

Town of Breckenridge
Planning Commission Agenda
Tuesday, December 1, 2009
Breckenridge Council Chambers
150 Ski Hill Road

7:00	<i>Call to Order of the December 1, 2009 Planning Commission Meeting; 7:00 p.m. Roll Call</i>	
	<i>Approval of Minutes November 17, 2009 Regular Meeting</i>	4
	<i>Approval of Agenda</i>	
7:05	<i>Worksessions</i>	
	1. Upper Blue Basin Master Plan (MT)	10
	2. PDG at Revett's Drive (MGT)	14
8:45	<i>Town Council Report</i>	
9:00	<i>Continued Hearings</i>	
	1. Gondola Lots Master Plan (PC#2009010)	28
	320 North Park Avenue	
10:25	<i>Other Matters</i>	
10:30	<i>Adjournment</i>	

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

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



GONDOLA LOTS
MASTER PLAN
370 N. PARK AVE.



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Breckenridge South

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PLANNING COMMISSION MEETING

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

ROLL CALL

Rodney Allen	Leigh Girvin	JB Katz
Dan Schroder	Jim Lamb	Michael Bertaux
Dave Pringle		

APPROVAL OF MINUTES

On page 9 of the packet, Mr. Lamb's comment about "pipe size" should be changed to reflect the amount of energy use not the diameter of a pipe.

With one change, the minutes of the November 3, 2009, Planning Commission meeting were approved unanimously (7-0).

APPROVAL OF AGENDA

With no changes, the Agenda for the November 17, 2009 Planning Commission meeting was approved unanimously (7-0).

WORKSESSIONS:

1. Miller Master Plan Modification (MM)

Mr. Mosher presented an application to modify the existing Miller Master Plan with a change in product type, and increase in density for Parcel F. Before these proposed changes are formally submitted (Class A Development) to the Planning Commission for review, the applicants will meet with the Town Council to modify the existing Annexation Agreement.

Since this is a Master Plan, it is subject to a point analysis. However, this application seeks only to modify the density and use for a portion of the plan (Tract F). Staff has included some extra detail for those Commissioners not familiar with the original approved plan. Staff is seeking Commission input on the fit (site plan) of the extra density on Parcel F.

The next step for the applicants is to approach the Town Council to request a change to the annexation agreement. Staff suggests the Commission make a general motion to the Town Council approving or disapproving the proposed increase in density and change of use based on the applicable policies of the Development Code.

Mr. Bertaux disclosed that he had worked for Stan Miller in the summer, but was no longer employed at Stan Miller. The applicant noted that the property in discussion is not under the ownership of Stan Miller. Stan Miller owns the adjacent property. The Planning Commission decided that Mr. Bertaux did not have a conflict of interest.

Mr. Don Nilsson, agent for the applicant, presented. The original plan (Parcel F) was almost 100% single family homes, with several market rate home sites along the Blue River and throughout the planning area, and some townhomes / deed restricted homes. The market has changed in the county for affordable homes, and we don't think that the single-family home is the right housing product for this area. We are now looking at a duplex product both for the deed restricted and market-rate homes. This design allowed us to slightly increase the number of units on the plan as a result of smaller footprints. The market has changed in terms of the price point for deed restricted homes, and the AMI targets need to be lower. The proposed plan also has a program that we think is going to work, through a partnership with Habitat for Humanity. The first five homes would be under Habitat for Humanity and we would give them that land for free. We would allow them to continue to build the future units. We think we can bring the same quality product with the mix of lower AMI with this partnership. We think that some solar may be possible on the site due to the solar aspect ratio, and will continue to look into this. We will need to purchase 2 TDRs for the two new market rate homes.

Commissioner Questions/Comments:

Ms. Girvin: Where are the public trails located on the site plan? All of the trails are labeled private. (Mr. Mosher: Public Open Space is dedicated all along the Blue River as a separate tract; also there are public trail easements placed on the private open space on this tract.) The river frontage lots are still

staying single family? (Mr. Nilsson: No, they are all going to be duplexes.) Are you sure you want to do that? It seems that river frontage would be marketable for single family and should remain flexible. (Mr. Nilsson: I think it is possible that someone may want to have a single family home in those locations. If that happens we will come back. Maybe we won't need one of our 2 TDRs if that happens.) I think that these changes are fine overall.

Ms. Katz: Fine with proposal.

Mr. Bertaux: What is the schedule on construction of Stan Miller Drive? (Mr. Nilsson: It is a requirement of Stan Miller Inc, and I can't speak for them. Our part of the drive is completed.) I appreciate the employee housing, yet there is not a commercial site out in this area or a day care which has been missed in this and other master plans and is needed for locals at this end of Town. We need to find a place at the north end of town for some small convenience commercial uses. Other than that, this is a plan I can support.

Mr. Lamb: I really like the Habitat for Humanity interaction. I think that this is really important to hit the AMI ratios that we need in our community. I'd encourage Mr. Nilsson to pre-wire the homes for solar. I agree with Ms. Girvin regarding still allowing potential for changing to single family homes again along the river.

Mr. Schroder: I had the same question as Ms. Girvin: where are the public trails and how do the private trails connect to the trail system? (Mr. Nilsson: Noted the locations of the green belts and trails on the illustrative plan. The public can use the trail and the HOA must maintain the green belts. The label on the site plan should say "private open space" and "public trails", not "private trail".) Is there public parking? (Mr. Nilsson: Yes, there is public parking near the fire station which provides additional trail access. We will make sure that this label is corrected on the plans.) I am in support of the plan and the support it brings to the community. I think that the access needs to be clarified.

Mr. Pringle: How does the access to Lot 18 work, it seems that there are three lots sharing the access? (Mr. Mosher: Staff had the same question, and we will look at it further at development review.) (Mr. Neubecker: Could you not go through lots 24 and 26?) (Mr. Nilsson: The original plan had a loop road / private drive that serviced those lots. We are looking at how to adjust this.) I'd be interested to see the final solution for access to lots 18, 20, 26. I agree with Ms. Girvin regarding the lots along the river and agree with the point analysis. (Mr. Nilsson: The master plan doesn't say that certain home types need to go on certain lots. We could work on making it more flexible.)

Mr. Allen: Did you use all of the density that was transferred from the Highlands? (Mr. Nilsson: Yes.) I think that the Habitat for Humanity partnership is fantastic. I also think that there could be more flexibility in this master plan on the lots - a lot doesn't necessarily have to be labeled a single family home or a duplex. (Mr. Mosher: Staff and Commission did support this concept with the Highland Greens Master Plan. The goal would be to keep the approved ratio of affordable to market units, and the product mix can be flexible.) I encourage Town Council to continue to discuss allowing free density for affordable housing projects and also awarding positive points under Policy 24/R.

2. PDG at Reiling Road (MM)

Mr. Mosher presented. The Town has been approached by Royce Tolley, Preservation Development Group, LLC, and Marc Hogan, BHH Partners to development Lots 1, 2 and 3 (3.85 acres) at the Vista Point Subdivision. The current Master Plan and Plat are for three single family lots with a 4,000 SF/home density limitation. The proposal is for 6 two-story duplexes (12 units) to be accessed off Reiling Road, across from the Little Red Schoolhouse. This proposal has been before both the Planning Commission and the Town Council for worksessions. As a result of recommendations made at these worksessions, the following modifications to the plan have been made:

- Removal of all three-story elements to reduce scale, mass and height
- Inclusion of one-story elements (Units 1 and 2)
- Rotation of Units 11 and 12, with Unit 12 changed to a down slope design
- Changes to bring "edge scale" closer to street level
- Reduction of drive pavement to 74' (equal to that needed for three market rate homes)
- Removal of retaining wall along the street at NW end of site
- Overall reduction of western, street side retaining wall by 880 sq. ft. (40%)
- Changes to rear retaining wall from 18' to 10' and to terrace same

- Shift of entire site plan 15' to the south into the wetlands setback (approved by Town Engineering and Planning) to avoid northern aspen grove and decrease amount of project in previously undisturbed areas.
- Repositioning of units to meet 10' front setback requirement
- A complete and inclusive landscape plan was prepared
- Reduction in number of units from 14 to 12

The Council has asked the Commission to review and comment on the revised plans against the Development Code.

During the last review, the Commission expressed concern about the benefit of the Town providing free density to the developer (for the affordable units only) and the application also having the benefit of being awarded positive points under Policy 24, Employee Housing, for the affordable units.

As a planning exercise (since there is no current Code change disallowing the positive points under Policy 24), staff has prepared a point assessment to determine whether the development might pass a point analysis without the benefit of the positive ten (+10) points under Policy 24, Employee Housing. Staff notes that the Town Council has the option of revising or excluding these points, at their discretion, with the review of the proposed Development Agreement.

