



TOWN OF
BRECKENRIDGE

Planning Commission Meeting Agenda

Tuesday, January 18, 2022, 5:30 PM

Virtual via Zoom

Breckenridge, Colorado

Please Note: This will not be an in-person meeting. The meeting will be conducted remotely via an online portal. For more information, including how to participate, please visit www.townofbreckenridge.com, Your Government, Councils and Commissions, Planning Commission.

5:30pm - Call to Order of the January 18, 2022 Planning Commission Meeting; 5:30pm Roll Call

Location Map 2

Approval of Minutes 3

Approval of Agenda

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

5:40pm - Consent Calendar

1. Cedars Unit 34 Dormer Addition (CK) PL-2021-0606, 505 Village Road #34 9

5:45pm - Combined Hearings

1. Parkway Center Amended Master Plan, Parcels A, B, C and Common Area, Lot 6, Block 1 (CK) PL-2021-0615, 429, 435 and 507 North Park Avenue 20

6:30pm - Other Matters

1. Town Council Summary

2. Class D Majors Q4 2021 (Memo Only) 37

3. Class C Subdivisions Q4 2021 (Memo Only) 40

6:45pm - Work Sessions

1. Parking Maximums and Shared Parking Agreements (SS) 44

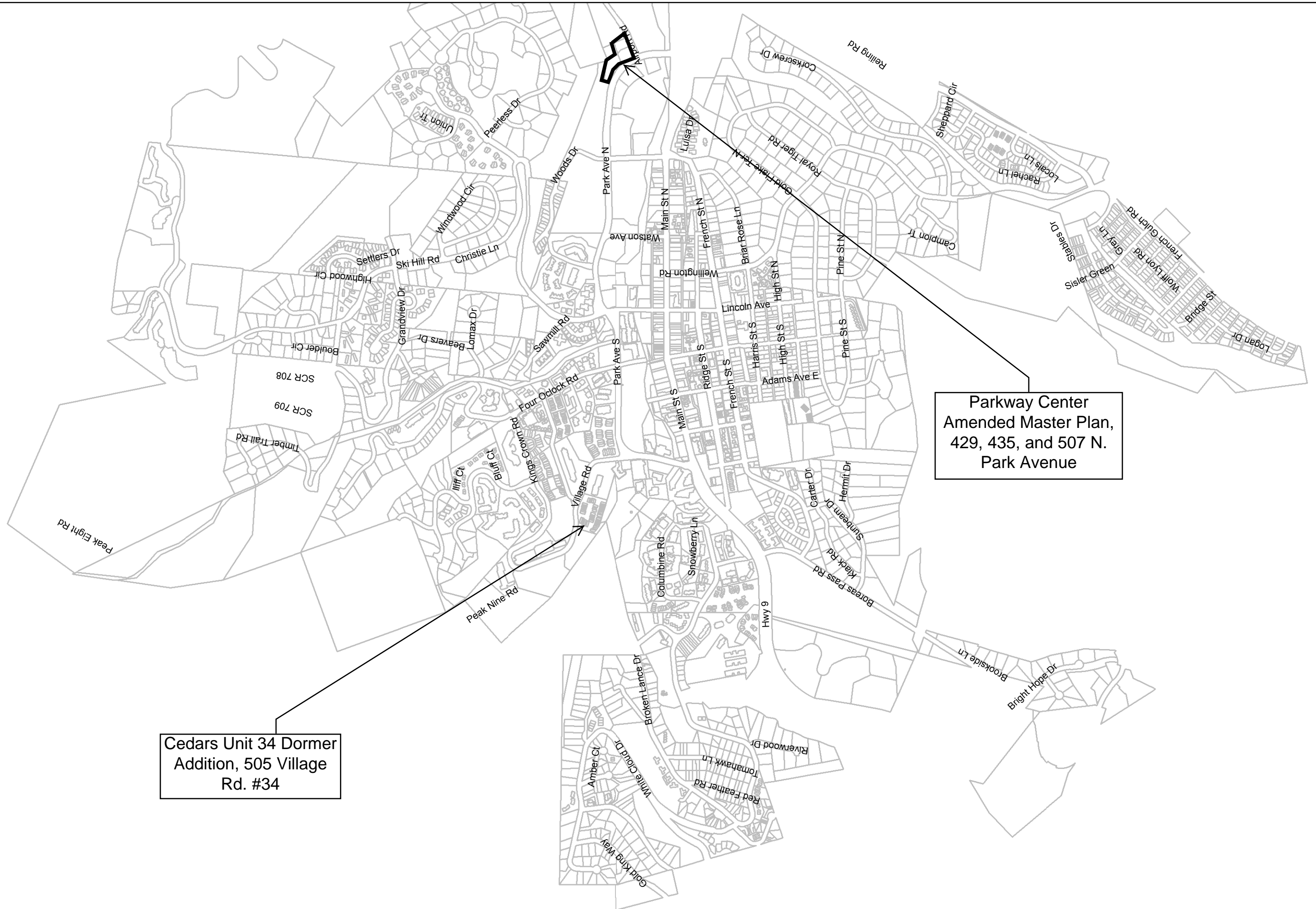
7:15pm - Adjournment

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

The indicated times are intended only to be used as guides. The order of the projects, as well as the length of the discussion for each project, is at the discretion of the Commission. We advise you to be present at the beginning of the meeting regardless of the estimated times.



NOT TO SCALE



Cedars Unit 34 Dormer
Addition, 505 Village
Rd. #34

Parkway Center
Amended Master Plan,
429, 435, and 507 N.
Park Avenue

Breckenridge South



PLANNING COMMISSION MEETING

The meeting was called to order at 5:32 p.m. by Vice Chair Delahoz. The meeting was a virtual electronic meeting through the Zoom platform, as a result of the COVID-19 pandemic.

ROLL CALL

Mike Giller	Jay Beckerman- absent	Mark Leas	George Swintz
Tanya Delahoz	Steve Gerard	Allen Frechter	

Mark Leas was absent for the rollcall, but entered the meeting shortly after.

APPROVAL OF MINUTES

With no changes, the December 7, 2021 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

The "Other Matters" portion of the meeting was moved to after the Alta Verde II Workforce Housing Work Session and the January 4, 2022 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

No comments

CONSENT CALENDAR:

1. Wray Residence (SS), 68 Iron Mask, PL-2021-0377

Mr. Swintz: Elevations on the rear of the garage relative to the retaining walls. Staff should be attentive to the engineering of the retaining walls when the building gets to that stage. A third retaining wall might be necessary if the proposed walls are only 3ft tall. In one place, on the second story, the solar is installed over the soffit. Installation of solar in this location may not be compatible considering the formation of ice dams.

Mr. Gerard: On page 25 of the materials board, the synthetic slate roof material looks to be somewhat reflective. (Ms. Szrek: I believe the picture is a bit misleading, but will request a physical material sample prior to the building permit to ensure that it is not reflective.)

2. Thomas Residence Addition (SVC), 465 White Cloud Drive, PL-2021-0600

Mr. Swintz: Additional square footage is being added but the number of required parking spaces remains the same. Why is no additional parking required? (Ms. Crump: The number of bedrooms remains the same as existing, so the same number of parking spaces continue to be required.)

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

PRELIMINARY HEARINGS:

1. Kuhn SFR and Accessory Apartment (CL), 203 Briar Rose Lane, PL-2021-0565

Mr. LaChance presented a proposal to construct a 4,129 (gross) sq. ft. single-family residence with four-bedrooms, a two-car garage, and an Accessory Dwelling Unit (ADU). This proposal is subject to a Development Agreement approved by the Town Council in 2020 for subdivision of the existing Lot 2 into equally sized Lot 2A and Lot 2B, and development of each lot. The development proposed with this application is for the southern half of the property which will become Lot 2B. Subdivision is required prior to completion of the residence and the ADU. The existing modular single-family residence on the northern half

of the property (proposed Lot 2A) is specified to be removed. The following specific questions were asked of the Commission:

1. Does the Commission find the orientation of the primary entrance complies with Priority Design Standard 263?
2. Does the Commission agree that the proposed location of the garage complies with Design Standards 267 and 318?
3. Does the Commission agree the building's orientation complies with Design Standard 269?
4. Does the Commission agree the proposed windows comply with Design Standard 274 and 319?
5. Does the Commission agree with the preliminary point analysis?

Janet Sutterley, Architect:

During the review of the Development Agreement at Town Council, one advantage we mentioned was that because the lot is transitioning away from the historic district and is directly north of the historic church, Father Dyer, the subdivision of the lots allows for two smaller homes adjacent to this historic structure rather than one large home. The lower level patio will be trenched and drained to shed water efficiently, which has been done in the Highlands successfully. There is precedent in the historic district for shed/canopy rooves. Regarding the space above the garage, it is a storage space. Having a low roof over the garage would not look proportional to the rest of the structure. Having a half-story over the garage is a compromise. There is currently a foundation under the trailer home on the north lot and is likely not able to be moved. When we started the project, there was a proposed carport, not a third bay of the garage, but we were discouraged from putting a carport on the front of the house by staff. A three-car garage would increase the mass of the home and may not look appropriate for the scale of the lot, but we could accommodate moving the building west. Given the design standards, there really is no other location for the garage on this lot. A garage on the west wouldn't increase functional access to the house. I think we have the garage in the right place. A smaller element between the garage and the house breaks up the mass and is appropriate for the lot. Regarding Standard 263, the front entrance is not oriented at 90 degrees to Briar Rose Lane, but it is oriented toward the street and focuses the structure toward the corner where Father Dyer church is located. This is how the house will be viewed from the street. I believe this orientation of the entrance complies with Standard 263.

Applicant and Owner, Dennis Kuhn:

The modular home that exists currently on the lot cannot be moved because it currently rests on a stem wall foundation. Moving and replacing the foundation does not make economic sense. Concerning, the pavement on the driveway, there is nowhere else on the street or in Town where a concrete driveway exists. A specialist said that because of the southern exposure of this lot this should remain asphalt/blacktop to avoid upheaval.

Commissioner Questions:

Mr. Giller: No questions.

Mr. Gerard: Are there stairs encroaching the setback near the entrance to the ADU? (Ms. Sutterley: No, that is a shallow 4-5 ft. window well.)

Mr. Leas: There are operable windows in the storage room and a door above the garage. What is purpose of this? (Ms. Sutterley: The windows in the storage are operable for ventilation. The door above the garage is aesthetic and only operable on the upper portion.)

Mr. Frechter: No questions.

Mr. Swintz: I would encourage a value analysis of a third enclosed space in the garage. I don't think there is too much of a cost to add a third space in the garage and move the easterly wall of the garage stall and enclose the stairs. I encourage enclosing the third space and avoiding the exterior parking space paralleling Briar Rose. I am also questioning the functionality of the five parking spaces on the plan. (Ms. Sutterley: The fifth parking spot in front of the garage is included in case the building department were to consider the office an additional bedroom.) Subdivision before construction, would you speak to the timing of the

subdivision and construction lending? (Mr. Kuhn: I have not approached the bank on subdivision at this time. Because the Town is allowing the latitude to wait on subdivision until the certificate of occupancy (C.O.) is issued on the house, I would like to wait to subdivide. But if the bank requires subdivision sooner I will obviously do so prior to the C.O.)

There was no public comment.

- Mr. Gerard: I like the project, and I don't have any issues with splitting the lot. I think the height of the garage makes it dominate the front of the house. If the height of the garage was reduced it would allow the gable behind to show more prominently and help with the orientation of the whole structure. I understand the need for storage, but the garage is very large. There still could be a setback issue where the doorwell is located on the north.
1. No, I don't think the door meets the requirements and should be turned to face the street at a 90 degree angle. This could also help the orientation of the roof line.
 2. Yes. I think that is the only location for the garage but it is too tall. If there is a way to add the third garage space it would be better than a car sitting in the yard.
 3. No. Overall orientation, with the dominance of the garage it doesn't fit the standard.
 4. No. The only place I don't like the windows is the second floor west elevation to the right, there are three windows that do not match other windows. I would do something that is more in character with the transition area, such as three double panels in a row.
 5. Yes. At this point, I agree with the point analysis.
- Mr. Giller: It is a good project and I support it.
1. Yes. It does comply with Standard 263. It has a stoop and roof over the entrance. It is readily apparent that this is the entrance. Traditional architecture always emphasizes the front door.
 2. Yes. The location of the garage does comply, but I think there has been a constructive discussion on perhaps adding a third garage bay.
 3. Yes. Building orientation does comply. The taller garage makes that less obvious but it would read that way in mass.
 4. No. The solid to void ratio is a bit rich with glass on the west elevation.
 5. Yes. I agree with the point analysis.
- Mr. Leas: Thank everyone for their work on the project. I tend to agree with Steve, if the mass of the front of the garage was reduced it would help
1. No.
 2. No. There is 63 percent of the width of the building is garage and 37 percent is the entrance. The narrow lot is driving this problem.
 3. No.
 4. No. I agree with the comments on the windows on the west elevation.
 5. Yes. I agree with the preliminary point analysis.
- Mr. Frechter: Given the dimensions of the lot this is a great design.
1. Yes. I am fine with the angled entrance orientation.
 2. Yes. Not a better location on the lot for the garage. There could be a win-win to reduce the garage prominence by adding a third bay and dropping the roofline to lessen the effect of the wall paralleling Briar Rose.
 3. Yes. Building orientation overall is fine. Lessening the garage height could help with orientation.
 4. No. Windows in upper right corner of west elevation should be changed and do not fit the overall character.
 5. Yes. I agree on the point analysis.
- Mr. Swintz: 1. Yes. I am okay with entrance orientation.

2. Yes. Garage location is good and must be located here.
3. Yes. I'm okay with orientation.
4. Yes. I agree with the other comments on windows. Tweaking the three west-side elevation windows would be best.
5. Yes. Regarding the point analysis, negative three points would get fixed by adding a third garage bay? I agree with point analysis.

Ms. Delahoz:

1. Yes. When you are coming from Father Dyer the front door will be incredibly prominent. From the north, it may feel less prominent, but I feel that the entrance does comply with the design standards.
2. Yes. The garage location complies, there isn't another good location. I'm intrigued why staff was hesitant with a carport. What would a carport look like? The location does comply.
3. Yes. Building orientation complies.
4. No. Separate upper three windows on west elevation.
5. Yes. I agree with the preliminary point analysis.

WORK SESSIONS:

1. Alta Verde II Workforce Housing

Ms. Szrek presented a proposal to construct four deed restricted workforce housing apartment buildings with 14 studios, 38 one-bedroom, 78 two-bedroom and 42 three-bedroom apartments totaling 171,020 sq. ft., along with two potential garage structures (which staff has not received details on at this time, but will review after final submittal). The entirety of the project will be deed restricted workforce housing. The project will provide 275 parking spaces; with the potential for additional spaces in the garages. The project has a passing preliminary point analysis of positive eight (+8) points. The following specific questions were asked of the Commission:

1. Does the Commission have any comments pertaining to the project's architecture?
2. Does the Commission agree with the remainder of the preliminary point analysis?
3. Does Commission have any other comments in regard to the project prior to the formal submittal?

Commissioner Questions / Comments:

Mr. Giller: How defined is the parking? Would they consider pulling the parking away from right next to the building? The solar panels appear on the flat roofs, not on the 2/12 sloped roofs. (Ms. Szrek: I will defer to the applicant on those questions. Mr. Kulick: The Town Council requested changes to the parking from the beginning to make the parking more broken up instead of having one large parking mass. Parking this many cars could dominate the space, but the placement of the parking is broken up here and progress has been made since the first iteration.) It is nice that half the parking is screened by buildings 2 and 3. (Mr. Kulick: The parking in the interior of the "P" is meant to be shared between the apartments and the future non-profit site.)

Applicant, Kimball Crangle, Gorman & Company:

We were challenged by Town Council to create pedestrian connections on the site between parking, the bike paths, and the amenity spaces. The configuration seen separates pedestrian connections and allows for functional snow plowing. The 2/12 sloped roofs also have solar installations.

Mr. Gerard: The idea of trash disposal areas is premature and I understand trash hasn't been considered at this point, but one consideration is how large trash trucks will circulate in the site. (Ms. Szrek: The location of the trash bins is still being refined.)

Mr. Leas: The traffic pattern, will the road at the end of building 1 always dead end or could it connect to a future development? (Ms. Szrek: We have spoken to engineering, but at this point we don't know if it will make a future connection until there is a future need. Mr.

Truckey: The parcel to the south is owned by the school system. There is potential that the site is developed by the school system and that they would have to agree to a future connection.) There is potential to let some solar spill over into area number 6 and also near the garages at number 7? (Ms. Szrek: The preferred future location of additional solar is near the garages but the location at 6 is available if needed.) How will the garages be allocated to future tenants? (Ms. Crangle: The garages would be available for additional rent by future tenants. There will not be enough garages for each unit. The garages will also hold additional solar.) Net zero is good to strive for. What is the heating system typically used to heat these units? (Ms. Crangle: This will be an all electric heating system. We will not be running gas to the site. Nate Stark, Architect, Gorman & Company: We will use a radiant heating system to heat each of the units. A strip located where crown molding would typically be seen near the ceiling. For the hot water, an air sourced heat pump hot water heating system. This reduces the amount of PV [photovoltaic cells] needed for the project.)

Mr. Frechter: A good looking project and I like the layout. On solar, considering the town has a goal to be a net-zero Town, what about the carport design used for Block 11? It is a win-win, with solar opportunity, bike storage opportunity, and helps eliminate snow removal from cars. Why not more carports? (Ms. Crangle: We looked at carports, but mounting solar on carports increases cost because of the wind-load and the structure needed to support the weight. Keeping costs down is important to meet the workforce housing goals, affordability of the project, and net zero goals. At this point carports have not made it into the plans.)

