to keep their non-conforming fireplaces, staff suggested allowing the conversions to EPA Phase II standards, even though residential units may not meet the current size and number standards currently allowed. Staff believed that this change would encourage the conversion of old, inefficient fireplaces into newer, cleaner burning wood burning fireplaces. Staff would like the Planning Commission's feedback on this proposal. If the Commission would be 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.

### *Commissioner Questions/Comments:*

Mr. Lamb: Has seen the smoke from these phase II appliances and they are the size of a cigar. Even if someone has multiple stoves, they are higher maintenance to run at the same time therefore if there are

- multiple wood burners, it may not be likely for people to run them all at the same time. Is there a number we could indicate, allowing people two, rather than having it unlimited?
- Mr. Schroder: Is the idea for a retrofit to allow people to add more than one stove? (Mr. Neubecker: Yes, that's part of the proposal.) How many fireplaces is the most in any given house in town that would be a conversion?
- Ms. Katz: I'd like to see some information on emissions to make sure it doesn't violate the clean air policy. We need the impact of each stove to determine how clean they are.
- Mr. Pringle: We could simply not limit the number of wood burners, and say that more than one could be allowed on a case by case basis? Concerned with condo units putting wood burners in. (Mr. Neubecker: Conversions would be beneficial, but we are not proposing to allow new wood burners in individual condo units.) Pellet stoves are really clean as well. (Mr. Lamb: They are "phase 3".) (Mr. Neubecker: A wood pellet stove may also need to be added to the definition of "wood burning appliance".) (Ms Katz: Requested the science info on pellet stove emissions also.)
- Mr. Allen: What is the science on the EPA Phase 2 - if they are clean what is the problem? (Mr. Lamb: They are very clean.) (Mr. Neubecker: Staff will look for the scientific information on the stoves for the Commission.) What were the reasons for not allowing them? (Mr. Neubecker: Clean air policy.) If we don't violate the clean air policy why not allow as many stoves as people want?
- Dr. Warner: I'd like to see this be science based.

### 3. Summit County Courthouse Renovations (CN), 208 Lincoln Avenue

Mr. Neubecker presented a memo outlining the plans by Summit County to do some exterior repairs and maintenance to the County Courthouse on Lincoln Avenue. Each of the items would be 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. The County wanted to communicate their plans with the Planning Commission to have the Commission aware of their process.

There were no Commissioner Questions/Comments.

#### **TOWN COUNCIL REPORT:**

Dr. Warner mentioned the defensible space referendum. Some citizens have begun to circulate a petition to reverse the ordinance on defensible space and take it to vote. They need 10% of the registered voting population to get it on the ballot next November.

Mr. Allen asked whether or not the Town had hired a Denver contractor to remove trees from town properties? Dr. Warner had not heard that the town had chosen a Denver firm, but that any firm can take a class and get on a preferred list. Mr. Bertaux noted that he had seen Alpine tree removal company removing trees on town owned properties.

Mr. Allen also was wondering if CDOT had presented the highway expansion plans to anyone in the town? Dr. Warner noted that the open house is June 17<sup>th</sup> to inform the public. They have begun to re-route the bike path, and all they are going to do this summer is the western bank where the bike path is now. The Highway 9 bed will remain the same this summer, and next summer when the bed has been built the road will move forward. We won't truly see four lanes until at least a season and a half. Mr. Schroder asked whether or not the road is sinking or if the bank will just be filled? Dr. Warner hadn't seen the plans. Mr. Grosshuesch noted that it would be similar to what it is now. Mr. Bertaux asked where the road expansion would go to – Coyne Valley? Dr. Warner noted it would be to Fairview Boulevard. By 2010, it will be four lanes from the high school into town. Valleybrook intersection will be 7 lanes wide (including all turn lanes).

#### **OTHER MATTERS:**

Mr. Allen asked if town staff was thinking of putting anything into the County time capsule. Possibly the town code on a flash drive?

Mr. Pringle reminded Mr. Neubecker to measure the dimension of the Legacy Place lap siding.

Mr. Bertaux attended the walk-about last week. He noted that the presentation was more about safer sidewalks, crosswalks, and also included a quick design for a roundabout at the south end of Park Avenue and Main Street. Another good location is potentially Ridge and Lincoln as a calming device to slow down traffic.

***ADJOURNMENT***

The meeting was adjourned at 10:30 p.m.

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Rodney Allen, Chair

## TOWN OF BRECKENRIDGE

### Standard Findings and Conditions for Class C Developments

**STAFF RECOMMENDATION:** Staff has approved this application with the following Findings and Conditions and recommends the Planning Commission uphold this decision.

#### FINDINGS

1. The project is in accord with the Development Code and does not propose a prohibited use.
2. The project will not have significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives, which would have less adverse environmental impact.
4. This approval is based on the staff report dated July 2, 2009, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on July 7, 2009 as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape-recorded.

#### CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires eighteen (18) months from date of issuance, on January 13, 2011, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be 18 months, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to, the building code.
6. Driveway culverts shall be 18-inch heavy-duty corrugated polyethylene pipe with flared end sections and a minimum of 12 inches of cover over the pipe. Applicant shall be responsible for any grading necessary to allow the drainage ditch to flow unobstructed to and from the culvert.

7. At the point where the driveway opening ties into the road, the driveway shall continue for five feet at the same cross slope grade as the road before sloping to the residence. This is to prevent snowplow equipment from damaging the new driveway pavement.
8. Applicant shall field locate utility service lines to avoid existing trees.
9. An improvement location certificate of the height of the top of the foundation wall and the height of the building's ridge must be submitted and approved by the Town during the various phases of construction. The final building height shall not exceed 35' at any location.
10. At no time shall site disturbance extend beyond the limits of the platted building/site disturbance envelope, including building excavation, and access for equipment necessary to construct the residence.
11. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
12. Each structure which is authorized to be developed pursuant to this permit shall be deemed to be a separate phase of the development. In order for the vested property rights associated with this permit to be extended pursuant to Section 9-1-17-11(D) of the Breckenridge Development Code, substantial construction must be achieved for each structure within the vested right period of this permit.

#### **PRIOR TO ISSUANCE OF BUILDING PERMIT**

13. Applicant shall submit proof of ownership of the project site.
14. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
15. Applicant shall provide plans stamped by a registered professional engineer licensed in Colorado, to the Town Engineer for all retaining walls over four feet in height.
16. Any exposed foundation wall in excess of 12 inches shall be finished (i.e. textured or painted) in accordance with the Breckenridge Development Code Section 9-1-19-5R.
17. Applicant shall identify all existing trees, which are specified on the site plan to be retained, by erecting temporary fence barriers around the trees to prevent unnecessary root compaction during construction. Construction disturbance shall not occur beyond the fence barriers, and dirt and construction materials or debris shall not be placed on the fencing. The temporary fence barriers are to remain in place until issuance of the Certificate of Occupancy.
18. Existing trees designated on the site plan for preservation which die due to site disturbance and/or construction activities will be required to be replaced at staff discretion with equivalent new trees; i.e., loss of a 12-inch diameter tree flagged for retention will be offset with the addition of four 3-inch diameter new trees.
19. Applicant shall submit and obtain approval from the Town of a construction staging plan indicating the location of all construction material storage, fill and excavation material storage areas, portolet and dumpster locations, and employee vehicle parking areas. No staging is permitted within public right of way without Town permission. Any dirt tracked upon the public road shall be the applicant's responsibility to remove. Contractor parking within the public right of way is not permitted without the express permission of the Town, and cars must be moved for snow removal. A project contact person is to be selected and the name provided to the Public Works Department prior to issuance of the building permit.
20. The public access to the lot shall have an all weather surface, drainage facilities, and all utilities installed acceptable to Town Engineer. Fire protection shall be available to the building site by extension of the Town's water system, including hydrants, prior to any construction with wood. In the event the water system is

installed, but not functional, the Fire Marshall may allow wood construction with temporary facilities, subject to approval.

21. Applicant shall install construction fencing and erosion control measures at the 25-foot no-disturbance setback to streams and wetlands in a manner acceptable to the Town Engineer.
22. Applicant shall submit and obtain approval from Town staff of a cut sheet detail for all exterior lighting on the site. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.

**PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY**

23. Applicant shall revegetate all disturbed areas with a minimum of 2 inches topsoil, seed and mulch.
24. Applicant shall remove leaf clutter, dead branches and dead standing trees from the property, dead branches on living trees shall be trimmed to a minimum height of six (6) feet and a maximum height of ten (10) feet above the ground.
25. Applicant shall execute and record with the Summit County Clerk and Recorder a covenant and agreement running with the land, in a form acceptable to the Town Attorney, requiring compliance in perpetuity with the approved landscape plan for the property. Applicant shall be responsible for payment of recording fees to the Summit County Clerk and Recorder.
26. Applicant shall paint all garage doors, metal flashing, vents, flues, rooftop mechanical equipment, meters, and utility boxes on the building a flat, dark color or to match the building color.
27. Applicant shall screen all utilities.
28. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
29. At all times during the course of the work on the development authorized by this permit, the permittee shall refrain from depositing any dirt, mud, sand, gravel, rubbish, trash, wastepaper, garbage, construction material, or any other waste material of any kind upon the public street(s) adjacent to the construction site. Town shall provide oral notification to permittee if Town believes that permittee has violated this condition. If permittee fails to clean up any material deposited on the street(s) in violation of this condition within 24 hours of oral notice from Town, permittee agrees that the Town may clean up such material without further notice and permittee agrees to reimburse the Town for the costs incurred by the Town in cleaning the streets. Town shall be required to give notice to permittee of a violation of this condition only once during the term of this permit.
30. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any material deviation from the approved plans and specifications without Town approval as a modification may result in the Town issuing a Stop Work Order and/or not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations. A Stop Work Order may not be released until a modification to the permit is reviewed and approved by the Town. Based upon the magnitude of the modification, another hearing before the Planning Commission may be required.
31. No Certificate of Occupancy or Certificate of Compliance will be issued by the Town until: (i) all work done pursuant to this permit is determined by the Town to be in compliance with the approved plans and specifications for the project, and all applicable Town codes, ordinances and standards, and (ii) all conditions of approval set forth in the Development Permit for this project have been properly satisfied. If either of these requirements cannot be met due to prevailing weather conditions, the Town may issue a Certificate of Occupancy or Certificate of Compliance if the permittee enters into a Cash Deposit Agreement providing that

the permittee will deposit with the Town a cash bond, or other acceptable surety, equal to at least 125% of the estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing weather conditions" generally means that work can not be done due to excessive snow and/or frozen ground. **As a general rule, a cash bond or other acceptable surety will only be accepted by the Town between November 1 and May 31 of the following year. The final decision to accept a bond as a guarantee will be made by the Town of Breckenridge.**

32. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.
33. Applicant shall construct all proposed trails according to the Town of Breckenridge Trail Standards and Guidelines (dated June 12, 2007). All trails disturbed during construction of this project shall be repaired by the Applicant according to the Town of Breckenridge Trail Standards and Guidelines. Prior to any trail work, Applicant shall consult with the Town of Breckenridge Open Space and Trails staff.
34. The development authorized by this Development Permit may be subject to the development impact fee imposed by Resolution 2006-05 of the Summit County Housing Authority. Such resolution implements the impact fee approved by the electors at the general election held November 7, 2006. Pursuant to intergovernmental agreement among the members of the Summit Combined Housing Authority, the Town of Breckenridge is authorized to administer and collect any impact fee which is due in connection with development occurring within the Town. For this purpose, the Town has issued administrative rules and regulations which govern the Town's administration and collection of the impact fee. ***Applicant will pay any required impact fee for the development authorized by this Development Permit prior to the issuance of a Certificate of Occupancy.***

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(Initial Here)



Class C Development Review Check List

**Project Name/PC#:** Levenick Residence PC#2009028  
**Project Manager:** Chris Kulick, AICP  
**Date of Report:** June 25, 2009 For the July 7, 2009 Planning Commission Meeting  
**Applicant/Owner:** Stuart & Nancy Levenick  
**Agent:** Jon Gunson - Custom Mountain Architecture  
**Proposed Use:** Single-Family Residence  
**Address:** 416 Peerless Drive  
**Legal Description:** Lot 31, Shock Hill  
**Site Area:** 30,537 sq. ft. 0.70 acres  
**Land Use District (2A/2R):**

**Existing Site Conditions:** 10: Residential  
 The lot slopes downhill from north to south at an average of 10%. The site is moderately covered with lodgepole pine and aspen trees. Utility and drainage easements are located in the southwest and northeast corners of the lot.

**Density (3A/3R):** Proposed: 7,061 sq. ft.  
**Mass (4R):** Proposed: 7,982 sq. ft.  
**F.A.R.:** 1:3.83 FAR  
**Areas:**  
**Lower Level:** 2,311 sq. ft.  
**Main Level:** 2,729 sq. ft.  
**Upper Level:** 2,021 sq. ft.  
**Accessory Apartment:**  
**Garage:** 921 sq. ft.  
**Total:** 7,982 sq. ft.

**Bedrooms:** 5  
**Bathrooms:** 5  
**Height (6A/6R):** 33 feet overall  
 (Max 35' for single family outside Historic District)

**Lot Coverage/Open Space (21R):**  
 Building / non-Permeable: 3,618 sq. ft. 11.85%  
 Hard Surface / non-Permeable: 2,850 sq. ft. 9.33%  
 Open Space / Permeable: 24,069 sq. ft. 78.82%

**Parking (18A/18R):**  
 Required: 2 spaces  
 Proposed: 7 spaces

**Snowstack (13A/13R):**  
 Required: 713 sq. ft. (25% of paved surfaces)  
 Proposed: 1,350 sq. ft. (47.37% of paved surfaces)

**Fireplaces (30A/30R):** Seven - gas fired

**Accessory Apartment:** None

**Building/Disturbance Envelope?** Disturbance Envelope

**Setbacks (9A/9R):**  
 Front: Disturbance Envelope  
 Side: Disturbance Envelope  
 Side: Disturbance Envelope  
 Rear: Disturbance Envelope

**Architectural Compatibility (5/A & 5/R):** The residence will be compatible with the land use district and surrounding residences.  
**Exterior Materials:** 10" hewn plank siding, cedar shake siding, cedar trim and natural stone



**Roof:** Cedar shake shingles & non-reflective metal, standing seam roofing  
**Garage Doors:** Wood clad

**Site & Environmental Design (7R)**

Site Plan: The proposed home is set with the platted disturbance envelope. The driveway is proposed on the west side of the home, which provides access to the garage at the rear of the lot. Due to the proposed layout of the home on the lot, additional site disturbance is required. Staff feels that an alternative layout and driveway design, with the garage closer to the front of the lot, would result in less site disturbance. This alternative would also result in greater privacy for this, and the neighboring, lot to the west. A similar layout was proposed and approved at the Allen Residence, directly north of this lot, where negative points were assigned. Based on past precedent on site disturbance (Allen Residence, Rabenneck Residence, Contino Residence, Miller Residence), we recommend four negative points (-4) under Policy 7/R-General Site Suitability, for the excessive disturbance to the site.

A driveway turn-around is proposed to ease circulation near the garage. Good drainage is proposed away from the future home. Staff supports the proposed site plan, with negative points recommended under Policy 7/R.

**Landscaping (22A/22R):**

A significant landscaping plan is proposed. This landscaping is designed to provide additional trees, including some larger trees, to mitigate the impact of the long driveway. Based on the amount of landscaping and the sizes of the trees proposed, staff recommends positive four (+4) points under policy 22/R-Landscaping.

Planting Type	Quantity	Size
Engelmann Spruce	15	10 @ 6-8feet tall and 5 @ 8-10 feet tall
Aspen	38	25- 2 inch caliper & 13 - 3 inch caliper, 50% multi-stem
Shrubs and perenials	17	5 Gal.

**Drainage (27A/27R):** Positive away from structure

**Driveway Slope:**  
**Covenants:** Standard landscaping covenant

**Point Analysis (Sec. 9-1-17-3):** An informal point analysis was conducted for this proposed residence and staff finds all the Absolute Policies of the Development Code to be met. Staff recommends negative four (-4) points under Policy 7/R-Site & Environmental Design and positive four (+4) points under Policy 22/R-Landscaping. Staff finds that the application can be approved as presented, with a passing score of zero (0) points.