Mr. Royce Tolley, applicant, presented. Affordable Housing is a complicated issue and it is a difficult process to get approvals. We have worked with the Town Council, housing committee, and town staff to make improvements to the plan to meet the goals of the different groups in town. Financially there is a fine line with these types of projects, and we feel that we have found a balance and a site that meets all the requirements for affordable housing for the Town. It is across from a day care center, close to town, on the transportation routes, and will be wired for solar. We have brought the scale down on the project to help create good building massing and appease neighborhood concerns. BHH Partners has done a great job to work through the plan and redact to all public comment, and come up with a fantastic project. The project doesn't look like affordable housing, and it is a joint project and we have improved the project over the past few months of design efforts.

Mr. Marc Hogan, architect, BHH Partners, presented a 3D model of the site. There is great southern exposure for the units, a great energy benefit. Solar thermal / hot water conduit will be provided for each unit. The units have oversized garages allowing for extra storage, and are connected to the units for 6 of the 12 units. The buildings have been shifted and flared to create better parking areas.

Mr. Sam Kellerman, agent with BHH Partners, spoke regarding the positive impacts associated with the reduction of building mass, undulating retaining walls, and added landscaping. There are tailings up the hillside area that will be re-vegetated, and the site will fit in better with this neighborhood than it is now. The retaining walls will be stepped with landscape beds, shrubs and trees. (Mr. Neubecker: Why is the garage door recessed so much?) (Mr. Hogan: It allows a partially covered tandem space in front of the garage.) (Mr. Kellerman: It also adds relief to the elevation by reducing the apparent mass.)

Mr. Rossi: What is the height off the ground at the garage elevation to the ridgeline of the central units behind the other ridgeline? (Mr. Kellerman: Roughly 30'.) From the roadway where the base of the garage is, how high is that? (Mr. Kellerman: Showed the contours in the 3D model.) Can you please just note which changes are new for this iteration? (Mr. Hogan: Adjusted the setback, undulated/angled the edges, shifted project 15' east, added trash corrals, reduced retaining walls to 3' max and terraced, clarified parking, designated 8 visitor spaces, figured out re-vegetation and landscape plan, looked at site disturbance, created a detailed landscape plan, worked out the solar panel locations.) The 8 visitor parking spaces; there are 2 for each unit and one is a guest? Are there general visitor spaces? (Mr. Hogan: Yes. They would be signed for visitors.) I think the parking is the biggest issue with this plan. Since the parking in front of the garage is being utilized as a space for the project, this will not be available for visitors. I think people will be parking in the adjacent Little Red lot and public trailhead parking area by residents of this neighborhood. I still have mixed feelings about this much density on this site – are there market units on this site? (Mr. Mosher: There are 3 existing SFEs of market units.) I do not like the positive points along with the use of market units in the future. Moving the site 15' to the east is great. I keep hearing a lot about cost

savings and delivery, and what I want to do is make sure that we are building the best absolute project.

Commissioner Questions/Comments:

Mr. Schroder: What does “visitable” mean? (Mr. Kellerman: Handicap accessible from the ground level and powder bathroom. Fully accessible is the entire unit including bedroom, bathroom, kitchen, etc.) I think that the negative four (-4) points for site buffering is high, and appreciate the additional landscape buffering to mitigate the impacts. I appreciate the terraced retaining walls. I like the idea of gardens between the buildings. I think that staff’s assessment of the point analysis is good. I think ultimately, this is “double upping” with the free density and the positive ten (+10) points for affordable housing. I think you should get density or points, but not both. I think that additional square footage is great. I think some units having interior vs. exterior access is fine.

Ms. Girvin: Does the space in front of the home count for visitor parking? (Mr. Mosher: Yes. However, staff believes that it could become an issue.) (Ms Katz: So someone could park in front of someone else’s unit?) (Mr. Mosher: Yes. But only where it is signed.) (Mr. Neubecker: It looks like a private space; it doesn’t look inviting to a guest.) I appreciate the changes you have made. There is so much solar gain on this site, and designing in more passive solar along with active would be great. We could take advantage of passive solar (slab floors, walls that hold heat, etc.) here would be great. I appreciate reducing the retaining walls, moving out of the aspen grove and protecting the trail. I think that carports could be full of junk. I agree with Mr. Schroder regarding “double upping”.

Ms. Katz: So half of the units are accessible from the garage? (Mr. Hogan: We could possibly go from 6 to 8 units with access.) I agree with Mr. Schroder regarding the negative four (-4) points for site buffering being excessive. I like the retaining walls design adjustment. This project will pass without the positive ten points for affordable housing, and I think that Council needs to make a clear direction and precedent as we go forward. I think that there are choices with the access to the units from the garages. I think we need to care about the bottom line and the costs for development, because we won’t get affordable housing if we don’t acknowledge the costs. The Town should not be the only developer of affordable housing in this town, we need private developers. I think that the guest parking will be an issue and potential for conflict. Overall, I think this is a good project. I like the positive changes to the plan.

Mr. Lamb: Are there any air quality issues with attaching a garage to a housing unit? (Mr. Hogan: Yes there are some requirements.) I like this project, and understand that costs are an issue but we want this project as part of our community. I like the elevations design and the break up of the massing. I think the changes have really helped massage the plan and it is much improved from what we saw a few weeks ago. I like the exercise that shows the plan could pass without the positive ten (+10) points for affordable housing. I’d like to see this built.

Mr. Pringle: Where are the units that have access from the garage? There are some units that do not have access, how do they get upstairs to their doorway? Why can’t we incorporate an interior stairway? (Mr. Tolley: It is because of the modular construction and the added expense of adding width for design, shipping and assembly.) If you are able to do it on 6 units, why can’t you do it on others? (Mr. Mosher: All homes (except two) in Wellington do not have attached garages. I don’t know if it is a key planning issue.) (Mr. Hogan: Walked through some floor plans for different units. We can look at this further if it is an issue for Unit 1 and 12.) Is there any flexibility on the square footage? (Mr. Hogan: We can look at it.) Where does the social trail that is being dedicated come from and go to? (Mr. Mosher: It connects to Gold Rush Gulch and continues on to the west.) Are there three positive points for this trail? (Mr. Mosher: Yes, it will be dedicated and improved as a Council Goal with full support from Open Space and trails Staff.) I think the changes are good. Parking, especially for guests, needs to be addressed. I think we need to answer to question regarding positive points and free density. I think the garages work, but I think we should explore the connection and access to the units. I appreciate that the garages are oversized. I would like to make sure that your module size incorporates future changes that may come up. I think we need to be sensitive about costs, but we are primarily to be concerned with planning issues. This seems to be really similar to the Maggie Placer project. I hope that we can incorporate more imagination into our affordable housing projects.

Mr. Bertaux: Is the square footage of the units the same as it was before? (Mr. Kellerman: Yes.) (Mr. Hogan: The units range from 1,250 to 1,450 square feet, the accessible units are largest.) I appreciate that it

is a two story element now rather than three. I think that stacked units are needed to fit on this site. Employee housing changes the cost discussion with developers, in that they should reflect the AMI level being served and affordability. We need a wide variety of AMIs in our community, and serve the needs in our town. I think that you should look at adding more of the inside access to the units from the garage. I think that shifting the project closer to the road was good, as well as the landscape plan for the hillside. I appreciate the design of the end units. I think the retaining wall changes are also good. Accessible units are rare and really great. I hope that the solar can be incorporated and make an employee housing project more sustainable for a future homeowner.

Mr. Allen: Can you walk us through the plan changes? (Mr. Kellerman: The central units had 3-story elements removed. We reduced the building height. Unit 12 has less side exposure than before. Along the roadway the maximum heights are terraced to look like one story. We improved the retaining walls.) Are there basements? (Mr. Kellerman: No.) Are you doing the solar thermal or prepping for it? (Mr. Tolley: Prepping for it.) Is this going to be separated from Vista Point? (Mr. Tolley: Yes.) I think this is a fabulous site for affordable housing, and I appreciate that you are trying to make the site constraints work. I like the efforts to achieve the passing points without the affordable housing points. I need more information regarding the negative four (-4) points for buffers. I think the guest parking needs some work, and perhaps some parallel spots on the south side could work. Perhaps there could be covenants regarding the potential outdoor junk storage in the carports. I think that cost factors should be considered on affordable housing projects done by private developers, and there just needs to be good planning. I think that removing the 3rd story was great and the scale is appropriate. I think this is a great project. Can it be worked out with the Town, that if the solar is applied to the project at a certain cost, can you sell it for the specified AMI plus a fee?

