



TOWN OF
BRECKENRIDGE

Planning Commission Meeting Agenda

Tuesday, March 19, 2024, 5:30 PM

Council Chambers

150 Ski Hill Road

Breckenridge, Colorado

5:30pm - Call to Order of the March 19, 2024 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 - Town Projects

1. Town Project Tiger Dredge F&B Delivery Service Pilot Temporary Structure 6
(SVC) 150 W Adams Ave; PL-2024-0045

6:15pm - Other Matters

1. Town Council Summary

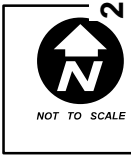
6:30pm - Adjournment

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.



Tiger Dredge Delivery Service
 Temporary Sprung Structure,
 150 W Adams Ave (Tiger
 Dredge Parking Lot)



Breckenridge South



PLANNING COMMISSION MEETING

The meeting was called to order at 5:32 pm by Chair Leas.

ROLL CALL

Mike Giller	Mark Leas	Allen Frechter	Susan Propper
Ethan Guerra	Steve Gerard	Elaine Gort	

APPROVAL OF MINUTES

With the below changes, February 20, 2024 Planning Commission Minutes were approved.

Page 8 of packet, page 6 of minutes, Steve Gerard stated, “as well as historic buildings we’re” change to “were” not “we’re.”

APPROVAL OF AGENDA

With no changes, the March 5, 2024 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- No comment

CONSENT CALENDAR:

1. Popov Residence (EM), 20 Rounds Rd., PL-2024-0024

Mr. Gerard made a motion to call up the Popov Residence project, seconded by Ms. Propper. The motion passed 7 to 0 and the project was called up.

Ms. Muncy gave a short presentation of the project, a proposed new single-family residence of 5,999 sq. ft. with 6 bedrooms, and 5.5 bathrooms.

Mr. Frechter: No questions.

Ms. Gort: No questions.

Mr. Gerard: I do not favor these long driveways when there is an alternative of a shorter option. This one seemed unique for the reason I will refer to as “cutting” if you look at the middle third of the driveway they are proposing to cut into 6-8 ft of hillside where there might be less site-disturbance if there were a retaining wall. It looks like a 6 ft section of the hillside will be scraped. If you review 7R, retaining walls in Section C. retaining walls are preferred rather than a cut. (Ms. Muncy: Some of this is necessary to get the correct grade for the driveway. The property owner is trying to minimize the use of retaining walls and the site disturbance of the driveway.) I am troubled by wanting to shave off the hillside instead of a retaining wall, which will contribute to runoff. 7R Section A. says minimize site disturbance rather than cutting they should have some retaining walls. Is there a policy or anything we can look at that says they should not have to put in a retaining wall? (Mr. Kulick: There is nothing that says they must have retaining walls; they are only recommended. This applicant has been on the other end of the circumstance where this Commission has assigned negative points to retaining walls when they are excessive for the driveway. I think the cut and fill language in the code was intended to prevent benching sites for the home itself not necessarily for a driveway installation. The majority of impacts from this project are from the subdivision itself and the homesite. We have assigned a fairly substantial negative four points to this project recognizing that the driveway could be built differently but that they have minimized the use of retaining walls.)

- Mr. Leas: You are saying that the negative points assigned considers the site disturbance from the driveway? (Mr. Kulick: Yes, and Staff would not recommend additional points for this project.)
- Mr. Gerard: I would not recommend additional points. I would recommend a retaining wall. I think this is cost Engineering and they would rather have the hillside erode than build a retaining wall.
- Mr. Giller: This driveway is cut on both sides, 2-3 ft and 3-4 ft on either side. It is a large trench to stay at the 8 percent grade. This is an odd design and will look less appealing when it is completed. (Ms. Muncy: This design is trying to solve several issues: they are forced to enter the site on the right side because of the steep slope, they are attempting to minimize the curvature and length of the driveway, and avoid previously planted trees.)
- Mr. Guerra: I concur with the staff that it does meet the 7R requirements. I try to reduce rock walls if possible, they stand out visibility wise and they are problematic when trying to plow. I would prefer to see this driveway with grading set back, visually, rather than a large rock retaining wall. I think we are over the top on erosion control measures. On big projects it can be an issue but less so on smaller projects like this home. I understand that others have problems with the long driveways but I think the visual impact here is less than a rock wall.
- Mr. Giller: Can Ms. Muncy speak to the revegetation requirements? (Ms. Muncy: They are proposing some additional landscaping above the driveway and the area will be required to be revegetated with a new layer of topsoil and native seed mix.) There is a 2:1 slope max.
- Ms. Propper: No comments.
- Mr. Frechter: I went and looked at the site. There is a steep berm from the road so I think the driveway will have little visibility from the roadway. It will be a bobsled run coming down the driveway in the winter but that is the owner's issue.
- Ms. Gort: No comments.
- Mr. Gerard: We have a conflict here with the code saying we should recommend retaining walls rather than cuts.
- Mr. Guerra: No additional comments.
- Mr. Giller: No additional comments.
- Ms. Propper: No additional comments.
- Mr. Leas: No additional comments.

Andy Stabile, Allen Guerra Architecture, Applicant: This is a very tricky site. We had several versions of the driveway to show the HOA and this was the version that was most agreeable. We had to contour that way to make the slope. Both sides of the argument were discussed here; we tried to minimize the amount of retaining wall from a visual perspective so we did end up grading back a bit. If it is the Commission's request we could add some additional retaining walls to reduce the overall site disturbance. This was less of a money-savings decision and more of a visual decision.