**Staff Action:** Staff has approved the Levenick Residence, PC#2009028, located at 416 Peerless Drive, Lot 31 Shock Hill, with the standard findings and conditions

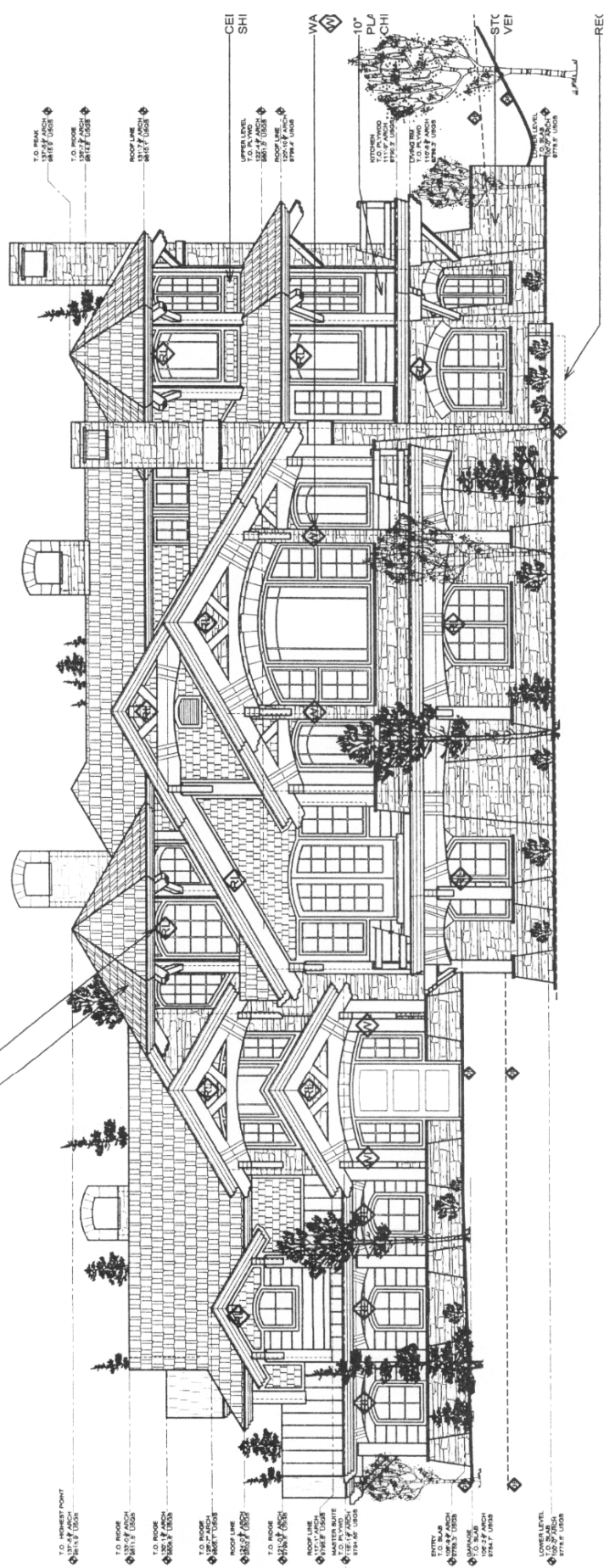
**Comments:**

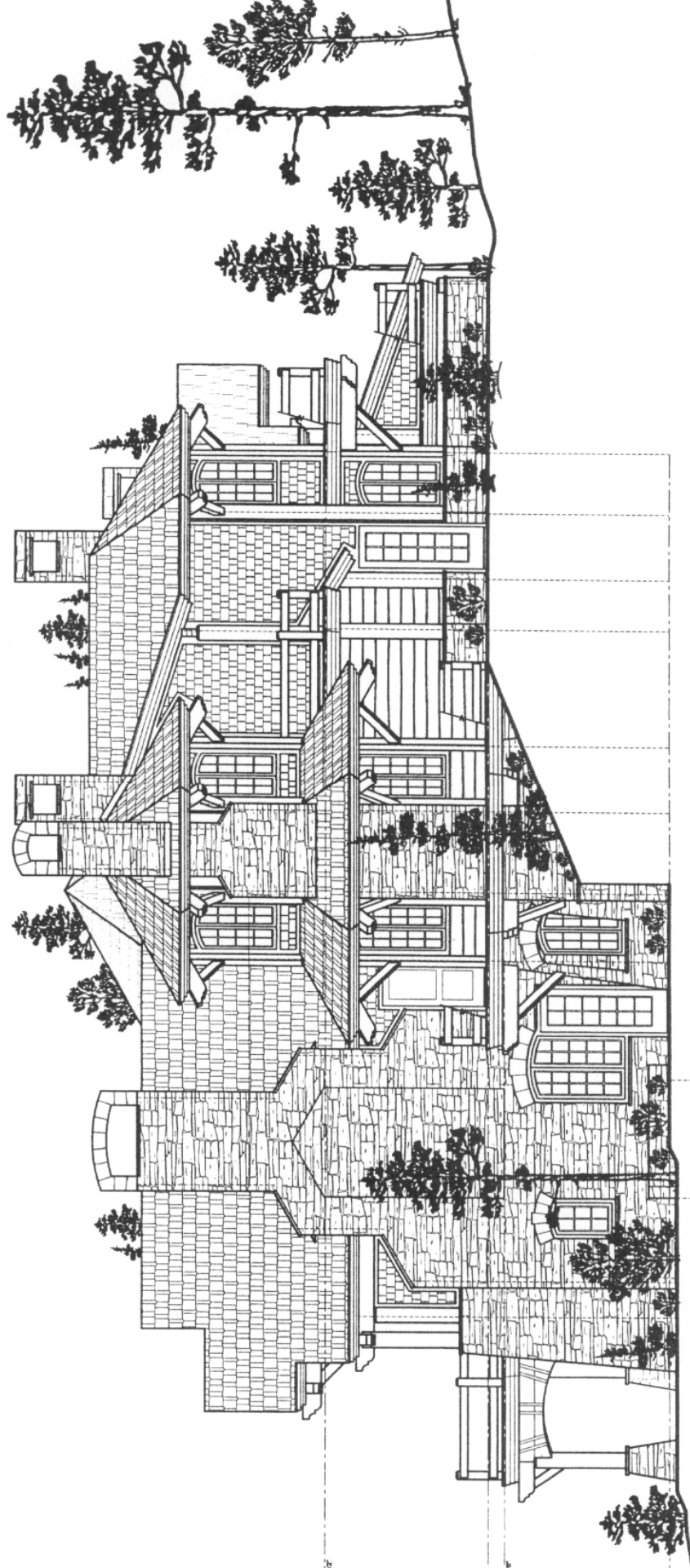
**Additional Conditions of Approval:**

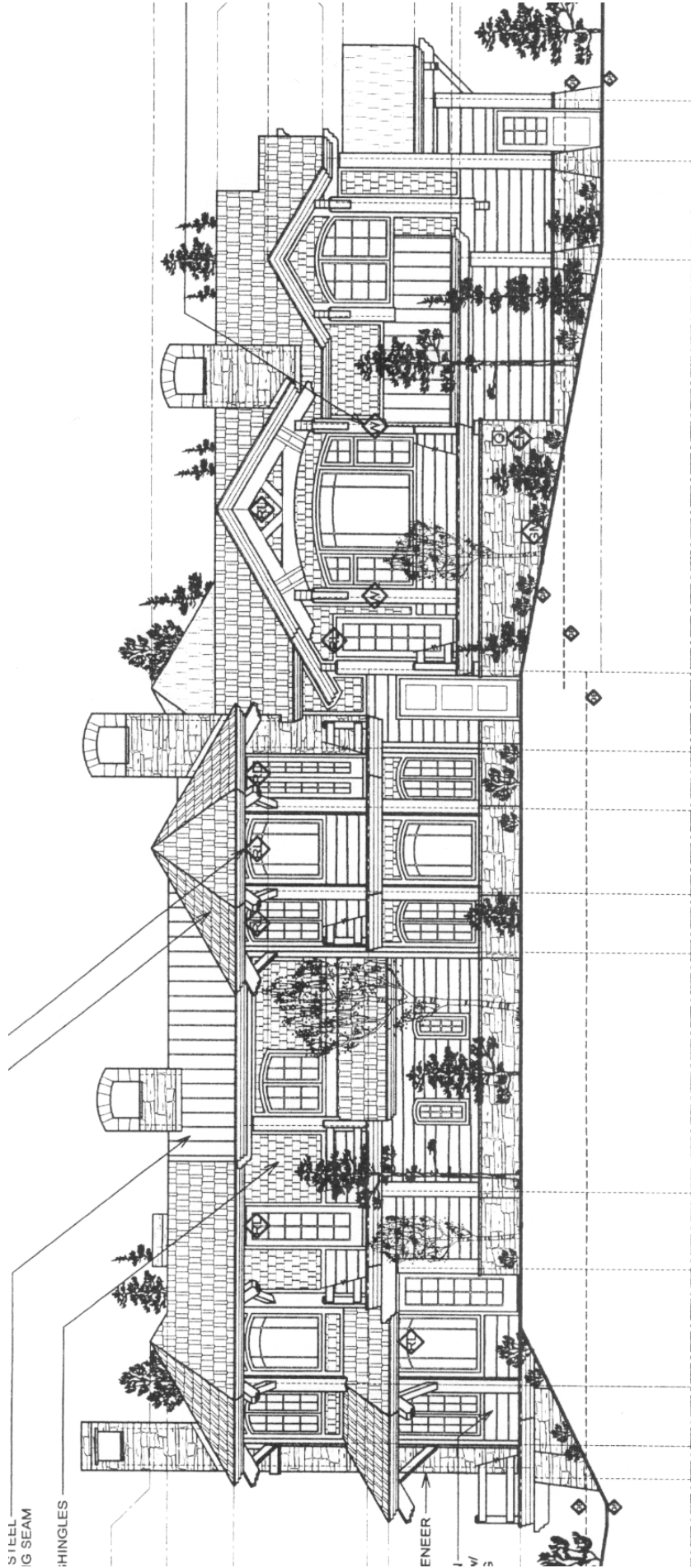


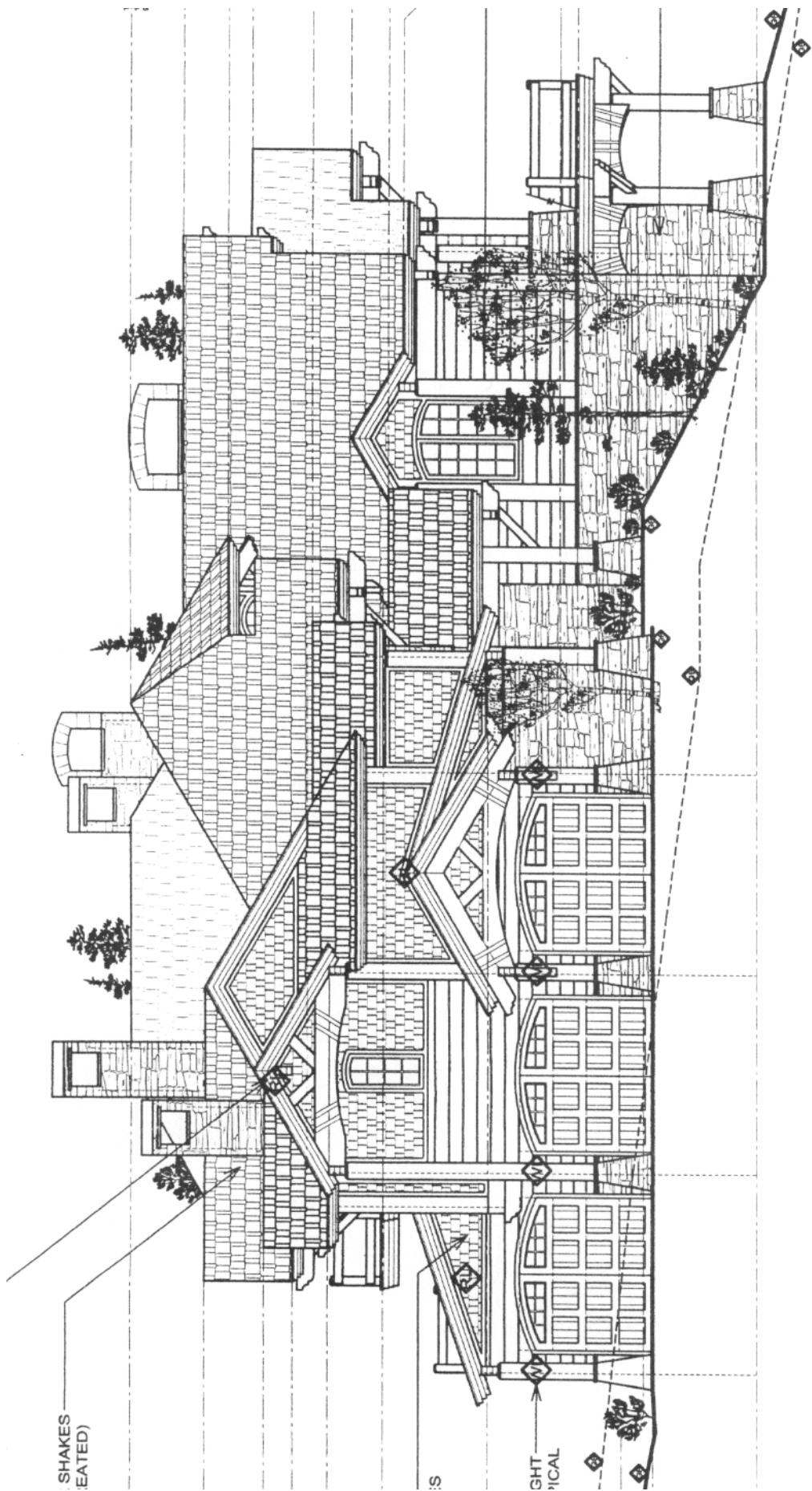
RECESSED LIGHT  
TYPICAL

CEDAR SHAKES  
(FIRE TREATED)









SHAKES  
(EATED)

S

GHT  
1ICAL



**Class C Development Review Check List**

<b>Project Name/PC#:</b>	Gittins Residence	PC#2009029
<b>Project Manager:</b>	Chris Kulick, AICP	
<b>Date of Report:</b>	June 25, 2009	For the July 7, 2009 Planning Commission Meeting
<b>Applicant/Owner:</b>	Mark & Beth Gittins	
<b>Agent:</b>	Jon Gunson - Custom Mountain Architects	
<b>Proposed Use:</b>	Single-family residential	
<b>Address:</b>	83 Brooks Snider	
<b>Legal Description:</b>	Lot 57, Shock Hill	
<b>Site Area:</b>	27,361 sq. ft.	0.63 acres
<b>Land Use District (2A/2R):</b>		

**Existing Site Conditions:** 10: Residential  
 The lot slopes downhill from north to south at an average of 6%. The site is moderately covered with lodgepole pine trees. An access, utility and drainage easement runs along the entire eastern edge of the lot.

<b>Density (3A/3R):</b>	Allowed: Unlimited	Proposed: 5,272 sq. ft.
<b>Mass (4R):</b>	Allowed: Unlimited	Proposed: 6,314 sq. ft.
<b>F.A.R.:</b>	1:4.33 FAR	
<b>Areas:</b>		
<b>Lower Level:</b>	1,941 sq. ft.	
<b>Main Level:</b>	2,693 sq. ft.	
<b>Upper Level:</b>	638 sq. ft.	
<b>Accessory Apartment:</b>		
<b>Garage:</b>	1,042 sq. ft.	
<b>Total:</b>	6,314 sq. ft.	

<b>Bedrooms:</b>	5
<b>Bathrooms:</b>	5
<b>Height (6A/6R):</b>	33 feet overall

(Max 35' for single family outside Historic District)

**Lot Coverage/Open Space (21R):**

Building / non-Permeable:	3,065 sq. ft.	11.20%
Hard Surface / non-Permeable:	5,680 sq. ft.	20.76%
Open Space / Permeable:	18,616 sq. ft.	68.04%

**Parking (18A/18/R):**

Required:	2 spaces
Proposed:	5 spaces

**Snowstack (13A/13R):**

Required:	1,420 sq. ft.	(25% of paved surfaces)
Proposed:	1,550 sq. ft.	(27.29% of paved surfaces)

**Fireplaces (30A/30R):** six - gas fired

**Accessory Apartment:** None

**Building/Disturbance Envelope?** Disturbance Envelope

**Setbacks (9A/9R):**

Front:	Disturbance Envelope
Side:	Disturbance Envelope

Side: Disturbance Envelope  
Rear: Disturbance Envelope

**Architectural Compatibility (5/A & 5/R):** The residence will be compatible with the land use district and surrounding residences.  
**Exterior Materials:** Half Log siding, cedar shingle siding, cedar trim and natural stone  
**Roof:** Cedar shake shingles & non-reflective metal, standing seam roofing  
**Garage Doors:** wood clad

**Landscaping (22A/22R):**

Planting Type	Quantity	Size
Engelmann Spruce	7	@ 6-8feet tall and 5 @ 8-10 feet tall
Aspen	12	17- 2 inch caliper & 13 - 3 inch caliper, 50% multi-stem
Shrubs and perenials	30	5 Gal.

**Drainage (27A/27R):** Positive away from structure.

**Driveway Slope:** 4 %  
**Covenants:** Standard landscaping covenant

**Point Analysis (Sec. 9-1-17-3):** An informal point analysis was conducted for this proposed residence and no positive or negative points are warranted.

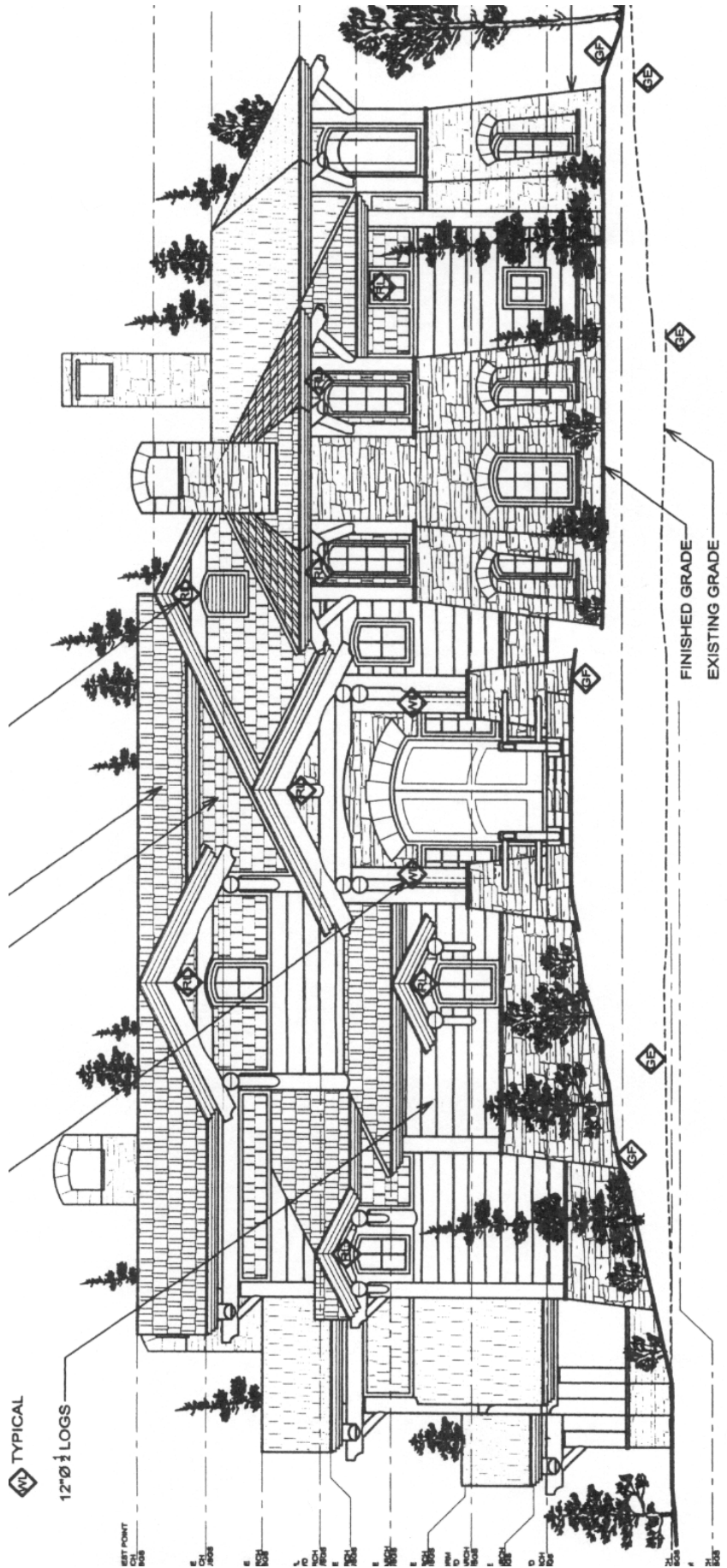
**Staff Action:** Staff has approved the Gittins Residence, PC#2009029, located at 83 Brooks Snider Road, Lot 57 Shock Hill, with the standard findings and conditions.