TOWN COUNCIL REPORT:

Mr. Rossi: The services at the Miller Master Plan do need to be addressed, which Mr. Bertaux brought up. It makes sense for the Planning Commission to discuss this and come up with recommendations to Town Council. Commercial sites could be located to service residential areas in the northern part of town.

Commission Discussion:

- There are concerns with people spending their tax dollars outside of the Town of Breckenridge.
- It is a green issue with people having to get in their cars to get a loaf of bread.
- People are going to Safeway in Frisco because the City Market is so crowded.
- It is a congestion issue with forcing people into town in their cars.
- Limited neighborhood commercial to support residents, convenience, and visibility.
- The 2030 Plan says that Airport Road will have service commercial, and that we would lose those uses to retail/restaurants in the future in this area. Need to keep the core service commercial uses in town as well.
- There are many potential sites in the north area of town – potentially Fairview Blvd.

Mr. Rossi: Another item that town discussed was town owned density and what we should do with it, how much should be used for affordable housing. We had decided on 1 to 2 on the 600 units we hold on vacant land, parking lots, etc.

Mr. Truckey: We could use this density for affordable housing units, rather than just granting free affordable housing units.

Mr. Rossi: There are 3 dispensaries looking to open in town and 2 additional in the works.

OTHER ITEMS:

Mr. Neubecker presented a follow up on Preservation Training.

Commissioner Questions/Comments:

Mr. Bertaux: Every historic site has two things – integrity and significance. What is significant is different in every town. Our town has tried to preserve significance through our codes and design standards. In the afternoon we discussed an historic house that wanted to convert from residential to a restaurant and how we would handle it as a Planning Commission, and the groups found both reasons to

approve and deny the exercise. There was discussion of how to determine historic colors, and our code is a great example.

Mr. Lamb: One thing that was discussed was that if you can restore something, restore it, and if not you can use it as a template; a good example is a window. (Mr. Neubecker: A good example of this in town is the Newbery house which has restored items.) There was also a session on effective reuse of structures, and that it doesn't have to serve the same purpose it did then.

Mr. Schroder: There is a focus on redoing the foundation on the Como Depot, which isn't part of the historic fabric of that building. They are saying the foundation isn't acceptable. It is interesting to see the different layers of requirements to meet historic guidelines.

Mr. Allen: It sounds like the topics were similar to the last training so we should be sure that members of the commission attend every year.

Mr. Truckey noted that as the Planning Commission is the Historic Preservation Board it is important to continue education on the subject. (Mr. Bertaux: There are grants that cover airfare, lodging and per diem for the national historic preservation conference in Michigan.) (Ms. Katz: I support Mr. Bertaux going to represent the Town.) (Mr. Allen: I support Mr. Bertaux also.)

Mr. Truckey presented information on the forest service plan to do fuels mitigation and fire breaks around Breckenridge and Summit County.

Commissioner Questions/Comments:

Ms. Katz: We need to look at the logging roads on an individual basis, and how they will or will not be de-commissioned. Residents of the community need to know that they can apply for a firewood permit, and this needs to be publicized.

Mr. Bertaux: Is salvage mechanical? (Mr. Truckey: It is both.) Do some people think that mechanical tree removal is the same as clear cut? It doesn't have to be. For example, mechanical removal can take out just one tree. Is there a revegetation program for the logging back country roads? Why is the ski area not included on the plan? It is forest service land? Peaks 3, 4, and 5 areas are not included in the Breckenridge Plan, even though it is above Stan Miller property which is a part of the town.

Mr. Lamb: Once you build a temporary road it will not get de-conditioned. I don't know how we de-commission a trail.

Mr. Schroder: Can we request that they put the trees down in the "hand-leave areas" so they act as erosion barriers?

Ms. Girvin: We do not want these logging roads to become motorized routes were they were not. What will stop people in these areas?

Mr. Pringle: Can the forest service come back in 10-15 years to make sure that the forest is growing in healthy and that we aren't in this situation again? The forest could be thinned over time by the forest service. This would be a good project for BOSAC to look at the future trails planning to create an amenity with these roads. Can they write into the contract that groups that cut trees will maintain trails?

Mr. Allen: All young lodgepoles that are 5" or less will be saved with clear cutting. The hand limited areas are more sensitive, and they can't get the trees out. They burn the slash, but the tree trunk itself will remain in place. Clear cutting is better in some instances. We need to keep our eye on the locations for the logging trucks and their access. Logging roads will be built in the back country zone, and the back country condition may be lost. On the green areas on the map, where they leave the tree over a trail that isn't identified on the forest service plan, the law says you cannot go out and cut the tree. You could apply for a permit to gather firewood and then could cut it. Can the Town and the County Open Space go in and keep the trails open?

ADJOURNMENT

The meeting was adjourned at 10:00 p.m.

Rodney Allen, Chair

MEMORANDUM

TO: Town Council

FROM: Mark Truckey, Assistant Director of Community Development

DATE: November 25, 2009 for December 1, 2009 Meeting

SUBJECT: Upper Blue Basin Master Plan

Summit County is currently undertaking an amendment to their Upper Blue Basin Master Plan (UBBMP). The UBBMP (not to be mistaken with the Joint Upper Blue Master Plan) provides land use guidance for development in all unincorporated areas of the Upper Blue Basin. The focus of the UBBMP is a set of land use maps. The amendment is primarily being undertaken because of a recent District Court ruling. Staff is bringing this to the Planning Commission as an update.

Different Plans for the Basin

The Joint Upper Blue Master Plan was adopted in 1997 jointly by Summit County and the Towns of Breckenridge and Blue River. The Plan provides very broad policy guidelines for the basin, emphasizing key issues that include: protecting the backcountry, implementing TDRs, capping density, and reducing density. The Plan does not include specific land use maps. Thus, the County adopted the UBBMP in 2005 in order to include this more specific land use guidance.

In 2010, the County and Town intend to initiate an amendment to the Joint Upper Blue Master Plan. This amendment will be focused on a couple primary topics: revisiting the density reduction target and density reduction strategies of the Plan, and adding additional wording in the Plan to address issues raised by the District Court ruling. We hope to also engage the Town of Blue River in this process.

District Court Ruling

Recent land use litigation involved the County and a property owner in the Upper Blue Basin (i.e. Polanski) wanting to re-subdivide a property in Silver Shekel, which had previously had its lot lines vacated. The plaintiff Polanski challenged the County's approval of this resubdivision, which included a condition that three TDRs be purchased in order to reinstate three lots. The Summit County District Court ruled in favor of the plaintiff. In doing so, the Court made some conclusions that questioned the County's ability to impose master plan policies that conflict with the underlying zoning for a property.

In response to this decision, the County is amending all of their master plans to include more language that clarifies the roles of master plans in relation to zoning and development approvals. The County is suggesting language clarifying that developments

must be in “general conformance” with master plan policies, and that the reviewing authority (e.g., planning commission, BOCC) has the discretion to use the master plan policies when reviewing development proposals. The suggested language notes that the master plans may be used to limit density to less than that allowed by zoning.

The Town Attorney has reviewed the District Court ruling and generally feels that it should not affect the way the Town uses its planning documents. The Town has always taken the approach that master plan/comprehensive plan policies are advisory, and that specific requirements are outlined in the Development Code and the Land Use Guidelines. Also, unlike the County, we do not specifically refer to our comprehensive plan policies when reviewing development applications.

Platted Residential Designation

One of the Court’s issues with the County’s use of the UBBMP was the Platted Residential land use designation in the Plan. The Platted Residential designation was applied to some 31 subdivisions in the unincorporated area. The designation applies mainly to older subdivisions (e.g., Silver Shekel, Ten Mile Vista) that are nearing buildout. Some of the lots in these subdivisions are large enough, per zoning, to be further subdivided. The Platted Residential designation is written to dissuade any further subdivisions of lots. In response to the District Court decision, the County is proposing to eliminate the Platted Residential designation and come up with other master plan designations for these locations.

For clarification, the County has two documents that control use and density on a property. One is the Zoning code and maps. The second, the UBBMP, provides guidance for future actions such as rezoning and subdivisions.

The Upper Blue Planning Commission, the body responsible for updating the master plan, has initiated review of each of these 31 subdivisions to determine an appropriate alternate master plan land use designation. The outcome of these alternate land use designations will probably be that more lot splits will be allowed than under the previous Platted Residential designation. County staff identifies that realistically an additional 179 lots could be created in these existing subdivisions. As such, this is contrary to the spirit of the Joint Upper Blue Master Plan, which encourages a reduction in the overall amount of density in the basin. It also may conflict with the existing character of some of these neighborhoods.