Ms. Delahoz: What is the potential for putting in carports on western row of parking? Was there discussion of outdoor space on the units such as a deck or patio? (Ms. Crangle: We tried to show with the floorplans how these units would live. With past experience, we have added the "Colorado closet" for gear storage, and brought the storage area that would maybe be on a deck into the interior where it would be more usable. People tend to use this more than a deck.) We know if you have deck people leave their gear outside and it becomes unsightly so we want to avoid that. I appreciate you have made this very livable even though it is a cozy size.

Mr. Swintz: I know you're not in the landscaping yet, but the landscaping shown on the site plan of rows of trees does look more suitable for the front-range master planned areas and does not appeal to me. What is the brown area shown around exterior of the buildings? (Elena Scott, Landscape Architect, Norris Design: that is hardscape.) I am not a fan of adding balconies, but what about exterior doors on the lower levels? (Ms. Scott: There are many first floor entrances and exits.) Is it a bad idea for each first-floor unit to have an exterior entrance? (Ms. Crangle: We would not want to add exterior doors on the ground level to control access since the exterior is a public space. There is also a decent grade change from south to north on the site.) I would be a fan of adding more garages if it pencils. It would seem the heights of the east/west building could go up to allow for more density without disrupting views. (Mr. Kulick: The Council was trying to balance the number of units, visual interest, and required parking, resulting in this design even though the design is below the allowed density on the site.) The "P" could be reconfigured to maximize parking. (Mr. Kulick: The "P" was requested by the public works department to accommodate a bus loop through the site.) Is there research or history that says we need 1.6 parking spaces per unit? Is the site over/under parked? (Ms. Crangle: Gorman does have other workforce projects and we believe this project is in the sweet-spot of parking given our experience. This site is on a location adjacent to the bike path, has transit access and we are balancing the desire of society to move away from cars. The "P" shared parking in combination with the other items are baby steps toward future use of less vehicle use.) Will you see the underside of the roof mounted solar? (Ms. Szrek: Per the Code, solar is required to be mounted close to the roof. Future design plans will show more detail of how those are

mounted. Mr. Stark: There will also be parapet walls to screen the solar mounts.) 1. Mountain modern architecture has grown on me. There could be more variation between the buildings to avoid looking like a “project” with massive form. 2. Point analysis is fine. 3. I have given all my comments.

Mr. Fretcher: 1. I like the architecture. 2. No issues with point analysis. 3. Designation of natural versus non-natural materials should get a work-session in the future. 3. No other comments

Mr. Leas: 1. I think this is a good project. 2. I agree with the point analysis. 3. I think the TC needs to consider another grocery store with adding this many units in this location.

Mr. Gerard: 1. The project is distinctive enough from Alta Verde I that it will not look like a single project. I like the architecture. 2. I agree with point analysis. 3. You should consider where will EV charging stations be placed or at least the infrastructure for future stations. Bus circulation and shared parking are good ideas. Could we get more covered parking on the site? Perhaps on the center islands, whether carports or garages.

Mr. Giller: 1. I concur that it is mountain modern architecture and differentiated enough from Alta Verde I. The color scheme I like a bit more and it may fit even better. 2. I agree with the point analysis. 3. Lots of good bones to the project.

Ms. Delahoz: 1. I like the colors, they are good, there is differentiation and texture. 2. I agree with the point analysis. 3. If there is any opportunity to consider more covered parking on the site on the western edge of the site that would be good for future residents. We need to consider more areas in the master plan for services such as retail and grocery. This needs to be a continued conversation.

OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 8:08 pm.

Tanya Delahoz, Vice Chair



Class C Development Review Check List

Proposal: Addition of new dormer and associated 64 sq. ft. of additional density to Unit #34. Changes include removal of an existing egress skylight and replacement with a new dormer and the removal of two skylights on the south side of the roof and re-roofing with composite shingles to match the remainder of the complex's roof. This dormer design is anticipated to be replicated on additional units in the Cedars complex.

Project Name/PC#: Cedars Unit 34 Dormer Addition PL-2021-0606

Project Manager: Chris Kulick, AICP

Date of Report: January 13, 2022 For the January 18, 2022 Planning Commission Meeting

Applicant/Owner: Stephen H. Carr

Agent: Langley Architects

Proposed Use: Townhome

Address: 505 Village Road #34

Legal Description: Unit 34, Cedars At Breckenridge

Site Area: 967 sq. ft. 0.02 acres

Land Use District (2A/2R): LUD 23; 20 UPA; Residential - Multi-family, Lodge, or Hotel

Existing Site Conditions: The lot is developed. The unit is bordered by common area to the north, a driveway to the south, and units 32 and 36 to the east and west.

Density (3A/3R):

Density of the Entire Cedars Townhomes

Allowed under recorded plat: 158,400 sq. ft.

Density after proposed addition: 90,917 sq. ft.

Remaining density: 67,483 sq. ft.

Density of Unit 13

Existing: Proposed: 2,410 sq. ft.

Proposed: 2,474 sq. ft. (New: 64 sq. ft. - 3% increase)

Mass of Entire Cedars Townhomes(4R):

Allowed: 190,080 sq. ft.

Mass after proposed addition: 109,029 sq.ft.

Mass of Unit 13 (4R):

Existing: 2,336 sq. ft.

Proposed: 2,400 sq. ft. (New: 64 sq. ft. - 2% increase)

F.A.R. 1:0.39 FAR

Areas:

Existing	New Proposed
Level 1: 468 sq. ft.	
Level 2: 878 sq. ft.	

Level 3: 800 sq. ft.
 Loft: 306 sq. ft. 64 sq. ft.
 Garage: 352 sq. ft.
 Total: 2,804 sq. ft. 2,868 sq. ft.

Bedrooms: 4 (Including Loft)

Bathrooms: 4.5

Height (6A/6R): No change in building height

Lot Coverage/Open Space (21R): No change in building coverage.

Parking (18A/18/R): Required: 1.5 spaces per unit No additional parking is required.

Snowstack (13A/13R): No change

Fireplaces (30A/30R): 1 gas fireplace (existing)

Setbacks (9A/9R): No change in setbacks

Architectural Compatibility (5/A & 5/R): The proposed residence will be architecturally compatible with the neighborhood.

Exterior Materials: Exterior colors and materials are to match existing.

Roof: A non-reflective black standing seam metal roof is proposed for the dormer. The remainder of the roof will feature black composite shingles to match the shingles of the remainder of the complex after a re-roof is completed this spring.

Garage: No change

Landscaping (22A/22R): No change

Defensible Space: No change

Drainage (27A/27R): No change

Driveway Slope: No change

Point Analysis (Sec. 9-1-17-3): Staff conducted an informal point analysis and found no reason to warrant positive or negative points. The application meets all Absolute and Relative Policies of the Development Code.

Staff Action: The Community Development Department has approved the Cedars Unit 34 Dormer Addition, PL-2021-0606, with the attached Standard Findings and Conditions.

TOWN OF BRECKENRIDGE

Cedars Unit 34 Dormer Addition
Unit 34, Cedars of Breckenridge
505 Village Road, #34
PL-2021-0606

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 **January 13, 2022**, 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 **January 18, 2022**, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are 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 **July 25, 2023** 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. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
7. 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

8. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
9. 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.

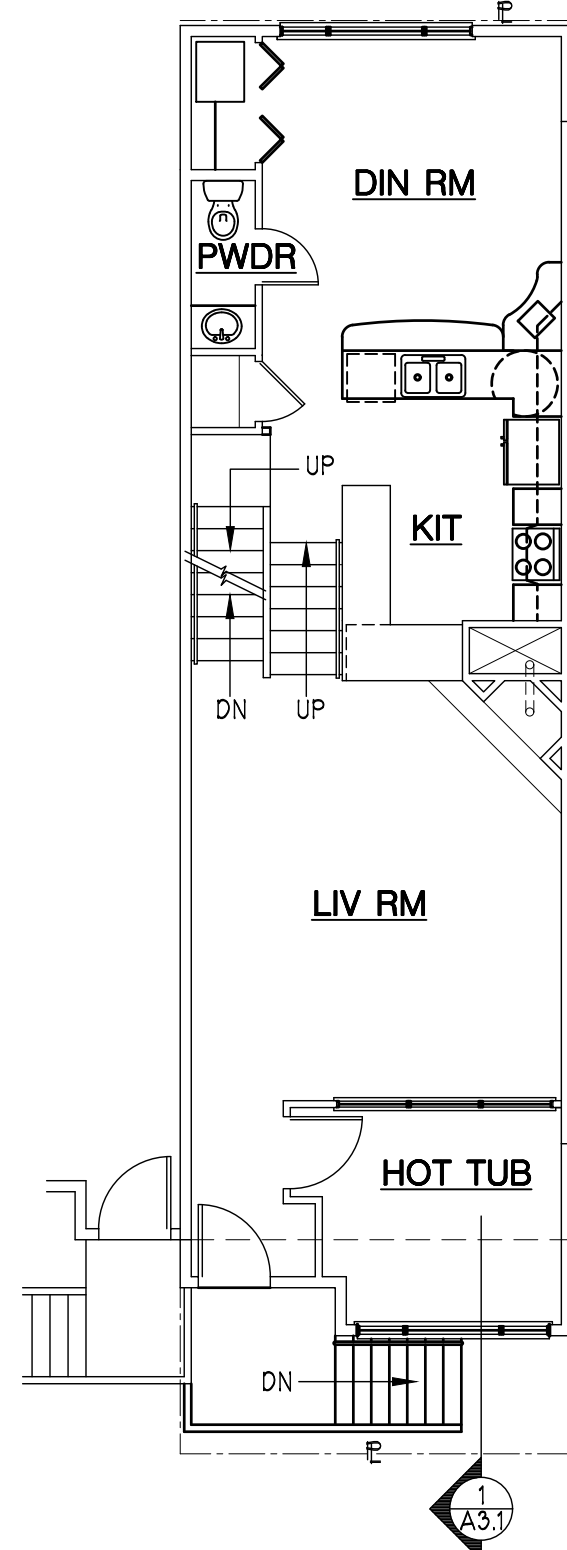
PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

10. 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.
11. Applicant shall remove all vegetation and combustible material from under all eaves and decks.
12. Applicant shall create defensible space around all structures as required in Policy 22 (Absolute) Landscaping for all existing trees.
- 13. Applicant shall paint all metal flashing, vents, flues, rooftop mechanical equipment, meters, and utility boxes on the building a flat, dark color or to match the building color.**
14. Applicant shall screen all utilities.
15. 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.
16. 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.
17. 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

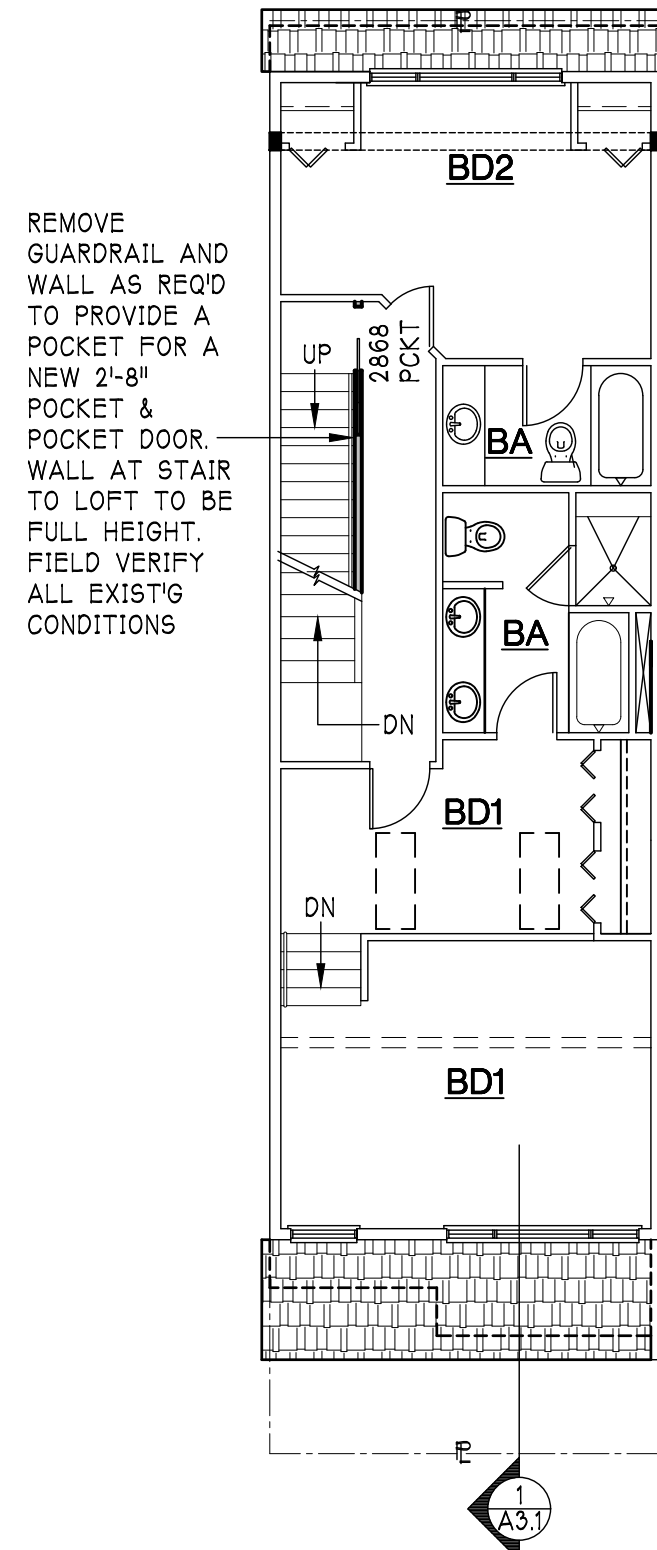
estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing 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.**

18. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.
19. 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.***

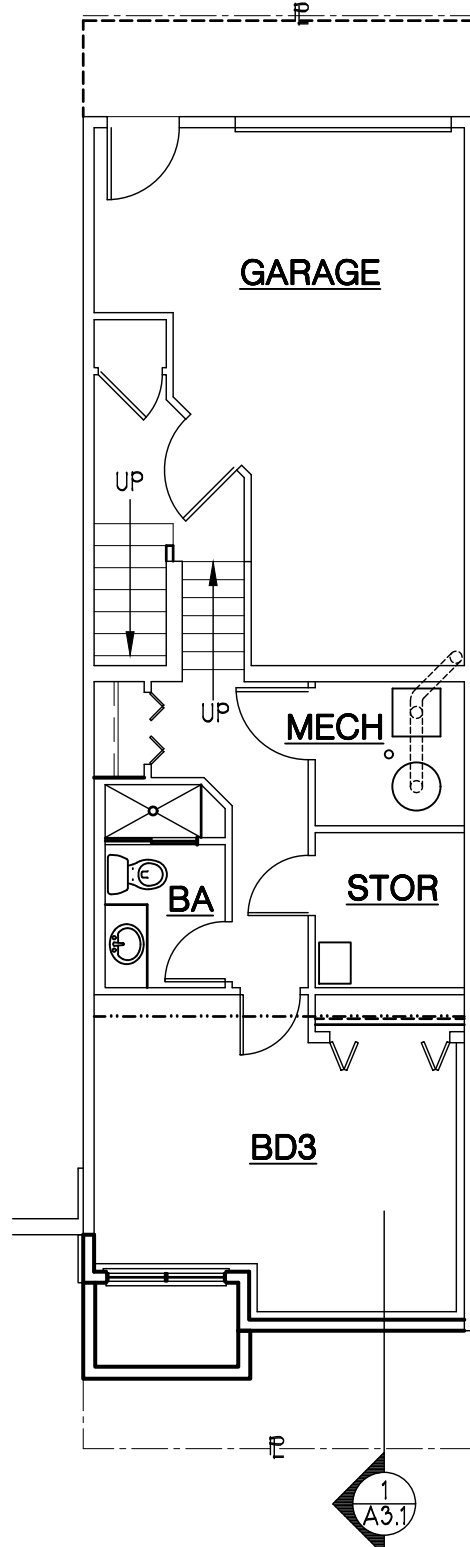
(Initial Here)