**Comments:**

**Additional Conditions of Approval:**



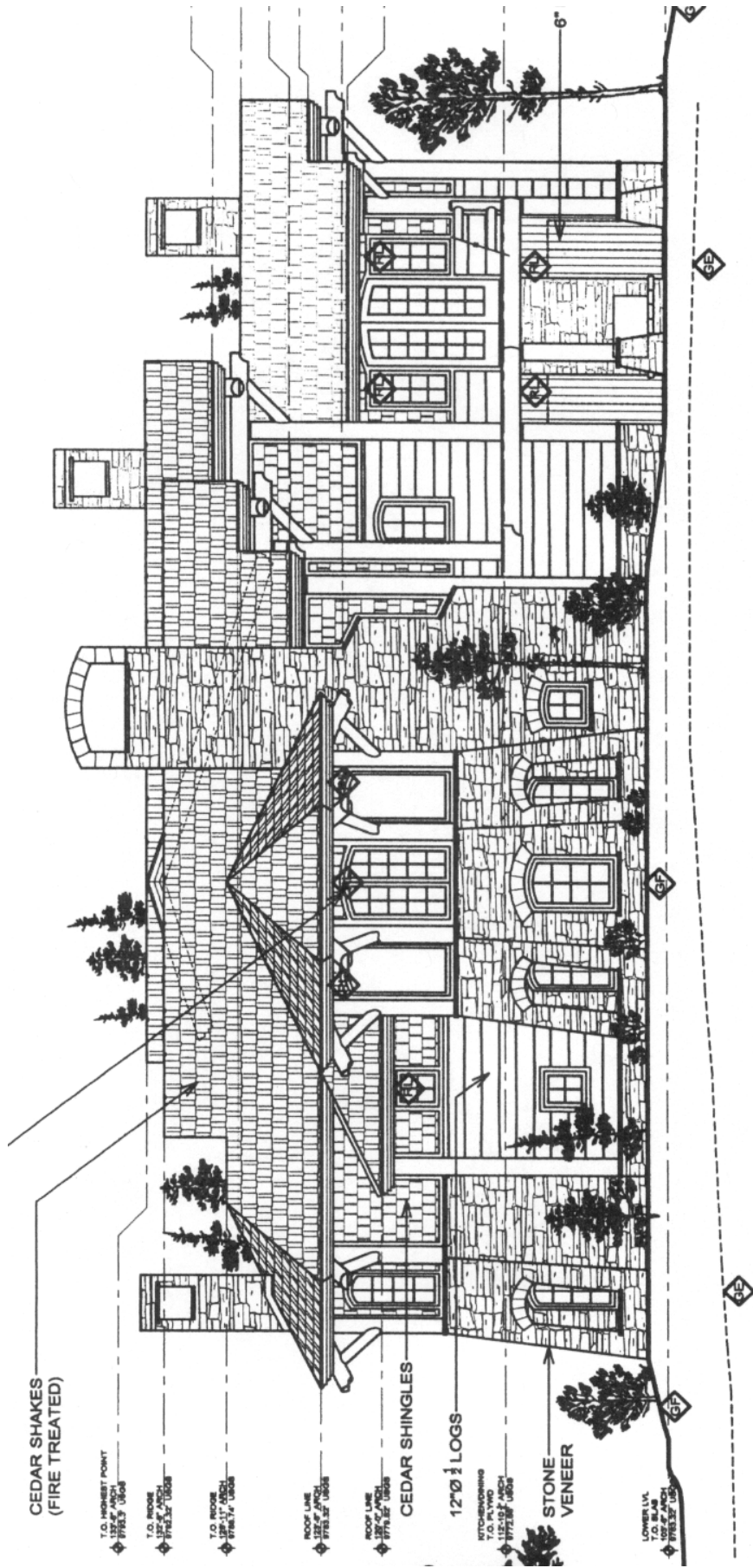




TYPICAL

12"Ø LOGS

FINISHED GRADE  
EXISTING GRADE



CEDAR SHAKES  
(FIRE TREATED)

T.O. HIGHEST POINT  
132'-8" ACH  
#7763.37' USGS

T.O. RIDGE  
122'-8" ACH  
#7763.37' USGS

T.O. RIDGE  
122'-11" ACH  
#7763.37' USGS

ROOF LINE  
122'-8" ACH  
#7763.37' USGS

ROOF LINE  
122'-8" ACH  
#7763.37' USGS

CEDAR SHINGLES

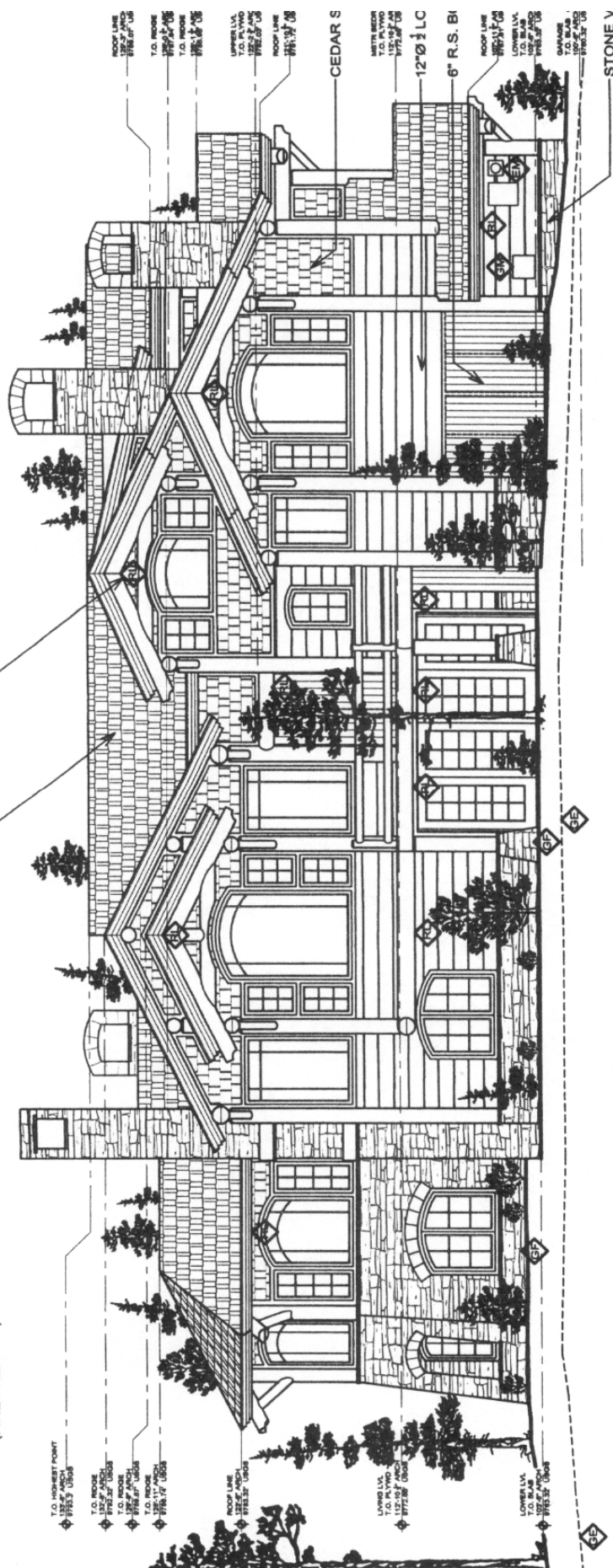
12" x 12" LOGS

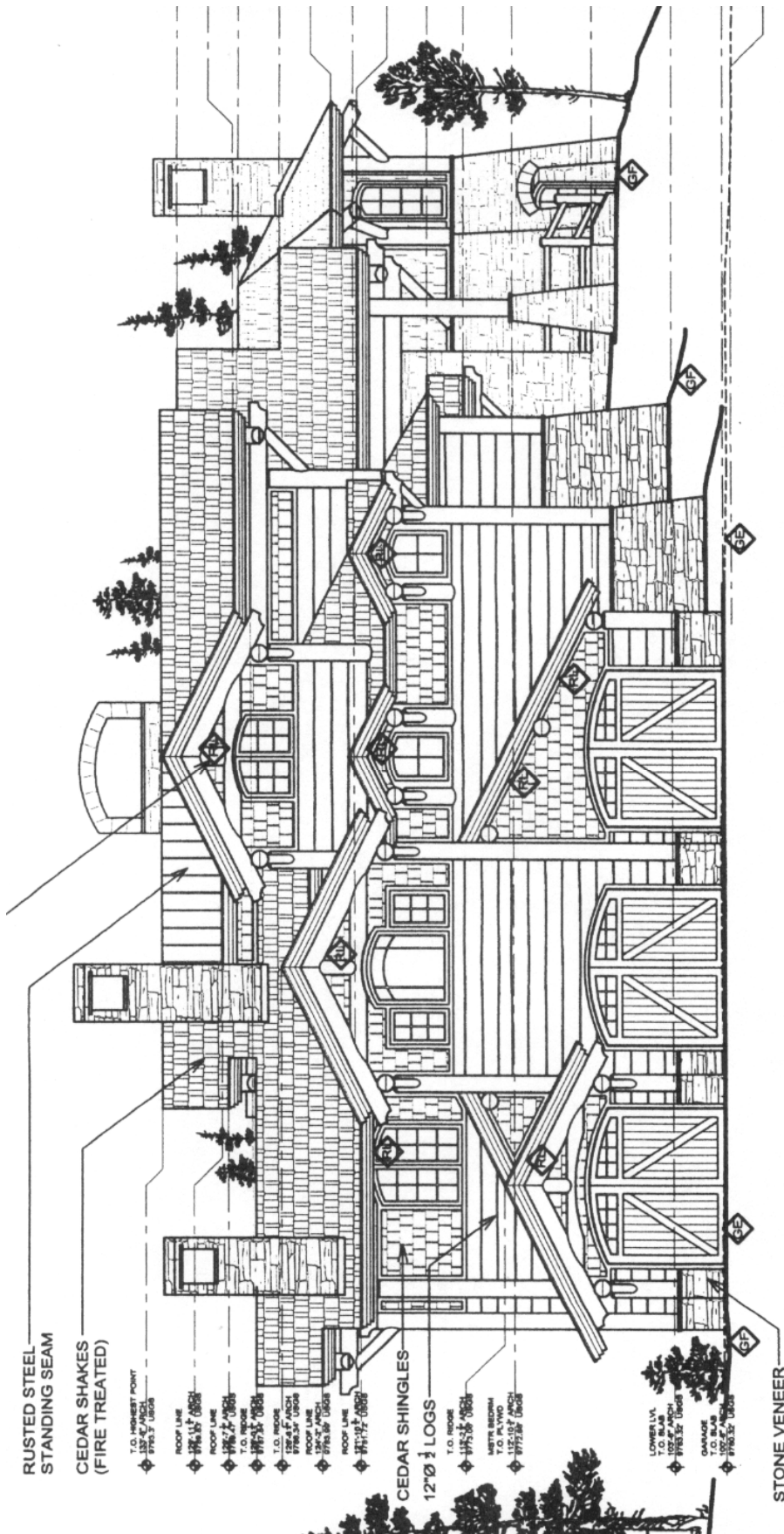
KITCHENWORKING  
T.O. FLYING  
112'-10" ACH  
#7763.37' USGS

STONE  
VENEER

LOWER LV.  
T.O. SLAB  
107'-3" ACH  
#7763.37' USGS

V  
 CEDAR SHAKES  
 (FIRE TREATED)





RUSTED STEEL  
STANDING SEAM

CEDAR SHAKES  
(FIRE TREATED)

T.O. HIGHEST POINT  
#793.7' USGS

ROOF LINE  
#796.15' USGS

ROOF LINE  
#796.27' USGS

T.O. INSIDE  
#795.55' USGS

T.O. INSIDE  
#796.47' ANCH  
#796.51' USGS

T.O. INSIDE  
#796.53' ANCH  
#796.57' USGS

ROOF LINE  
#791.12' USGS

CEDAR SHINGLES  
12"Ø LOGS

T.O. INSIDE  
#795.55' USGS

LOWER REGION  
T.O. PLYWOOD  
#792.88' ANCH  
#792.92' USGS

LOWER LIV.  
T.O. 8" x 8" CH  
#793.52' USGS

DAMAGE  
T.O. 8" x 8" CH  
#793.52' USGS

STONE VENEER

**Planning Commission Staff Report**

**Project Manager:** Matt Thompson, AICP

**Date:** June 26, 2009, for P.C. meeting of July 7, 2009

**Subject:** Lot 5, McAdoo Corner  
Class A Development, Final Hearing; PC#2009009

**Applicant/Owner:** Andrew Johnson

**Agent:** Janet Sutterley, Architect

**Proposal:** To construct a new 3,365 sq. ft. restaurant on Lot 5 of McAdoo Corner Subdivision.

**Address:** 209 S. Ridge Street

**Legal Description:** Lot 5, McAdoo Corner

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

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

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

**Site Conditions:** The property is basically flat. Lot 5 is vacant. The McAdoo Corner Subdivision consists of three historic structures and two vacant lots (Lot 5 and Lot 1). There is an existing utility pedestal in the north east corner of Lot 5.

**Adjacent Uses:** North: Lot 4, McAbee House                      West: Barney Ford House  
South: Lot 6, Abbett (Ridge St. Dental)                 East: The Cellar Restaurant

**Density:** Allowed per Master Plan: 3,375 sq. ft.  
Proposed density: 3,365 sq. ft.

**Above Ground Density:** Recommended (for the entire Master Plan): 7,710 sq. ft.  
Proposed: 2,916 sq. ft. (Lot 5)

**Mass:** Allowed under Master Plan: 3,375 sq. ft.  
Proposed mass: 2,830 sq. ft.

**Total Floor Area:** 3,365 sq. ft.

**Height:** Recommended: 23' (measured to the mean)  
Maximum allowed: 26' (measured to the mean)  
Proposed: 23' (measured to the mean)

**Parking:** Required: 11.77 spaces (Sit down restaurant)

	Proposed:	4 spaces allocated by Master Plan
	Parking Service Area:	7.77 spaces
<b>Snowstack:</b>	Required:	610 sq. ft.
	Proposed:	610 sq. ft.
<b>Setbacks:</b>	Front:	Within building envelope
	Side:	Within building envelope
	Side:	Within building envelope
	Rear:	Within building envelope

### Issues from 2nd Preliminary Meeting

Did the Planning Commission find that the application met the criteria required to exceed 9UPA (Priority Policy 158)?

Did the Planning Commission believe that Priority Policy 80A (use of modules and connector width) was being met?

Did the Planning Commission find that the building height was similar to nearby historic buildings as required by Priority Policy 163?

Did the Commission find that the application met Priority Policy 164 related to façade width?

#### ***Applicant Presentation: Janet Sutterley, Architect***

*Ms. Sutterley discussed the updated elevations for the building that addressed the Commission's previous comments. Building design has changed to meet code for density and connections. Façade changes to materials and windows, and the setback was updated per concerns with adjacent historic buildings. An elevator and stair were added to meet code requirements and are located on the south side. Roof design was updated to reflect the elevator addition. Mechanical equipment will be located on the first story roof and is screened with adjacent properties and landscaping. Chimney is there because it is a wood burning pizza oven. Density was also moved to the basement of the structure. Larger spruce trees were located on the north side of the building. (Mr. Berteaux: What are you going to use the basement for?) Storage, coolers, handicap bathroom, food prep area, etc. (Mr. Allen: Do any of the surrounding buildings have a metal chimney?) Brick is adjacent, and materials are not determined at this time. Open to your ideas. (Mr. Neubecker: We can look at the code and I think brick is something we would consider. If it is a stove pipe, then a metal chimney makes sense.) (Mr. Allen: How big is the chimney?) It is about 10 feet high. (Mr. Pringle: Would prefer a more typical material that is compatible with the architecture.)*

Mr. Allen opened the hearing to public comment.