Town staff intends to continue to monitor the progress on the UBBMP and to eventually bring the draft plan to Town Council for their input. We assume that our comments will support the County adopting new land use designations that are most closely aligned with the density reduction goals of the Joint Upper Blue Master Plan.

<i>List of Platted Residential Subdivisions in Upper Blue Basin Master Plan</i>
North of Town:
Alpensee
Lakeview Meadows
Gold Hill West
Gold Hill
East of Town:
High Tor Condo
Ten Mile Vista
Silver Shekel
Quality Hill
Forest Hill
Huron Heights
West of Town:
Barton Addition
Shadows North Amended
Blue Ridge Amended
Shadows
Crestwood
Four O Clock
South of Town:
Breckenridge Heights
Tyrollean Terrace
Tyrollean Terrace Condo
Quail Estates
Bekkedal
Breckenridge Park Estates
Mountain Meadows
South of Town of Blue River:
Anaconda & Daisy
Hughes PUD
39 Degrees North
Valley of the Blue
Valley of the Blue Condo
Tordal Estates
Alpine Breckenridge
Quandary Village

Other Issues Addressed by Master Plan Amendment

The master plan amendment will also re-evaluate the issue of re-establishing lot lines (as opposed to subdividing larger lots into smaller lots). Another issue that will be visited is the TDR sending and receiving areas map, including the concept of having neutral TDR

designations, where applicable parcels are not appropriate for either receiving or sending density.

Commission Comments

Staff will bring some additional information regarding this project to the Planning Commission meeting. This discussion is primarily intended as an update for the Planning Commission. However, if the Commission has specific suggestions regarding the UBBMP, staff will include those in our list of issues to discuss with Town Council.

MEMORANDUM

TO: Planning Commission
FROM: Matt Thompson, AICP
DATE: November 20, 2009
SUBJECT: Preservation Village at Revette Drive

Preservation Development Group (PDG) is proposing an affordable housing development of thirty-two units, ten, one-bedroom units and twenty-two three bedroom units in a townhome style. The Town Council has requested Staff and the Planning Commission review the preliminary plans to see if this development fits on-site and if it would pass a point analysis without the positive points for affordable housing. Since, this is a worksession Staff has written a memorandum as opposed to a full Staff report. However, Staff has completed a full point analysis, minus the positive points for employee housing.

Architectural Compatibility (5/R): Staff does not have final drawings of all elevations. However, the garage/apartment elevations we have are not up to Town of Breckenridge standards for architectural compatibility. Per Policy 5: *“All proposed new developments, alterations, or additions are strongly encouraged to be architecturally compatible with the general design criteria specified in the land use guidelines. It is strongly encouraged that cut and fill slopes be kept to a minimum, and that the site, when viewed from adjacent properties, be integrated into its natural surroundings as much as possible. In addition, excessive similarity or dissimilarity to other structures existing, or for which a permit has been issued, or to any other structure included in the same permit application, facing upon the same or intersecting streets within the same or adjacent land use districts is discouraged.”* The proposal will not be compatible with Land Use District 4, the primary functions of which are to provide a scenic corridor at the entrance of Town and to prevent strip development. Staff believes this development, setback only fifty feet from the property line along Highway 9, will have a negative effect on the scenic corridor leading into Breckenridge. Furthermore, the berm will be a huge fill slope, which will not appear to be integrated into its natural surroundings when viewed from adjacent properties and Highway 9. Actually, quite the opposite – when viewed from adjacent properties the berm will appear to have been manmade and not a natural feature. Furthermore, the architecture is excessively dissimilar to that of the custom single family residences on Discovery Hill and the Highlands Green Subdivision. In regards to Highlands Green, that development respected the one hundred and fifty foot setback off of their property line along Highway 9; the one hundred and fifty foot setback allowed for a much lower and broken up berms to be used at Highlands Green. Hence, Staff believes this proposal warrants negative three (-3) points for the poor quality design and dissimilarity with the architecture of the neighborhood.

Site and Environmental Design (7/R): This is a difficult site to buffer as it is immediately adjacent to Highway 9 and does not respect the one hundred and fifty foot setback of Land Use District 4. *“The arrangement of all functions, uses, and improvements should reflect the natural capabilities and limitations of the property. This policy is also intended to discourage levels of development intensity that result in generally compromised site functions, buffering and aesthetics.”* The overall design objectives are: to blend the development into the natural terrain and character of the site, to minimize the negative impacts of the off-site views of grading and building massing, and minimize site surface disruption. In order to reduce the amount of site disturbance, developments should be designed to minimize the amount of cut and fill,

“particularly those areas visible from adjacent properties and rights of ways.” Staff does not believe the development has been blended into the natural terrain. The twenty foot tall berm will require a tremendous amount of fill and will be highly visible from Highway 9, Highlands Green and Discovery Hill. Hence, Staff believes this application warrants negative four (-4) points for not blending the development into the natural terrain and character of the site. However, Staff struggled with this Policy as it encourages site buffering. The berm would seem to buffer the development to some extent from Highway 9. *Buffering between the developments and neighboring properties may include, but are not limited to:*

- *The physical distance from the property edge to the development.*
- *New landscaping.*
- *Landscaped berms at the property perimeter.*

“Providing greater buffers than those required by building envelopes, disturbance envelopes, designated building locations, and/or recommended setbacks are encouraged. However, positive points awarded under this portion of this policy for new landscaping or landscaped berms shall not be awarded positive points under Policy 22 (Relative) (Landscaping) of this Chapter.” Hence, Staff felt that this proposal may warrant positive (+4) points for buffering the development from Highway 9. Staff request the Planning Commission weigh in on the points analysis regarding the berm. (Note: It is possible to assign both positive and negative points under the same policy under different sections.)

Snow Removal and Storage (13/R): Adequate and functional snow storage areas are encouraged by the Development Code. Staff does not believe the snow storage shown is adequate or functional. When pushing snow with a plow truck the majority of the snow will be deposited along curves. The area shown as a park/picnic area should be used for snow storage as that is the area a plow truck driver is most likely to push the snow. A water detention area in the park location would also help with containing surface flows from the development not to exceed historic flows (as required by our Engineering Department). The detention area could be grass as opposed to rock, and could still function like a park/picnic area in the summer. Staff believes this application deserves negative four (-4) points due to lack of adequate and functional snow storage.

Storage (14/R): *“All developments are encouraged to provide the types and amounts of storage that are appropriate to the development. Storage areas shall include storage space for vehicles, boats, campers, firewood, equipment and goods, and shall be located where they are most convenient to the user, and least offensive to the community. Interior storage of at least five percent (5%) of the building is encouraged.”* The units do not have 5% interior storage that is not a closet. Also, there appears to be no areas for storage of boats, campers, firewood, equipment and goods, and which is convenient to the user. Staff believes the garage size could be increased to allow for some interior convenient storage. As it is designed today Staff believes this proposal warrants negative two (-2) points for the lack of storage.

Refuse (15/R): All developments are encouraged to have safe, functional and aesthetic management of refuse. Policy 15/R encourages incorporation of trash dumpster enclosure into a principal structure. Since the applicant has incorporated the trash dumpster enclosure into the garage building Staff believes this aspect of the proposal deserves positive one (+1) point.

Transit (25/R): *“Nonauto Transit System: The inclusion of or the contribution to a permanent nonauto transit system, designed to facilitate the movement of persons to and from Breckenridge or within the town, is strongly encouraged. Nonauto transit system elements include buses and bus stops, both public and private, air service, trains, lifts, and lift access that have the primary purpose of providing access from high density residential areas or major parking lots of the town to the mountain, etc.”* The applicant is proposing to build and install an 8' x 8', 125' long pedestrian tunnel under Highway 9 to connect the existing bus stops. Policy 25/R encourages these type of pedestrian connections to transit, however to warrant the positive four (+4) points Staff recommends some improvements to the tunnel design. An 8' x 8' tunnel is not tall enough or wide enough to make pedestrians feel comfortable enough to use the tunnel. While the

Colorado Department of Transportation (CDOT) does not have standards for pedestrian tunnels, Staff did find the standards of MnDOT (Minnesota Department of Transportation) and the Maryland State Highway Association for bicycle and pedestrian underpasses. Both MnDOT and Maryland SHA standards call for a minimum of twelve (12') wide for a pedestrian tunnel. Wider tunnel widths help pedestrians feel more secure because they provide a less threatening, more open environment. Per MnDOT standards, the recommended width is fourteen (14') feet. The minimum vertical clearance for a pedestrian underpass is 8 feet, with 10 feet preferred; particularly for underpasses longer than sixty (60') feet per Maryland SHA (in this case the tunnel is proposed to be hundred and twenty five (125') feet in length.) MnDOT recommends vertical clearance of ten (10') feet for a pedestrian/bicycle underpass. Visibility through a tunnel and adequate lighting enhance a users' perception of personal safety. Per Maryland SHA standards, lighting of at least ten (10) foot-candles should be provided. White walls and roof openings can be used to increase lighting levels in tunnels. Staff believes the stairs down into and out of the tunnel should be covered by a roof, to keep snow off of the stairs. The Town will not maintain the stairs and the lift; hence these facilities need to be maintenance free. If the applicant will agree to these improvements related to the pedestrian tunnel listed above, Staff would be supportive of positive four (+4) for transit.