The project was opened for public comment. There were no comments and the comment period was closed.

Ms. Gort made a motion to approve the project with the attached findings and conditions, seconded by Mr. Gerard. The motion passed 7 to 0 and the project was approved.

OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 6:13 pm.

Mark Leas, Chair

Planning Commission Town Project Staff Report

- Subject:** Tiger Dredge Temporary Delivery Sprung Structure
(Town Project Hearing – PL-2024-0045)
- Proposal:** Construct a temporary sprung structure and temporary office to house the Town’s pilot food and beverage delivery service program. The sprung structure will be located in the southern horseshoe of the Tiger Dredge surface parking lot. The pilot delivery service will manage food and beverage delivery logistics in the core of downtown for participating businesses using smaller electric delivery vehicles. The pilot program aims to reduce emissions and congestion from oversized delivery vehicles while increasing pedestrian and bicycle safety and efficiency of product distribution.
- Date:** March 11, 2024 (For meeting of March 19, 2024)
- Planner:** Sarah Crump, AICP, Planner III
- Applicant:** Shannon Smith, Town Engineer, Town of Breckenridge
- Contractors:** 106 West Logistics, Dockzilla
- Owner:** Town of Breckenridge
- Address:** 150 W Adams Avenue (91 W Adams will be the newly assigned address when constructed.)
- Legal Description:** Tract F Four Seasons Village Sub #2
- Land Use District:** 23: Residential (multi-family, lodge, hotel) 20 UPA, or Commercial (special review) 1:3 FAR
- Site Area:** 6.51 acres (283,575 square feet)
- Site Conditions:** The site area for the sprung structure is within the southern horseshoe of the existing Tiger Dredge surface parking lot. The site is accessed from West Adams Avenue and slopes gently uphill to the west. It currently serves as an existing paved surface parking lot with 36 marked spaces, primarily for employee parking but also for events at the Riverwalk Center and public parking during specified times. There is an existing trash enclosure at the Adams Avenue western end.
- Adjacent Uses:** North: Riverwalk Center, Washington Avenue right-of-way, Blazing Saddles (mixed-use commercial)
South: F-Lot public parking, Park Avenue right-of-way, Village at Breckenridge (mixed-use commercial)
East: Blue River, historic downtown (mixed-use commercial)
West: Park Avenue right-of-way, Cimmaron, and Park Place (multi-family residential)

Density:	Existing: 16,728 sq.ft. (16.73 SFEs) Additional Proposed: 2,386 sq. ft. (2.39 SFEs) Total: 19,114 sq.ft. (19.11 SFEs)
F.A.R.:	Allowed: 1:3 Existing: 1:17 Proposed: 1:15
Lot Coverage:	~1.5 acres of Open Space. No change proposed.
Height:	Recommended: 26'0" (2 stories to mean) Proposed: 21'10" overall
Parking:	Required: 3 spaces (warehouse use) Proposed: 5+ spaces (to remain in lower horseshoe)
Snow stack:	Proposed: ~880 sq.ft. additional snow storage area
Setbacks:	Required Commercial Setbacks: 1ft Proposed North: ~450 ft South: ~100 ft East: ~85 ft West: ~130 ft

Item Background

The Breckenridge Town Council is looking to innovate the logistics of food and beverage deliveries to the downtown core in a way that decreases large vehicle trips and as a result reduces emissions and congestion on the Town's narrow downtown alleys and roadways. The Council also desires to prioritize pedestrian and bicycle safety downtown while not disrupting the timeliness of food and beverage deliveries. The Council instructed the Public Works Department to transmit a Request for Proposals (RFP) in January 2024 for the development of a pilot program that would re-think food and beverage deliveries to the core of town.

The proposal from applicant 106 West Logistics and their sub-contractor Dockzilla was selected through the RFP process. In subsequent discussions with Town Council, Public Works, and 106 West Logistics, the Tiger Dredge surface public parking area was selected as the best location for the temporary pilot delivery program. If successful, the pilot delivery program could be expanded to include additional participants in an expanded delivery service area, as well as for future applications such as trash and recycling handling. Pending the success of the pilot, a permanent location for the delivery program has not yet been selected.

Staff Comments

Land Use (Policies 2/A & 2/R): The property is currently used as a surface parking lot. The proposed use is acceptable under the Land Use District 23 Guidelines (LUGs) which allow for commercial operations. Staff has no concerns.

Density/Intensity (3/A & 3/R): The temporary sprung structure and office trailer will total 2,386 sq. ft. or 2.39 SFEs. The new total density on site will be 19,114 sq. ft. or 19.11 SFEs. This is equivalent to a Floor Area Ratio (FAR) of 1:15 which is less than the allowed FAR of 1:3 for commercial development in the land use district. Additionally, this is a temporary structure for municipal/institutional use, therefore it does not count as density under 9-1-19-3-A: Policy 3 (Absolute) Density/Intensity. Section F. Exemption for Community Facilities and Institutional Uses and no density would be required to be transferred to the site to account for this additional density if the site were over density. Staff has no concerns regarding the proposed total density of the site.

Architectural Compatibility (Policies 5/A & 5/R): The proposed structures will be temporary in nature, comprised of a sprung steel structure with a stretched canvas covering placed on a raised steel foundation platform. A separate temporary office trailer will be connected to the sprung structure at the south elevation. Six loading docks will span the north elevation. The office trailer to the south of the sprung structure will be sided with white painted metal with 6 double-hung window openings.