**Stephanie Epps, neighboring property owner/local realtor:** *The property is within an association. To pave the parking the rest of the association will need to be involved, for the Commissioners information.*

**Jan Radosovich, neighboring property owner/local realtor:** *Where is the new staircase? Concerned about the location. (Ms. Sutterley discussed the stair and its purpose for emergency use only as a secondary access.)*

#### **Commissioner Comments from May 19, 2009 Planning Commission meeting:**

**Mr. Bertaux:** *Supported the grease trap and paving the parking. Supported EPA phase II requirement for the wood burning appliance. Would like the chimney to be brick and put the solar panels in anyway.*

**Mr. Lamb:** *All of the concerns have been addressed. Trust you to work it out regarding the chimney materials.*

**Mr. Schroder:** *Looks ready to go for final. Would like to see brick on the chimney, and would love to see solar panels whether or not there are negative points.*

**Ms. Katz:** *Happy with the changes that have been made. Less concerned with the chimney and trust you to work it out. Trust that Ms. Epps will work with the HOA to get paving. Ready to go to final.*

**Mr. Pringle:** *Is it possible to do a wood fire pizza restaurant that is EPA rated? (Mr. Thompson: Some EPA furnaces may be available. One neighbor did call and would prefer that if a wood burning device is used that it meet all EPA requirements.) (Mr. Neubecker: Code requires an EPA Phase II for residential but not for a cooking device.) (Ms. Katz: We cannot require them to do more than what is required.) (Mr. Neubecker: You are welcome to use EPA Phase II if you wish.) Changes look good and have no critical comments. Please look for way to avoid the negative points for the stove.*

**Ms. Girvin:** *Missed the first hearing, but what we have now looks good. Agreed with Mr. Bertaux's comments. Liked the look of the brick chimney next door to this project. One comment for staff is that the public comments from previous hearings weren't included in the staff report and it would be helpful to include those.*

**Mr. Allen:** *Thought it looks good and open to chimney materials. If you use metal on the chimney, please show some example where its been used before. Would like to encourage you to see if there are incentives for putting in solar panels and propose that.*

*Ms. Sutterley: Can solar panels be used to heat paved areas? (Mr. Neubecker: Positive points will be necessary if they choose to use a wood burning appliance.) (Ms. Katz: Can we waive the model requirement?) (Mr. Neubecker: The Planning Commission can waive that requirement.)*

### **Staff Comments**

**Land Use (Policies 2/A & 2/R):** The properties lie within Land Use District 18-2 that allows both residential and commercial uses. Both uses were approved with the Master Plan. Staff has no concerns with the proposed uses.

**Density/Intensity (3/A & 3/R)/Mass (4/R):** The total allowed building density (above and below ground combined) for the entire Master Plan is 15,141 square feet. The proposal is well below allowed mass. The Master Plan allowed for 3,375 sq. ft. of total floor area for Lot 5. The applicant has proposed 3,365 sq. ft. of total floor area.

**Above Ground Density (5/A & 5/R):** The recommended above ground density is 9 UPA for the South End Residential character area. However, the code allows this number to be exceeded, with conditions. The South End Residential Character Area allows up to 12 UPA if the conditions listed below can be met. The developer of the Master Plan incurred the maximum of negative eighteen (-18) points under Policy 5/R Architectural Compatibility and met the 12 UPA limitations.

Priority Policy 158 requires: *New buildings should be in scale with existing historic and supporting buildings in the South End Residential Character Area. The historic building scale should be respected. Typically, historic buildings of between 540 and 2,600 square feet survive today. The average size of representative historic structures surviving today is 1,300 square feet.*

Criteria for allowing the above ground density overage is:



*Additional densities up to a maximum of 12 UPA may be considered in limited circumstances only if the conditions listed below are met:*

1. *No individual building module size should exceed the historic average for the Character Area.*
  - a. *The building area of any individual, detached structure remains under the historic average of that seen in historic structures in the Character Area. A series of individual structures may also be clustered on a site in a manner similar to that seen historically.*
  - b. *Individual building modules are under the historic average of that seen historically and the modules are linked with connections that are clearly subordinate in scale such that a distinct separation of building modules results. **The front (east) module is 1,286 square feet, hence it is under the historic average of 1,300 square feet. The rear module is proposed at 1,243 square feet. The modules are linked with a connector element that is clearly subordinate in scale such that a distinct separation of the building modules results.***
  - c. *If a building module exceeds the historic average, then the project should be deemed to be in violation of this Priority Policy. **This proposal is in compliance with this priority policy.***
2. *All other design standards are adequately met such that the project is in substantial compliance with all scale related criteria. **Staff believes this proposal is in substantial compliance with all scale related criteria.***
3. *The absolute width of primary façade is in scale with those in the historic context. In addition, a significant portion of the front elevation is one story in height. **The width of this proposed restaurant is the same as the width of the Historic McAdoo House.***
4. *The overall historic mass and scale of the block will be preserved. **The individual modules are close to the historic mass and scale of the block.***
5. *Any historic property on the site is preserved. **There are not historic properties on Lot 5, McAdoo Corner.***
  - a. *No significant portions of a historic property would be altered or demolished to accommodate the increased building size. **No historic property will be altered or demolished with this application.***
  - b. *The historic property will be rehabilitated as a part of the first phase of the undertaking. N/A*
  - c. *The new construction will be compatible in mass, scale and character with the historic building, as defined in the design standards. N/A*
6. *Historic buildings on adjacent properties are not negatively affected by the larger mass, as defined in the design standards. **There will be an impact on the smaller historic structures to the north of this proposed restaurant. However, Staff believes these impacts can be mitigated with landscaping that steps up to the height of the new structure.***

As the Commission read above, Staff believes Priority Policy 158 is now being met.

**Architectural Compatibility (5/A & 5/R):** Five historic structures on both sides of the alley have been combined with two new buildings east of the alley to form an enclave known as McAdoo Corner. The uses are anticipated to be a mix of residential, commercial, and retail. Building materials, finish styles, sidewalks, landscaping, and on site parking will tie the project together. The only issue to be considered with this application is the new proposed restaurant on Lot 5. The exterior materials will primarily be horizontal lap siding 4” reveal with some vertical siding as an accent, which will match well with the rest of McAdoo Corner and the historic guidelines.

Per the Handbook of Design Standards for the Historic and Conservation Districts: *New buildings should be*

*similar in scale with the historic context of the respective character area. Per priority policy 80 design standard: Respect the perceived building scale established by historic structures within the relevant character area.*

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

At the May 19, 2009 meeting the Planning Commission stated they felt this application meets priority policy 80. Staff has no concerns to Policy 5/A and 5/R.

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

- *The width of the connector should not exceed two-thirds the façade of the smaller of the two modules that are to be linked.*
- *The wall planes of the connector should be set back from the corners of the modules to be linked by a minimum of two feet on any side.*
- *The larger the masses to be connected are, the greater the separation created by the link should be; a standard connector link of at least half the length of the principal (original) mass is preferred.*
- *The height of the connector should be clearly lower than that of the masses linked. In general, the ridge line of the connector should be at least two feet less than that of the original, principal mass.*
- *When adding onto a historic building, a connector should be used when the addition would be greater than 50% of the floor area of the historic structure or when the ridge height of the roof of the addition would be higher than that of the historic building.*

Staff believes this proposal meets Priority Policy 80A. Specifically, the connector does not exceed two-thirds the façade of the smaller of the two modules that are to be linked. The front façade is 36 feet, hence the connector should not exceed 24', two-thirds the façade. Staff recognizes that now that the front façade steps back 10' (was 6.5') it could be viewed as two separate facades, one of 20' primary façade and a secondary façade that steps back and is 16' wide.

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

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

Staff does believe that Priority Policy 164 is being met. The front façade appears to be 20' in width. The secondary façade is 16' in width. Does the Planning Commission believe Priority Policy 164 is being met?

**Building Height (6/A & 6/R):** The building is proposed at 23' to the mean, which meets the absolute height of 23'. However, Priority Policy 163 states: *Similarity in building heights is desired to help establish a sense of visual continuity and to respect the character established by the small sizes of original buildings. Building heights for new structures should be perceived to be similar in scale to those found during the historic period of significance. The design standard for Priority Policy 163 states: Building height should be similar to nearby historic buildings.*

- *Primary facades should be 1 or 1-1/2 stories tall. **The front façade is only one story tall.***
- *Refer to height limits in ordinance. (Note that the height limits are absolute maximums and do not imply that all building should reach these limits. In some cases, lower buildings will be more compatible with the context.) **The two-story rear module is 23' in height measure to the mean, which is right at the maximum height allowed. The historic structures to the north of this proposed restaurant are only one-story buildings. However, the historic house across Ridge Street (the Cellar Restaurant) is a full two stories tall. Staff believes the height issues can be mitigated with landscaping that steps up to the height of the new structure.***

**Site Plan:** The site plan matches the site plan shown on the Master Plan. Staff has no concerns with the site plan.

**Placement Of Structures (9/A & 9/R):** The proposed structure is within the building envelope.

**Snow Removal And Storage (13/R):** The master plan shows 610 sq. ft. of snow storage. The snow storage looks a little tight to Staff, however it does meet the 25% of paved areas required by the Development Code.

**Refuse (15/R):** All developments are encouraged to provide for the safe, functional and aesthetic management of refuse. The proposed restaurant will have a buried grease trap under the parking area.

**Access / Circulation (16/A & 16/R; 17/A & 17/R):** Vehicular access to the property is from the alley off of Washington or Ridge Street. Pedestrian access is provided by a walkway to the Main entrance off of Ridge Street or a rear entrance off of the alley. Staff has no concern with access and circulation.

**Parking (18/A & 18/R):** The Master Plan allocated four (4) parking spaces for Lot 5. However, a 3,365 sq. ft. restaurant will require twelve (12) parking spaces. ( $3,365/1,000 = 3.365 \times 3.5 = 11.77$  parking spaces. For payments into the Parking Service Area, fees can include fractional spaces. Hence, the applicant will have to pay for the remaining 7.77 parking spaces in lieu of providing the required off-street parking at a rate of \$13,000.00 per spot, which equals \$101,010.00 dollars fee in lieu. (When the fee is paid in lieu of onsite parking, fractions of spaces are allowed to calculate the fee.)

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

**Employee Housing (24/R):** As a commercial project of less than 5,000 square feet, this project is not required to provide employee housing, but would be eligible to receive positive points under this policy. No employee housing is proposed at this time.

**Utilities Infrastructure (26/A & 26/R; 28/A):** All the utilities are on the property. Staff has non concerns with the utilities infrastructure.

**Air Quality (30/R):** The applicant is proposing a wood-burning pizza oven. A wood-burning cooking appliance (pizza oven) is proposed in the restaurant, hence the application warrants negative two (-2) points under Air Quality (30/R).

**Energy Conservation (33/R):** The applicant is proposing to add solar panels to the roof of the restaurant. The implementation and operation of systems or devices which provide an effective means of renewable energy are encouraged. The provision of solar space heating and solar hot water heating, as well as other renewable sources, are strongly encouraged. Staff recommends positive three (+3) points under Policy 33/R for the installation of solar panels.

**Point Analysis (Section: 9-1-17-3):** A wood-burning cooking appliance is proposed in the restaurant, hence the application warrants negative two (-2) points under Air Quality (30/R). Staff recommends positive three (+3) points under Policy 33/R for the installation of solar panels. Hence, Staff recommends a passing point analysis of positive one (+1) for this application.

### **Staff Recommendation**

Staff recommends the Planning Commission approve Lot 5, McAdoo Corner, and PC #2009009, located at 209 S. Ridge Street, with a passing point analysis of positive one (+ 1).

<b>Final Hearing Impact Analysis</b>				
Project:	Restaurant at Lot 5, McAdoo Corner	<b>Positive Points</b>	<b>+3</b>	
PC#:	2009009	<b>Negative Points</b>	<b>- 2</b>	
Date:	06/30/2009			
Staff:	Matt Thompson, AICP			
		<b>Total Allocation:</b>	<b>+1</b>	
Items left blank are either not applicable or have no comment				
<b>Sect.</b>	<b>Policy</b>	<b>Range</b>	<b>Points</b>	<b>Comments</b>
1/A	<b>Codes, Correlative Documents &amp; Plat Notes</b>	Complies		
2/A	<b>Land Use Guidelines</b>	Complies		
2/R	Land Use Guidelines - Uses	4x(-3/+2)		
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
3/A	<b>Density/Intensity</b>	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)		
4/R	Mass	5x (-2>-20)		
5/A	<b>Architectural Compatibility / Historic Priority Policies</b>	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)		
5/R	Architectural Compatibility / Conservation District	5x(-5/0)		
5/R	Architectural Compatibility H.D. / Above Ground Density 12 UPA	(-3>-18)		
5/R	Architectural Compatibility H.D. / Above Ground Density 10 UPA	(-3>-6)		
6/A	<b>Building Height</b>	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside the Historic District			
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)		
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
	For all Single Family and Duplex Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)		
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
8/A	<b>Ridgeline and Hillside Development</b>	Complies		
9/A	<b>Placement of Structures</b>	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)		
12/A	Signs	Complies		
13/A	<b>Snow Removal/Storage</b>	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		
14/A	<b>Storage</b>	Complies		
14/R	Storage	2x(-2/0)		
15/A	<b>Refuse</b>	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)		
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
17/A	<b>External Circulation</b>	Complies		
18/A	<b>Parking</b>	Complies		
18/R	Parking - General Requirements	1x(-2/+2)		

18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		
18/R	Parking - Downtown Service Area	2x(-2/+2)		
19/A	<b>Loading</b>	Complies		
20/R	Recreation Facilities	3x(-2/+2)		
21/R	Open Space - Private Open Space	3x(-2/+2)		
21/R	Open Space - Public Open Space	3x(0/+2)		
22/A	<b>Landscaping</b>	Complies		
22/R	Landscaping	4x(-2/+2)		
24/A	<b>Social Community</b>	Complies		
24/R	Social Community - Employee Housing	1x(-10/+10)		
24/R	Social Community - Community Need	3x(0/+2)		
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Historic Preservation/Restoration - Benefit	+3/6/9/12/15		
25/R	Transit	4x(-2/+2)		
26/A	<b>Infrastructure</b>	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
27/A	<b>Drainage</b>	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	<b>Utilities - Power lines</b>	Complies		
29/A	<b>Construction Activities</b>	Complies		
30/A	<b>Air Quality</b>	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2	- 2	A wood fired pizza oven is proposed.
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
31/A	<b>Water Quality</b>	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	<b>Water Conservation</b>	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)	+3	Solar panels are proposed on the roof.
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
34/A	<b>Hazardous Conditions</b>	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	<b>Subdivision</b>	Complies		
36/A	<b>Temporary Structures</b>	Complies		
37/A	<b>Special Areas</b>	Complies		
37/R	Community Entrance	4x(-2/0)		
37/R	Individual Sites	3x(-2/+2)		
37/R	Blue River	2x(0/+2)		
37R	Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	<b>Home Occupation</b>	Complies		
39/A	<b>Master Plan</b>	Complies		
40/A	<b>Chalet House</b>	Complies		
41/A	<b>Satellite Earth Station Antennas</b>	Complies		
42/A	<b>Exterior Loudspeakers</b>	Complies		
43/A	<b>Public Art</b>	Complies		
43/R	Public Art	1x(0/+1)		
44/A	<b>Radio Broadcasts</b>	Complies		
45/A	<b>Special Commercial Events</b>	Complies		
46/A	<b>Exterior Lighting</b>	Complies		
47/A	<b>Fences, Gates And Gateway Entrance Monuments</b>	Complies		

## TOWN OF BRECKENRIDGE

New restaurant proposed at Lot 5 McAdoo Corner  
209 S. Ridge Street  
PERMIT #2009009

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

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### FINDINGS

1. The proposed project is in accord with the Development Code and does not propose any prohibited use.
2. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
4. This approval is based on the staff report dated **June 26, 2009**, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on **July 7, 2009**, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape recorded.

### CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires three years from date of issuance, on **July 14, 2012**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be three years, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.
6. Applicant shall not place a temporary construction or sales trailer on site until a building permit for the project has been issued.

7. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.

#### PRIOR TO ISSUANCE OF BUILDING PERMIT

8. Applicant shall submit proof of ownership of the project site.
9. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
10. Applicant shall identify all existing trees that are specified on the site plan to be retained by erecting temporary fence barriers around the trees to prevent unnecessary root compaction during construction. Construction disturbance shall not occur beyond the fence barriers, and dirt and construction materials or debris shall not be placed on the fencing. The temporary fence barriers are to remain in place until issuance of the Certificate of Occupancy.
11. Existing trees designated on the site plan for preservation which die due to site disturbance and/or construction activities will be required to be replaced at staff discretion with equivalent new trees, i.e. loss of a 12 inch diameter tree flagged for retention will be offset with the addition of four 3-inch diameter new trees.
12. Applicant shall submit and obtain approval from the Town of a construction staging plan indicating the location of all construction material storage, fill and excavation material storage areas, portolet and dumpster locations, and employee vehicle parking areas. No staging is permitted within public right of way without Town permission. Any dirt tracked upon the public road shall be the applicant's responsibility to remove. Contractor parking within the public right of way is not permitted without the express permission of the Town, and cars must be moved for snow removal. A project contact person is to be selected and the name provided to the Public Works Department prior to issuance of the building permit.
13. Applicant shall execute and record with the Summit County Clerk and Recorder a covenant and agreement running with the land, in a form acceptable to the Town Attorney, requiring compliance in perpetuity with the approved landscape plan for the property.
14. Applicant shall install construction fencing in a manner acceptable to the Town Planning Department. An on site inspection shall be conducted.
15. Applicant shall submit a 24"x36" mylar copy of the final site plan, as approved by the Planning Commission at Final Hearing, and reflecting any changes required. The name of the architect, and signature block signed by the property owner of record or agent with power of attorney shall appear on the mylar.
16. Applicant shall submit and obtain approval from Town staff of a cut sheet detail for all exterior lighting on the site. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
17. Applicant shall execute and record with the Summit County Clerk and Recorder a covenant and agreement running with the land, in a form acceptable to the Town Attorney, requiring removal of the solar panels or solar devices in any solar panels or solar devices on the property fall into a state of disrepair or ceases to be fully operational for a period of ninety (90) consecutive days.

#### PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY



18. Applicant shall revegetate all disturbed areas where revegetation is called for, with a minimum of 2 inches topsoil, seed and mulch.
19. Applicant shall make a payment of fee in lieu of parking for 7.77 spaces at a rate of \$13,000 per spot, which equals \$101,010.00 dollars fee in lieu.
20. All horizontal siding on the building shall have an exposure of four (4") inches.
21. Applicant shall remove leaf clutter, dead standing and fallen trees and dead branches from the property. Dead branches on living trees shall be trimmed to a minimum height of six (6) feet and a maximum height of ten (10) feet above ground.
22. Applicant shall paint all flashing, vents, flues, rooftop mechanical equipment and utility boxes on the building a flat, dark color or to match the building color.
23. Applicant shall screen all utilities.
24. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
25. At all times during the course of the work on the development authorized by this permit, the permittee shall refrain from depositing any dirt, mud, sand, gravel, rubbish, trash, wastepaper, garbage, construction material, or any other waste material of any kind upon the public street(s) adjacent to the construction site. Town shall provide oral notification to permittee if Town believes that permittee has violated this condition. If permittee fails to clean up any material deposited on the street(s) in violation of this condition within 24 hours of oral notice from Town, permittee agrees that the Town may clean up such material without further notice and permittee agrees to reimburse the Town for the costs incurred by the Town in cleaning the streets. Town shall be required to give notice to permittee of a violation of this condition only once during the term of this permit.
26. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any material deviation from the approved plans and specifications without Town approval as a modification may result in the Town not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations.
27. No Certificate of Occupancy or Certificate of Compliance will be issued by the Town until: (i) all work done pursuant to this permit is determined by the Town to be in compliance with the approved plans and specifications for the project, and all applicable Town codes, ordinances and standards, and (ii) all conditions of approval set forth in the Development Permit for this project have been properly satisfied. If either of these requirements cannot be met due to prevailing weather conditions, the Town may issue a Certificate of Occupancy or Certificate of Compliance if the permittee enters into a Cash Deposit Agreement providing that the permittee will deposit with the Town a cash bond, or other acceptable surety, equal to at least 125% of the estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing weather conditions" generally means that work can not be done due to excessive snow and/or frozen ground. **As a general rule, a cash bond or other acceptable surety will only be accepted by the Town between November 1 and May 31 of the following year. The final decision to accept a bond as a guarantee will be made by the Town of Breckenridge.**
28. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.

29. The development authorized by this Development Permit may be subject to the development impact fee imposed by Resolution 2006-05 of the Summit County Housing Authority. Such resolution implements the impact fee approved by the electors at the general election held November 7, 2006. Pursuant to intergovernmental agreement among the members of the Summit Combined Housing Authority, the Town of Breckenridge is authorized to administer and collect any impact fee which is due in connection with development occurring within the Town. For this purpose, the Town has issued administrative rules and regulations which govern the Town's administration and collection of the impact fee. ***Applicant will pay any required impact fee for the development authorized by this Development Permit prior to the issuance of a Certificate of Occupancy.***

---

(Initial Here)

**Project General Notes**

- THE SET OF DRAWINGS CONSTITUTES A "BIDDING SET" FOR ALL BUILDING CONDITIONS, PERMITS, DETAILS AND ALL BUILDING CONDITIONS. THE ARCHITECT HAS MADE EVERY EFFORT TO SET FORTH THE ARCHITECT'S INTENT AND TO PROVIDE ALL INFORMATION NECESSARY FOR THE ARCHITECT TO CONSTRUCT THE WORK. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION NOT PROVIDED BY THE ARCHITECT. THE ARCHITECT SHALL BE RELIEVED OF LIABILITY FOR ANY ERRORS OR OMISSIONS IN THE DRAWINGS AND SPECIFICATIONS WHICH ARE THE RESULT OF INFORMATION PROVIDED BY THE ARCHITECT OR OTHER SOURCES. THE ARCHITECT SHALL BE RELIEVED OF LIABILITY FOR ANY ERRORS OR OMISSIONS IN THE DRAWINGS AND SPECIFICATIONS WHICH ARE THE RESULT OF INFORMATION PROVIDED BY THE ARCHITECT OR OTHER SOURCES.
- THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE WORK SHOWN ON THESE DRAWINGS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE DRAWINGS AND SPECIFICATIONS WHICH ARE THE RESULT OF INFORMATION PROVIDED BY THE ARCHITECT OR OTHER SOURCES.
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**General Notes - Site Plan**

- REVIEW STAGING AREAS, DIRT STORAGE AREAS, AREAS FOR STORAGE OF MATERIALS, AND AREAS FOR STORAGE OF EQUIPMENT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THESE AREAS.
- ALL SHALL VERIFY GRADES AND STAKE BUILDING.
- FOOTPRINT FOR APPROVAL PRIOR TO CONSTRUCTION.
- ALL SHALL VERIFY GRADES AND STAKE BUILDING.
- REFER ALSO TO BUILDING ELEVATIONS FOR FINISH GRADES.
- REQUIRE DRAINAGE SWALES TO ACCOMMODATE EXISTING DRAINAGE PATTERNS AND TO PROVIDE PROPER DRAINAGE FOR THE ENTIRE PROJECT.
- SEE LOWER LEVEL FLOOR PLAN AND FOUNDATION FOR WELL LOCATIONS WITH TYPICAL DRAINAGE PATTERNS.
- OVER-HANG DIMENSIONS.

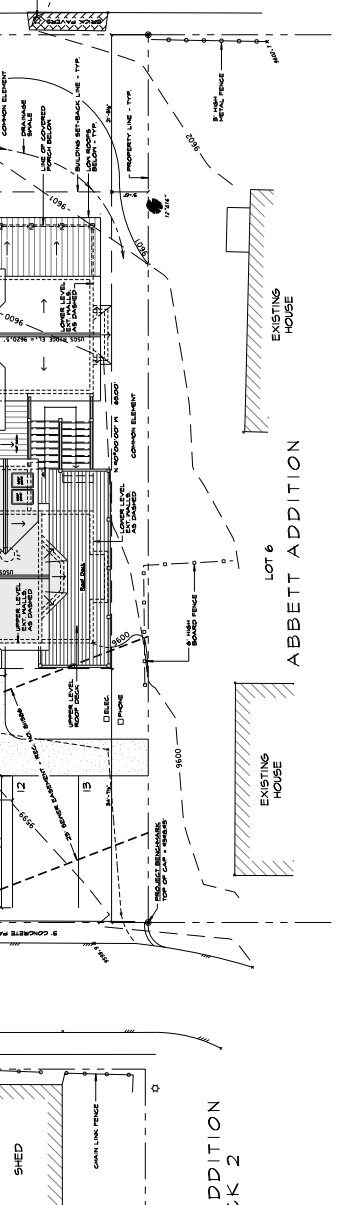
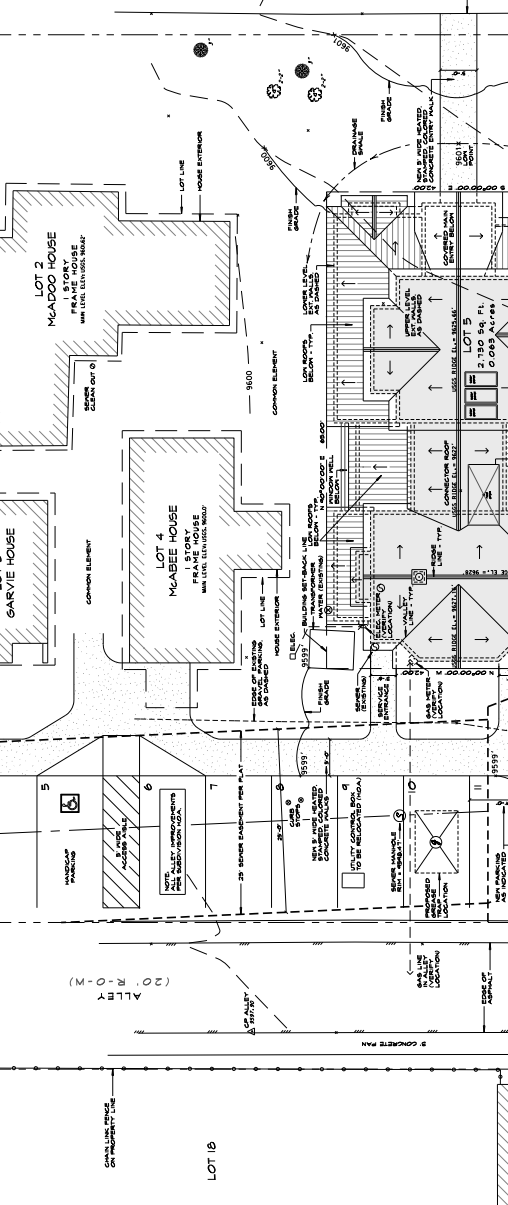
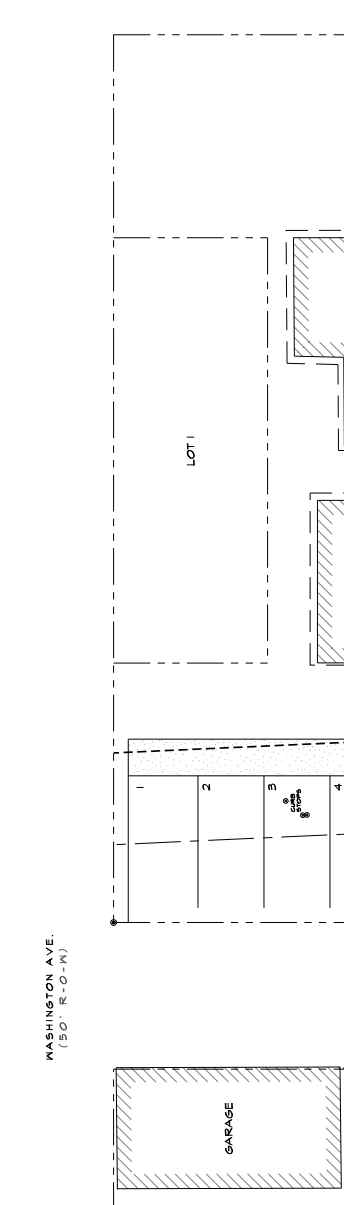
**Plan Certification**

I, the undersigned, being a duly Licensed Professional Engineer, do hereby certify that the above is a true and correct copy of the original drawings as shown to me by the Architect, and that the same conform to the requirements of the State of Colorado, and that the same are in accordance with the provisions of the State of Colorado, and that the same are in accordance with the provisions of the State of Colorado.

\_\_\_\_\_  
 Architect's Signature  
 Community Development Director Signature

**Drawing Index:**

Architectural:	
A-1	Site Plan
L-1	Landscaping Plan
A-2	Lower Level Floor Plan
A-3	Upper Level Floor Plan
A-4	Roof Plan
A-5	Interior Elevations: East & North
A-6	Interior Elevations: West & South
A-7	Building Sections
A-8	Construction Details
Structural:	
S-1	Foundation Details
S-2	Roof Framing Plan
S-3	Roof Framing Plan - Notes
S-4	Foundation Details
S-5	Foundation Details
S-6	Foundation Details
S-7	Framing Details & Misc. Details



**STILES BLOCK 2**

WASHINGTON AVE. (SOUTH SIDE)

**ABBOTT ADDITION**

LOT 1  
 LOT 2  
 LOT 3  
 LOT 4  
 LOT 5  
 LOT 6

**EXISTING HOUSE**

EXISTING HOUSE

**RIDGE ST. DEVELOPMENTS**  
**LOT 5 MEADOO BUILDING**  
 TOWN OF BRECKENRIDGE, COLORADO  
 MADDOO SUBDIVISION

Scale: 1/8" = 1'-0"  
 Date: 06-05-2004  
 RCP Plan

J.T. Bristow, Architect, P.C.  
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 970-483-4470

**Ridge St. Developments**  
 1000 S. 98th St. APT. 300  
 DENVER, CO 80231  
 PHONE: 303.755.1100  
 FAX: 303.755.1101  
 WWW: RIDGESTDEV.COM

**Site Plan**  
 Scale 1/8" = 1'-0"

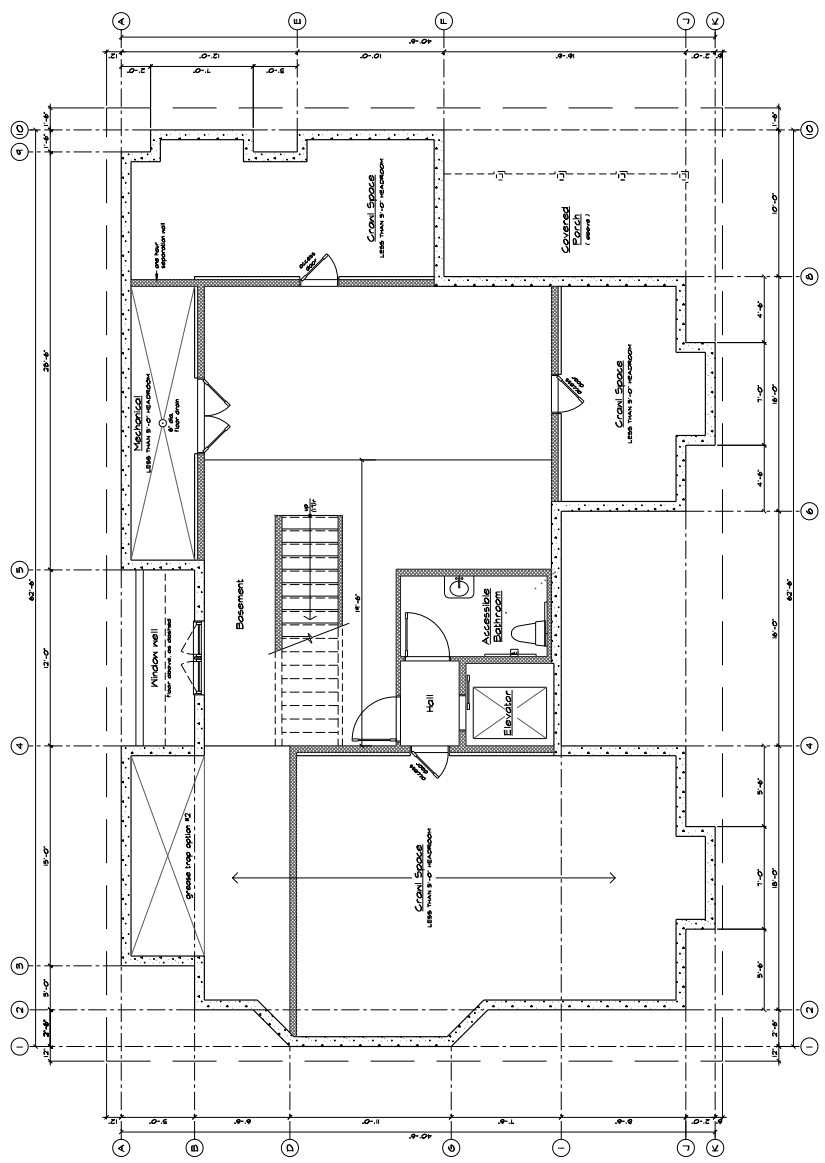
**RIDGE ST. DEVELOPMENTS**  
**LOT 5 McADOO BUILDING**  
 McADOO SUBDIVISION  
 TOWN OF BRECKENRIDGE, COLORADO

Floor Plans:  
 Basement

Scale: 1/4" = 1'-0"

Date: 06-05-2004

J.T. Binsteady, Architect, P.C.  
 architectural consultants  
 P.O. Box 3886 • Breckenridge, Colorado 80424 • 970.483.1718  
 Lawrence M. Christensen, RLA  
 computer aided design services  
 P.O. Box 2887 • Dillon, Colorado 80438 • 970.252.1443



**Basement Floor Plan**  
 Scale: 1/4" = 1'-0"  
 Total Basement Area: 436

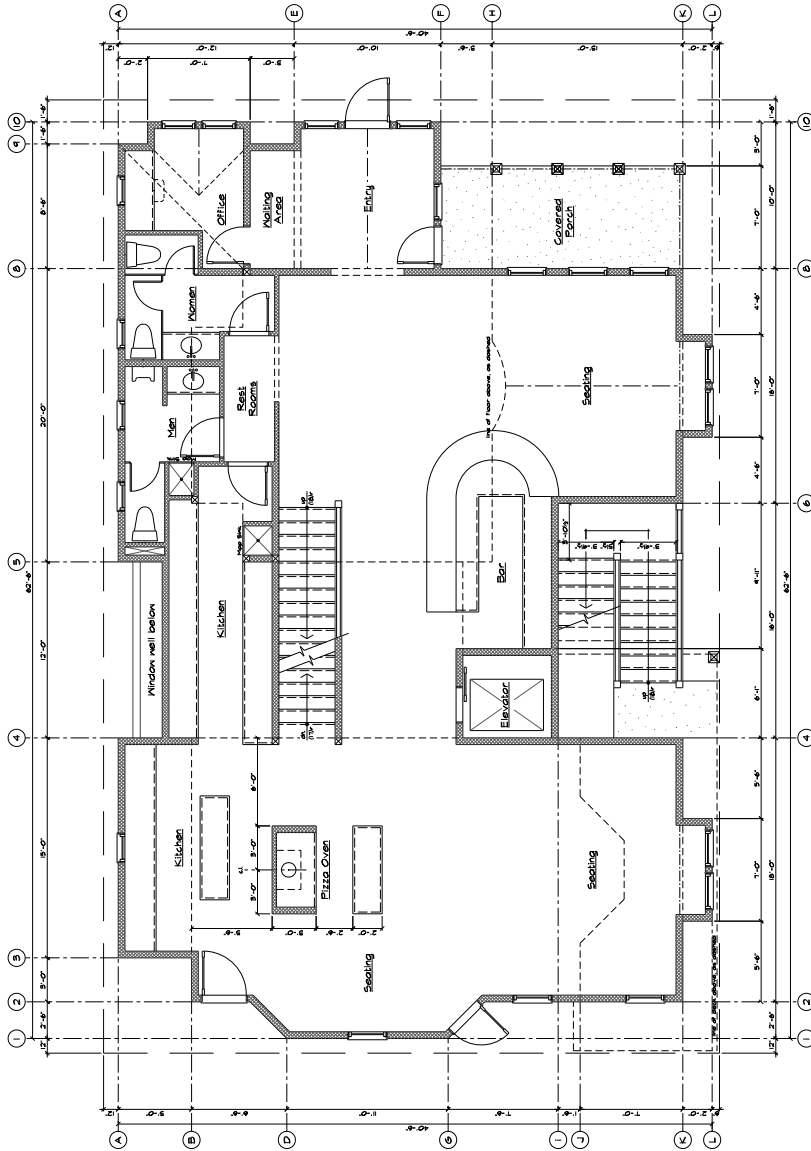
**RIDGE ST. DEVELOPMENTS**  
**LOT 5 McADOO BUILDING**  
 McADOO SUBDIVISION  
 TOWN OF BRECKENRIDGE, COLORADO

Floor Plans

Scale: 1/8" = 1'-0"

Date: 06-09-2004

J.T. Binsteady, Architect, P.C.  
 architectural consultation  
 P.O. Box 9886 • Breckenridge, Colorado 80424 • 970.488.1778  
 Kenneth M. Christensen, Esq.  
 computer aided design services  
 P.O. Box 2897 • Dillon, Colorado 80438 • 970.352.1443