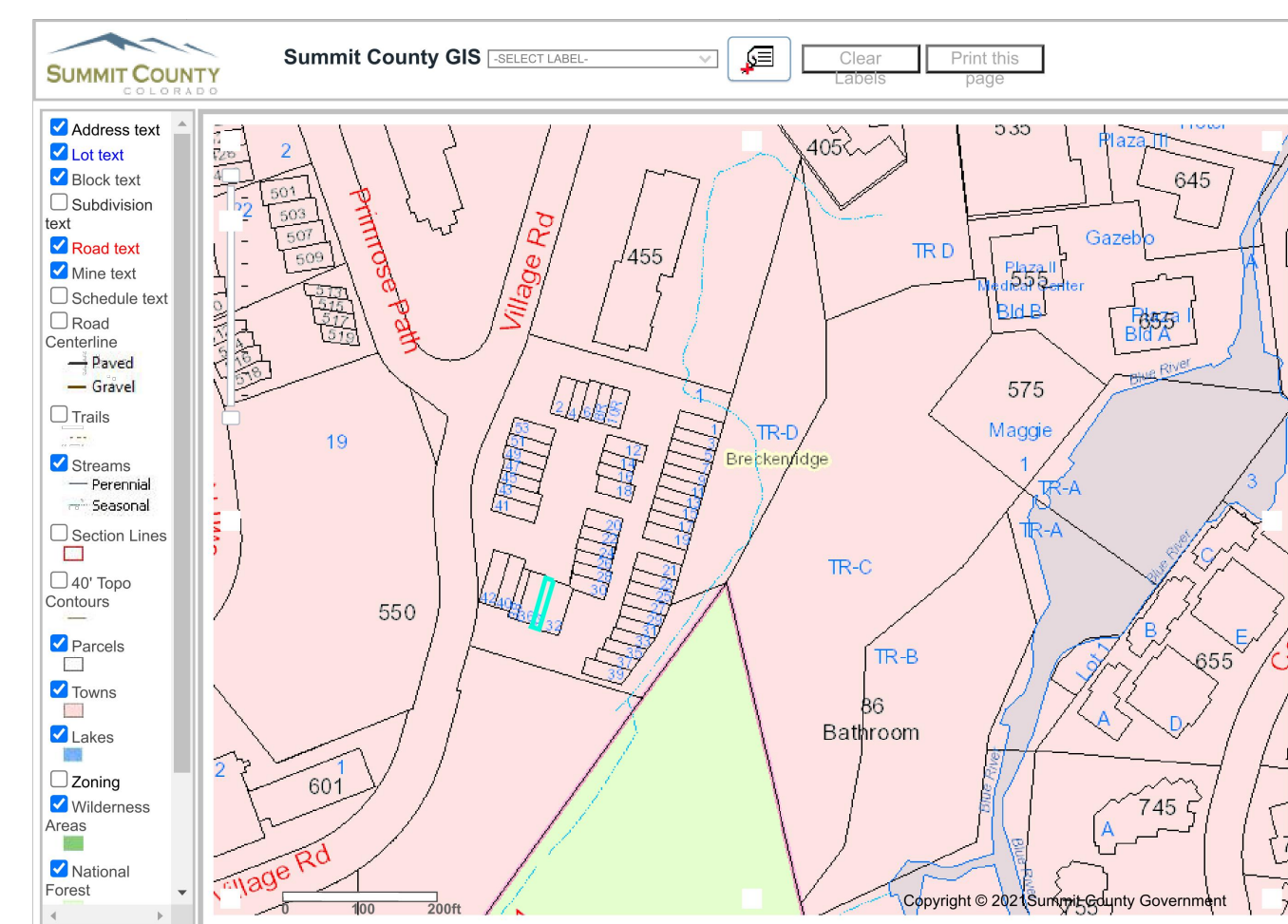
2 LIV RM & KIT LEVEL
1/8" = 1'-0" 879 FINISHED S.F.



3 BEDROOM LEVEL
1/8" = 1'-0" 795 FINISHED S.F.



1 GARAGE & LOWER LEVEL
1/8" = 1'-0" 416 FINISHED S.F.
397 UNFINISHED S.F.
813 GROSS S.F.



4 VICINITY MAP
1/4" = 1'-0"

SCHEDULE:

302357

OWNER:

STEPHEN H. CARR
P.O. BOX 5473
BRECKENRIDGE, CO 80424-5473

PROP. DESC:

SITE 34 CEDARS AT BRECKENRIDGE TOWNHOMES #2

PHYS. ADD:

505 VILLAGE RD UNIT 34

JURISDICTION:

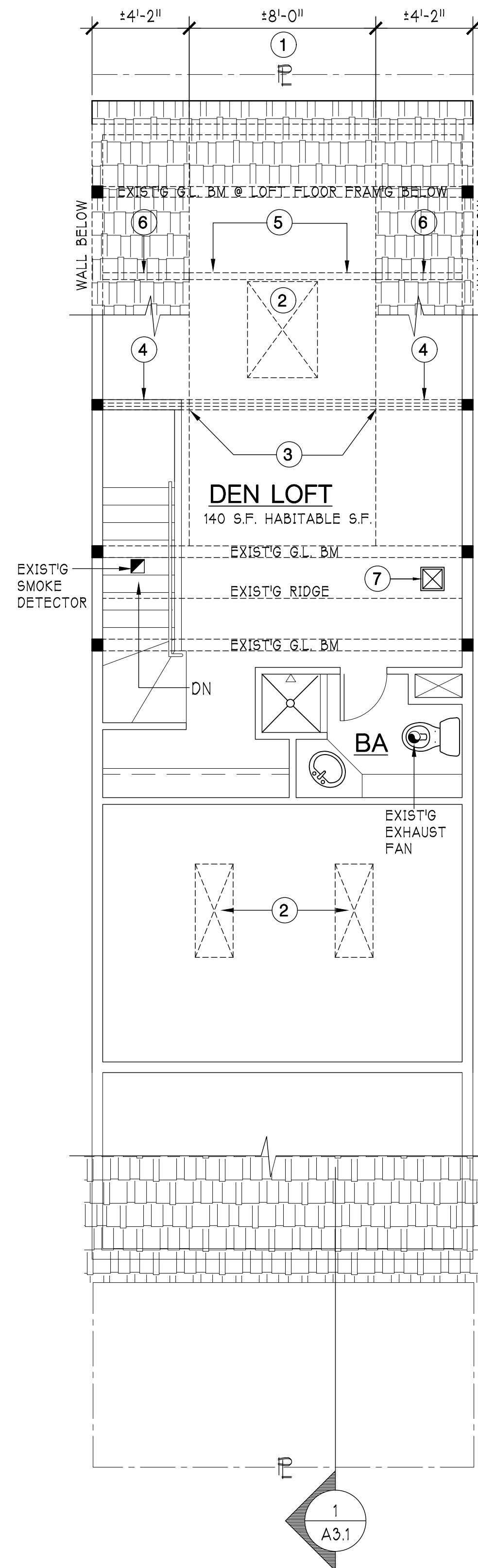
BRECKENRIDGE

DEMOLITION NOTES:

1. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING UTILITIES AND METER LOCATIONS WITH THE UTILITY COMPANY OR GOVERNMENTAL AUTHORITY HAVING JURISDICTION OVER THIS PROJECT.
2. DISCOVERY OF ANY UTILITY DURING CONSTRUCTION SHALL BE CAPPED AND LEFT AVAILABLE FOR RECONNECTION DURING NEW CONSTRUCTION WHERE POSSIBLE.
3. REMOVE WALLS, CEILINGS AND FLOOR FRAMING AS SHOWN. COORDINATE WITH ARCHITECT FOR ALL TEMPORARY & NEW STRUCTURAL SUPPORT INCLUDING SHORING & BRACING.
4. THE CONTRACTOR SHALL KEEP PREMISES FREE FROM ACCUMULATION OF WASTE MATERIALS AND DEBRIS.
5. REMOVE ELECTRICAL SWITCHES, CONDUIT AND FIXTURES ONLY WHERE WALLS OR CEILINGS ARE TO BE REMOVED.
7. ALL DIMENSIONS ARE APPROXIMATE AND BASED ON EXISTING CONDITIONS.
8. CUTS INTO EXISTING WALLS ARE TO BE LEFT CLEAN AND SMOOTH TO ALLOW FOR CONNECTION TO NEW CONSTRUCTION. CONTRACTOR TO NOTIFY THE OWNER IF ANY DISCREPANCIES OCCUR FOR CLARIFICATION BEFORE PROCEEDING WITH WORK.

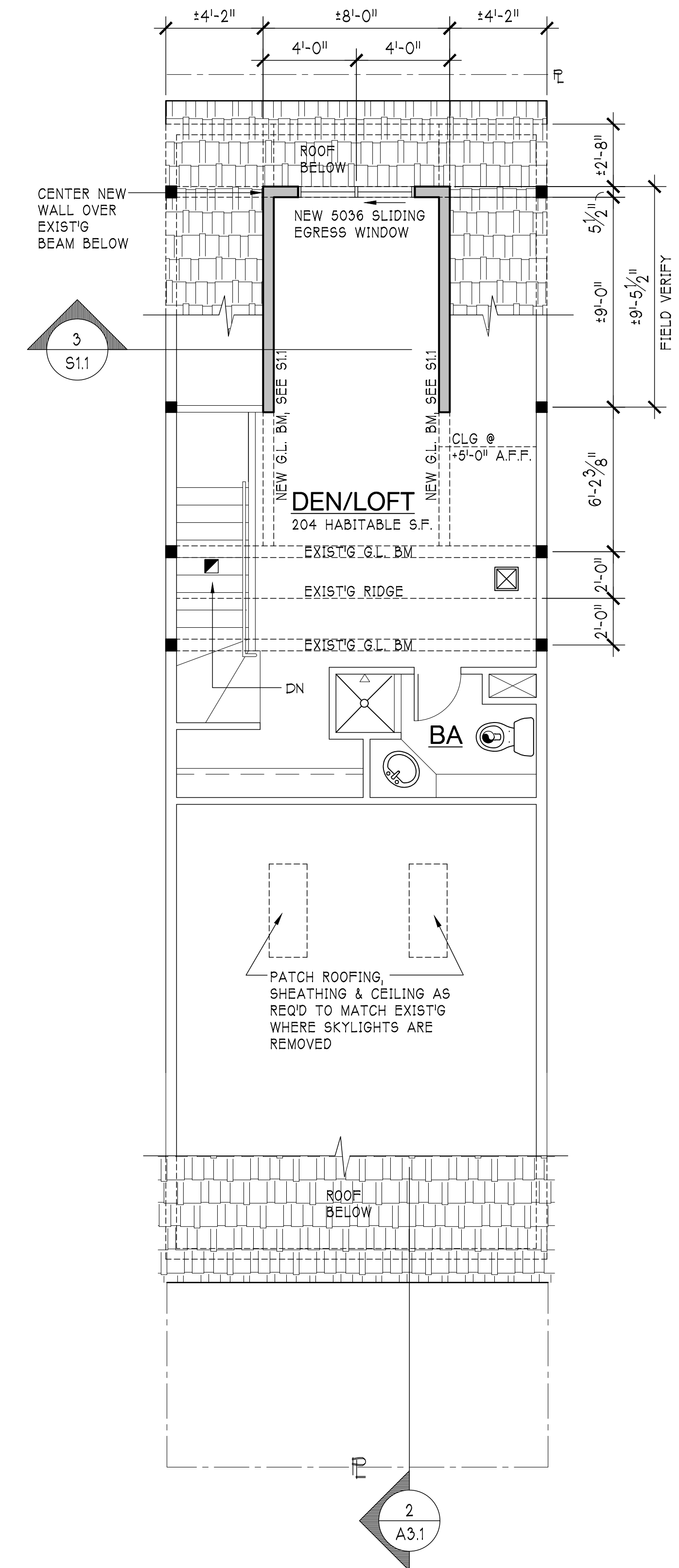
GENERAL NOTES:

1. APPLICABLE CODES: ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE GOVERNING CODES AND APPLICABLE STANDARDS. (2015 IRC)
2. DIMENSIONS: DO NOT SCALE DRAWINGS. ALL DIMENSIONS ARE TO FACE OF STUD, STRUCTURAL INSULATED PANELS, FACE OF CONCRETE, OR FACE OF ICF UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHALL BE CONFIRMED AND CORRELATED BY THE CONTRACTOR AT THE JOB SITE. IN CASE OF QUESTIONS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT FOR FURTHER CLARIFICATION.
3. GUARANTEE: THE ARCHITECT MAKES NO EXPRESSED OR IMPLIED GUARANTEE FOR PRODUCTS IDENTIFIED BY TRADE NAME OR MANUFACTURER.
4. NOTE TO GENERAL CONTRACTOR, BUILDER AND TRADES: RESPONSIBILITIES SHALL INCLUDE: CONFIRMATION AND CORRELATION OF ALL DIMENSIONS AT THE JOB SITE; FABRICATION PROCESSES AND TECHNIQUES OF CONSTRUCTION; COORDINATION OF ALL OTHER TRADES; FURNISHING ALL ITEMS REQUIRED FOR THE PROPER EXECUTION, COMPLETION AND SATISFACTORY PERFORMANCE OF ALL WORK NECESSARY, INDICATED REASONABLY INFERRED OR REQUIRED BY ANY CODE WITH JURISDICTION TO COMPLETE THEIR SCOPE OF WORK FOR A PROPERLY FINISHED JOB. IN CASE OF ANY QUESTIONS OR NEED FOR FURTHER CLARIFICATION OF INFORMATION AND OR DETAILS, CONTACT THE ARCHITECT PRIOR TO FURTHER CONSTRUCTION OR FABRICATION FOR ITEMS IN QUESTION. IN ANY ASPECT THAT THE PLANS ARE NOT FOLLOWED, THE ARCHITECT ACCEPTS NO RESPONSIBILITY.



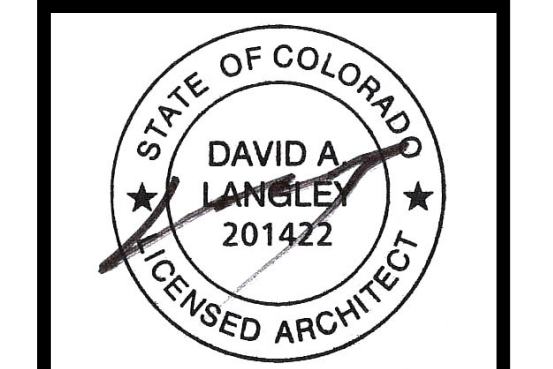
5 EXIST'G LOFT/DEN LEVEL W/ DEMO
1/4" = 1'-0" 140 HABITABLE S.F.

1. EXIST'G ROOF STRUCTURE TO BE REMOVED @ NEW DORMER LOCATION. CUT & TEMPORARILY SHORE EXIST'G TRUSSES & SISTERS LVL'S.
2. EXISTING SKYLIGHT TO BE REMOVED
3. EXIST'G BEAM TO BE REMOVED
4. EXIST'G BEAM TO BE CUT FLUSH WITH EXIST'G ROOF JOISTS
5. EXIST'G 2x6 CRIPPLE WALL TO BE REMOVED WHERE NEW DORMER IS LOCATED
6. EXIST'G 2x6 CRIPPLE WALL TO REMAIN
7. REPLACE EXIST'G EXHAUST FAN. RELOCATE AS REQ'D TO PROVIDE ALL REQ'D CLEARANCES TO OTHER VENT STACKS



6 LOFT/DEN LEVEL
1/4" = 1'-0" 204 HABITABLE S.F.

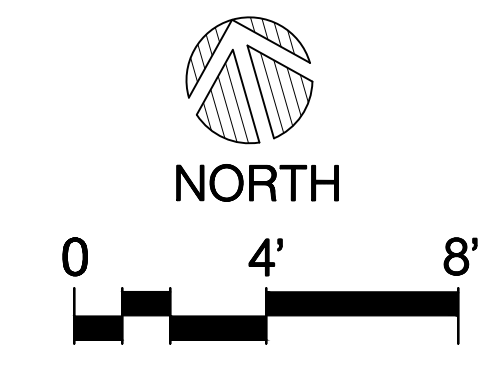
LANGLEY ARCHITECTS
David Langley Architects PC
P.O. Box 5858
350 W. Henrietta Ave.
Woodland Park, Colorado 80866
Tel: 719-686-0500
Fax: 719-687-9003
www.davidalangley.com
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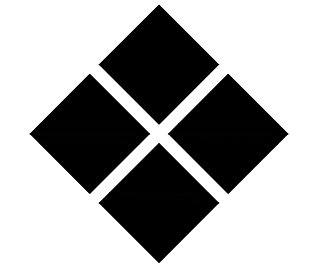


CEDARS #34 - CARR RESIDENCE
505 VILLAGE RD., UNIT 34
BRECKENRIDGE, CO 80424 SUMMIT COUNTY
EXISTING FLOOR PLANS & NEW CONSTRUCTION

PRELIM DATE:
BID DATE:
RELEASE DATE: 12.29.2021
REVISION DATE:

SHEET:
A1.1
PROJECT NUMBER: 21-18





LANGLEY ARCHITECTS

David Langley Architects PC
P.O. Box 5858
350 W. Henrietta Ave.
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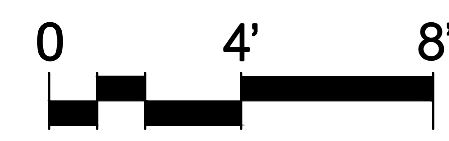
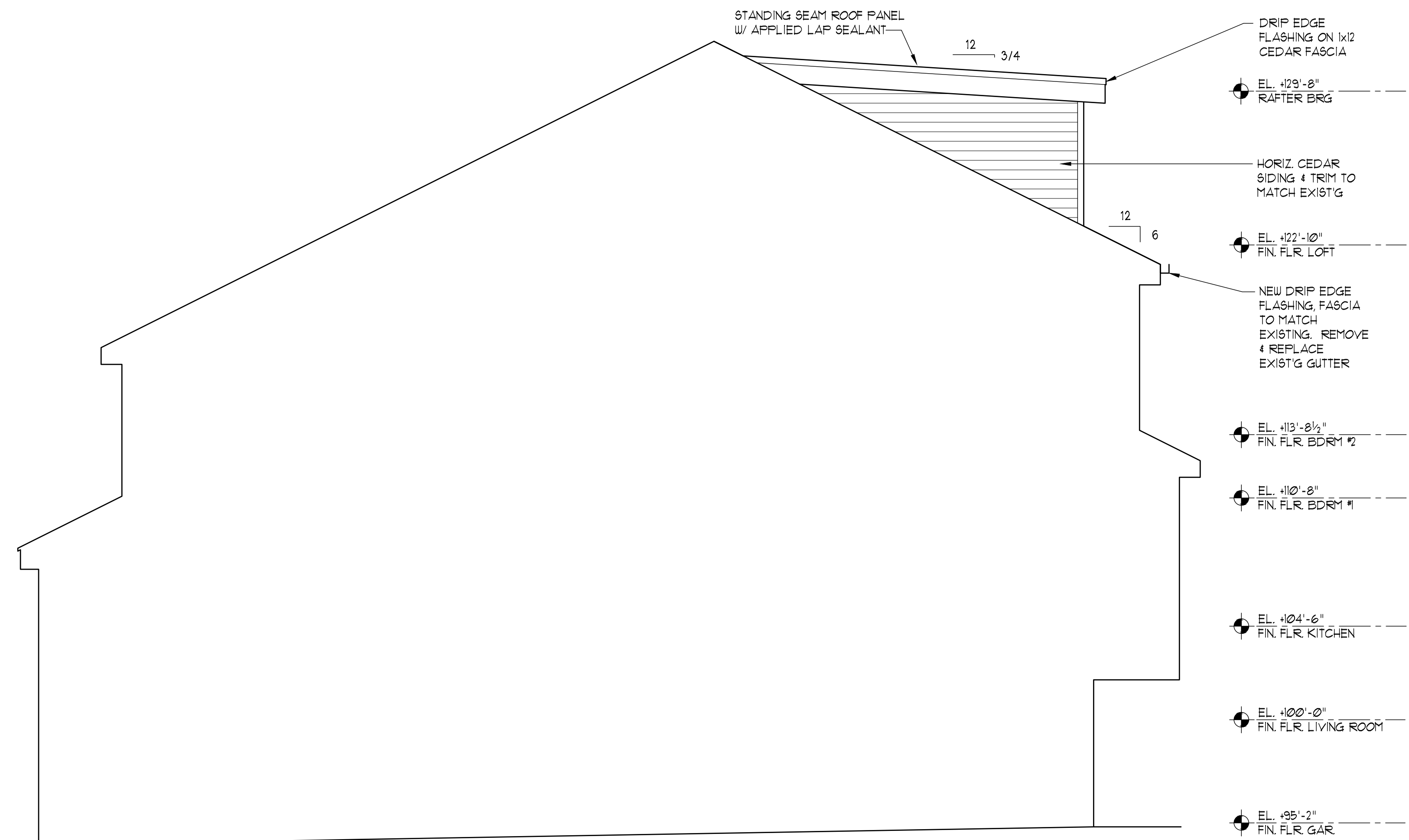
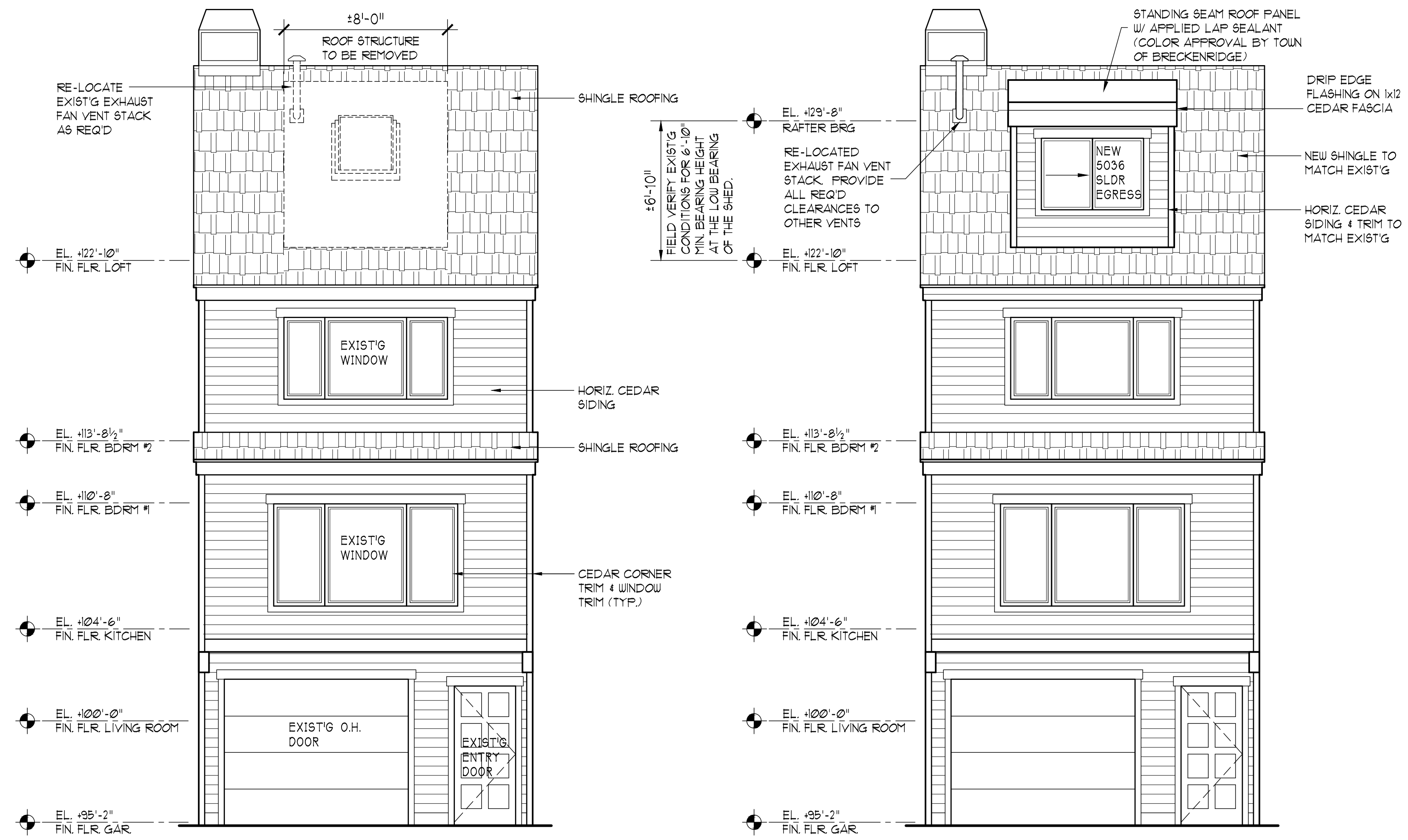


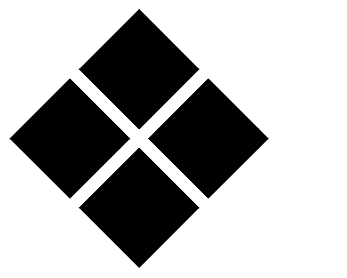
CEDARS #34 - CARR RESIDENCE
505 VILLAGE RD., UNIT 34
BRECKENRIDGE, CO 80424 SUMMIT COUNTY
EXISTING & NEW BUILDING ELEVATIONS

PRELIM DATE:
BID DATE:
RELEASE DATE: 12.29.2021
REVISION DATE:

SHEET:
A2.1

PROJECT NUMBER: 21-18





LANGLEY ARCHITECTS

David Langley Architects PC
P.O. Box 5858
350 W. Henrietta Ave.
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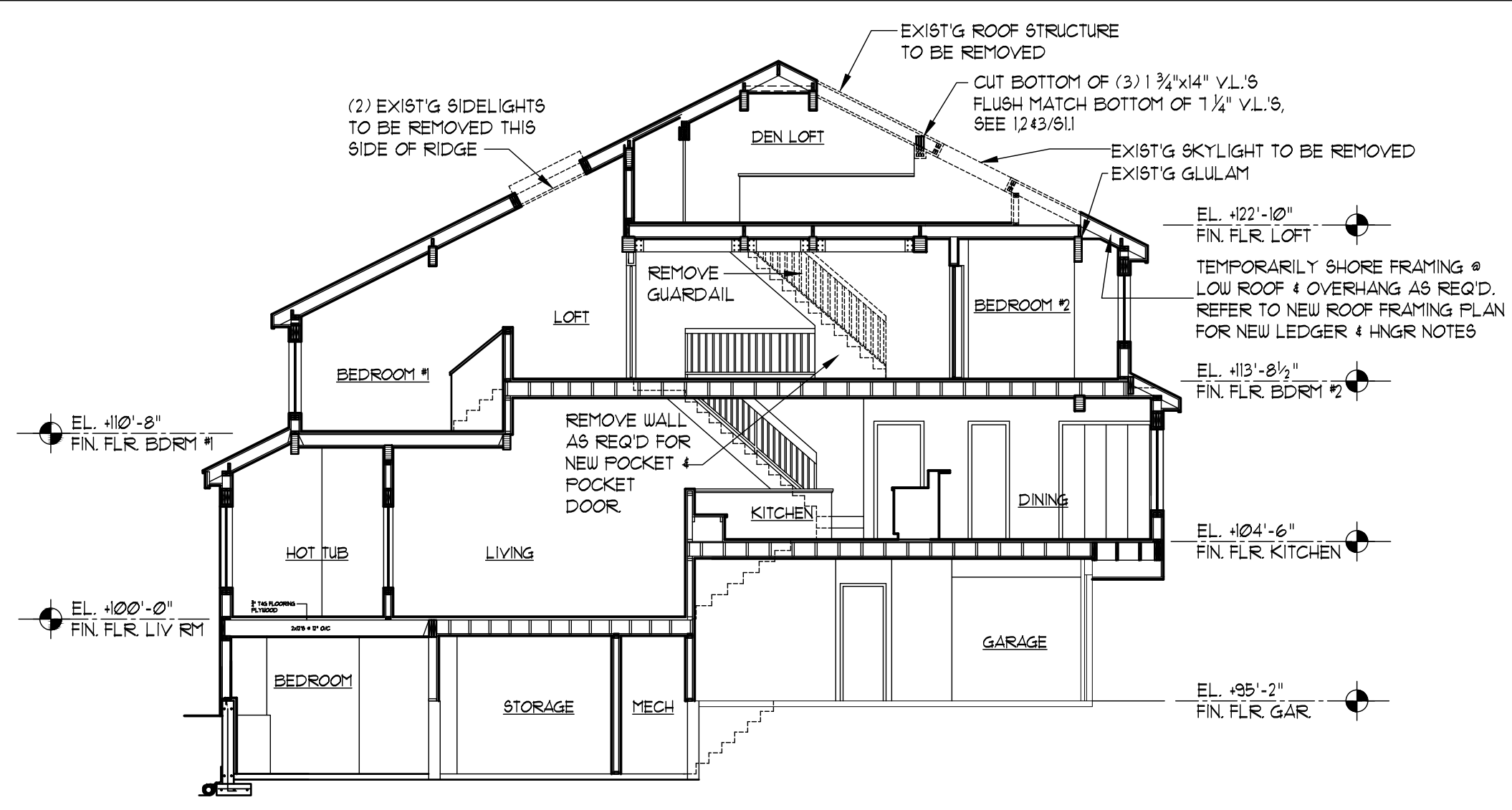


CEDARS #34 - CARR RESIDENCE
505 VILLAGE RD., UNIT 34
BRECKENRIDGE, CO 80424 SUMMIT COUNTY
EXISTING & NEW BUILDING SECTIONS

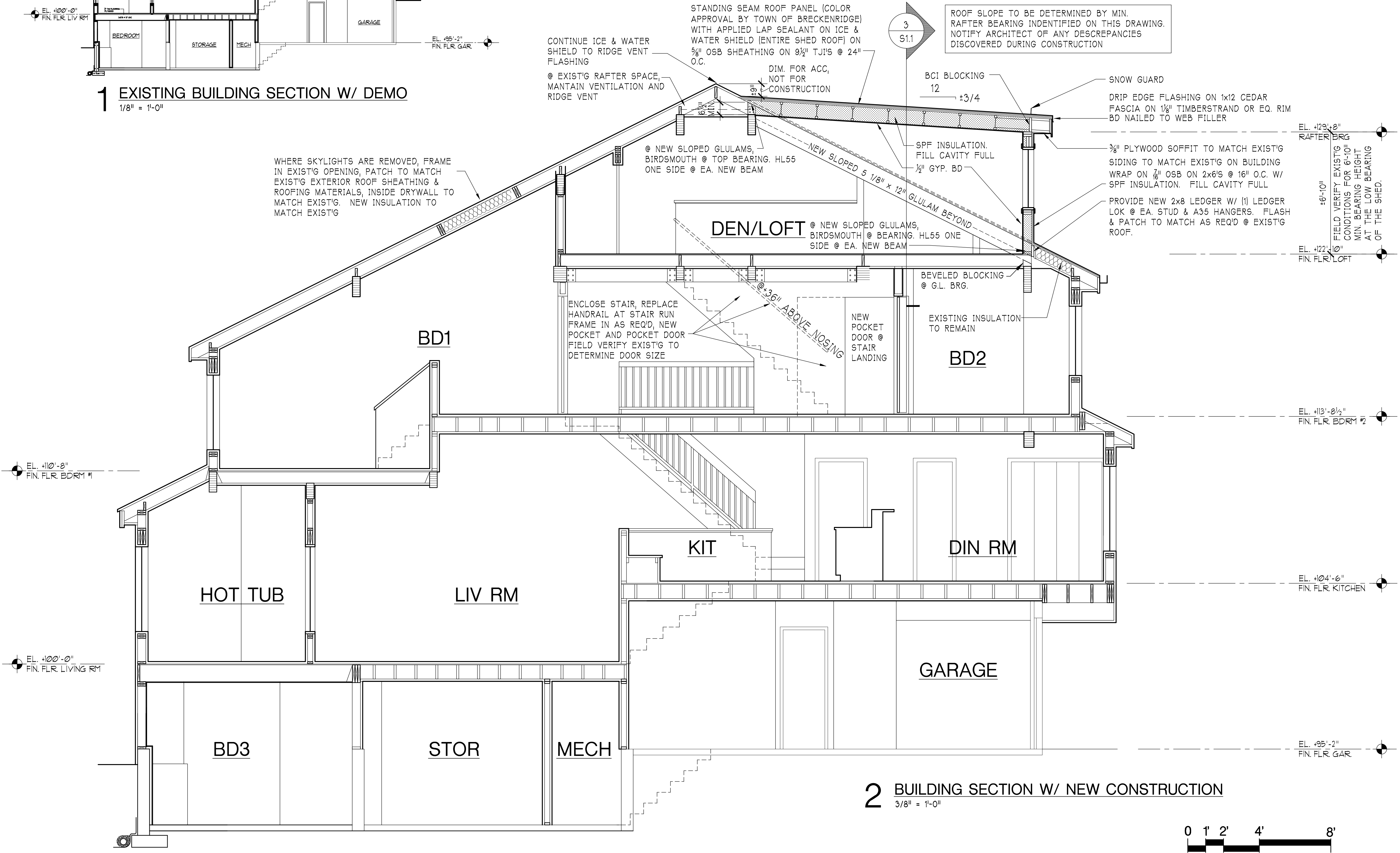
PRELIM DATE:
BID DATE:
RELEASE DATE: 12.29.2021
REVISION DATE:

SHEET:
A3.1

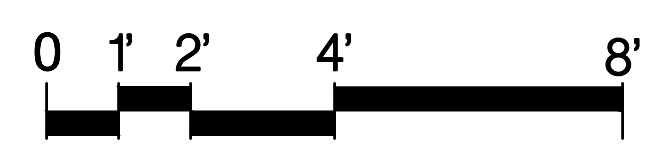
PROJECT NUMBER: 21-18

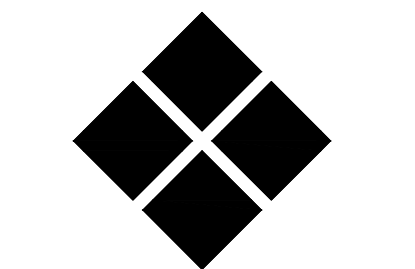


1 EXISTING BUILDING SECTION W/ DEMO
1/8" = 1'-0"



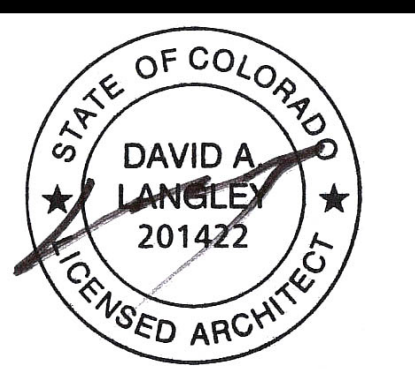
2 BUILDING SECTION W/ NEW CONSTRUCTION
3/8" = 1'-0"