Brown colored textured canvas has been selected for the sprung structure covering. The structure will be elevated on a steel foundation to efficiently reach the standard loading dock height. The steel foundation will not be skirted and will remain open to provide sufficient drainage to the site. Three man-doors, one on each east and west side and one on the rear, will have steel staircases and landings to reach the elevated structure.



Various non-natural materials are contemplated in Policy 5/R for the assignment of negative points. Canvas fabric material, because it is typically used for temporary structures, is not a material discussed within the subsection on “non-natural materials” but would be discouraged for permanent construction under Policy 5/R because it is not architecturally or aesthetically compatible with other developments within the land use district. Nor is the open steel foundation design architecturally compatible, especially given the project’s close proximity to the historic district.

Per the LUGs, “*Contemporary architectural design compatible with the existing architecture of the surrounding neighborhood is preferred. However, some portions of this District could act as a buffer to the Historic District, and the Historic District Guidelines should be applied in these instances.*” The parcel is adjacent to the River Park Corridor Transition Area.

Permanent construction utilizing canvas fabric or metal siding would cause the project to be assigned the maximum number of negative six (-6) points. The temporary nature of the project necessitates a cost-effective material that is easily dismantled after the pilot period has ended. Despite the temporary nature, staff recommends the assignment of the maximum negative six (-6) points for the temporary canvas sprung structure with an open steel foundation and for the metal sided office trailer due to architectural incompatibility with the surrounding land use district and nearby historic district.

Building Height (Policies 6/A & 6R): In Land Use District 23, building heights greater than 2-stories are discouraged but the LUGs also state, “*determination of acceptable building heights will be made during the development review process.*” Per the Development Code, the first two stories are counted as 13-feet tall each and subsequent stories are counted at 12-feet tall each. Hence, a 2-story building has a height of 26 feet as measured from the mean (mid-point between ridge and eave) of the roof to the finished grade below. Staff has no concerns about the overall height of the proposed temporary structure of 21 feet and 10 inches (21’10”). Staff is recommending the assignment of negative one (-1) points for an unbroken ridgeline of greater than 50 feet. The main ridge of the temporary structure will be approximately 72 feet in length from east to west.

Site And Environmental Design (7/A & 7/R): The existing site is utilized as a paved surface parking lot which is fairly flat in grade. There is minimal vegetation within the center of the parking horseshoe which will be lost to the installation of the temporary structure. Minimal grading and excavation of the paved surface parking will take place to prepare the site for the installation of the sprung structure steel foundation and docking system. As the area is already disturbed and utilized as a surface parking lot, staff does not find that the proposed site disturbance rises to the level that would necessitate negative points. Staff has no concerns.

Signs (12/A): Signage, if any is desired by the delivery contractor, will be approved under a separate Town Project application approved at the staff level. Commercial signage of up to 20 sq. ft. may be allowed at the front entrance to the temporary structure. No signage is proposed nor will be approved as part of the canvas structure covering. Staff has no concerns.

Snow Removal and Storage (13/A & 13/R): The parking spaces within the horseshoe to the east and west of the temporary structure will be closed to public parking and can be utilized as new snow storage area while the structure is in place, resulting in greater snow storage area than currently exists on the site. As this property is Town owned, should there be any need to remove snow, the Public Works Department will remove the snow to Town-owned overflow snow storage areas on the periphery of Town. Staff has no concerns.

Refuse (15/A & 15/R): There will be access to the Town maintained trash and recycling enclosure nearby the structure to the west. Staff has no concerns.

Internal Circulation (16/A & 16/R): The location of the temporary sprung structure will require the elimination of the existing 36 parking spaces within the southern horseshoe and thus there will be no need for public access to the site. Pedestrians will still be able to traverse around the site via the public sidewalks and bike trails that connect the F-lot surface parking area to the public sidewalk along West Adams Avenue

and downtown. The delivery schedule for large trucks will mostly occur in early morning hours that are offset from the heaviest time of use for the northern portion of the Tiger Dredge public parking lot, which will remain open for public parking during the pilot period. This timing difference will avoid most conflicts between backing delivery vehicles and pedestrians in the surface lot. This will concentrate delivery vehicles in this area rather than trucks making backing movements in many roadway and alley locations across the downtown as they do currently. Overall, the plan does an adequate job of separating pedestrian activity from motor vehicle traffic. Staff has no concerns.

External Circulation (17/A & 17/R): The vehicular entrance and exit to the temporary delivery sprung structure for large commercial delivery vehicles will be from the east via West Adams Avenue. The largest delivery vehicles (greater than 35' in length) will be required to travel south down Main Street and turn right on West Adams Avenue to enter the site. The largest delivery vehicles currently take this route to access existing delivery sites on West Adams. An alternative entrance to the site from the roundabout at Park Avenue and 4 O'Clock Road was considered but ultimately eliminated because longer trucks cannot easily complete the turn within the roundabout and subsequent turn into the Tiger Dredge lot due to existing curbs.

The Town Engineer has been working with the contractor 106 West Logistics to tweak the circulation plan that is shown so that no parking spaces in the northern portion of the Tiger Dredge lot are lost to the space requirements for transfer truck turning and backing movements. Staff has no concerns.

Parking (18/A & 18/R): The project will close 36 surface parking spaces within the southern horseshoe of the Tiger Dredge surface parking lot. These spaces are primarily used for employee parking. Approximately eight public parallel parking spaces along the one-way portion of West Adams Avenue right-of-way will also be eliminated to accommodate the turning movements required for large trucks. Accommodations for the elimination of the 36 surface employee parking spaces are being made to allow for employee parking within other Town owned surface lots, such as the nearby F-lot. Staff anticipates minimal negative impacts from the displaced public parking spaces, which can be accommodated in other public parking reservoirs nearby. Warehouse uses require one parking space per 1000 sq. ft. of floor area requiring three spaces for employees working within the temporary structure. While closed to outside employee parking, at least five parking spaces will remain accessible to the delivery contractors on the site. Staff has no concerns.