**Main Level Floor Plan**  
 Scale: 1/8" = 1'-0"  
 Main Building  
 East Building  
 Construction  
 Total Main Level Density = 1.00

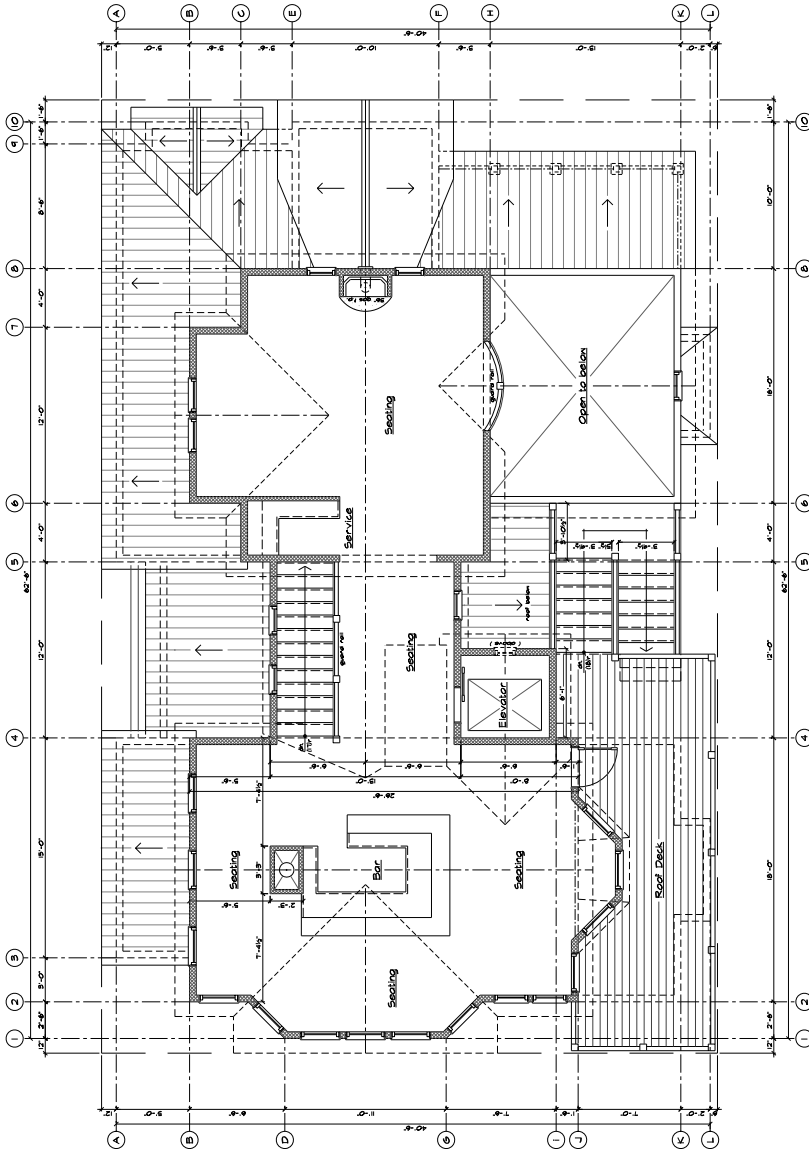
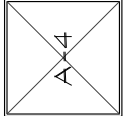
**RIDGE ST. DEVELOPMENTS**  
**LOT 5 McADOO BUILDING**  
 McADOO SUBDIVISION  
 TOWN OF BRECKENRIDGE, COLORADO

Floor Plans:  
 Upper Level:

Scale: 1/4" = 1'-0"

Date: 06-09-2004

J.T. Binsteady, Architect, P.C.  
 architectural consultation  
 P.O. Box 3850 • Breckenridge, Colorado 80424 • 970.453.1718  
 Kenneth M. Christensen, Esq.  
 complete legal design services  
 P.O. Box 2807 • Dillon, Colorado 80438 • 970.352.1443



**Upper Level Floor Plan**

Scale: 1/4" = 1'-0"

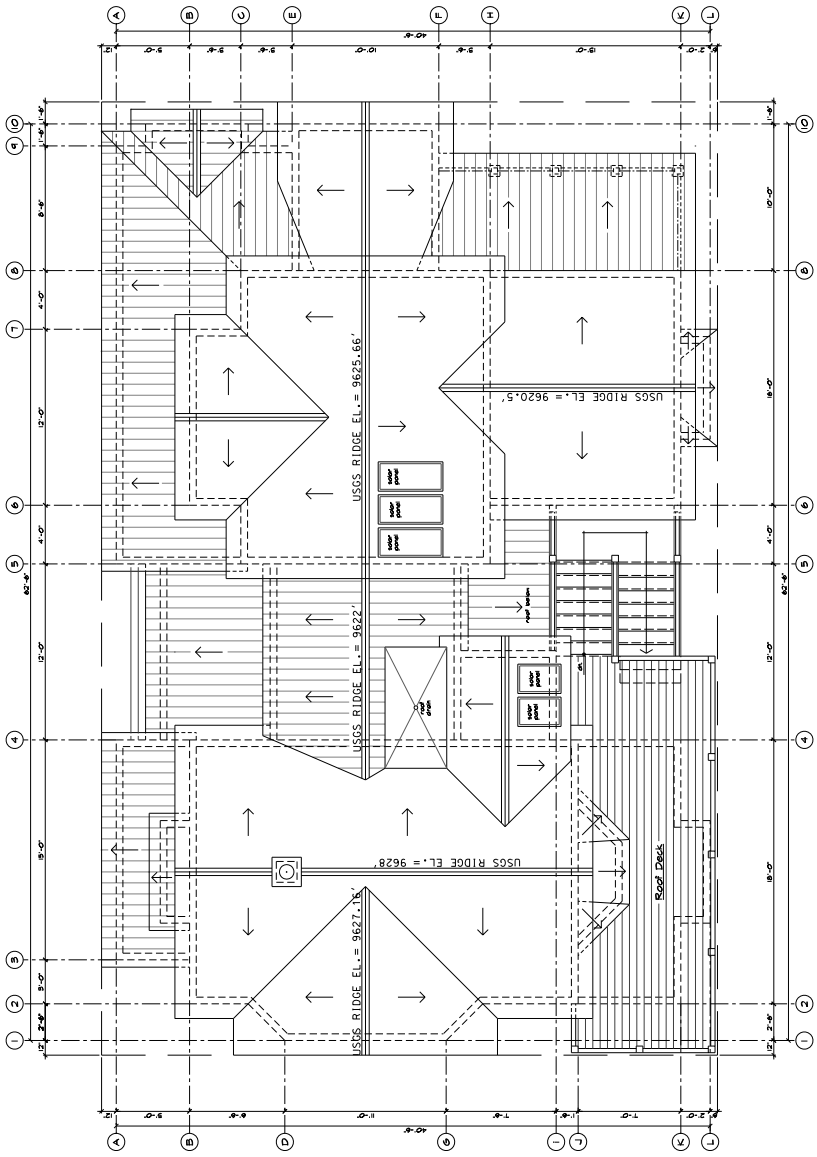
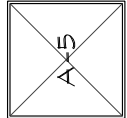
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Total Upper Level Density = 1,004

**RIDGE ST. DEVELOPMENTS**  
**LOT 5 McADOO BUILDING**  
 McADOO SUBDIVISION  
 TOWN OF BRECKENRIDGE, COLORADO

Scale: 1/8" = 1'-0"  
 Date: 06-09-2004  
 Floor Plan  
 Roof Plan

J.T. Binsteady, Architect, P.C.  
 Architectural Consultant  
 P.O. Box 3850 • Breckenridge, Colorado 80424 • 970.453.1718  
 Kenneth M. Christensen, Inc.  
 Computer Aided Design Services  
 P.O. Box 2007 • Dillon, Colorado 80438 • 970.352.1443



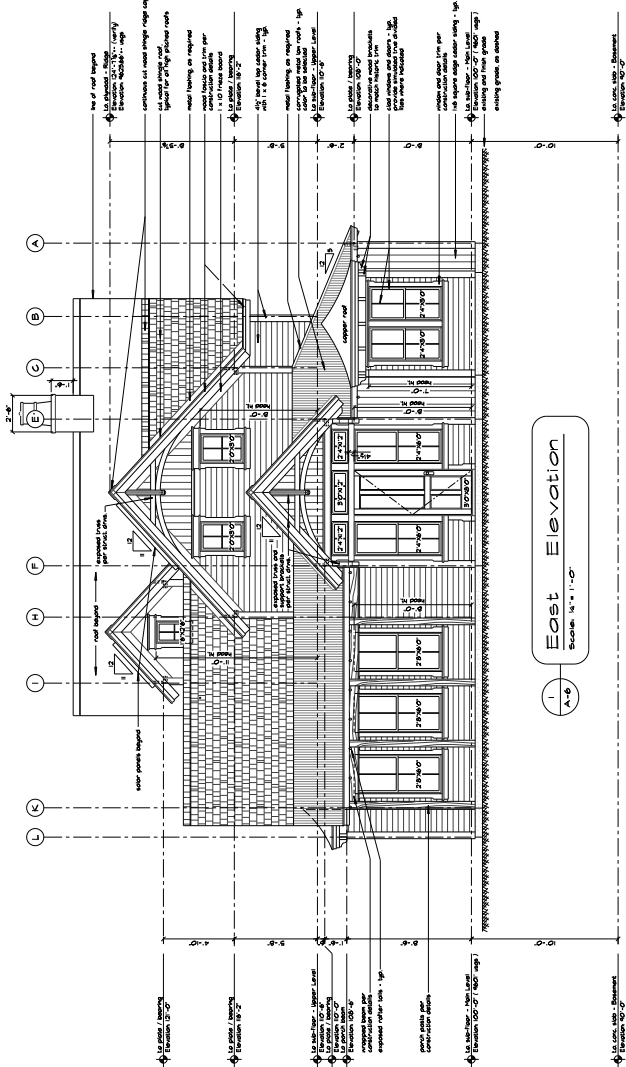
**RIDGE ST. DEVELOPMENTS  
LOT 5 McADOO BUILDING  
McADOO SUBDIVISION  
TOWN OF BRECKENRIDGE, COLORADO**

Exterior Elevations:  
East & North

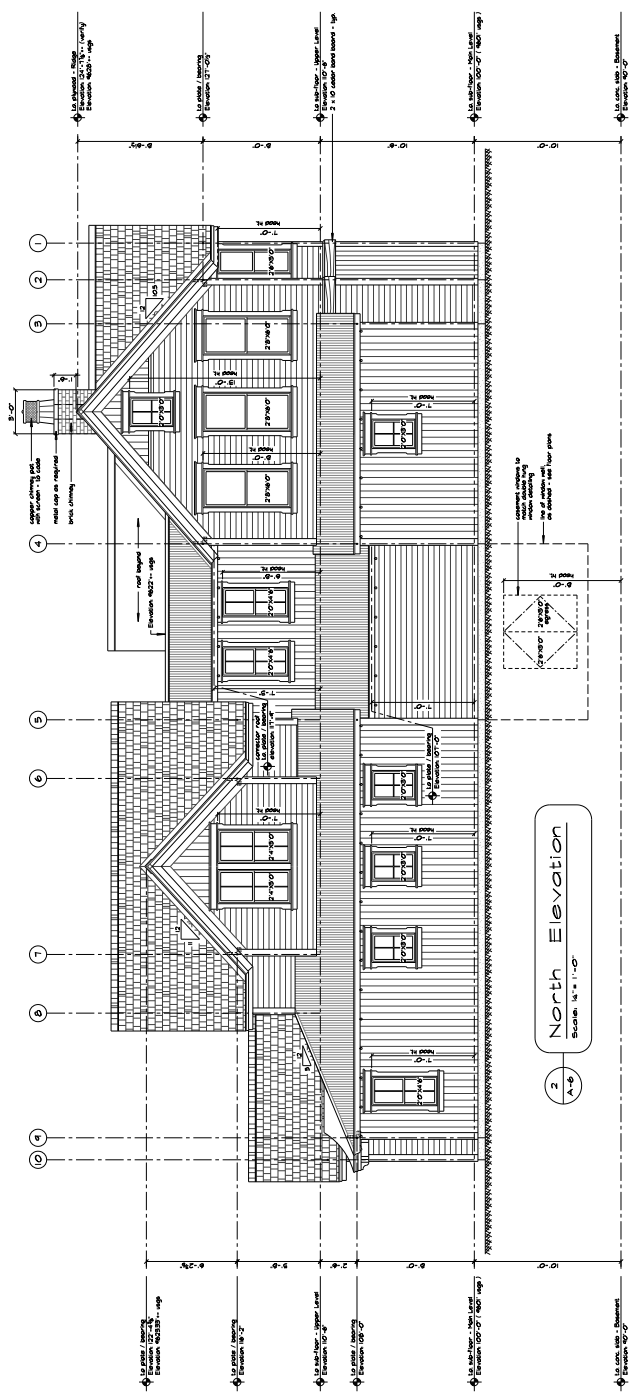
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Date: 06-05-2004

**J.T. Binsteyer, Architects, P.C.**  
architectural consultants  
P.O. Box 3850 • Breckenridge, Colorado 80424 • 970.453.1778  
computer aided design services  
P.O. Box 3897 • Dillon, Colorado 80428 • 970.352.1443



**1 East Elevation**  
Scale: 1/4" = 1'-0"



**2 North Elevation**  
Scale: 1/4" = 1'-0"

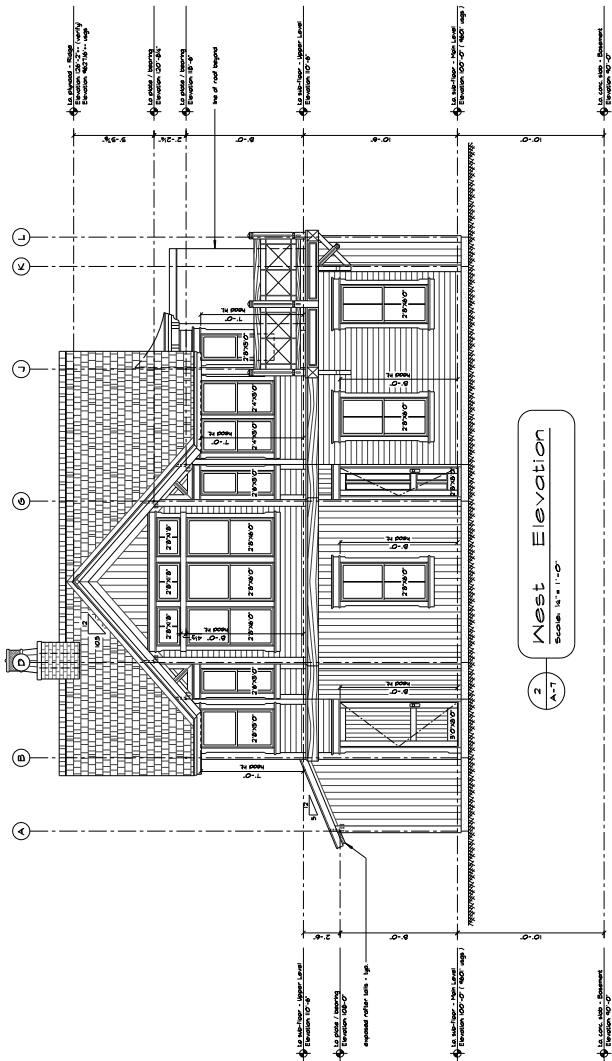
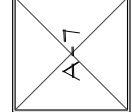


**RIDGE ST. DEVELOPMENTS**  
**LOT 5 McADOO BUILDING**  
 McADOO SUBDIVISION  
 TOWN OF BRECKENRIDGE, COLORADO

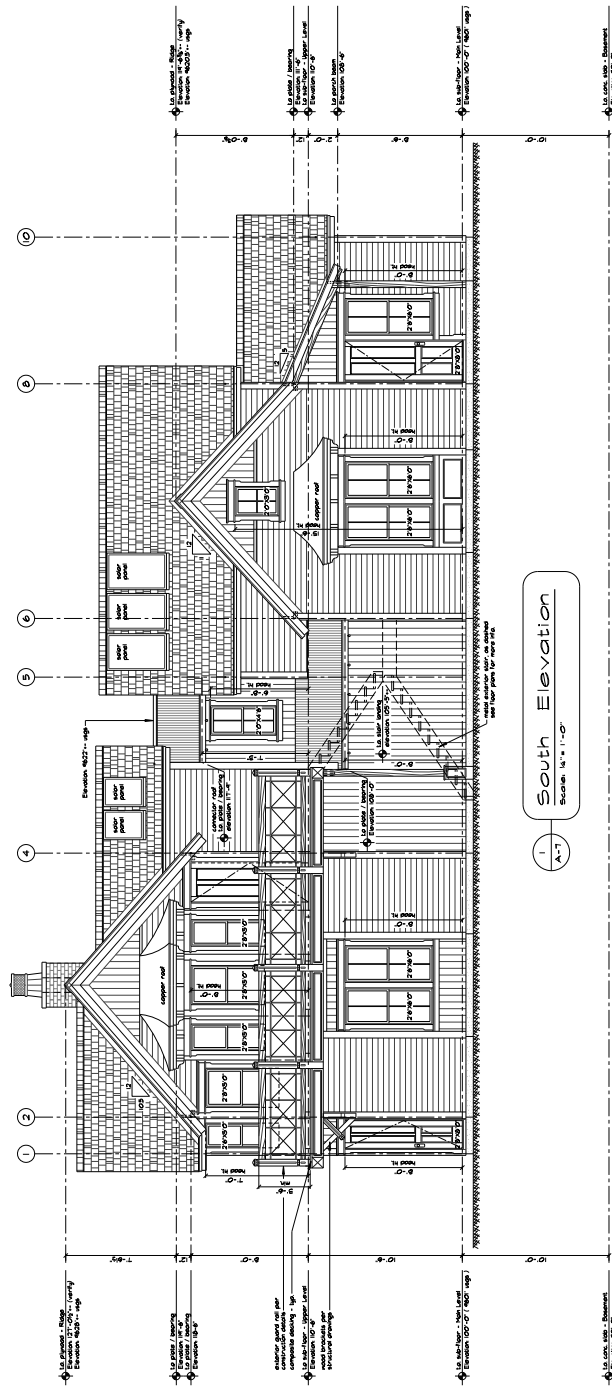
Exterior Elevations:  
 West & South

Scale: 1/4" = 1'-0"  
 Date: 06-05-2004

J.T. Bursaw, Architect, P.C.  
 Architectural Consultant  
 P.O. Box 3850 • Breckenridge, Colorado 80424 • 970.453.1719  
 Computer Aided Design Services  
 P.O. Box 2897 • Dillon, Colorado 80438 • 970.252.1443



**2 West Elevation**  
 Scale: 1/4" = 1'-0"



**1 South Elevation**  
 Scale: 1/4" = 1'-0"

**Planning Commission Staff Report**

**PROJECT MANAGER:** Chris Neubecker, AICP

**DATE:** June 30, 2009 (For July 7, 2009 meeting)

**SUBJECT:** Gondola Lots Master Plan  
Class A, Third Preliminary Hearing, PC# 2009010  
Topics: Blue River Corridor, Landscaping, Gondola Plaza, Infrastructure, Utilities and Sustainability

**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 Blue River corridor, landscaping, and gondola plaza. We will also discuss infrastructure, utilities and drainage.