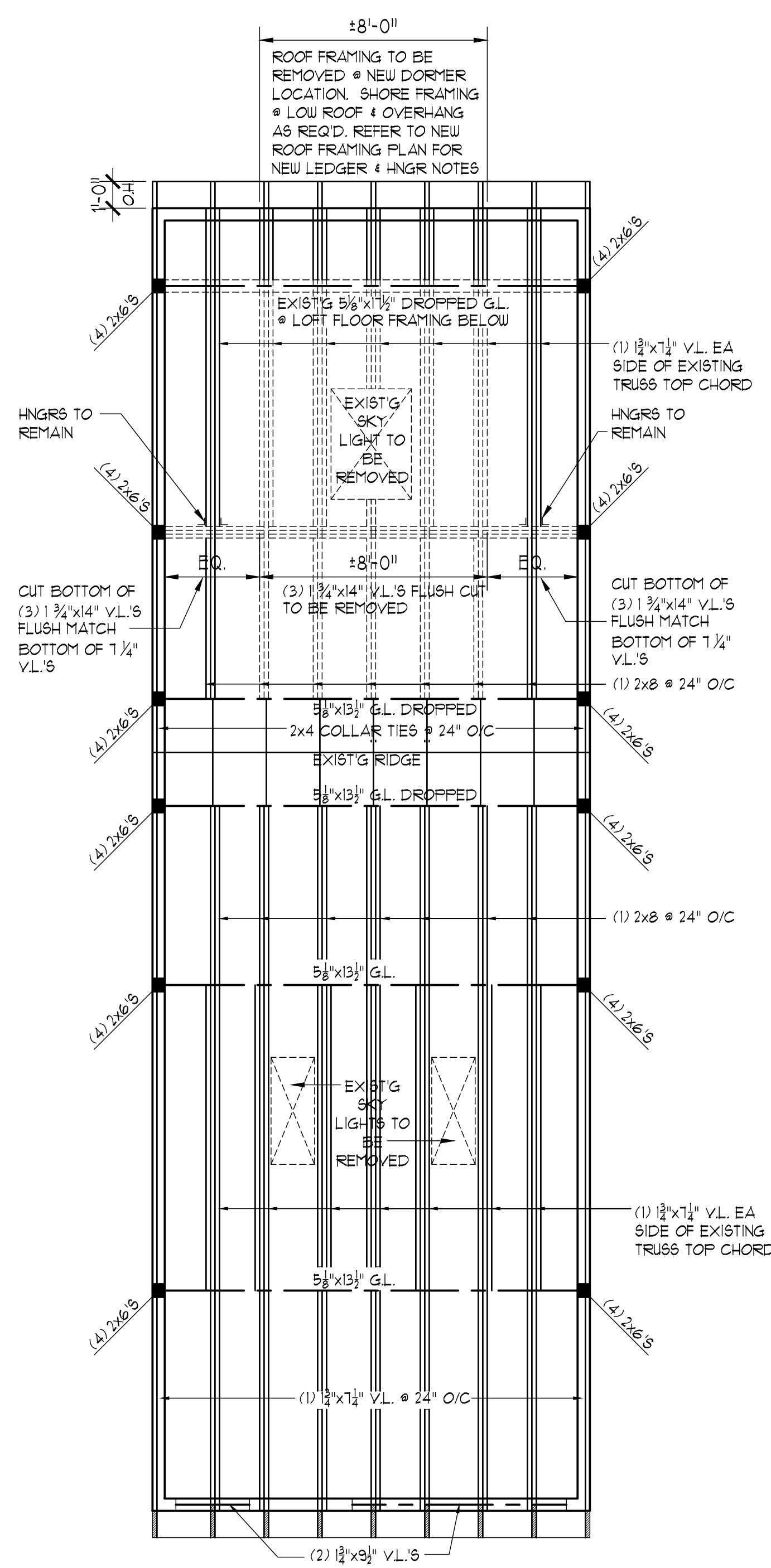


LANGLEY ARCHITECTS

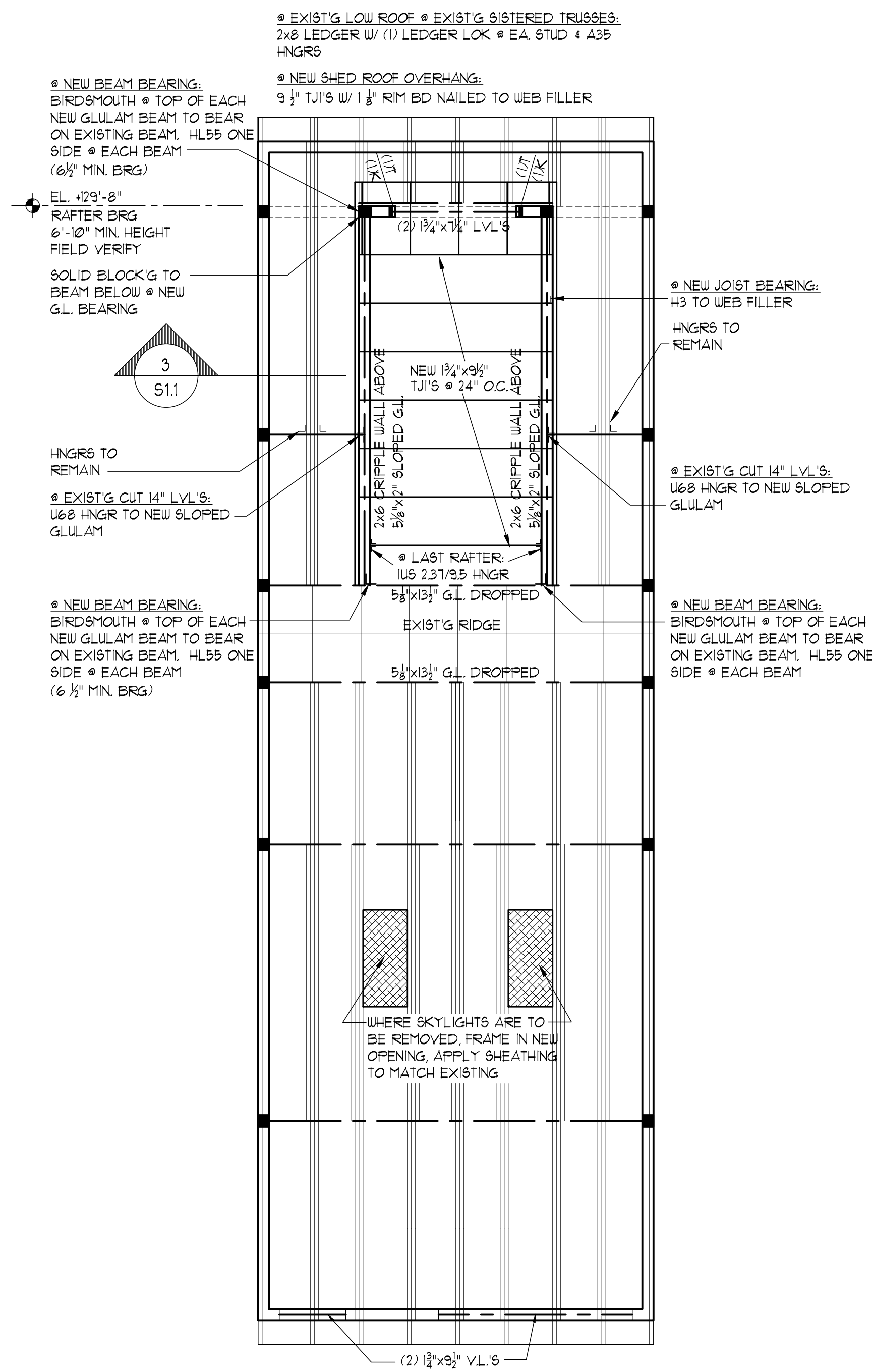
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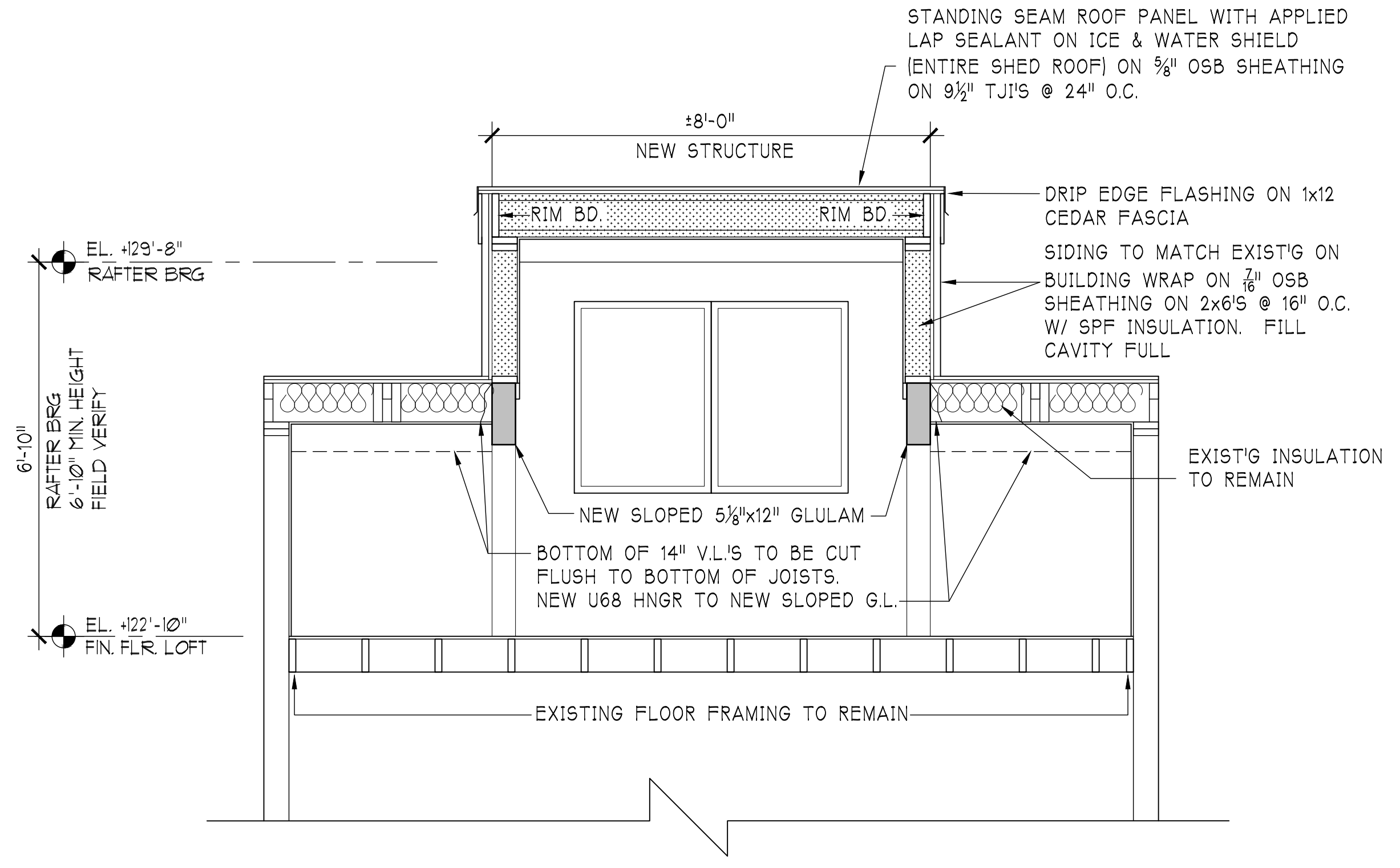
CEDARS #34 - CARR RESIDENCE
505 VILLAGE RD., UNIT 34
BRECKENRIDGE, CO 80424 SUMMIT COUNTY
EXISTING AND NEW ROOF FRAMING PLAN & DETAILS



1 EXISTING ROOF FRAMING PLAN W/ DEMO
1/4" = 1'-0"



2 NEW ROOF FRAMING PLAN
1/4" = 1'-0"



3 PARTIAL SECTION @ NEW SHED DORMER
1/2" = 1'-0"

STRUCTURAL NOTES:

ROOF UNIFORM DESIGN LOADS:
LIVE LOAD: 90 P.S.F.
DEAD LOAD: 15 P.S.F.
TOTAL LOAD: 105 P.S.F.

WIND LOADING:
BASED ON 100 MPH, EXPOSURE C, MINIMUM REQUIREMENT WITH 3 SECOND GUST

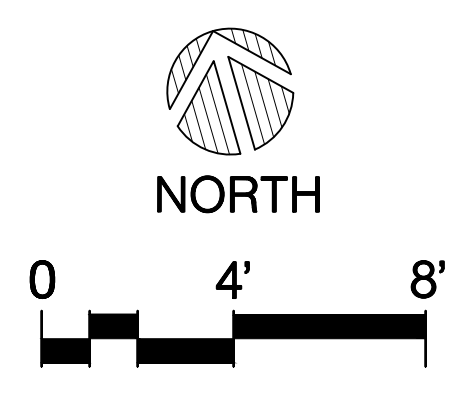
ROOF TRUSS/RAFTER DEFLECTIONS:
LIVE LOAD DEFLECTION: L/240
TOTAL LOAD DEFLECTION: L/180

ROOF BEAM DEFLECTIONS:
LIVE LOAD DEFLECTION: L/360
TOTAL LOAD DEFLECTION: L/240

GLU LAM BEAMS:

INTERIOR:
VISUALLY GRADED WESTERN SPECIES
24F-V4 DOUG FIR,
F_b = 2400 psi, F_v = 265 psi, E = 1.8 mil psi

LVL'S:
BOISE CASCADE VERSA-LAM 2.0 2800:
F_b = 2800 psi, F_v = 285 psi, E = 2.0 mil psi
iLEVELTRUS JOIST MICROLAM 1.9E
F_b = 2600 psi, F_v = 285 psi, E = 1.9 mil psi



SHEET:
S1.1
PROJECT NUMBER: 21-18

Charcoal



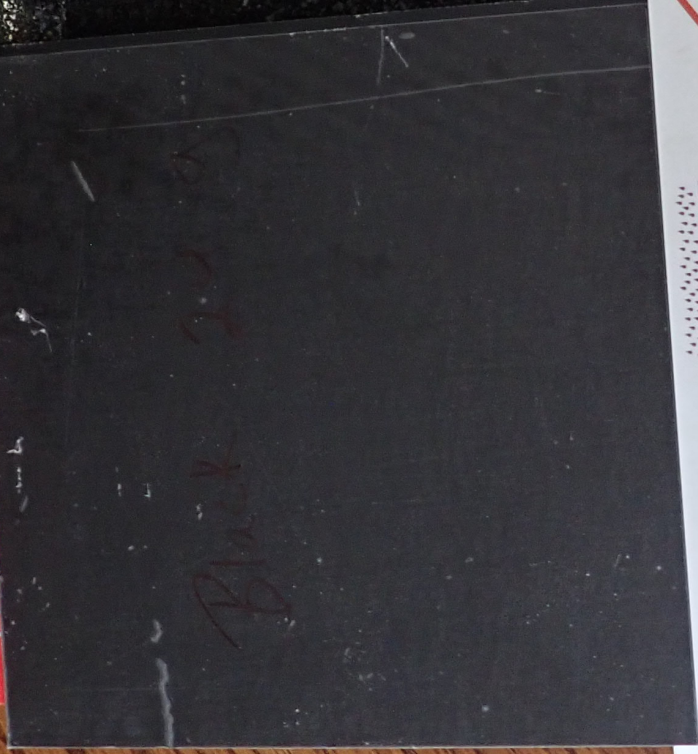
Timberline[®]HDZ[™]

High Definition[®] Lifetime Shingles

See Koytrack[™] technology on b

StrikeZone[™]

Nailing Area



METAL ROOFING, WALL, AND PERIMETER EDGE FINISHES



STONE WHITE [®]	BONE WHITE (ORIGINAL WHITE)	MEDIUM BRONZE	MANSARD BROWN	MUSKET GRAY [™]	FOREST GREEN	CARDINAL RED [™]	TERRA COTTA
BUCKSKIN							
ACID BRONZE [™]							
GRANITE [™]							
SAFRA GOLD							

ALMOND	SANDSTONE	ANTIQUE BRONZE (DARK BRONZE)	BLACK (MATT BLACK)	CHARCOAL [™]	HARTFORD GREEN	TEAL [™]	

SIERRA TAN	MIDNIGHT BRONZE [™]	SLATE GRAY	HENLOCK GREEN	COLONIAL RED	PACIFIC BLUE	

**CEDARS TOWNHOMES
BRECKENRIDGE, COLORADO**

12/16/2021

Steve and Marcia Carr
92 Discovery Rd.
Breckenridge, CO 80424

RE: ACC Approval
Unit # 34
The Cedars Town Homes
Lot 18, Four Seasons of Breckenridge Village, Filing No. 2,
Town of Breckenridge
Summit County, Colorado

Dear Steve and Marcia,

Thank you for submitting your proposal for an attic dormer with an egress window to replace your current attic skylight to the Cedars ACC for approval. The Committee members have reviewed your project proposal for unit #34 dated 12/14/2021 from Langley Architects. The ACC approves this project involving the attic dormer and removal of the front skylights including the increased habitable square footage with the following conditions:

- 1) It is your responsibility to insure that you apply for your proposed project to the Town of Breckenridge Planning Department with a Class 'D' Modification application and include a copy of this approval letter. Typically your architect should make the submittal. Building permits must be acquired from the Town of Breckenridge Building Department for all projects.
- 2) If any additional exterior changes need to be made prior to or during the construction, someone on the architecture committee must be contacted.
- 3) All new roofing and/or waterproofing, exterior siding, stone, new decking, and new windows must conform to the standard materials and detailing of the Cedars Townhomes Remodel project. We understand that the roof material may be EPDM or Metal as required by the town.
- 4) All gutters, drainage, heat tape must be meet or exceed the existing to comply with the details in the Cedar Townhomes Remodel project.
- 5) It is your responsibility to verify with a licensed surveyor any extensions including decks and patios are within your property lines.

Please send an electronic version of your building permit to Woodwinds.

Good luck on the successful completion of your remodel project.