Open Space (21/R): There will be minimal change to the site's existing Open Space area. The temporary sprung structure and office will primarily exist over the current paved surface parking area. Staff has calculated the existing open space to be at least 1.5 acres on the 6.5-acre parcel (approximately 23 percent) which would exceed the 15 percent requirement for non-residential uses. The landscaping island in the center of the horseshoe, an approximately 200 sq.ft. area, will be covered by the temporary structure. This is a negligible area considering the overall parcel size of 6.5 acres. Staff has no concerns.

Landscaping (22/A & 22/R): The temporary structure will necessitate the removal of six mature Aspen trees from the center landscape island of the horseshoe. The temporary structure will be screened by existing mature trees and shrubs. This mature vegetation will remain undisturbed around the outer perimeter of the horseshoe. No additional landscaping is proposed with this project. This project site will continue to meet Open Space requirements and the required Policy 22/A landscaping for surface parking. Areas of *"not less than six percent (6%) of the interior area of a parking lot shall be landscaped"* will continue to be met on other portions of the Tiger Dredge surface lot. Staff has no concerns.

Social Community (24/A & 24/R):

24/A B. Employee Housing Impact Mitigation:

New development or changes of intensity of use must mitigate the impact on available employee housing by supplying deed-restricted units for at least 35 percent of new employees generated by the project. This is a Town project and proposed for institutional uses. Under the written 24/A policy Section B. 3. States, *“this policy does not apply to institutional uses.”* Were this a private project, it would generate 5.7 new employees, requiring employee housing mitigation for 2 employees or 700 square feet of deed-restricted housing.

24/R B. Community Needs:

3 (0/+2)	x B.	<i>Community Needs: Developments which address specific needs of the community which have been identified in the yearly goals and objectives reports within the three (3) year period preceding the date of the application are encouraged. Positive points shall be awarded under this subsection only for development activities which occur on the applicant's property. (Ord. 1, Series 2014)</i>
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The 2023 Council Goals include:

Goal: More Boots and Bikes, Less Cars

Goal: Leading Environmental Stewardship

This project will help to achieve the above-identified Council goals by concentrating deliveries in a central location and pulling large polluting delivery vehicles away from heavy pedestrian and bike use areas in downtown. This will improve safety for pedestrians and cyclists, further encouraging their use in the downtown core. The project also seeks to reduce emissions by contracting with partners who use zero-emission electric vehicles for “last mile” deliveries. This pilot program seeks to emulate successful delivery programs in other Colorado mountain communities, but these types of electric delivery services have not been widely adopted, making the project a sustainable innovation, and meeting the Breckenridge Council goal to be a leader of the environmental stewardship movement. Given the temporary nature of the pilot program, staff recommends positive three (+3) points under this policy.

Projects which have received positive three (+3) points for meeting a Council Goal in the recent past:

2023- BGV Gondola Lots Master Plan, French Street roundabout construction (+3)

2017- Recreation Center Tennis Building (+3)

2016- Huron Landing workforce housing apartments (+3)

Infrastructure (26/A & 26/R):

4 2/+2)	x (-) B.	<i>Capital Improvements: The implementation of capital improvement needs listed in the land use guidelines or town's capital improvements five (5) year program is encouraged; while any action to impede the implementation of any of these items is discouraged. (Ord. 19, Series 1988)</i>
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The Town’s current capital improvement program specifically identifies the need for a centralized food and beverage delivery service in the downtown core. Staff suggests positive four (+4) points under this policy for the proposed improvements.

Past projects that have received positive four (+4) points for completing a project identified in the Town’s Capital Improvements 5-year Program are:

2023- BGV Gondola Lots Master Plan, French Street roundabout construction (+4)
2017- Recreation Center Tennis Building (+4)
2015- Pinewood Village 2 affordable workforce apartments (+4)

Power and water utilities will be run to the temporary sprung structure and office trailer but not sewer. Water will be used for cleaning the work area and for cleaning delivery vehicles. Employees of the contractor will have access to public restrooms nearby at the adjacent Riverwalk Center. Staff has no concerns.

Drainage (27/A & 27/R): The Town Engineering Department is acting as the applicant for this project and has worked extensively with the contracted design team to ensure optimal drainage is achieved. Staff is supportive of the proposed open drainage design beneath the proposed temporary structure, which will function similarly to the existing drainage on the existing surface parking lot and has no concerns.

Temporary Structures (36/A): Temporary structures are not allowed within the Conservation District and are discouraged outside the Conservation District. This structure will be placed outside and directly to the west of the Conservation District. The temporary structure regulation is intended to allow for substitution of an existing structure while under repair or a new permanent structure is under construction. While intended to be a pilot program and precursor to a future permanent downtown food and beverage delivery solution, this structure does not meet the spirit of the regulation and therefore fails this provision of the absolute policy. However, the Town Council feels the public benefits provided from the delivery service pilot program will outweigh any negative aesthetic or viewshed impacts of allowing a temporary structure for an extended period. The temporary structure ordinance requires revegetation of any disturbed area following the removal of a temporary structure. As a Town project, staff has worked to ensure the project is mostly in compliance with the requirements of the Development Code and the Town will be held accountable for removal of the structure after the pilot program has ended and reclamation and restoration of the site. Staff has no concerns.