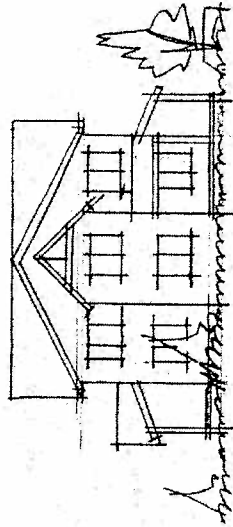
Special Areas (37/R): *“Community Entrances: The community entrances, shown on the map of land use districts as districts 4, 11, 25, and 29, are important to the community and every effort should be made to enhance their appearance.”* Staff does not believe this berm and the related development will enhance the entrance to Town. Staff believes the proposed twenty (20') tall berm will detract from the entrance of Town. Respecting the one hundred and fifty (150') foot setback of Land Use District 4 at the entrance to Town is essential in Staff's opinion. Staff believes this proposal warrants negative four (-4) points under Policy 37/R. Staff request the Planning Commission weigh in on Policy 37/R Special Areas as it relates to this application.

Point Analysis (Section: 9-1-17-3): Staff believes the architecture as proposed warrants negative three (-3) points under Policy 5/R Architectural Compatibility, negative four (-4) under Policy 7/R Site and Environmental Design for not blending the development into the natural terrain and character of the site, positive four (+4) under Policy 7/R for site buffering offered by the berm, negative four (-4) points for lack of adequate and functional snow storage under Policy 13/R Snow removal and storage, negative two (-2) points under Policy 14/R for the lack of storage in the units, positive one (+1) point under Policy 15/R Refuse for integrating the dumpster enclosure into the garage building, positive four (+4) points under Policy 25/R Transit if the applicant can improve the design of the pedestrian underpass, and negative four (-4) points under Policy 37/R Special Areas for detracting from the appearance of the entrance to the Town of Breckenridge. Staff has conducted this point analysis at the request of Town Council to see if the proposal would pass without the positive ten (+10) points for employee housing under Policy 24/R Social Community. If the Planning Commission agrees with the Staff point analysis this application would not pass with a point total of negative eight (-8) points total.

Final Hearing Impact Analysis				
Project:	Preservation Village at Revette Drive	Positive	Points	+9
PC#				
Date:	11/25/2009	Negative	Points	- 17
Staff:	Matt Thompson, AICP			
		Total	Allocation:	- 8
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		
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 Priority Policies	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)	- 3	Poor quality design and dissimilarity with the architectur of the neighborhood.
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)	- 4	Development does not blend into the natural terrain and character of the site.
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)	+4	Buffering development from Highway 9.
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)	- 4	Lack of adequate and functional snow storage.
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)	- 2	Lack of storage.
15/A	Refuse	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)	+1	Dumpster enclosure has been incorporated into the garage building.
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)		

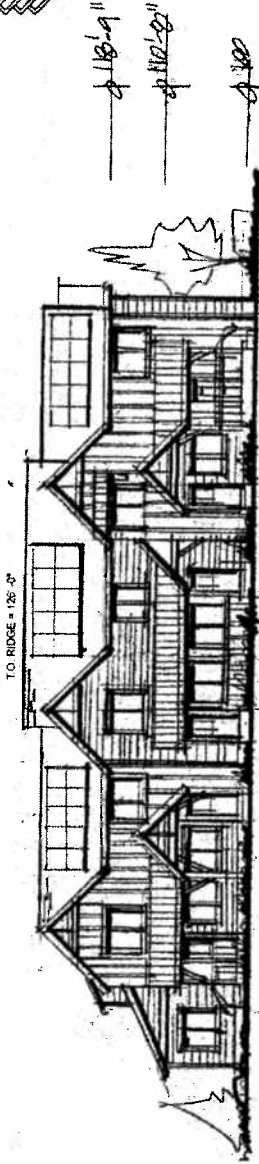
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
17/A	External Circulation	Complies		
18/A	Parking	Complies		
18/R	Parking - General Requirements	1x(-2/+2)		
18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		
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	4x(-2/+2)		
24/A	Social Community	Complies		
24/R	Social Community - Employee Housing	1x(-10/+10)		
24/R	Social Community - Community Need	3x(0/+2)		
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Historic Preservation/Restoration - Benefit	+3/6/9/12/15		
25/R	Transit	4x(-2/+2)	+4	If the tunnel is at least 12' wide x 10' tall, and the stairs are covered by a roof.
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)		
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)	-4	20' tall berm within the 150' setback of Land Use District 4 detracts from the entrance to Town.
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		
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		

PRELIMINARY 6-PLEX ELEVATIONS



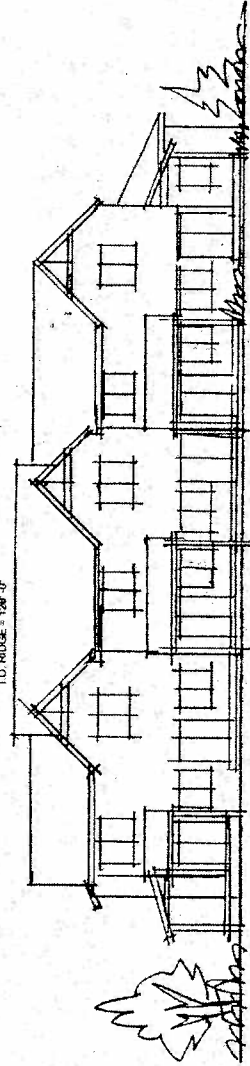
SIDE ELEVATION

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



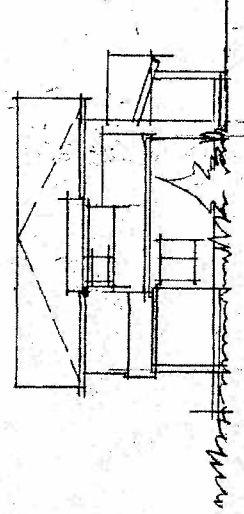
ENTRY ELEVATION

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



REAR ELEVATION

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



SIDE ELEVATION

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

PROJECT NO. _____
 SHEET NO. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____
 PROJECT LOCATION _____
 CLIENT _____
 ARCHITECT _____
 1000 14th Street, Suite 100, Boulder, CO 80502
 303.440.1234
 www.bhh.com

PRELIMINARY 6-PLEX ELEVATIONS
RESERVATION VILLAGE AT TIGER RUN
 bhh PARTNERS
 ARCHITECTS
 BOLDER, COLORADO

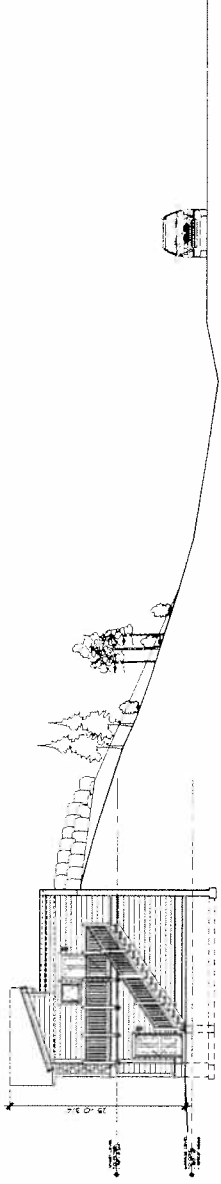
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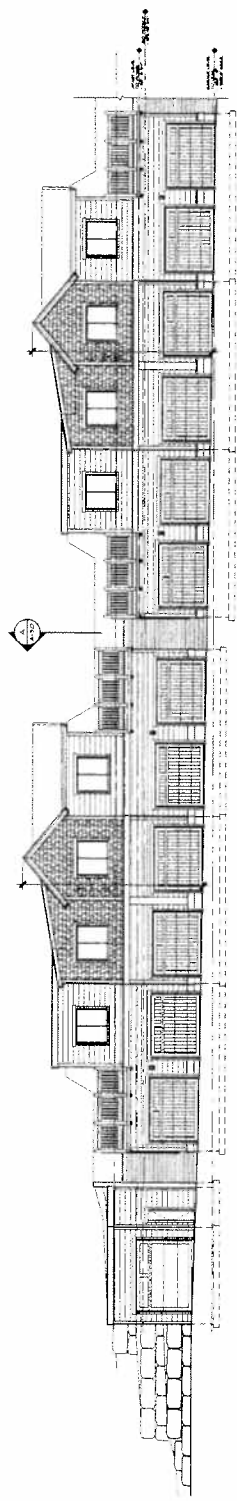
bh *Partners*
 ARCHITECTS
 1000 EAST AVENUE, SUITE 1000, DENVER, CO 80202
 TEL: 303.733.8800
 WWW.BHPARTNERS.COM