Sincerely,

The Cedars Architectural Control Committee

BJ Austin, Sarah Mason, Michelle Okes, Bob Vaage

cc Woodwinds Property Management Company
Chris Kulick Town of Breckenridge

Planning Commission Staff Report

- Subject:** Parkway Center Amended Master Plan, Parcels A, B, C and Common Area, Lot 6, Block 1
(Class A, Combined Preliminary and Final Hearing; PL-2021-0615)
- Proposal:** Amend the current Parkway Center Master Plan’s Lot 6, Block 1 properties to allow for the development of either commercial or residential uses as required by condition 18. of the approved Parkway Center Mixed Use Building Development Permit (PL-2020-0292). The current master plan has this area designated for “commercial”. There are no other changes with this master plan amendment beyond the additional allowed residential use.
- Date:** January 13, 2022 (For the meeting of January 18, 2022)
- Project Manager:** Chris Kulick, AICP
- Owner:** Docson’s Properties, LLC
- Address:** 429, 435 and 507 North Park Avenue
- Legal Description:** Parcels A, B, C and Common Area, Lot 6, Block 1, Parkway Center Subdivision
- Site Area:** 2.3 acres (100,188 sq. ft.)
- Land Use District:** 9 – Retail Commercial, subject to the Parkway Center Master Plan
- Site Conditions:** The site is partially developed with two mixed use buildings. Overall the site is relatively flat with some existing trees. The access to the site was constructed when the first building within the subdivision was constructed on Parcel B. An additional right turn only access off of southbound Park Avenue was recently added with the development of Parcel A. There is an existing 25’ utility easement that sits near the center of the subdivision and another 40’ utility easement that crosses the property from north to south. A 15’ trail easement exists along the western property line. A 10’ snowstacking, bus shelter and sidewalk easement runs along the south side of the property, adjacent to Park Avenue.
- Adjacent Uses:** North: Existing parking lot for this Master Plan Area; Pinewood Village I
South: Vacant Parcels, City Market Shopping Center
East: Justice Center
West: Town Owned Open Space.

Item History

The original Master Plan was approved by the Town on May 7, 1985. This application consists of a proposed amendment to the current master plan's 2.3 acre site that includes Parcels A, B, C and Common Area, Lot 6, Block 1 of the Parkway Center Sub.

The subdivision of the larger Lot 6 was approved in 2004 and subdivided it into three lots for development and one as a common parcel. This approval established access points, setbacks, density and the circulation plan for the subdivision. Parking, driveways, and other improvements were constructed with the development of the mixed use building on Parcel B, which was approved in 2010 using 8.14 SFEs (8,583 sq. ft.) of density, and contains retail and one workforce housing unit.

Most recently, the Planning Commission reviewed and approved the Parkway Center Mixed Use Building located on Parcel A that features 6,920 sq. ft. of medical office, 950 sq. ft. of retail, 1,222 sq. ft. of common area, and 14 residential apartments totaling 7,230 sq. ft. Per the conditions of approval "*A Master Plan Amendment shall be submitted by the Applicant to update the Land Use Map (Exhibit B) within the current Master Plan to reflect that residential and commercial are allowed on this site.*", prior to receiving a certificate of occupancy.

Staff Comments

Since this is a Master Plan proposal, and is to be reviewed against the Development Code for a final point analysis, this report will cover only those policies relevant to this application and the proposed scope of development.

Staff notes, that all of the required public dedications and requirements have either been fulfilled or are still in effect from the previous Master Plan and Subdivisions.

Policy 39 (Absolute) Master Plan:

L. Modification or Amendment of Master Plan:

(1) At the request of the owner of any portion of property which is subject to an approved master plan, such master plan may be amended or modified at any time. Any such amendment or modification shall apply only to the property of the owner who requested such amendment or modification. Such owner may request an amendment or modification to an approved master plan without being required to join in such application all of the other owners of the property which is subject to the master plan. (Ord. 22, Series 1994)

(2) A minor master plan amendment is an amendment made to a master plan for the purpose of correcting an error, updating a master plan to reflect as built conditions, or making other changes to the master plan which do not involve the reallocation of density, a change in or addition to approved uses, a change in an approved phasing sequence, or circulation. A major master plan amendment is any master plan amendment which is not a minor master plan amendment. Master plan amendments shall be classified as provided in the definitions of "class A development" and "class C - minor development" in section 9-1-5 of this chapter, and processed accordingly. (Ord. 17, Series 1999)

The applicants are proposing to amend the current Parkway Center Master Plan's Lot 6, Block 1 properties to allow for the development of either commercial or residential uses as required by condition 18. of the approved Parkway Center Mixed Use Building (PL-2020-0292) Findings and Conditions. A copy of the approved Findings and Conditions is included in the packet. Staff has no concerns with this request to amend the Master Plan.

Codes; Correlative Documents; and Plat Notes (1/A) and Land Use (2/A & 2/R): At the first preliminary Hearing on March 3, 2020 for the Parkway Center Mixed Use Building, the application was found to be failing Absolute Policies 1/A and 2/A due to a plat note regarding housing, which states: *10. All improvements constructed on the property shall be for "commercial use" as that term currently is defined in the Breckenridge Development Code, except for such employee housing as may be required or permitted by the Breckenridge Development Code.* **In discussions with the Applicant, the applicant expressed their desire to develop some market rate residential on the second floor of the building. Town staff, meanwhile was interested in opportunities to get deed-restricted workforce housing developed. The compromise reached between the Town and Applicant was to develop half of the units as market rate units provided the other half were deed restricted for the local workforce.** The Town and the Applicant agreed to modify the plat note to state:

"Residential uses shall be allowed in this subdivision provided a minimum of 50% of the unit count is deed restricted for employee housing, in a form acceptable to the Town. In addition to the minimum 50% unit count, the square footage of the residential portion of any building to be used as employee housing shall be as close to 50% of the residential square footage as possible. Due to building design and layout it may not be possible to have an exact 50/50 split in deed restricted and market rate housing square footages but the intent is to have the two as equal as possible."

Since this plat note modification requires a Master Plan amendment in addition to a Subdivision amendment, which would have required additional time beyond the review of the mixed use building, the project was approved with two added conditions requiring a Master Plan amendment and Subdivision amendment prior to the project receiving a Certificate of Occupancy. This Master Plan amendment will satisfy the first of those conditions and once approved, will allow staff to process the required subdivision amendment. Staff has no concerns.

Point Analysis (Section: 9-1-17-3): Staff has found that the application passes all Absolute Policies in the Development Code and no positive or negative points have been recommended for this application under the Relative Policies.

Staff Recommendation

We welcome any further comments from the Commission. Staff recommends the Planning Commission approve the Parkway Center Amended Master Plan, Parcels A, B, C and Common Area, Lot 6, Block 1, PL-2021-0615, with the attached Findings and Conditions.

Final Hearing Impact Analysis				
Project:	Parkway Center Amended Master Plan, Parcels A, B, C and Common Area, Lot 6, Block 1			Points 0
PC#:	PL-2021-0615			
Date:	1/18/2021		Negative Points	0
Staff:	Chris Kulick, AICP			
			Total Allocation:	0
Items left blank are either not applicable or have no comment				
Sect.	Policy	Range	Points	Comments
1/A	Codes, Correlative Documents & Plat Notes	Complies		A plat note revision to allow residential uses is required by Condition 19. of Development Permit PL-2019-0292. This Master Plan amendment will allow the plat note on the subdivision to be changed and comply with this condition of approval. (Only Policies 1, 2, and 39. are applicable to this application.
2/A	Land Use Guidelines	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	Density/Intensity	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)		
4/R	Mass	5x (-2>-20)		
5/A	Architectural Compatibility / (Historic Above Ground Density)	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	Building Height	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	Ridgeline and Hillside Development	Complies		
9/A	Placement of Structures	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	Snow Removal/Storage	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)		
15/A	Refuse	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	External Circulation	Complies		
18/A	Parking	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	Loading	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	Landscaping	Complies		
22/R	Landscaping	2x(-1/+3)		
24/A	Social Community	Complies		
24/A	Social Community / Above Ground Density 12 UPA	(-3>-18)		
24/A	Social Community / Above Ground Density 10 UPA	(-3>-6)		
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)		
5/R	Social Community - Conservation District	3x(-5/0)		
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	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
27/A	Drainage	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	Utilities - Power lines	Complies		
29/A	Construction Activities	Complies		
30/A	Air Quality	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
31/A	Water Quality	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	Water Conservation	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)		
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
	HERS index for Residential Buildings			
33/R	Obtaining a HERS index	+1		
33/R	HERS rating = 61-80	+2		
33/R	HERS rating = 41-60	+3		
33/R	HERS rating = 19-40	+4		
33/R	HERS rating = 1-20	+5		
33/R	HERS rating = 0	+6		
	Commercial Buildings - % energy saved beyond the IECC minimum standards			
33/R	Savings of 10%-19%	+1		
33/R	Savings of 20%-29%	+3		
33/R	Savings of 30%-39%	+4		
33/R	Savings of 40%-49%	+5		
33/R	Savings of 50%-59%	+6		
33/R	Savings of 60%-69%	+7		
33/R	Savings of 70%-79%	+8		
33/R	Savings of 80% +	+9		
33/R	Heated driveway, sidewalk, plaza, etc.	1X(-3/0)		
33/R	Outdoor commercial or common space residential gas fireplace (per fireplace)	1X(-1/0)		
33/R	Large Outdoor Water Feature	1X(-1/0)		
	Other Design Feature	1X(-2/+2)		
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	Subdivision	Complies		
36/A	Temporary Structures	Complies		

37/A	Special Areas	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	Home Occupation	Complies		
39/A	Master Plan	Complies		This Master Plan amendment will allow the plat note on the subdivision to be changed and comply with condition 18. of the conditions of approval of Development Permit PL-2019-0292.
40/A	Chalet House	Complies		
41/A	Satellite Earth Station Antennas	Complies		
42/A	Exterior Loudspeakers	Complies		
43/A	Public Art	Complies		
43/R	Public Art	1x(0/+1)		
44/A	Radio Broadcasts	Complies		
45/A	Special Commercial Events	Complies		
46/A	Exterior Lighting	Complies		
47/A	Fences, Gates And Gateway Entrance Monuments	Complies		
48/A	Voluntary Defensible Space	Complies		
49/A	Vendor Carts	Complies		

TOWN OF BRECKENRIDGE

**Parkway Center Amended Master Plan,
Parcels A, B, C and Common Area, Lot 6, Block 1
Parcels A, B, C and Common Area, Lot 6,
Block 1, Parkway Center Subdivision
PL-2021-0615**

FINDINGS

1. The proposed Master Plan **Amendment** 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 **January 13, 2022** 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 **January 18, 2022** as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are recorded.
6. The issues involved in the proposed project are such that no useful purpose would be served by requiring two separate hearings.

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. The vested period for this master plan expires three (3) years from the date of Town Council approval, on **July 25, 2025**, in accordance with the vesting provisions of Policy 39 of the Development Code. In addition, if this permit is not signed and returned to the Town within thirty (30) days of the permit mailing date, the permit shall only be valid for eighteen (18) months, rather than three (3) years.
- 3.
4. 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.
5. 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.
6. Approval of a Master Plan is limited to the general acceptability of the land uses proposed and their interrelationships, and shall not be construed to endorse the precise location of uses or engineering feasibility.

7. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of compliance for the project covered by this permit. The determination of whether a certificate of compliance 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.
8. This Master Plan Amendment is entered into pursuant to Policy 39 (Absolute) of the Breckenridge Development Code (Chapter 1 of Title 9 of the Breckenridge Town Code). Uses specifically approved in this Master Plan shall supersede the Town's Land Use Guidelines and shall serve as an absolute development policy under the Development Code during the vesting period of this Master Plan. The provisions and procedures of the Development Code (including the requirement for a point analysis) shall govern any future site specific development of the property subject to this Master Plan.
9. Approval of a Master Plan is limited to the general acceptability of the land uses proposed and their interrelationships, and shall not be construed to endorse the precise location of uses or engineering feasibility.
10. Concurrently with the issuance of a Development Permit, applicant shall submit a 24"x36" mylar document of the final master plan, including all maps and text, as approved by Planning Commission at the final hearing, and reflecting any changes required. The name of the engineer, and signature block signed by property owner of record or agent with power of attorney shall appear on the mylar.

MASTER PLAN CERTIFICATE AND AGREEMENT

A master plan is governed by and is subject to Policy 39 (Absolute) of the Breckenridge Development Code, Chapter 1 of Title 9 of the Breckenridge Town Code, as amended from time to time. Although a master plan is a site specific plan as that term is defined by law, a master plan is only a general, conceptual plan for the future development of the subject property. The approval of a master plan is not the Town's final approval for the development of the subject property. Approval to actually develop the subject property requires one or more further site specific approvals from the Town in the form of additional development permit(s) issued pursuant to the Town's Development Code, as well as the issuance of any required permits under the Town's building and technical codes.

Upon the issuance of a development permit by the Town approving this master plan, this master plan is binding upon the permittee, and all subsequent owners of the property that is subject to the master plan in accordance with and subject to the terms and conditions of the Town of Breckenridge Development Code.

Interested parties should check with the Town of Breckenridge Department of Community Development to determine the duration of the vested property rights for the approved master plan, as well as the duration of the approved master plan.

This master plan may be amended, abandoned, or withdrawn only in accordance with the applicable provisions of the Town of Breckenridge Development Code.

APPROVAL OF THIS MASTER PLAN IS NO ASSURANCE THAT THE SUBJECT PROPERTY WILL ULTIMATELY BE DEVELOPED IN THE MANNER DESCRIBED IN THE APPROVED MASTER PLAN. INTERESTED PERSONS SHOULD OBTAIN AND REVIEW COPIES OF ALL FUTURE SITE SPECIFIC DEVELOPMENT PERMITS, SUBDIVISION PLATS, OTHER TOWN-ISSUED LAND USE APPROVALS, AND APPLICABLE TITLE INFORMATION FOR THE SUBJECT PROPERTY BEFORE DECIDING TO PURCHASE OR INVEST IN ANY OF THE REAL PROPERTY THAT IS SUBJECT TO THE APPROVED MASTER PLAN.

Owner Signature: _____

Owner Name (please print) _____

Architect Signature: _____

Director of Community Development: _____

11. Applicant shall record with the Summit County Clerk and Recorder a written notice of the approval of the Master Plan Amendment, in a form acceptable to the Town attorney, in order to give notice thereof to all interested parties.

**AMENDMENT TO THE
PARKWAY CENTER SUBDIVISION MASTER PLAN**

This Amendment to the Parkway Center Subdivision Master Plan (“Amendment”) is made by the Town Council of the Town of Breckenridge, Colorado, a municipal corporation (“Town”) for the purposes set forth below.

WHEREAS, on May 7, 1985, the Town and Lincoln West, Inc. entered into a Master Plan Agreement as amended by the Memorandum of Agreement dated January 20, 1986 (“Master Plan”) pertaining to the Parkway Center Subdivision, a mixed use development located entirely within the Town (“Parkway Center”); and

WHEREAS, Exhibit B to the Master Plan depicts the approved use within the Parkway Center; and

WHEREAS, Docsons Properties, LLC, a Colorado limited liability company (“Owner”), owns that parcel of real property within the Parkway Center (the “Lot 6 Property”) depicted upon the Replat of a Portion of Lot 6, Block 1, Parkway Center Subdivision, Filing No. 1 Amended recorded on June 28, 2007 at Reception No. 862382 (“Plat”) of the records of the Summit County Clerk and Recorder; and

WHEREAS, Exhibit B to the Master Plan states that commercial uses are allowed within the Lot 6 Property; and

WHEREAS, the Plat states that all improvements within the Lot 6 Property shall be for commercial use, except for such employee housing as may be required or permitted under the Town’s Development Code; and

WHEREAS, currently one (1) employee housing unit has been constructed upon Lot 6B of the Lot 6 Property; and

WHEREAS, in Application No. PL-2019-0292 (“Application”) Owner applied to amend the Master Plan through a Class A Development Permit to allow both residential and commercial uses within the Lot 6 Property; and

WHEREAS, there are significant public benefits which will result from the approval of the amendment to the Master Plan; and

WHEREAS, on June 23, 2020 the Town Council approved the Application.