**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: 1<sup>st</sup> 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**

May 19, 2009: Introduction to Planning Commission:

June 16, 2009: Site Plan, Architecture, Height, Density, Mass:

At the last meeting, we had hoped that Transportation, Transit and Circulation would be discussed tonight. However, we still have not yet received specific comments from the Colorado Department of Transportation (CDOT) on the access issues, and discussing such issues at this time is premature. We have had an executive level meeting with the senior management at CDOT to discuss the general concept of this project and the need for flexibility and cooperation from CDOT on some of the access control issues typical of a project of this scale. We have also had initial discussions with the access control staff about the details of the plan. CDOT indicated that they would be willing to consider alternatives from their standard regulations, which is seen as a positive step. Another meeting is planned in mid-July to further discuss the access to the state highway and turning movements. After the mid-July meeting we should have a better feel for the fondness of CDOT for the proposed plan.

Staff believes that Transportation, Transit and Circulation are vital issues that need to be addressed and well supported, and we will schedule this topic as soon as possible after receiving input from CDOT.

(Please Note: Language shown in *italics* is the actual language proposed in the master plan, including revised language provided to staff as of June 30, 2009. This language may not be reflected on the full sized master plan Sheet 1 of 9 provided to the Planning Commission. Staff comments on the proposed language are shown in plain text, suggested new language shown in **bold** text and recommended removals shown in ~~strike through~~. We welcome Commissioner comments on any of the proposed master plan text.)

### **BLUE RIVER CORRIDOR**

The restoration and integration of the Blue River into the site plan are key goals of this master plan. The Blue River is a wonderful amenity to the town, and will become a key feature of this site. The river

physically separates this site from the downtown core, but it will become a new link to downtown through an extension of the existing Riverwalk and new pedestrian crossings. By creating a bicycle and pedestrian pathway along the river, the Riverwalk to the south will be connected to the existing bike path on the north. This important link is currently missing, and this portion of the river is virtually inaccessible and is generally unseen by most locals and visitors.

It is important to note that many of the details of the river restoration have not been determined at this time. Portions of the river are owned by the Town of Breckenridge, and the landscape vision for the river includes moving the river to the east adjacent to the Mixed Use building. Also, the land east of the Breckenridge Professional Building on Ski Hill Road is not controlled by the Town or VRDC, and as such, has not been included within this plan. While the master plan envisions how the river might be treated at some point in the future, many of the business aspects of land ownership or changes to property lines have not yet been discussed. Also, the elevation of the river and the impact to adjacent land if the banks are laid back has not been finalized. As a result, detailed plans for the river are not yet possible. Nevertheless, this master plan seeks to visualize how the river corridor could be improved in the future, and identifies major design elements necessary to integrate the river improvements with the site plan, circulation and land uses.

Following is the master plan language proposed for the Blue River Corridor:

***The Blue River:***

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

*The second improvement to the corridor is specific to the opportunity to engage the river from a personal and development aspect. The bike path will be extended and the experience will be improved by adding additional landscape, several pedestrian bridge connections to Main Street and more destinations. The Gondola Plaza will create an opportunity to walk down to the river's edge and interact with the water through a potential water feature, a small pond area, and the actual river flow itself. Along the Mixed Use Building the River will have a more laid back condition at the bank and the Building itself will interact with the river corridor by having a face to the river with decks, connections to the trail, and entrances to the ground floor commercial uses.*

**Pedestrian Crossings:**

New pedestrian crossings of the river are planned to improve pedestrian circulation and access to and from North Main Street. The extension of Wellington Road into this site from the east will provide a new crossing of the river for both vehicles and pedestrians. A pedestrian only crossing is anticipated between Watson Avenue and French Street, to provide more convenient access to the gondola from North Main Street. Specific crossing locations have not yet been identified, however, a pedestrian bridge near the old information center (currently the Breckenridge Heritage Alliance office) might be a suitable location since it is nearly mid-block, is almost directly across from the gondola, and sits on land controlled by the Town of Breckenridge. Other locations further north could also provide convenient and suitable

pedestrian river crossings, and may benefit private property owners along Main Street in exchange for access easements.

### River Restoration:

During the restoration of the river, the steep banks would be cut back to provide greater pedestrian access to the river, tying this natural amenity into the development site. The master plan also proposes to improve wildlife and fish habitat, but specific techniques on how this might be achieved have not been proposed. It has also not yet been decided if the river bed would be lined similar to the section south of Ski Hill Road, but a similar system to keep the water from flowing under the rock is preferred.

A conceptual plan (sections) has been submitted showing how the banks would be laid back.

The river elevation is an issue that may prove to be a challenge to some of the design elements envisioned for this site. For example, the plans anticipate a pedestrian or bike path along the river passing under a bridge at Watson Avenue. If this is the case, the river elevation will remain very low near gondola plaza. This in turn creates a challenge for pedestrian access from the plaza level, unless the west river bank is extensively re-graded. Alternately, the river level could be raised closer to the plaza elevation, but at the expense of an underpass at the Watson Street bridge. These are details normally not reviewed during a master plan, but their feasibility will be studied.

Any work within the river itself or within the 100-year flood plain will require permits from the Army Corps of Engineers, and possibly the State of Colorado. It is important to note that the plan does not go into this level of detail. The ideas expressed within the plan are purely conceptual at this point. However, the Town of Breckenridge did a full restoration from 1991-1995 in a different reach of the river (downtown), and it is anticipated that a similar restoration would be approved by the Army Corps and State of Colorado. Considering that the river restoration would likely improve wildlife habitat, improve surface water flows, and return the river to a more natural state, staff does not believe that permits will be a significant obstacle.

### Landscaping Along Blue River:

Specific landscaping details (i.e. species, typical planting arrangements, size, etc.) are not included in this master plan. It is anticipated, however, that the landscape features along the river will try to blend the existing natural features (currently mostly willows) with pockets of more formal landscapes, such as along the Riverwalk south of Ski Hill Road. The plan should focus on the summer use, since in winter the river itself will be almost not existent; however, pedestrians will still be encouraged to use the new extended Riverwalk in winter. Hence, the use of some evergreen trees should be incorporated into the design to ensure some greenery and additional wildlife habitat along the corridor in winter. Also, as the river flows to the north and away from the more developed Riverwalk, the river corridor would likely transition into a less formal landscape pattern, and return to its natural (current) ecosystem of willows and minimal urban vegetation.

The backside of the Mixed Use Building and the Townhomes are anticipated to incorporate more formal landscaping features such as deciduous trees (aspen, cottonwood and poplar), shrubbery, flowers and terraced seating areas. The area behind the Mixed Use Building would likely remain private for use by the residents and tenants. In this area, the Riverwalk extension is planned for the east side of the river. North of Watson Avenue the Riverwalk would switch to the west side of the river, due to private property on the east. The Riverwalk would extend past and integrate with gondola plaza, and take on its most formal setting in this location. Here the river might expand into a shallow pond to slow down the water and make the water more accessible and family friendly. This plaza area could serve as a secondary events area, similar to the Blue River Plaza.

North of gondola plaza the path would remain on the west side of the river, behind the proposed townhomes. This area is another potential location for a pedestrian bridge, but easements would be required from the private property owners on the east side of the river. From this point north the new Riverwalk would transition into to the existing bike path, cross under the bridge at French Street, and continue north.

#### Phasing of River Improvements:

The phasing of the river corridor improvements has also not been identified. Sheet 9 of the master plan includes a phasing plan, but does not mention when the river improvements would be completed. These are business details that need to be discussed between the Town Council and VRDC due to land ownership. Notably, the Blue River adjacent to the Mixed Use building is proposed to be relocated to the east to accommodate the new building. This plan would require loss of parking spaces in the East Sawmill parking lot, per the landscape vision of the master plan. If the river plan can not be implemented as shown, and the river remains in its current location on the south portion of the site, revisions may be required to the location of buildings, such as the Mixed Use Building. This in turn could require shifting South Depot Road and the Condo-hotel to the west. (A note on the final version of the plan will be required to indicate that the site plan may need to change if the river can not be moved to the east as shown on this plan. This note will be added as a condition of approval in the final permit.)

#### Gondola Plaza:

The gondola plaza itself will be one of the most important and most visited spaces within this plan. The plaza is the main loading and unloading zone for the gondola, and is designed to accommodate large crowds. The space needs to be large enough to handle the volume of gondola riders, while remaining small enough to feel intimate on less crowded days. It will be a place for meeting in the morning, and a place to reconnect for après ski activities at the end of the day. The plaza will be formed by the transit/skier services building to the west, the gondola to the north, and the Blue River to the east. The plaza is designed to be a very sunny place. Landscaping planters throughout the plaza create spaces and help to divide uses. The plaza will be sufficiently large to accommodate the lines for the gondola in the morning.

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

The plaza is shown in the master plan conceptual design to include artwork imbedded into the plaza surface. The landscape islands are designed as “sandbars”, as if the river itself flowed through the plaza. Boulder rocks are shown cascading from the plaza level to the pond and river to tie the land and the water together and continue the theme of snow and water. A snowflake is shown imbedded into the plaza and ice rink/fountain area, which could include fiber optics to be seen at night within the plaza or from above on the gondola. Furthermore, the land forms around the gondola are shown with wispy, curving lines to represent the “rapids” of water. This feature would not be recognized in the winter, but in summer could add to the playful theme of snow and water. These features could be a place of interest for children and families.

The water theme is also shown on the plan through the “icicle alley” between the transit/skier services building and the gondola itself. This series of overhead lights would add to the festive atmosphere of the plaza in winter. A similar “icicle gateway” is shown at the entry to the bus loading area. It is important to

note that this level of detail merely shows what could be someday, and is not necessarily a specific design proposal.

## LANDSCAPE AND HARDSCAPE VISION

While the buildings and their locations will have the greatest impact on the visitor experience to this site, the integration of natural features into the plan are key to making the experience enjoyable. Landscaping and the use of trees, shrubs, flowers and well designed hardscape can help to minimize the impact of the built environment. It can help provide buffers from public ways, and can be used to provide refuge for both humans and wildlife from the urban environment.

The landscape and hardscape treatment within the plan should reflect the uses of each space. The master plan language below seeks to identify major areas of the plan and the appropriate landscape design intent for each area.

### ***Landscape:***

*There is a great diversity of landscape character throughout the project based on the unique needs of each space within the Master Plan. The major landscape themes in the Master Plan relate to the concept of snow/water/ice, the Blue River, and the Ski Area mountain landscape. The plant material will be a mix of native and proven hardy plants in the Upper Blue River Valley.*

*The Blue River south of the Gondola Plaza will have an enhanced river edge that will appear more like the improvements at the Blue River Plaza, north of the Gondola Plaza the river will appear more natural and the landscape will seek to enhance the habitat and picturesque appearance of the river.*

*The Ski Back area and walk to S. Depot Street will have a very natural landscape, integrating pathways to the street through the iconic bridge feature on the Condo Hotel. This landscape is inspired by the ski runs of the resort.*

*Along South Depot Street there will be themed paving that relates to the snowflake, water, and ice. This street will be designed to relate to the characteristics of Main Street, connecting this project to the down town fabric of Breckenridge.*

*The Gondola area will have the most design intensity with special paving with patterns, landscaped islands, hardscape elements, possible skating rink, rock walls, pathways to the river, and land forms that create a ripple effect in the landscape. This area will be highly visible from the Gondola ride itself and will be designed to appear interesting from the ground and air as well.*

*The landscape around the north parking structure will create a buffer to the surrounding streets and minimize the building impacts.*

*Most outdoor spaces in the Master Plan are accessible by the public and will be designed to integrate the community into the project, creating opportunity for art fairs and other public gatherings.*

We welcome Commissioner feedback on the landscape intent and the proposed language.



## **INFRASTRUCTURE**

### **Roads:**

In order to develop a large site such as this, many infrastructure improvements are usually required. In this case, much of the needed infrastructure, including most of the roads and utilities are already in place, due to the surrounding developed areas. The existing network of streets, including North Park Avenue, Watson Avenue, and French Street help to feed traffic into and out of this site. Two new roads are proposed to supplement these existing streets, and provide improved internal circulation. South Depot Road is planned to connect from Wellington Road on the east, and tie into Watson Avenue on the north. This street is currently anticipated with on-street parking and sidewalks, to help improve the pedestrian and shopping experience.

North Depot Road, which would connect from French Street on the north to Park Avenue on the west, would provide access to the new townhomes and the north parking structure. It would also serve as access to the gondola drop off, just north of the gondola. Also, depending on the access permits from the CDOT, the new bus loading zone west of the transit/skier services building would likely exit at a new road cut on Park Avenue. If this can not be accomplished, North Depot Road could also provide egress for the busses, including a possible “bus only” lane.

Depending on the design of the Blue River and the pedestrian/bike pathway along the river, new bridges could be installed at Watson Avenue, and possibly at Ski Hill Road. This would be done to allow an underpass at these crossings, where there are currently culverts.

The new bus parking area is proposed to the west of the transit/skier services building. This means that the existing Breckenridge Station would be removed, and the transit functions of that building would get incorporated into the new skier services building. In addition to the new bus parking area, a “trolley” loading zone is shown on Watson Avenue at gondola plaza. The idea for this loading zone is that a separate “Main Street Only” bus, which visitors could easily identify, would make sense in this area, so that visitors can quickly ride downtown without the fear of ending up on the edge of town or in another city.

## **UTILITIES**

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

Storm sewer lines would be extended along Watson Avenue, and also along the north side of the gondola, south of the townhomes, with drainage flowing to the Blue River. Storm sewers would also be extended from the courtyard of the condo-hotel to the new extension of Wellington Road and into the river. Lastly, the plans show a storm sewer running along the south side of French Street, from the parking structure to the Blue River. These utility locations are conceptual only at this time, but they show that some new utilities will be needed, and are feasible with the current site plan.

## SUSTAINABILITY

During the visioning process sustainability was identified as one of the primary design drivers for this site. Sustainability can mean different things to different people. In the case of this master plan, “sustainability” is used to identify a commitment to environmentally sensitive site planning, efficient transportation systems, energy efficient buildings, low waste construction management techniques, improved indoor air quality, protection and enhancement of the natural environment, energy conservation and renewable energy sources.

The original submittal for the master plan identifies some of the sustainability features, but additional information has been provided that was not in the original submittal. That language is listed below:

### ***Sustainability:***

*Vail Resorts, Inc. is committed to sustainability. This includes carefully integrating the needs of our guest while balancing our obligation to protect the spectacular natural environment, which serves as the backdrop of our resorts. Our long-term goal is to build green practices into our Company’s daily operations and projects.*

*The Master Plan is designed to create an efficient and sustainable development. The project will explore ways to reduce the environmental and carbon impact of the development. This includes the potential use of the following strategies and technologies:*

*Alternative Energy Sources – Due to the amount of sunshine in Breckenridge, it is well-suited to take advantage of both active and passive solar energy applications. This could include PV Panels on top of ~~the Parking Structures~~ buildings. Smaller, stand-alone PV arrays are well-suited for street and parking lot lighting. The potential use of vertical or concentrating PV systems could be used to mitigate the accumulation of snow in the winter. Using Biomass as a source of alternative fuel for heating needs will be explored. ~~Confluence Energy in Kremmling, CO currently processes dead pine beetle lumber into small, dry pellets that can be cleanly burned as fuel.~~*

*Alternative Snowmelt Systems – “Seasonal Thermal Storage” – a means of collecting solar heat during the summer and storing it for use at a later time when demand is greater or the heat less abundant. This system typically incorporates a constant or seasonal heat source, a storage medium, and a means of distributing the stored heat. Projects in Canada, Japan and Germany have used this system successfully. Traditionally, such systems are powered by boilers running on natural gas or other fossil fuels.*

*Shade and Shadow Design – minimizing need for snow melt energy usage (Staff believes that more specific information is needed here.)*

*Efficient and shared parking facilities – because this is a mixed-use project and it has been designed to be pedestrian friendly, vehicle usage and parking demands should be minimized.*

*Enhanced Transit System Facilities - reduce vehicle traffic and promote transit usage (Staff believes that more specific information is needed here. Are hotel shuttles anticipated? Will there be an active effort to encourage visitors to not bring a car to Breckenridge? Will the current transit system be enhanced beyond the new location and new building?)*

*Leadership in Energy and Environmental Design (LEED) for New Construction Certified Buildings Sustainable Sites:*

*Storm Water Management - treatment and reduction of impervious pavement systems to reduce storm water run-off; Protection or Restoring of Habitat on the Blue River Corridor; Alternative Transportation – Bicycle Storage, preferred parking for low-emitting and fuel-efficient vehicles; Light Pollution reduction*

*Water Efficiency:*

*Installation of Water Efficient Landscaping using native plants and low-flow irrigation systems; Innovative Wastewater Technologies and Water Use Reduction – specification of low-flow fixtures, reusing stormwater or graywater for sewage conveyance;*

*Energy & Atmosphere:*

*Commissioning of Building Energy Systems; On-Site Renewable Energy sources – including solar, wind, and geothermal; Zero use of CFC-based refrigerants in the HVAC&R Systems; Optimization of Energy Performance – demonstrating improvement from ASHRAE/IESNA Standard 90.1-2004*

*Materials & Resources:*

*Storage and Collection of Recyclables; Building Reuse – potential re-use of existing Transit Building; Construction Waste Management – diversion of trash from landfill; Use of Recycled Building Materials, Use of Rapidly Renewable Materials and Certified Wood*

*Indoor Environmental Quality:*

*Elimination of Smoking areas within buildings; Monitoring of outdoor air delivery; increased ventilation; instituting a Construction Indoor Air Quality Plan during construction; Using Low-Emitting Building Materials for adhesives and sealants, paints and coatings and carpet systems; Increasing the controllability of both lighting and thermal systems within buildings to reduce energy consumption*

*We will explore the use of the Leadership in Energy and Environmental Design (LEED) Neighborhood Development Certification which integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. Currently this system is being revised and is expected to launch in the late summer of 2009. It includes credits in the following categories: Smart Location & Linkage, Neighborhood Pattern & Design, Green Construction & Technology, Innovation & Design Process. LEED ND strives to encourage healthy living, reduce urban sprawl, protect threatened species and increase transportation choice and decrease automobile dependence.*

*Vail Resorts, Inc. is currently working with the University of Colorado's Real Estate Center to develop a set of standards and criteria for building green projects. It is in the preliminary development stage, but could be incorporated into this project in the future.*

Staff believes that this section should discuss sustainable building design in more generic terms, rather than identifying a specific green building certification program. While staff supports the use of LEED certification for buildings, we point out that there are several nationally recognized sustainable design programs which may be appropriate to this development. However, if VRDC can commit to follow LEED standards and seek a specific certification level, staff believes that this language should remain in the plan.