PRESERVATION VILLAGE AT REVETTE DR.
 BUCKINGHAM, COLORADO

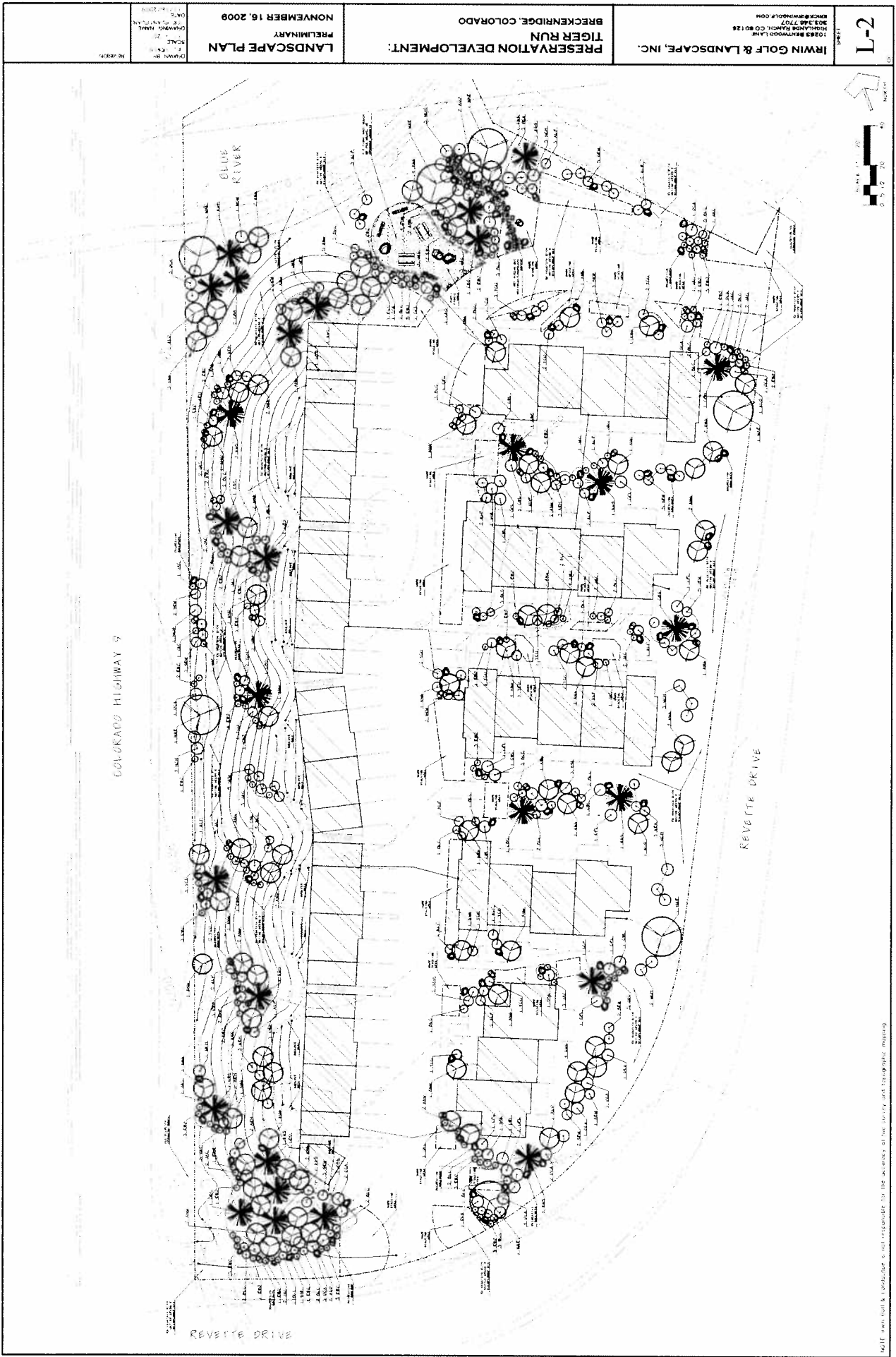
SHEET NUMBER
A-3.1
 GARAGE / APARTMENT
 ELEVATIONS



PRELIMINARY GARAGE / APARTMENT ELEVATIONS - SECTION 'A'
 SCALE 1/8" = 1'-0"



PRELIMINARY GARAGE / APARTMENT ELEVATIONS - FRONT
 SCALE 1/8" = 1'-0"



DRAWN BY: [blank] CHECKED BY: [blank] DATE: 11/16/2009 PROJECT NAME: [blank] SCALE: [blank]	PRELIMINARY LANDSCAPE PLAN NOVEMBER 16, 2009	PRESERVATION DEVELOPMENT: TIGER RUN BRECKENRIDGE, COLORADO	IRWIN GOLF & LANDSCAPE, INC. 10565 BAYWOOD LANE BOULDER, CO 80128 303.440.7707 irwin@irwngolf.com
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SHEET

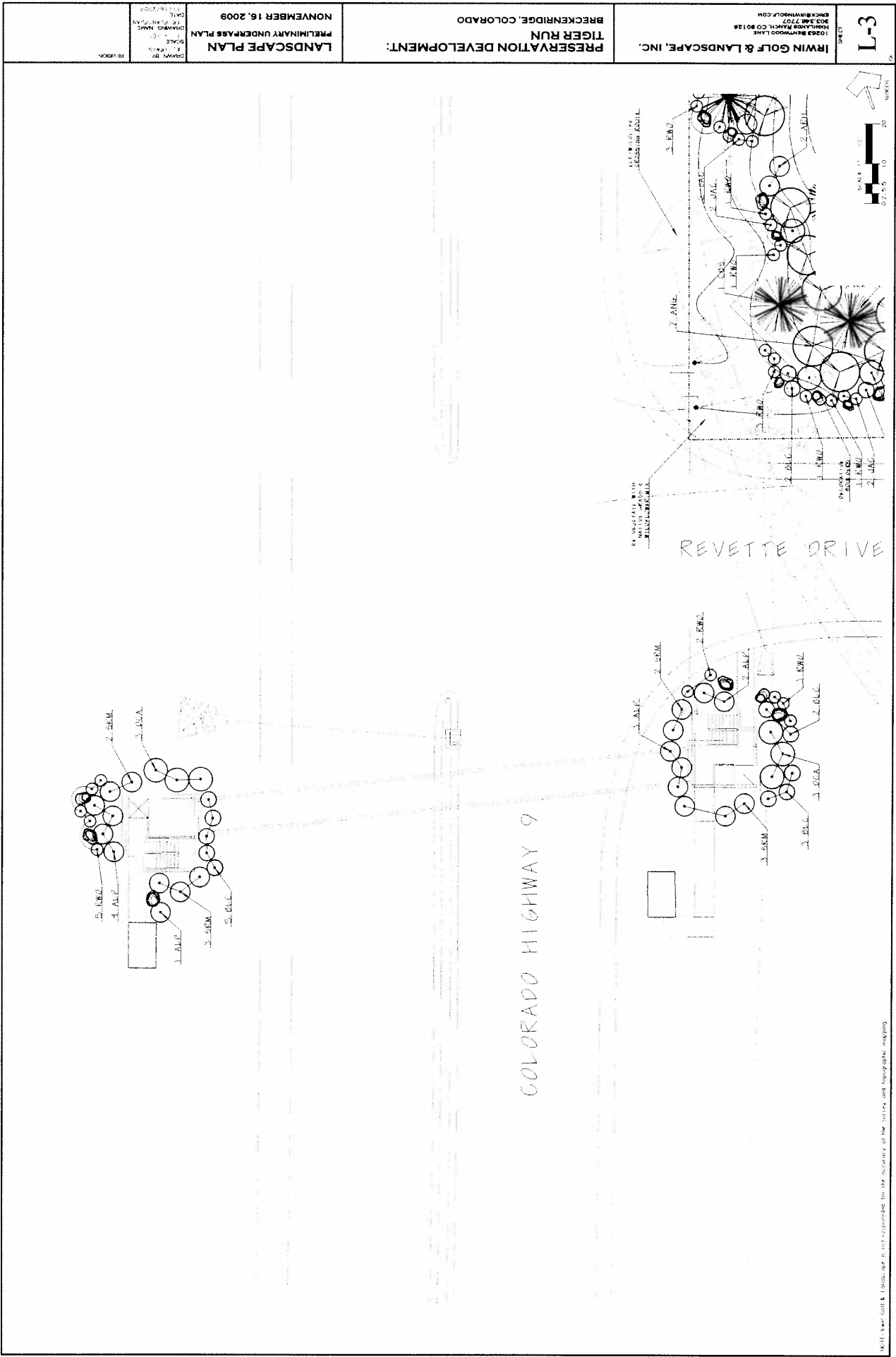
L-2

0" = 1' 0"