NOW, THEREFORE, the Town hereby approves the following amendment to the Master Plan:

1. Exhibit B to the Master Plan is hereby deleted in its entirety and restated in the form attached hereto as Exhibit B.

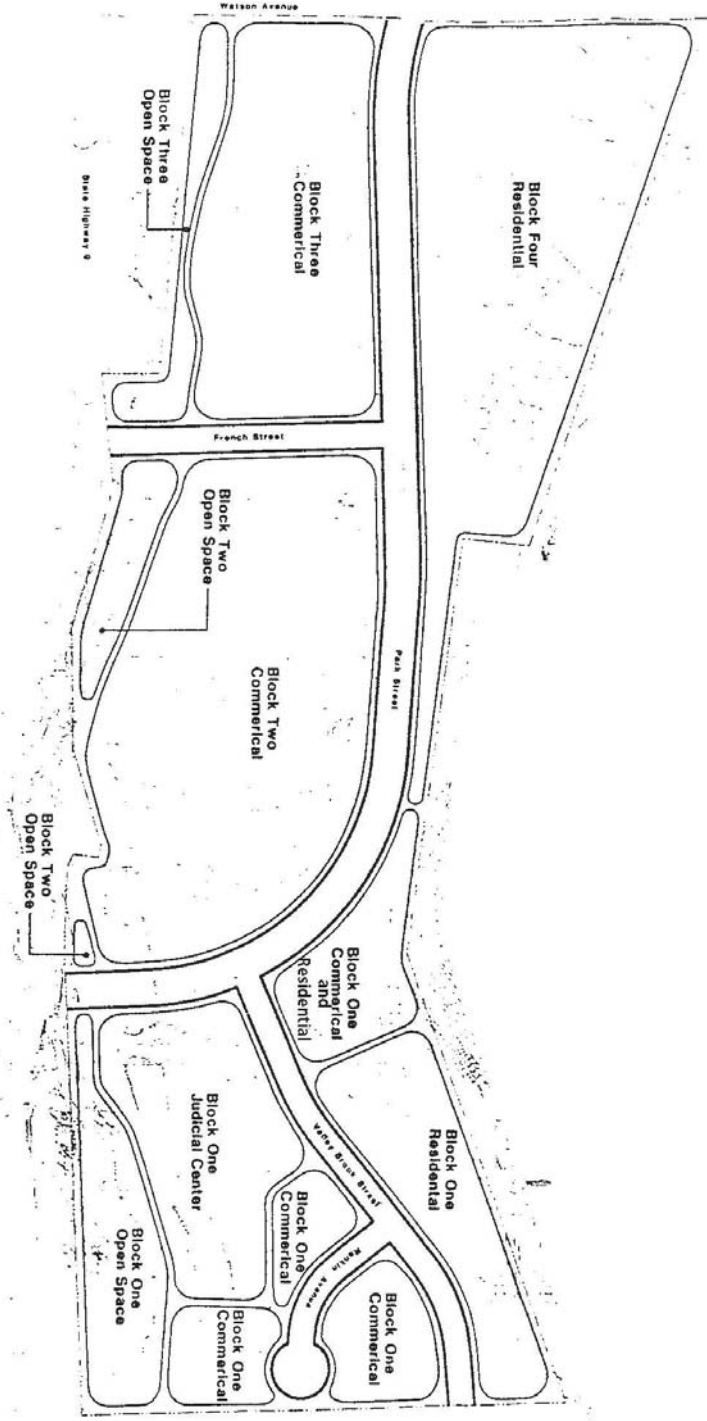
2. To the extent not modified by this Amendment, the Master Plan remains in full force and effect. In the event of any conflict between this Amendment and the Master Plan, the terms of this Amendment shall control.

[SIGNATURE PAGE FOLLOWS]

This Amendment to the Parkway Center Subdivision Master Plan is executed by:

<p>TOWN OF BRECKENRIDGE, a municipal corporation</p>	<p>DOCSONS PROPERTIES, LLC, a Colorado limited liability company</p> <p>By Its Manager: Breckenridge Lands, LLC</p>
<p>_____ Rick Holman, Town Manager</p> <p>Attest:</p> <p>_____ Helen Cospolich, Town Clerk</p>	<p>_____ By Thomas M. Begley, Manager</p>

**EXHIBIT B TO AMENDMENT TO THE
PARKWAY CENTER SUBDIVISION MASTER PLAN**



LAND USE
THE PARKWAY CENTER
LINCOLN WEST, INC. BRECKENRIDGE, CO

  **PSW**
Exhibit B

TOWN OF BRECKENRIDGE

Parkway Center Mixed Use Building Final
Lot 6A, Parkway Center Subdivision
429 North Park Avenue
PL-2019-0292

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 June 17, 2020, and findings made by Community Development 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 callup hearing on the project held on June 23, 2020 as to the nature of the project. In addition to Town Council minutes, the audio of the meetings of the Town Council are recorded.
6. Town staff and the Applicant have come to an agreement to allow market rate residential on the property. An existing plat note only allows residential that is deed restricted for employee housing. With this agreement, staff has found that both the Master Plan and the Plat for this property will require updates, which have been added as conditions of this Development Permit.
7. Per subsection (C)(1)(d) of Section 9-1-19-9A, "Policy 9 (Absolute) Placement of Structures) of the Development Code, the Town Council has approved an encroachment of the eave overhangs, up to 18 inches, into the setback along the Parkway Avenue Right-of-Way.

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 (3) years from date of issuance, on June 23, 2023, 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. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
7. Applicant shall field locate utility service lines to avoid existing trees.
8. An improvement location certificate of the height of the top of the foundation wall, and the height of the building's ridges must be submitted and approved by the Town during the various phases of construction. The final mean building height shall not exceed 31' 11" to the mean at any location.
9. At no time shall site disturbance extend beyond the limits of the area of work shown, including building excavation, and access for equipment necessary to construct the residence.

PRIOR TO ISSUANCE OF BUILDING PERMIT

10. **Applicant shall finalize any traffic study details or modifications to the site's access points with the Town's Engineering and Streets Divisions.**
11. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
12. 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.
13. Any exposed foundation wall in excess of 12 inches shall be finished (i.e. textured or painted) in accordance with the Section 9-1-19-5R, "Policy 5 (Relative) Architectural Compatibility" of the Development Code.
14. 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.
15. 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.
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. Exterior residential lighting shall not exceed 15' in height from finished grade, 7' above upper decks or 10' in eave overhangs, plus 1' for every 5' from edge of eave.
17. **Applicant shall submit a 24"x36" mylar copy of the final site plan, as approved by the Town Council 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.**

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

18. **A Master Plan Amendment shall be submitted by the Applicant to update the Land Use Map (Exhibit B) within the current Master Plan to reflect that residential and commercial are allowed on this site.**
19. **A Subdivision Plat shall be approved by the Town and filed at the Summit County Clerk and Recorder showing updated lot lines, easements, and containing a plat note that states: “Residential uses shall be allowed in this subdivision provided a minimum of 50% of the unit count is deed restricted for employee housing, in a form acceptable to the Town. In addition to the minimum 50% unit count, the square footage of the residential portion of any building to be used as employee housing shall be as close to 50% of the residential square footage as possible. Due to building design and layout it may not be possible to have an exact 50/50 split in deed restricted and market rate housing square footages but the intent is to have the two as equal as possible.” This note will replace the current note which states: All improvements constructed on the property shall be for “commercial use” as that term currently is defined in the Breckenridge Development Code, except for such employee housing as may be required or permitted under the Breckenridge Development Code.**
20. **Applicant shall record a covenant with the Summit County Clerk and Recorder, in a format acceptable to the Town Attorney, that deed restricts five (5) units, totaling 2,437.23 sq. ft. of the residential portion of the project so that the occupant shall work in Summit County at least 30 hours per week and so that short term rentals (rentals for a term of less than three (3) consecutive months) are prohibited.**
21. **Applicant shall record a covenant with the Summit County Clerk and Recorder, in a format acceptable to the Town Attorney, that deed restricts 2 units, totaling 1,086 sq. ft. of the residential portion of the project so that rental rates shall be limited to be affordable to a family of four earning 80% of the Area Median Income (AMI), requires an occupant to work in Summit County at least 30 hours per week, and prohibits short term rentals.**
22. **Any improvements recommended by the traffic study for the property or access permit modifications specific to this application shall be constructed by the Applicant. Any improvements outside of the scope of this application or access permit modification shall not be required to be constructed by the Applicant.**
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 remove all vegetation and combustible material from under all eaves and decks.
26. Applicant shall paint all 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. Exterior residential lighting shall not exceed 15 feet in height from finished grade or 7 feet above upper decks or 10’ in eave overhangs, plus 1’ for every 5’ from edge of eave.
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. 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)



Memo

To: Breckenridge Planning Commission
 From: Julia Puester, Assistant Director
 Date: January 12, 2022 (For January 18, 2022 Meeting)
 Subject: Approved Class D Majors Quarterly Report (Q4 2021)

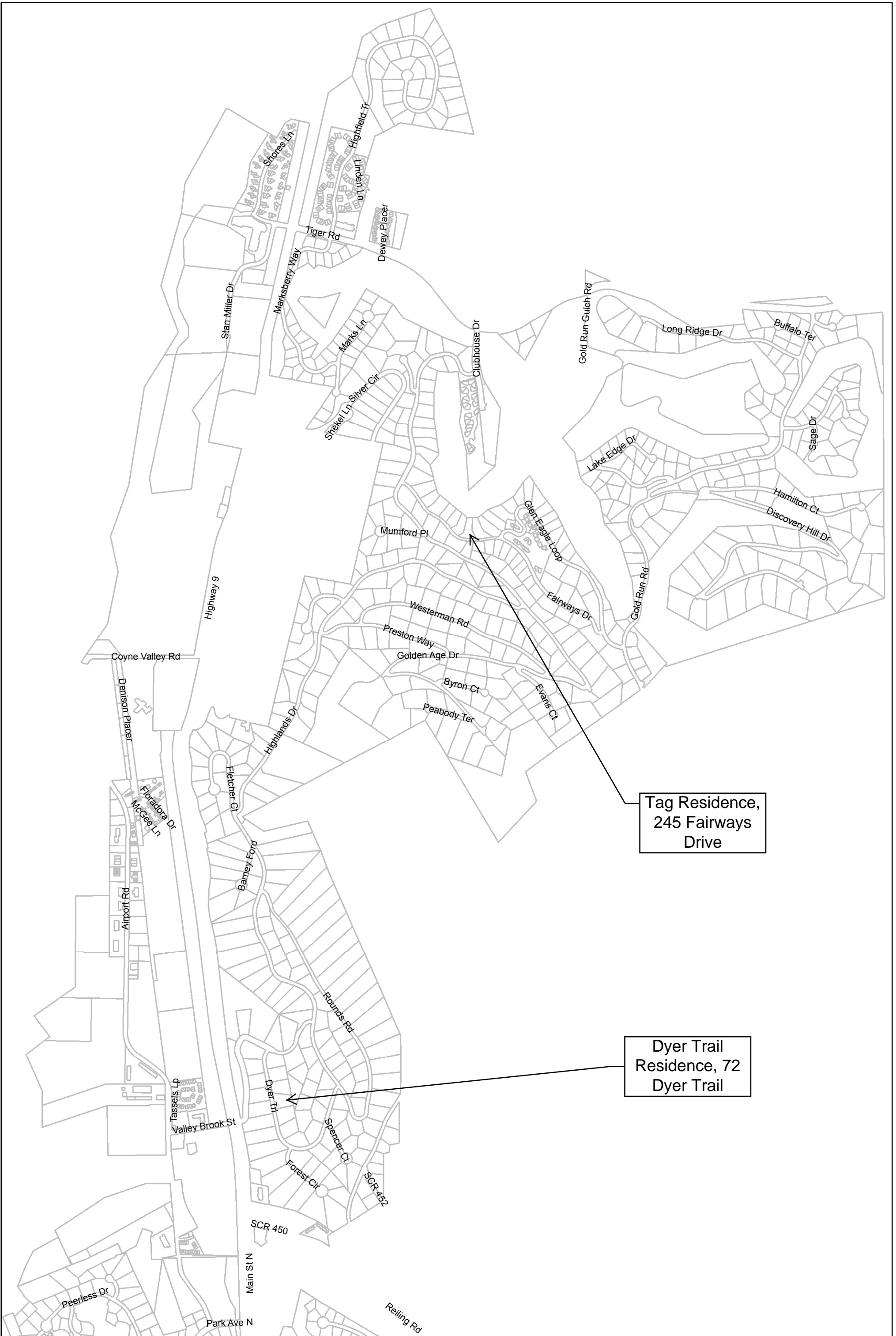
BACKGROUND

Effective January 1, 2014, Section 9-1-18-4-1 of the Breckenridge Development Code authorized the Director to review and approve Class D Major applications for single family or duplex structures outside of the Conservation District administratively without Planning Commission review. For an application to be classified as a Class D Major development permit, the property must have a platted building or disturbance envelope and warrant no negative points under Section 9-1-19 Development Policies. Staff regularly reports recently approved Class D Major development permits to the Planning Commission.

We have included a list of the Class D Major development permits that have been approved for the fourth quarter of 2021.

If you have any questions about these applications, the reporting, or the review process, we would be happy to answer. Otherwise, no discussion on this matter is required.

Plan Number	Address	Project Name	Description	Approval Date	Planner
PL-2021-0465	72 Dyer Trail	Dyer Trail Residence	New 5,617 sq. ft. single family residence with 4 bedrooms, 3.5 bathrooms, and a 3 car garage.	October 12, 2021	Chris Kulick
PL-2021-0425	1200 Brooks Hill Dr.	Belby Residence Addition	Addition and Remodel to existing 2-Story Single Family Residence.	October 22, 2021	Stefi Szrek
PL-2021-0482	245 Fairways Dr.	Tag Residence	New 6,485 sq. ft. single family residence with 6 bedrooms, 7 bathrooms, and 3 car garage.	November 9, 2021	Sarah Crump



Tag Residence,
245 Fairways
Drive

Dyer Trail
Residence, 72
Dyer Trail



Belby
Residence
Addition, 1200
Brooks Hill Drive



NOT TO SCALE

Breckenridge South





Memo

To: Breckenridge Planning Commission
 From: Julia Puester, Assistant Director
 Date: January 12, 2022 (for January 18, 2022 Meeting)
 Subject: Approved Class C Subdivision Quarterly Report (Q4 2021)

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, footprint lots in conjunction with an approved master plan, 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. As a result, we have included a list of the Class C Subdivisions that have been approved since you were last updated in October of 2021. 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.

Plan Number	Address	Project Name	Description	Approval Date	Planner
PL-2021-0488	Lots 3, 4 Fairways Homes	Fairways Homes Lot 3 & 4 Subdivision	Subdivide lot 3 into lots 3A and 3B, and lot 4 into lots 4A and 4B.	October 15, 2021	Chapin LaChance
PL-2021-0499	71 New England Drive	2nd Amended Condominium Map for Advance Condominiums	Replat to make Unit 1 into the upper 2 levels.	October 25, 2021	Chris Kulick
PL-2021-0478	73 Penn Lode	Feldsman Replat	Re-plat of Lot 1 Shock Hill, vacating the existing diagonal trail easement and dedicating a new portion of the southeastern lot corner	October 29, 2021	Stefi Szrek

			to the other existing public trail easement.		
PL-2021-0587	300 N. French Street	Abbett Addition, Block 1, Lots 10,11,12 Lot Line Vacation	Vacation of lot lines between Lots 10/11 and 11/12 to create Lot 9R.	December 20, 2021	Chapin LaChance

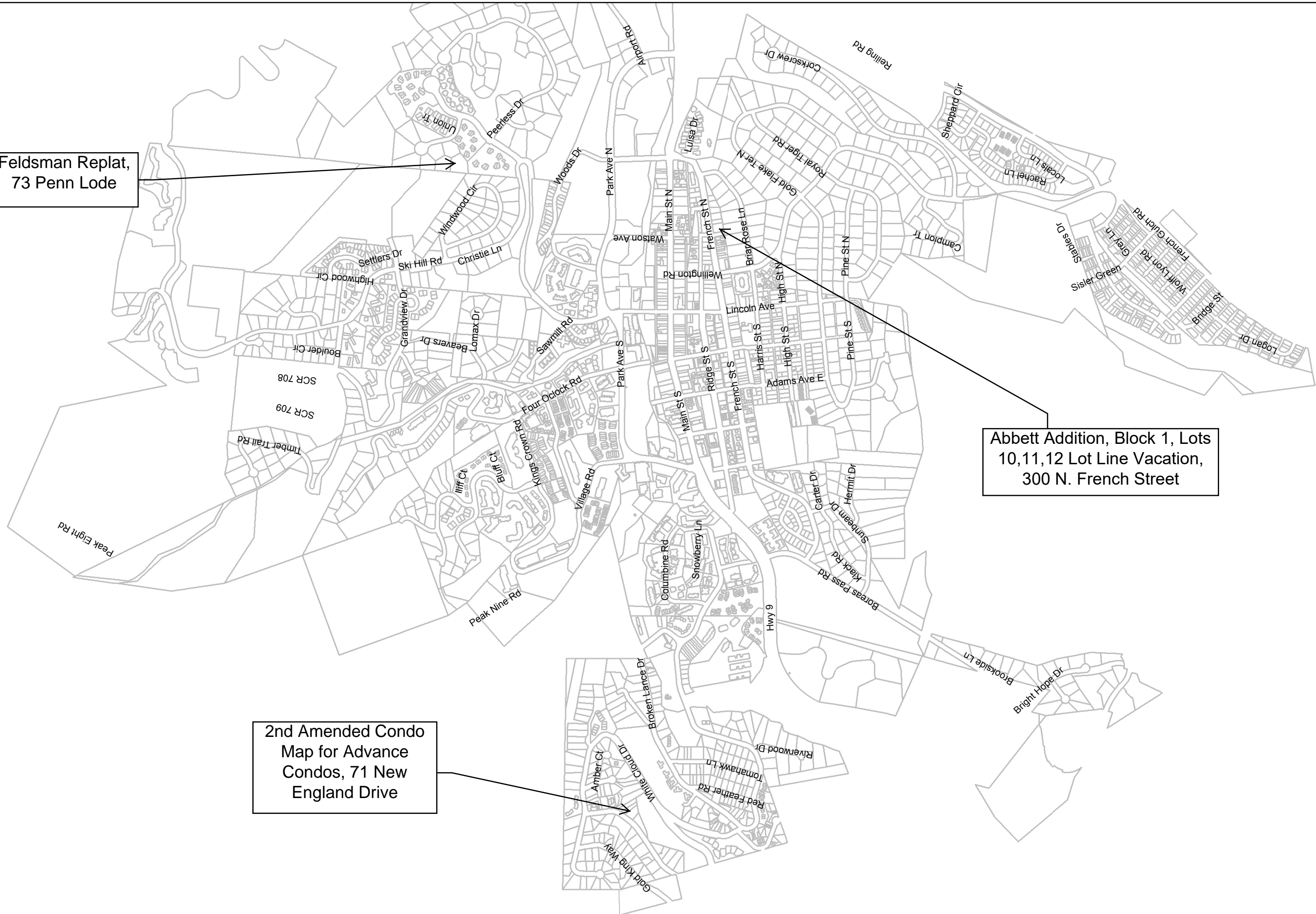


Fairways Homes
 Lots 3 & 4
 Subdivision

Feldsman Replat,
73 Penn Lode

Abbett Addition, Block 1, Lots
10,11,12 Lot Line Vacation,
300 N. French Street

2nd Amended Condo
Map for Advance
Condos, 71 New
England Drive



Breckenridge South



Memo

To: Planning Commission
From: Stefi Szrek- Planner I
Date: January 10, 2022 (for meeting of January 18, 2022)
Subject: Work Session: Parking Maximums and Shared Parking Agreements

Shared parking and parking maximums was an item on the Top Ten list discussed at the last joint Planning Commission and Town Council work session in June 2021. The concept of shared parking was supported at the work session as an approach to potentially reduce excess parking spaces in cases where adjacent land uses have parking demand with different high demand timeframes (e.g. residential and office space). Parking maximums were suggested by staff and supported at the work session to reduce unnecessary parking and to enhance the Town’s sustainability goals of less cars, while promoting transit and walkability. These recommended code changes also support the [Town’s Destination Management Plan](#) (2019).