We would like comments from the Commission on the proposed sustainability notes. Do you find that the language captures all of the major design elements? Are there specific sustainability issues that have not yet been addressed? Do you agree with staff's suggestions to provide more detail on some of these measures?

## **QUESTIONS AND COMMENTS**

We welcome any comments or questions for the Commission concerning the Blue River Corridor, gondola plaza, landscaping/hardscaping, infrastructure, utilities, or sustainability.

1. Does the Commission find that the language on sustainability needs more detail, or do you support more general master plan notes? Do you find that any major sustainability elements have not been addressed?
2. Should the sustainability features be compulsory? Or is the Commission agreeable to a more flexible commitment? (Please keep in mind that it is very difficult at this time to commit to a specific sustainability program now for a project that won't begin construction for many years.)
3. Do you support the design concept for the Blue River and Riverwalk extension?
4. Do you support the language on the restoration of the river? Are there elements that are missing or unnecessary?
5. Do you support the landscaping intent of the master plan?
6. Do you support the design goals for the gondola plaza?
7. Are there other elements of these topics that have not been adequately addressed?

### PROCESS

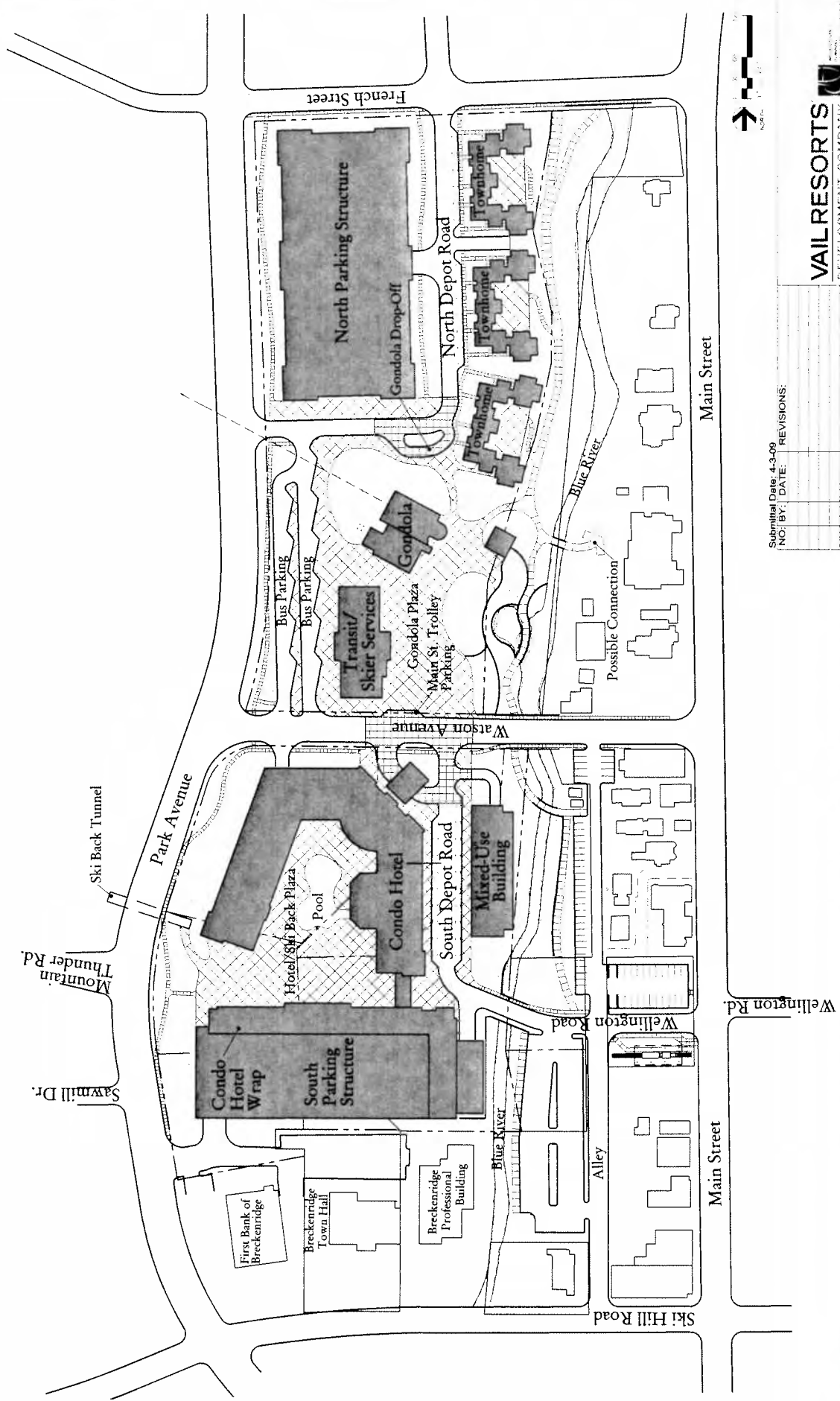
- I Introduction to process / Overview of project 5/19/09
- II. Circulation/Access (on hold until after discussion with CDOT)
  - a. Vehicular
    - Public road alignment
    - Parking structures
    - Project parking
    - Traffic/Circulation/Impacts
    - Service Access
    - Transit/Gondola
  - b. 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 07/07/09
  - a. River Improvements
  - b. Pedestrian features
  - c. Landscaping
  - d. State Permits

Infrastructure, Utilities and Drainage  
Sustainability/Green Codes/LEED
- V. Wrap Up, Plan Revisions, Phasing, and Vesting

### **NEXT STEPS**

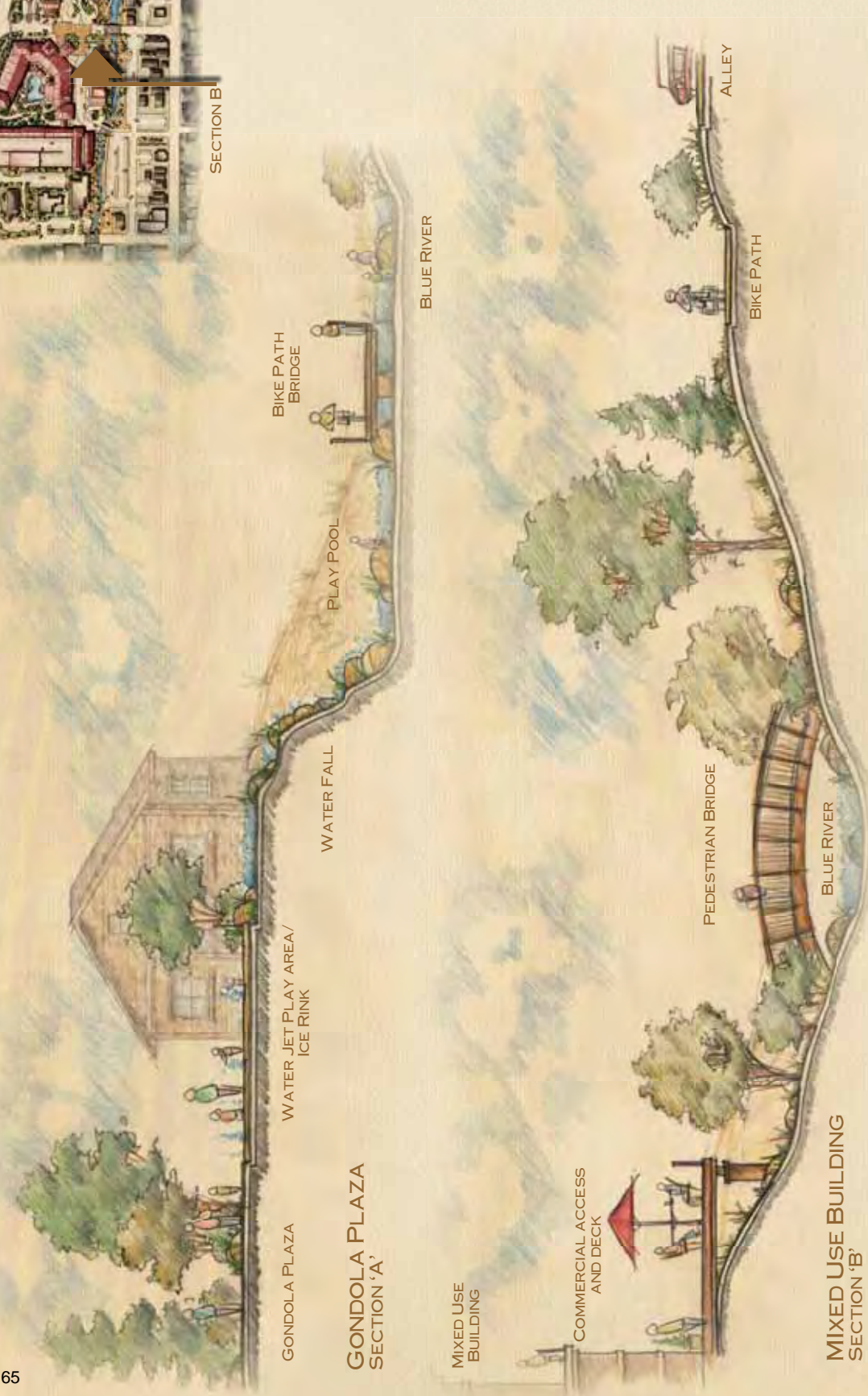
Based on feedback from tonight's meeting, the applicants and staff will make plan revisions and incorporate the changes into a final document at the end of the review process, rather than discuss the same issues at the next meeting. Also, depending upon the outcome of our meetings with CDOT, we will try to schedule Transportation, Transit and Circulation for the next hearing with the Planning Commission, tentatively scheduled for August 4<sup>th</sup>.

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



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

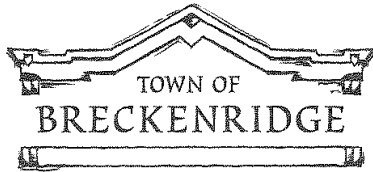




# GONDOLA LOTS REDEVELOPMENT



**VAIL RESORTS**  
DEVELOPMENT COMPANY



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## MEMORANDUM

**TO:** Planning Commission  
**FROM:** Chris Neubecker, Senior Planner  
**DATE:** June 29, 2009  
**SUBJECT:** Approved Class C Subdivisions

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Section 9-2-3-3 of the Breckenridge Subdivision Code authorizes the Director to review and approve Class C subdivisions administratively without Planning Commission review. *“Administrative Review: The processing of a class C subdivision application shall be an administrative review conducted by the director. No public hearing shall be required”.* (Section 9-2-3-3 B)

Class C Subdivisions are defined as follows:

*“CLASS C SUBDIVISION: A subdivision of structure(s) into separate units of interest, including, but not limited to, condominiums, timeshare interests, cooperatives, townhouses, and duplexes when done in accordance with a previously approved subdivision plan, site plan, development permit or site specific development plan; the modification or deletion of existing property lines resulting in the creation of no additional lots (lot line adjustment); an amendment to a subdivision plat or plan which does not result in the creation of any new lots, tracts or parcels; or the platting or modification of easements, building envelopes or site disturbance envelopes. A class C subdivision application may be reclassified by the director as either a class A or class B subdivision application within five (5) days following the submission of the completed application if the director determines that the application involves issues which make it inappropriate for the application to be processed administratively as a class C application”.*

The Subdivision Code indicates that the decision of the Director on Class C Subdivisions shall be forwarded to the Planning Commission:

*“D4. Decision Forwarded to Planning Commission: All of the director's decisions on class C subdivision applications which are not appealed shall be forwarded to the planning commission for its information only”.*

As a result, we have included a list of Class C Subdivisions that have been approved since you were last updated in August of 2007. Moving forward, you will get a memo on Class C Subdivision approvals every six months. If you have any questions about these applications, or the review process, we would be happy to answer. Otherwise, no discussion on this matter is required.



## Class C Subdivisions Approved for Planning Commission (July 7, 2009)

Permit #	Project Name	Address	Description	Approval Date	Planner
2006195	Lot 61, Highlands Park	117 Sage Drive	Relocation of platted disturbance envelope	12/26/2006	Michael M
2007112	Replat of Tracts F, G and H, Shock Hill	175 Shock Hill Drive	Lot line vacation	08/10/2007	Chris N
N/A	Lots 1-5 McAdoo	125 E Washington	Resubdivision of 5 lots into footprint lots	08/13/2007	Michael M
N/A	Lots 20-21, Woods	116-118 Woods Drive	Resubdivision of duplex building and lot	08/13/2007	Michael M
N/A	Lot 230 Highlands F8	581 Preston Way	Replat of access restriction	09/05/2007	Matt T
2008117	Shock Hill Homes, Unit 5 & 6	35-48 Regent Drive	Condo plat	09/11/2007	Chris N
N/A	Hunt Placer Inn	275 Ski Hill Road	Modify existing subdivision from B&B to condominium	09/24/2007	Chris K
2007132	Lot 1, Peak 8 Subdivision	1521 Ski Hill Road	Resubdivision of Tr C Pk 7-8 Sub into L 1 Pk 8 Sub	10/08/2007	Chris N
2007133	Tract A, Snowflake Subdivision	42 Snowflake Drive	Condo plat	10/09/2007	Michael M
2007134	Shock Hill Homes, Unit 3 & 4	26-32 Columbia Drive	Condo plat	10/12/2007	Chris N
N/A	Lot 12, Block 5, Wellington Neighborhood	117 Union Mill	Modify existing platted property line	11/13/2007	Michael M
N/A	Lot 16, Block 7, Wellington Neighborhood	3 Meadow Lark Lane	Resubdivision of duplex building and lot	11/13/2007	Michael M
2007142	Building A, Airoad Condos	1625 Airport Road	Condo plat	11/14/2007	Chris N
2007148	Lot 14, Fairways	2152 Highlands Drive	Vacate access and utility easement	12/11/2007	Julia P
2008005	Lots 1-2, Shock Hill Homes	8-12 Columbia Drive	Condo plat	01/07/2008	Michael M
N/A	Lot 2, Highlands Glen	100 Glenwood Circle	Replat of building envelope	03/18/2008	Chris N
N/A	Vic's Landing 33,39,47,55,61,67,73,79A-B	Dewey Placer	Condo plat	04/14/2008	Michael M
N/A	Vic's Landing 91,95,103,107A-B	Dewey Placer	Condo plat	04/14/2008	Michael M
2008071	Krause Condominium	1700 Airport Road	Resubdivide commercial/apartment into commercial/res	06/03/2008	Chris K
2008090	Warrior's Ridge Townhomes	794-826 Broken Lance Drive	Replat common area as limited common area	07/15/2008	Chris K
2008084	Lot 2, Peak 7 Subdivision	1891 Ski Hill Road	Condo plat	08/08/2008	Michael M
2008098	Lots 13-14, Block 6, Abbetts Addition	312 S French Street	Vacate lot line	09/02/2008	Chris N
2008103	Shores at the Highlands	299&313, 317&345, 349&359, 312&344, 308&310, 229&239, 279&295 Shores Ln	Resubdivision of duplex buildings and lots	09/02/2008	Michael M
2008099	Lots 1-2, Block 9, Abbetts Addition	301 S French Street	Vacate property line	09/02/2008	Chris N
2008104	Lot 70, Bartlett & Shock	203 N Main Street	Resubdivision into 8 condominium units & common space	09/22/2008	Michael M
2008107	Lot 11, Block 8, Wellington Neighborhood	7-11 Raindrop Green	Resubdivision of duplex building and lot	10/06/2008	Michael M
N/A	Lots 67-68, Bartlett & Shock	209-211 North Main Street	Vacate lot line	11/24/2008	Matt T
2009001	Grand Lodge on Peak 7	1979 Ski Hill Road	Subdivide 1st phase of building into cafeteria	01/19/2009	Michael M
N/A	Lots 1-2, Block 10, Abbetts Addition	211-213 East Washington	Adjust lot line	01/23/2009	Michael M
2009004	Grand Lodge on Peak 7	1979 Ski Hill Road	Subdivide 1st phase of building into condos, support, cafeteria	03/16/2009	Michael M
2009023	Lot 3, Eagle Subdivision	950 Forest Hills Drive	Adjust building envelope	04/13/2009	Matt T
2009027	Lots 5A-B, 6A-B, 7A-B, 8A-B, Fairways Duplexes	78, 84, 264, 286 Glen Eagle Loop	Resubdivision of duplex lots	06/19/2009	Michael M