0 10 20 30 40

North

NOTE: Irwin Golf & Landscape is not responsible for the accuracy of the property and zoning data shown.



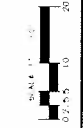
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 CHECKED BY: [Name]
 DATE: [Date]
 SCALE: [Scale]
 PROJECT: [Project Name]

PRELIMINARY UNDERPASS PLAN
 NOVEMBER 16, 2009

BRECKENRIDGE, COLORADO
 TIGER RUN
 PRESERVATION DEVELOPMENT

IRWIN GOLF & LANDSCAPE, INC.
 10000 W. 10TH AVENUE
 DENVER, CO 80228
 (303) 751-1100
 WWW.IRWINGOLF.COM

L-3
 NORTH



Planning Commission Staff Report

PROJECT MANAGER: Chris Neubecker, AICP

DATE: November 25, 2009 (For December 1, 2009 meeting)

SUBJECT: Gondola Lots Redevelopment Master Plan
Class A, Final Hearing; PC# 2009010
Continued from the meeting of November 17, 2009

OWNER: Vail Summit Resorts, Inc.

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

AGENT: DTJ Design; Bill Campie

PROPOSAL: Master Plan the north and south parking lots surrounding the town gondola terminal with a condo-hotel, townhomes, commercial uses, mixed use building, new skier service facilities, new transit facilities, and two parking structures. The proposal also includes development on portions Wellington parking lot and the East Sawmill parking lot, plus modifications to the Blue River, all of which are owned by the Town of Breckenridge. This proposal includes the transfer of 93 SFEs of density from the Gold Rush parking lot to the north and south gondola parking lots.

A reduced parking requirement of 1 space per 1 condo-hotel unit is proposed, per a preliminary approval from Town Council. The final development agreement for this reduced parking ratio will be reviewed by the Town Council, and has been made a condition of approval.

ADDRESS: 320 N. Park Avenue (Gondola)

LEGAL DESCRIPTION: Tract A, Block 3, Parkway Center
Lot 1, Block 3, Parkway Center
Lot 1-A, Sawmill Station Square, Filing No. 3
Lot 1-B, Sawmill Station Square, Filing No. 3
Lot 1-C, Sawmill Station Square, Filing No. 3
Lot 2-A, Sawmill Station Square, Filing No. 3
Lot 2-B, Sawmill Station Square, Filing No. 3
Lot 3-A, Sawmill Station Square, Filing No. 3
Lot 3-B, Sawmill Station Square, Filing No. 3
Lot 4, Sawmill Station Square, Filing No. 3
Lots 71-74, and Lots 87-90, Bartlett & Shock Addition

SITE AREA: Approximately 17.07 acres

LAND USE DISTRICTS: East of Blue River: Land Use District 19 (1:1 FAR / 20 UPA Residential; 2 stories)

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

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

EXISTING CONDITIONS: Most of the site is used for paved and unpaved parking lots. Part of the site includes the Breckenridge Station transit center, the BreckConnect Gondola and ticket office. East of the Blue River are the Wellington and East Sawmill parking lots. There is no significant vegetation on the site, except for willows in the river, and new landscaping around the north gondola lot. The site slopes downhill from south to north at a rate of 2-3%.

ADJACENT USES:
North: Parkway Center Plaza/City Market
South: 1st Bank, Breckenridge Town Hall, and Breckenridge Professional Building
East: Blue River, Main Street and mixed use buildings
West: Park Avenue, Mountain Thunder Lodge, and Gold Rush lot

ITEM HISTORY

May 19, 2009: Introduction to Planning Commission:
June 16, 2009: Site Plan, Architecture, Height, Density, Mass
July 7, 2009: Blue River Corridor, Landscaping, Gondola Plaza, Infrastructure, Sustainability
August 18, 2009: Transportation, Traffic, Transit, Parking, and Circulation
November 3, 2009: Final Hearing, continued until December 1, 2009 to allow for minor revisions

At the last meeting, the Planning Commission expressed concern that the application was not ready to be approved. There were concerns raised about the number of conditions placed on the approval and the Commission suggested that some of these conditions be addressed before proceeding to a final hearing. The Commission also suggested that the Applicant and staff continue to work with 1st Bank concerning the access into the south parking structure.

Since the last Planning Commission meeting on this application, staff and the applicants have had a few meetings to discuss transportation and circulation issues, including a meeting with Jeff Campeau from 1st Bank.

OVERVIEW OF ISSUES AND PLAN CHANGES

At the last meeting, it was suggested that staff provide an overview of issues that have been addressed over the past several meetings, and changes made to the plan to reflect concerns of the Planning Commission, staff and public. Following is a list of topics with responses:

Access to South Parking Structure: There are two possible access designs proposed for the south structure. One design keeps the location the same as the current access into the 1st Bank/Town Hall parking lots, with expanded lanes. The second design relocates this access to the north by about 100', opposite from Sawmill Road. This new location is preferred by the Applicant, staff and CDOT. The final access plan has not yet been approved by CDOT. Alternatives considered included swapping the structure with the hotel (but this compromised desirability of the hotel, and moved the structure further

from town. It also would likely result in increased traffic on Watson Street, resulting in more conflicts with pedestrians and buses.

North Parking Structure Wrap: There has been a request to provide employee housing, civic and other community uses in the north parking structure, to provide more vitality at this end of the project, especially during the non-winter season. No such uses are proposed at this time. The applicant has chosen to use their density in other ways within the development, but they are open to discussing these uses with the Town Council. If the Town Council is willing to provide density for these uses, then the master plan could be amended in the future. One concern with this proposal is the impact to the size of the parking structure, which may get taller, to accommodate the loss of parking, and/or the need to provide parking for these new uses.

Use of Brick on Condo-hotel: The use of brick on large civic structures in town is proposed to be emulated in the condo-hotel building. However, the use of brick is discouraged in Policy 5 (Relative) Architectural Compatibility of the Development Code. The application of negative points is warranted if the material is used in amounts greater than an “accent” during the individual site plan review of each building, but the points have not been assigned during the master plan. The Commission was generally in support of allowing brick, and determining the points for its use during individual site plan review for each building.

Roof over Gondola Terminal: When the gondola was approved, there was a roof structure over the town terminal. This was added at the end of the review process and was important at the time to get the gondola approved. During construction it was difficult to get the roof built and still have the gondola open for the 2006/2007 season. The plan was to return at a later date to construct the roof. The Commission recently indicated that the roof is not necessary, and a note to such effect has been included in the master plan.

Timing of Blue River Restoration: The Blue River is primarily on Town of Breckenridge property. As a partner in the visioning for the future of this area, the Town requested that the future expansion of the Riverwalk and restoration of the river be considered. The applicant will be having a series of discussions with the Town Council on business issues, including land ownership, relocation of lot lines, and restoration of the river. At this time the master plan identifies how the river could be restored and made a greater community asset. But the master plan does not identify when the river would be restored, or who will pay for the work. This is a detail that needs to be discussed with the Town Council.

Skier Drop-Off: During one of the first meetings on the master plan, the location and size of the skier drop-off was mentioned as a concern. The drop-off is proposed to the north of the gondola, with access from North Depot Road. The reason for this location is to maintain Watson Street as a pedestrian friendly area, and to discourage drivers from using this area for skier drop-off. A looped road is proposed that allows spaces for up to 15 cars immediately next to the gondola. Furthermore, about 16 short term parking spaces are proposed in this area. Staff feels that it is important to keep Watson Street pedestrian friendly, and to prevent this area from becoming congested with cars and buses. In addition to this area, there is currently skier drop-off allowed at Peak 7, and there will be skier drop-off allowed at Peak 8 upon buildout.