The provision of excessive parking can increase housing prices, induce car traffic, and degrade the built and natural environment. Breckenridge strives to be a green town, working towards incentivizing and promoting alternative modes of transportation. By limiting parking, residents, visitors, and workers may be more inclined to choose alternative modes of transportation for their commutes and trips. A key goal of the [2011 Sustainable Breckenridge Plan](#) is to “*Reduce automobile dependency in favor of alternative modes of travel in order to reduce traffic congestion and reduce consumption of fossil fuels*”. The Town can further address its long term goals by limiting excessive parking. Parking caps and shared parking agreements are a beneficial way of acknowledging that some parking is necessary, but that too much parking can be disadvantageous.

Staff has since conducted research of other Summit County municipalities, Colorado ski towns, and communities outside of Colorado with progressive parking codes. From this research, staff has prepared two favored code amendments, which include the implementation of parking maximums and shared parking agreements.

Parking Maximums:

There are various methods of implementing parking maximums that have been achieved in other municipalities. Staff has broken these out into three types of methods.

Method 1: Regulating maximum parking based on the minimum parking requirement.

This method is based on regulating the maximum based on the minimum, specifically by adding a certain percentage of allowance above the minimum. This can be worded by saying “5% more than the minimum” or “120% of the minimum”. Staff has determined that

the most reasonable option would be for maximums to be **110% of the required minimum for commercial uses outside of the Conservation District, and for the minimum to be the maximum within the Conservation District.**

Method 2: Establishing a set number for a maximum parking allowance. This is similar to the current established parking minimum in the Town Code. This method creates a code based calculation for each land use type. Per the current Code, retail spaces require a minimum of one space per 400 square feet of space, but an additional maximum could be set to not exceed 1.5 spaces per 400 square feet of space, for example.

Method 3: Limiting the overall number of parking spaces in a certain area.

This would be applicable to use within a designated “zone” in town. This example allows parking to not be capped per parcel, but applies a maximum for parking within a certain area, zone, or overlay. In the Town, this would likely apply to the Conservation District, limiting parking only within that area with a total number of parking spots as a whole.

Staff believes that there are advantages and disadvantages to the above methods, described below:

Advantages to Parking Maximums:

- Encourages reduced vehicle ownership and trips;
- Minimum parking needs are still met if maximums are used in tandem with the minimum;
- Promotes alternative transportation options;
- Encourages creative design features such as bike parking, trail access, etc.
- Further encourages the town’s long term goals; and
- Decreases impervious surfaces, run-off, and increases options for potential landscaping, open space, and possible increases to density.

Disadvantages to Parking Maximums:

- Requires developers to be more intentional with location and site design;
- Creates requirements rather than possible incentives;
- Some methods may be more complex in implementation and application than others, such as Methods 2 and 3.

Staff has attached Appendix A which includes case studies and code examples for the three proposed method alternatives as well as examples of existing properties within the Town. Staff believes that there are vast differences between the Town’s dense downtown core, conservation district, and areas outside of the core and the proposed maximum parking limits can vary in intensity based on location. The downtown limits should be stricter, as this area is more walkable with more alternative transportation options. Maximum parking Outside of the Conservation District should be limited, but not to as high of a degree as within the Conservation District. This is explained in more detail in the Appendix and Code Changes examples following this memo.

Staff Recommendation:

Staff recommends modifications to Chapter 3, Section 9-3-8, Off Street Parking Requirements to allow for the implementation of parking maximums. Staff also recommends *Method 1* as the best method for implementing parking maximums. Within the Conservation District, maximum parking would be the same as minimum parking requirements. Outside of the Conservation District, staff recommends no limits to the single family and duplex parking maximums, and a 110% allowed increase above the minimum for all other uses (commercial, multi-family, etc.).

Shared Parking Agreements:

The current parking code does not address nor provide opportunities for shared parking. The Town Council, the Planning Commission, and Developers in the Town have expressed interest in allowing shared parking, which can allow for underutilized parking areas to be “shared” with neighboring uses. City of Denver defines shared parking as, *“Shared parking allows multiple property owners to share a common parking facility for their respective needs, especially when they have different peak periods. This allows flexibility in a property owner's use of unused or under-utilized parking spaces.”*

The methodologies from case studies vary, but most are based on calculating peak parking demand (hourly, daily, weekly, yearly) for two or more adjacent uses.

Method 1: Shared Parking Analysis. This method establishes basic eligibility and requirements, but mainly focuses on a third party shared parking analysis that interested applicants are required to obtain. This method allows for a third party expert, such as a transportation engineer or planner, to provide information and calculations on feasibility and peak demand.

Eligibility would include:

- Two or more distinguishable adjacent land uses (within 1,000 ft. of each other)
- Peak parking variations between month, hour, and/or day of the week.
- Must have a clear pedestrian path between the two uses.
- Must have a third party shared parking analysis completed, addressing the above points.

A shared parking analysis would be reviewed and approved by the Planning Commission. The overlap of required parking could then be allowed based on the study and be a condition of approval for the property owner(s) to execute an Agreement to be recorded prior to the issuance of a building permit.

This method is used in places such as Aspen and Park City, although sometimes shared parking agreements are approved internally by staff. Staff has reviewed these codes and determined that this method is the best approach to implementing shared parking in Breckenridge.

Method 2: Code Based Computations and Eligibility. This method establishes the eligibility, and utilizes computations and use tables based on peak demand per hour, day, week, and month. This is more complex and could require consultant assistance in preparing the tables and computations for code language.

Staff has reviewed multiple municipal codes with shared parking regulations in places such as Golden, Santa Barbara and Minneapolis, among others that utilize this approach. There are not any direct examples of existing codes utilizing this approach in similar mountain towns.

Staff believes that there are advantages and disadvantages to the above methods, described below:

Advantages to Shared Parking Agreements:

- Allows for the construction of less parking (impervious surfaces) between the two land uses;
- Encourages alternative transportation options, decreases vehicle ownership and trips;
- Decreases empty lots and allows for less parking when it is clear that adjacent land uses have different peak periods of parking demand; and
- Allows for collaboration between different business types.

Disadvantages to Shared Parking Agreement:

- Introduces the potential for usage overlap and times of conflict;
- Requires collaboration and two or more willing/cohesive land uses that are located in close proximity; and
- May require complex studies to provide peak parking demand by day, month, and hour. These are studies that are similar to a traffic analysis, typically performed by a third party engineer/consultant.

Appendix B attached provides more information on the two methods for shared parking, as well as case studies for reference.

Staff Recommendation:

Staff recommends a modification to Chapter 3, Section 9-3-8, Off Street Parking Requirements that allows for the use of shared parking between two or more uses and/or parcels. Staff also recommends that a shared parking analysis be required, with certain eligibility requirements as previously described. Staff further recommends opportunities for director discretion as needed, for example, to include additional information or additional studies.

Questions for the Planning Commission:

1. Is the Commission supportive of staff's recommendation for the parking maximum as a percentage of the minimum (*Method 1*)?
2. Is the Commission supportive of staff's recommendation for the shared parking (*Method 1*)?

After receiving input from the Planning Commission, staff will return to the Commission at another work session with a code revision for review.

Appendices:

Appendix A: Parking Maximums, Town Examples

Appendix B: Parking Maximums, Case Studies

Appendix C: Shared Parking Agreement, Case Studies

Appendix A: Parking Maximums Town of Breckenridge Examples

Method 1: applies a maximum based on the minimum, with a few stipulations.

- 110% of the minimum for commercial outside of the conservation district.
- No limit to residential parking spaces outside of the conservation district.
- Maximum allowed parking would reflect the required minimum parking within the conservation district.

Method 2: Subjective calculations for each distinct use.

- This would vary for each maximum similar to the minimum calculations. This could be done based on an engineer's suggestion. The *ITE's Parking Generation Report* does not currently provide recommendations for maximum parking.

Method 3: Applies a maximum to a whole area.

- This would apply more-so in the service area and is not as applicable outside of the service area.

The below examples are to display what a maximum cap would look like for existing projects, utilizing the three (3) methodologies for calculating maximums:

The Carlin (within the Conservation District)

Per 2021 staff report, existing calculations for minimum requirements:

Residential sq. ft.: 1,868

Commercial sq. ft.: 5,230

Total sq. ft: 7,098 sq. ft.

Parking:	<i>Required: 21 spaces</i>	
	<i>Restaurant (3.5/1,000 sq. ft.):</i>	<i>18.3 spaces</i>
	<i>Apartment (1.1/1,000 sq. ft.):</i>	<i>2.0 spaces</i>
	<i>Proposed Onsite:</i>	<i>21.0 spaces</i>

Method 1:

- Since this parcel is within the conservation district, the minimum required of 21 spaces would also be the maximum. This example follows the method proposed by Staff.

Method 2:

- Restaurant: $\sim 4.2/1,000$ sf (for example), and $\sim 1.5/1000$ sq. ft. for apartment residential.
- $(4.2 \times 5.23 = 21.9, 1.1 \times 1.868 = 2.05)$
- Total maximum would be: 22 spaces for restaurants, and 3 spaces for apartment, **25 spaces total.**

Method 3:

- This would be calculated as part of the parking maximum for the service area as a whole. This number would need to be determined by staff and commission.

Breck Central Market (outside of the Conservation District)

Per the 2020 Staff Report, existing calculations for minimum requirements:

Office: 2,850 sq. ft.

Commercial Restaurant: 9,750 sq. ft.

Total floor area: 12,600 sq. ft.

Parking:	<i>Required: 87 spaces</i>	
	<i>Restaurant (1/125 sq. ft.):</i>	<i>78 spaces</i>
	<i>Office (1/400 sq. ft. (min. of 2)):</i>	<i>8 spaces</i>
	<i>Proposed Onsite:</i>	<i>86 spaces*</i>

**this project was a special circumstance as some of the required parking was provided off site at the adjacent property.*

Method 1:

- 110% of minimum: Maximum parking for this site would be an additional **9 spaces**, for a total of **95 spaces**.

Method 2:

- Restaurant: ~1.5/125 sf (for example), and ~1.2/400 sq. ft. for office.
- (1.5 x 78 = 117) (1.2 x 7.125 = 8.55)
- Total maximum would be: 117 for restaurant, and 9 for office, totaling a maximum of **126 spaces**.

Method 3:

- This would be calculated as part of the parking maximum for outside of the service area as a whole. This number would need to be determined by staff and commission, E.g. 3,800 spaces in LUD #4 or "Outside of the Conservation District total".

Appendix B: Parking Maximums Case Studies

Although the majority of research points to larger cities; local examples are provided as well. It is important to note that due to Breckenridge's robust transit system the Town *can* be compared to a denser, more urban environment.

Case studies:

Method 1: Regulating maximum based on the minimum parking requirement.

- Flagstaff, AZ: This code is simpler in nature. It allows for a maximum based on the minimum, which is **5% more spaces than the minimum**. This is a more easily calculated code that the Town could layer on top of the existing minimum calculations.
- Helena, MT: Lots ranging from 20-51 required/minimum spaces cannot exceed **120% of the minimum** required by minimum table (not including accessible spaces unless a minimum of 20% of the parking area is landscaped in accordance with the standards of the chapter. Lots of required 51 spaces or more, have a maximum of 110% of the number of spaces required by the minimum.

Method 2: Creates a set number for a maximum parking allowance. This is similar to the current parking minimum.

Redmond, WA.

- Commercial uses are allowed a maximum of 5 spaces per 1,000 sq. ft. of Gross Floor Area (GSFA), and a minimum of four per 1,000 GSFA. (for a 5,000 sf building, 20 spaces required, 25 is the cap).

Portland, OR.

- This code creates a formula for different use categories in order to calculate the allowable minimum and maximum. This code is complex in understanding and implementing.

Seattle, WA.

- The City of Seattle allows a maximum of one parking space per 1,000 sq. ft. of downtown office space.

San Francisco, CA.

- The city of San Francisco's "Transit First" policy allows parking to consume only up to seven percent of a building's gross floor area and new buildings must have an approved parking plan prior to receiving an occupancy permit. In some cases, only short term parking is approved; in others, a mix of long, short and carpool parking was approved. This policy has helped prevent increased peak vehicle traffic despite considerable office growth.

Pasadena, CA.

- This code allows for parking standards that apply specifically to urban housing based on UPA based on the calculation as follows:
 - a) Units over 550 square feet shall provide a minimum of 1.5 spaces per unit to a maximum of 1.75 spaces per unit.
 - b) Units of 550 square feet or less shall provide a minimum of 1 space per unit to a maximum of 1.25 spaces per unit.
 - c) The parking requirement may be further reduced through a parking demand study and approval of a minor conditional use permit.

Method 3: Limiting the overall number of parking spaces in a certain area. This would be applicable to use within the parking Service Area, Conservation District, or another designated “zone” in town.

Cambridge, MA.

- A zoning ordinance states, *“The total number of parking spaces serving non-residential uses in the North Point Residence District shall not exceed 2,500 spaces, allocated to each lot in the district as a rate of 1.2 spaces per 1,000 square feet of lot area”* (Millard-Ball 2002). It is important to note that Cambridge uses this method in tandem with Method 2.

Portland, OR.

- In 1975, the City of Portland set an overall cap of approximately 40,000 parking spaces downtown, including existing and new parking facilities. The cap was increased to about 44,000 spaces by the 1980s and increased again in the 1990s. The City is generally satisfied with its parking policies and believes it has helped increase transit use from 20-25% in the early 1970s to 48% in the mid-1990s (Metropolitan Area Planning Council).

Boston, MA.

- In 1977, the City of Boston adopted a freeze on commercial parking open to the public, but not parking reserved for individuals or a company use within office buildings. While the number of commercial spaces have not increased, there was a 26% increase in exempt spaces between 1984 and 1987 alone and motor vehicle traffic increased dramatically along major corridors to the city (Metropolitan Area Planning Council).

Appendix C: Shared parking

Method 1: Requires a shared parking analysis between mixed uses. Multi-department review and Planning Commission approval. For new developments or major remodels between two adjacent uses or buildings.

Method 2: Requires planners and applicants to review methodology, calculations, ratios etc. More complex, and code has to be written in a way that is applicable for doing calculations.

Code examples:

Method 1:

Summit County, CO.

- “Joint Use of Required Paring” allows for a reduction in required spaces where the uses in a development are expected to operate at different times.
- The applicant provides information on the uses and times. A study may then be further required. This is approved by the “Review Authority”. Further code changes under Affordable Housing amendments may address parking and shared parking agreements in the future.

Aspen, CO.

- Requires a parking study, and a “shared parking agreement”, so long as the study results in a peak-parking-demand measure that is less than the Parking Requirement established by code.
- The shared parking analysis gets reviewed by The Transportation, Parking, Engineering, and Community Development Departments. Approval is required by the Planning and Zoning Commission as a Special Review.

Park City, UT.

- Per a recent conversation with a Town Planner at Park City, shared parking is allowed but only per a Master Plan and/or a Conditional Use permit, as long as a parking study is provided.
 - The study must review overlap in times, community uses, and other factors.
 - Reduced parking is only considered for any areas that have eight (8) or more parking spots proposed or existing.
- In the future, Park City is proposing to reduce parking requirements for affordable housing master plans.

Method 2:

Codes in Municipalities described below have code language that is detailed in differentiating peak times, days, and months. Staff has reviewed these case studies and recommends against this method.

Sandpoint, ID:

- This code is subject to director approval if certain requirements are met such as: shared pedestrian connection, distance between uses, overlap of hours of operation, etc. Once these requirements are met per the code, the director may allow for a reduction in parking spots, and an agreement must be recorded on both property titles.

Golden, CO:

- Has specific eligibility requirements, (total minimum size of the development, requirement for retail, three (3) minimum distinct land uses, uses must occur on a contiguous parcel of land held in common ownership
- Provides methodology for calculating shared parking which includes: peak parking demand factors, gross leasable area, monthly variants, hourly variations, seasonal adjustments, etc.

Denver, CO

- *“Denver is actively encouraging private parking owners to engage in shared parking agreements. As development replaces parking lots in many active neighborhoods and on-street parking demand increases, shared parking will become a progressively more important way to increase the local parking supply.”* (City and County of Denver).

Minneapolis, MN.

- Uses a process that includes the computation of required parking under a shared parking agreement
- Includes tables showing size, designated time periods, requires the minimum parking to be a sum of each column.

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