Exterior Lighting (46/A): There is no proposed exterior lighting associated with the temporary structures. If exterior lighting is needed in the future a Town Project D-minor equivalent will be required and any exterior lighting must be compliant with the Town's lighting standards found in Title 9, Chapter 12, Exterior Lighting Regulations. Staff has no concerns.

Point Analysis (Section: 9-1-17-3): Staff acknowledges that this temporary structure fails an Absolute Policy, 36/A, regarding temporary structures which are only meant to substitute for existing structures while a permanent replacement is constructed. However, this is a Town project and the Council desires its construction. Staff finds that the public benefits and need for this project supersede the Development Code for this application considering the temporary nature of the pilot program. With the exception of failing Absolute Policy 36/A, Temporary Structures, staff recommends a point analysis of negative seven (-7) points and positive seven (+7) points, which results in a passing score of zero (0) points total.

Negative Points (-7)

- Policy 5/R Architectural Compatibility: maximum negative six (-6) points for non-natural materials (canvas fabric and open steel foundation) exceeding 25 percent of any façade.
- Policy 6/R Building Height: unbroken ridgeline greater than 50 feet; negative one (-1) point.

Positive Points (+7)

- Policy 24/R Social Community: positive three (+3) points; the project addresses a specific need of the community which was identified in the 2023 yearly Council goals.
- Policy 26/R Infrastructure: positive four (+4) points for completing a Town Capital Improvement Project.

Planning Commission Questions

The Planning and Engineering Departments have worked closely with the contractor to bring this Town Project into general compliance with the Development Code. Based on staff's recommendations, we have the following questions for the Commission:

1. Does the Commission agree with the proposed point analysis?
2. Does the Commission have any other comments regarding the project?

Staff Recommendation

This is a Town Project pursuant to the ordinance amending the Town Projects Process (Council Bill No. 1, Series 2013). As a result, the Planning Commission is asked to identify any concerns with this project's recommended point analysis listed directly above, and any other code issues or general concerns with the proposed project. The Commission is then asked to make a recommendation to the Town Council.

Staff recommends that the Planning Commission recommend approval of the Tiger Dredge Temporary Delivery Pilot Program Sprung Structure to the Town Council, PL-2024-0045, located at 150 W Adams Avenue with the attached Point Analysis and Findings and Conditions.

TOWN OF BRECKENRIDGE

**Tiger Dredge Temporary Delivery Sprung Structure
Tract F Four Seasons Village Sub #2
150 W Adams Avenue
PL-2024-0045**

FINDINGS

1. This project is “Town Project” as defined in Section 9-4-1 of the Breckenridge Town Code because it involves the planning and design of a public project.
2. The process for the review and approval of a Town Project as described in Section 9-14-4 of the Breckenridge Town Code was followed in connection with the approval of this Town Project.
3. In connection with its review of this Town Project, the Planning Commission scheduled and held a public hearing on March 19, 2024, notice of which was published on the Town’s website for at least five (5) days prior to the hearing as required by Section 9-14-4(2) of the Breckenridge Town Code. At the conclusion of its public hearing, the Planning Commission recommended approval of this Town Project to the Town Council.
4. The Town Council’s final decision with respect to this Town Project was made at the regular meeting of the Town Council that was held on March 26, 2024. This Town Project was listed on the Town Council’s agenda for the March 26, 2024 meeting that was posted in advance of the meeting on the Town’s website. Before making its final decision with respect to this Town Project, the Town Council accepted and considered any public comment that was offered.
5. Before approving this Town Project the Town Council received from the Director of the Department of Community Development, and gave due consideration to, a point analysis for the Town Project in the same manner as a point analysis is prepared for a final hearing on a Class A development permit application under the Town’s Development Code (Chapter 1 of Title 9 of the Breckenridge Town Code).
6. The Town Council finds and determines that the Town Project is necessary or advisable for the public good, and that the Town Project shall be undertaken by the Town.
7. Per Town Code Section 9-14-2 *Town Council Authority Over Town Projects*, the Town Council has the authority, in its sole discretion, and final authority to determine all aspects of the town project, including but not limited to, its location and design. **Chapter 1 of the Breckenridge Development Code and Breckenridge land use guidelines do not apply to town projects.** As such, the Town Council finds and determines that the provision of the temporary structure regulation, as regulated per Town Code Section 9-1-19-36A, which only allows for temporary structures as a substitute for existing structures under repair or reconstruction does not apply to this project and the public benefits and services for the allowance of this temporary structure outweigh any negative visual impacts that may occur for the duration of this project.

CONDITIONS

PRIOR TO ISSUANCE OF BUILDING PERMIT

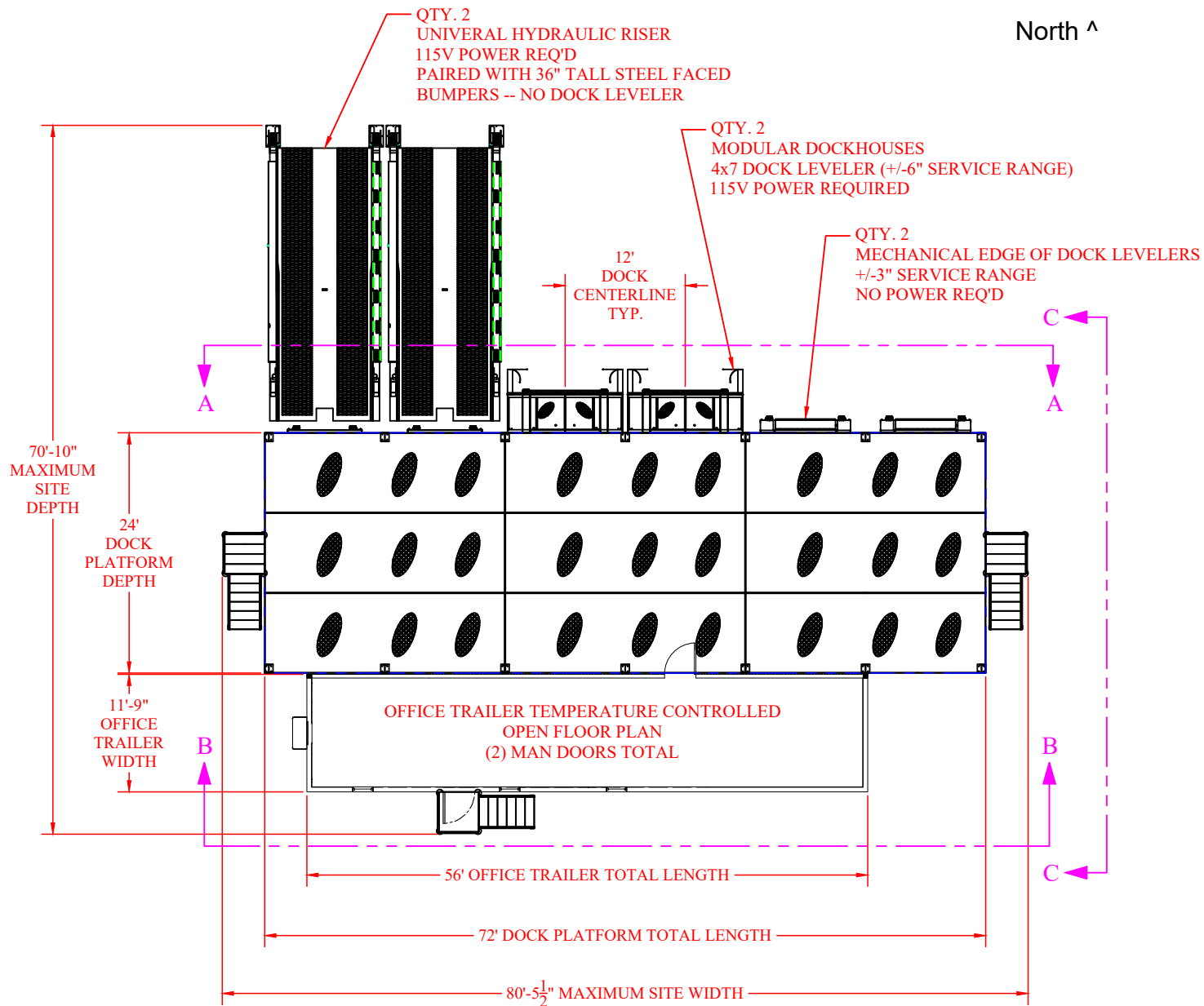
- 9. Contractor shall submit and receive approval for a final circulation and drainage plan by the Town Engineer.**
- 10. Per the absolute temporary structure policy, 9-1-19-36A, revegetation of any disturbed area will be required after removal of the temporary structure.**
- 11. The contractor shall submit and receive Planning Department approval of any exterior lighting proposed.**
- 12. The contractor shall submit and receive Planning Department approval for any signage proposed. Any signage will be limited to a maximum of 20 square feet. No signage shall be displayed on or integrated into the canvas covering of the structure.**

Town Project Hearing Impact Analysis				
Project:	Tiger Dredge Temporary Delivery Sprung Structure	Positive Points	+7	
PL:	PL-2024-0045			
Date:	3/19/2024	Negative Points	- 7	
Staff:	Sarah Crump, AICP, Planner III			
		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		
2/A	Land Use Guidelines	Complies		Surface parking is an existing and allowed use on the property
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	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)	- 6	Non-natural material that covers more than 75 percent of any façade.
6/A	Building Height	Complies		21'10" overall, 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/Multi-family 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)	- 1	Greater than 50' unbroken ridgeline.
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)	+3	Addresses two of the 2023 Council Goals.
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 - Primary Structures - Historic Preservation/Restoration - Benefit	+1/3/6/9/12		
24/R	Social Community - Secondary Structures - Historic Preservation/Restoration - Benefit	+1/2/3		
24/R	Social Community - Moving Primary Structures	-3/10/15		
24/R	Social Community - Moving Secondary Structures	-3/10/15		
24/R	Social Community - Changing Orientation Primary Structures	-10		
24/R	Social Community - Changing Orientation Secondary Structures	-2		
24/R	Social Community - Returning Structures To Their Historic Location	+2 or +5		
25/R	Transit	4x(-2/+2)		
26/A	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)	+4	In Capital Improvements Plan 2023
27/A	Drainage	Complies		Preliminary drainage plan approved by Engineering.
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			
	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(-4/+4)		
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	Subdivision	Complies		

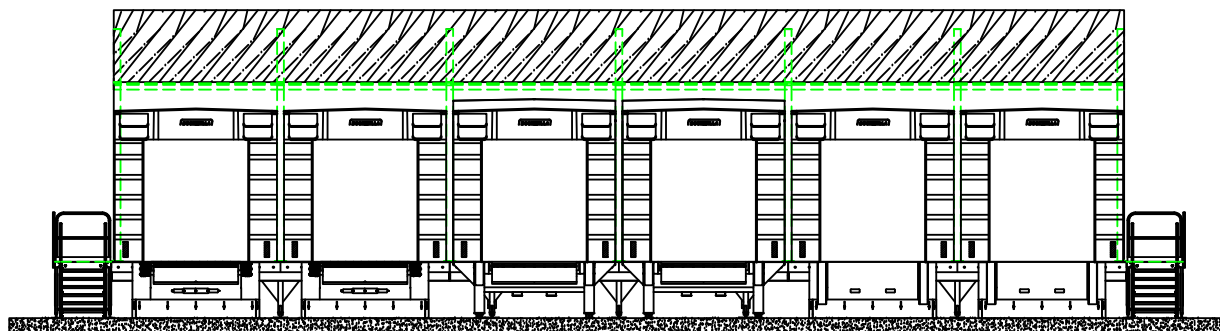
36/A	Temporary Structures	Complies	Fails	Fails policy; temporary structure does not replace an existing structure that is under repair or reconstruction.
37/A	Special Areas	Complies		
37/R	Special Areas - Community Entrance	4x(-2/0)		
37/R	Special Areas - Individual Sites	3x(-2/+2)		
37/R	Special Areas - Blue River	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	Home Occupation	Complies		
38.5/A	Home Childcare Businesses	Complies		
39/A	Master Plan	Complies		
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		
50/A	Wireless Communications Facilities	Complies		

North ^

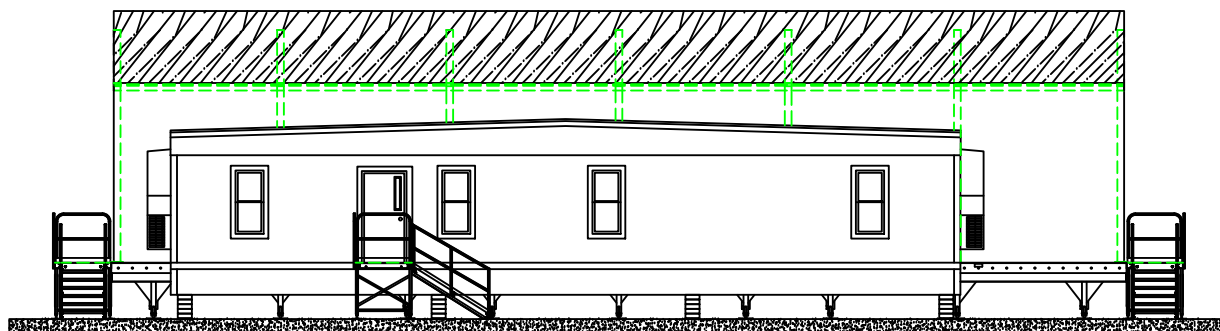


MATERIAL:		WEIGHT:	
ALL DIMENSIONS IN INCHES TOLERANCES UNLESS OTHERWISE SPECIFIED: .X = ± .125 .XX = ± .062 .XXX = ± .031 .XXXX = ± .016 ANGLES = ± 1.0°		DO NOT SCALE DRAWING MM-DD-YYYY DATE 03/07/24 DRAWN BY C. BAKEMAN CHECKED BY APPROVED BY DATE	
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THIRD ANGLE PROJECTION 		TITLE 106 WEST BRECKENRIDGE, CO PRELIMINARY DRAWINGS DWG NO DZS 22129	
SCALE N/A		SIZE A	SHEET 1 of 3
		REV	--

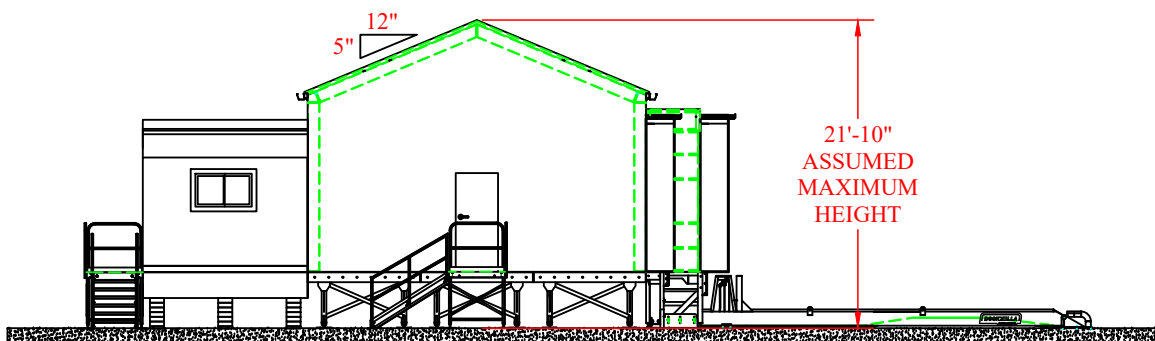
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SECTION A:A North Elevation



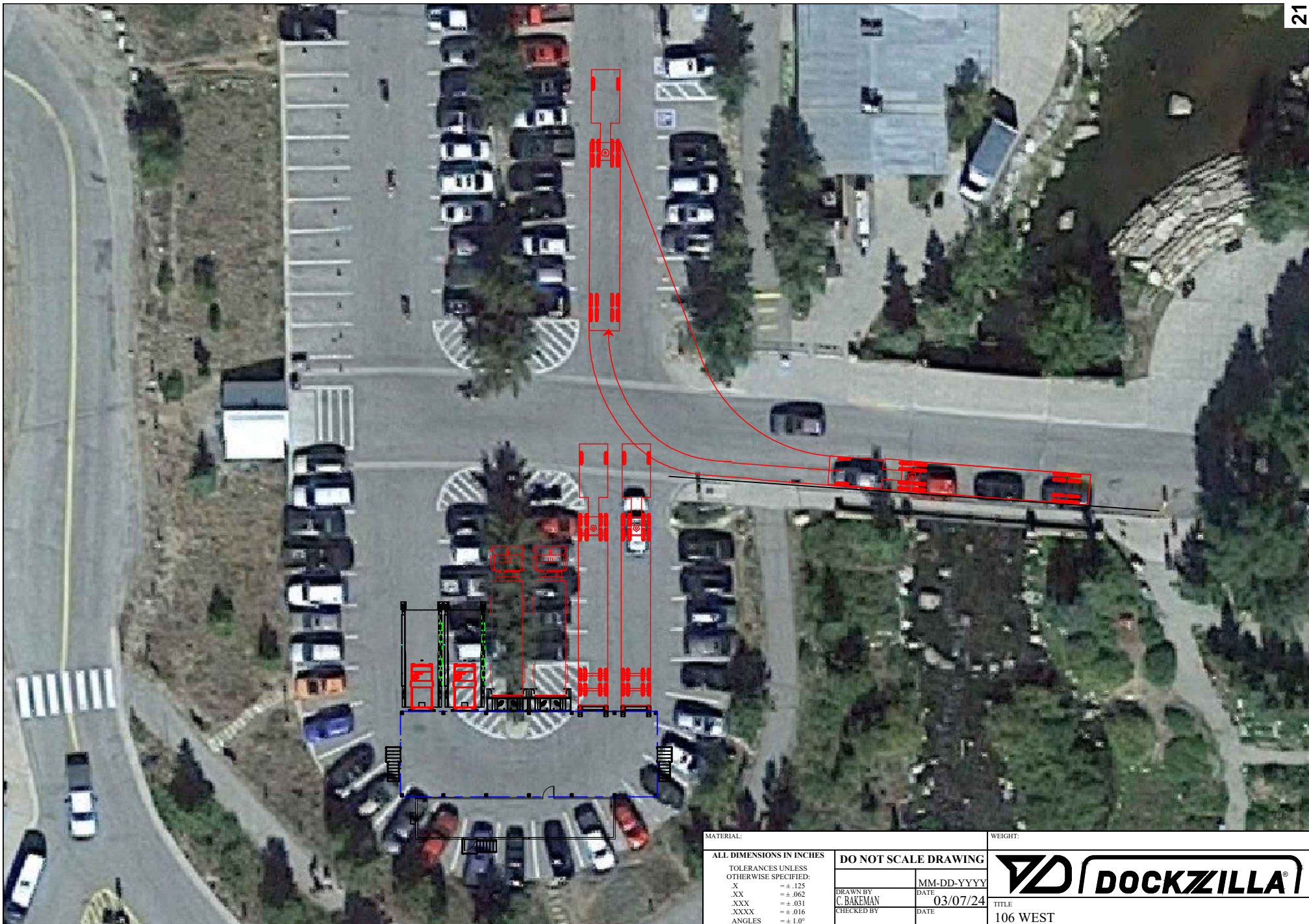
SECTION B:B South Elevation



SECTION C:C East Elevation

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ALL DIMENSIONS IN INCHES TOLERANCES UNLESS OTHERWISE SPECIFIED: .X = ± .125 .XX = ± .062 .XXX = ± .031 .XXXX = ± .016 ANGLES = ± 1.0°		DO NOT SCALE DRAWING	
DRAWN BY C. BAKEMAN		MM-DD-YYYY DATE 03/07/24	
CHECKED BY		DATE	
APPROVED BY		DATE	TITLE 106 WEST BRECKENRIDGE, CO PRELIMINARY DRAWINGS
THIRD ANGLE PROJECTION		DWG NO DZS 22129	
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		SHEET 2 of 3	REV --



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MATERIAL:		WEIGHT:	
ALL DIMENSIONS IN INCHES TOLERANCES UNLESS OTHERWISE SPECIFIED: X = ± .125 .XX = ± .062 .XXX = ± .031 .XXXX = ± .016 ANGLES = ± 1.0°		DO NOT SCALE DRAWING MM-DD-YYYY DRAWN BY: C. BAKEMAN DATE: 03/07/24 CHECKED BY: DATE:	
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APPROVED BY: DATE:		DWG NO: DZS 22129	
THIRD ANGLE PROJECTION 		SCALE: N/A SIZE: A SHEET: 3 of 3 REV: --	

Sarah Crump

From: Kathleen Sullivan <kathleenasullivan@icloud.com>
Sent: Thursday, March 14, 2024 11:47 AM
To: sarahc@townofbreckenridge.com.
Subject: Sprung structure

<p style='margin:0in;font-size:15px;font-family:"Calibri",sans-serif;'>External Message - Please confirm you know the sender!</p>

Sarah,

Thank you for taking the time to talk to me. I think the placement of the “sprung “structure is absolutely wrong. This lot is used by residents to attend performances at the Riverwalk Center, to shop in town, and for functions, such as the ice sculptures.

The lot is aesthetically in sync with the Riverwalk Center but this structure will be hideous.

The resulting traffic to Park and the roundabout will be a nightmare.

PLEASE do not put any structure in this lot. Put it on Ridgeway, since the deliveries will be going there.

Kathleen A. Sullivan
B-203 PP
901-336-0778
Sent from my iPhone