Expansion of Skiback to Gold Rush Lot: The desire to keep skiers from walking across Park Avenue led to a discussion on the expansion of the Skiback to the Gold Rush Lot. Several years ago, this idea was presented to the Planning Commission and Town Council. The proposed was denied based on the wetlands and wildlife in the area to the south of the Gold Rush Lot. There have been discussions of alternate routes, including a Skiback closer to The Woods neighborhood, which would not bisect the

wildlife habitat. Other discussions included a sidewalk along Park Avenue. The sidewalk is a concern to the Public Works and Engineering Department due to snow removal and the increased likelihood on pedestrians walking along (and across) Park Avenue if the sidewalk is built. A recently built fence near the Skiback tunnel should help to direct people into the tunnel and discourage walking across Park Avenue.

Loss of Parking at East Sawmill Lot: The proposed development includes the loss of about 28 parking spaces in the East Sawmill Lot to accommodate the relocated river and river improvements. The loss of these spaces is an issue to be reviewed by the Town Council. The proposed parking structures can accommodate the loss of these 28 parking spaces. Whether or not these new spaces in the parking structure are free or paid is also up to the Town Council to determine during the business issues discussion. However, the structure could be designed to separate these 28 spaces from the rest of the structure, and their cost and management will be for discussion between the Town Council and the applicant.

Design of Transit Bays: The number and design of the transit bays was a concern raised by the Transit Division early on in the review process. The bus bays have since been expanded to accommodate their request, and the number of bays has increased from 11 to 12.

Points for Transit: The development code encourages projects that add to or provide for a non-auto transit system. Points can be assigned for projects that include or facilitate these systems. The existing transit building would be removed and rebuilt within this plan. Also, the bus bays would be relocated, with new curb cuts to allow a dedicated area for buses to exit. Staff does not recommend assigning points for these changes, since the changes are necessary to accommodate the development. Also, the changes do not result in a significant improvement to transit service.

Sustainability Language: The Planning Commission was originally in support of having strong language on sustainability written into the master plan. However, during the discussion on sustainability the Commission was concerned that the language was too specific, since it mentioned specific techniques to achieve the goals, and mentioned specific standards to measure progress. The master plan language has since been revised to indicate that the highest levels of sustainability will be sought with this development, but it does not mention specific designs and does not list a specific standard by which “sustainability” will be measured. This will leave some flexibility to future commissions to determine how well development proposals meet the written language of the master plan on sustainability.

Intersection of French Street and N. Park Avenue: This intersection was originally identified as a concern. The original proposal was to install a traffic signal, but the Town Engineering Department recommended a round-about, which would facilitate u-turns on Park Avenue, and is safer for pedestrians, and results in fewer accidents with fewer fatalities. This option also does not stop traffic, which is especially helpful during the off season when there is very little traffic coming from the skier existing parking lots and/or parking structures.

Turn Lanes on Westbound French Street: As part of this development, cars heading westbound on French Street may be turning left onto North Depot Road. In order to prevent these cars from backing up traffic onto French Street, a turn lane is proposed, which would allow these vehicles to stay out of the way of cars going through or turning right into the Parkway Center development.

Pedestrian Safety on Watson: The current setup in these parking lots has many cars and buses on Watson Avenue. Since this area is right in front of the Gondola Plaza, it is a serious conflict with pedestrians. In an effort to make this area pedestrian friendly, cars entering the south parking structure will remain on

Park Avenue. Also, buses will primarily come from Park Avenue, but would turn into the bus bays before getting near the plaza. This should result in making the area between the Gondola Plaza and the condo-hotel more pedestrian friendly and safer.

Skier Circulation from Skiback: It was suggested that the current skiback tunnel and stairs are not user friendly, and that use of a ramp or “magic carpet” could make the use of this tunnel easier and more popular. The final design of the tunnel has not been determined at this time. There is nothing to preclude a redesign of the tunnel exit. The tunnel is planned to be revised to bring guest to the east (instead of north as currently designed) into the pedestrian area south of the pool. The final design of the tunnel will be considered when the hotel and pedestrian circulation is designed for this area.

Parking Structure of Gold Rush: The current plans include two parking structure with a surface lot on the Gold Rush property. The parking structures were not proposed on the Gold Rush lot due to a desire to maintain parking close to the downtown core and to keep this area vibrant. By pushing one of the parking structures to the Gold Rush lot, the parking would be farther from the core of town, making it less likely that people would spend time and money in town after skiing. This does not preclude a structure in the Gold Rush lot in the future, but it has not been included as part of this plan.

Water Quality Features: Protection of the water quality of the Blue River was raised as an early concern by the Planning Commission and staff. Detention facilities are not usually part of a master plan, but staff has been working with the applicant to show that detention facilities and water quality features have been planned into the project. There is sufficient space to provide these features, and detailed designs and locations will be required during the subdivision and site plan review for individual buildings. Staff will ensure that all water quality features meet Town Engineering standards.

Lighting from Parking Structures: A citizen identified the parking structures, particularly the top level of the structures, as potential sources of light pollution. Since the parking structures have not yet been designed, we do not yet know how they will be lit. However, the Town has a Dark Sky policy to which all development must adhere. This will be reviewed in greater detail during the site plan and architectural review of the parking structures and is not a detail normally addressed in a master plan.

Include Gold Rush in Master Plan: The Gold Rush lot was not originally included in the master plan. However, the lot is a sending area for density, and has been included in this version of the master plan. There are no current development plans for the Gold Rush lot. The site will have no density assigned in the master plan; in fact, all density will be removed from this lot and transferred to the other parts of the master plan. If any development happens in the future, it would have to be development that does not require density, and the master plan would need to be amended to allow such development.

SOURCE OF DENSITY

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

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

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

DENSITY PROPOSAL

Master Plan Density Distribution				
Building Type	Proposed Use	Maximum Commercial SFE / Building	Maximum Residential SFE / Building	Maximum Total SFE / Building
Townhomes (All 3)	Residential	0	60	60
Skier Services	Commercial	25	0	25
Mixed Use Building	Mixed Use	15	15	30
Condo Hotel	Mixed Use	20	150	170
Warming Hut	Commercial	3	0	3

**Note: This table depicts the maximum density (SFE) per building. The total density for this property (including the density transfer from the Gold Rush Parking Lot) is 201 SFEs, which will not be exceeded unless affordable housing is added to the project. All affordable housing would be in excess of the 201 SFEs.*

As proposed, the combined maximum density allocations exceed the total allowed density for the site. These densities indicate the most commercial and most residential density that could be built at one building site, but the entire project as a whole could not exceed 201 SFEs. No positive or negative points are warranted under this policy.

Density Multipliers

The allowed density per unit is based on the Development Code in effect at the time of the master plan application. The current multipliers, or allowed square feet per Single Family Equivalent (SFE), for uses proposed for this master plan are as follows:

Use	Square feet per SFE
Townhome:	1,600 sq. ft.
Condo hotel (residential):	1,200 sq. ft.
Condo hotel (Commercial):	1,000 sq. ft.
Hotel (with no kitchens of any kind in units)	1,380 sq. ft.
Mixed use building (residential):	900 sq. ft.
Mixed use building (commercial):	1,000 sq. ft.
Skier Services Building (commercial):	1,000 sq. ft.

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

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

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

Townhomes:	20% of allowed density
Condominiums and Apartments:	15% of allowed density
Condo-hotels and Hotels :	25% of allowed density
Commercial:	no bonus

Deviations from the recommended mass are allowed, but negative points are allocated on an incremental scale. Staff also notes that although the density for these properties are determined by a recorded density transfer covenant, the underlying density in Land Use District 20 was based on the Floor Area Ratio (FAR) of 1:3 for this land use district. Section (4) B of Policy 4 also states:

B. In a land use district where density is calculated by a floor area ratio only, residential and mixed use projects shall not be allowed additional square footage for accessory uses, and the total mass of the building shall be that allowed by the floor area ratio of the specific districts. In residential and mixed use developments within land use districts 18, and 19, no additional mass shall be allowed for the project and the total allowed mass shall be equal to the allowed density. (Ord. 10, Series 1990) (Emphasis added)

In this case, the density is not based upon a floor area ratio only. The recoded density covenant allocates density to these properties, and the density is listed in SFEs. Since the density is listed in SFEs and not an FAR, a mass multiplier will be allowed.

No negative points are currently warranted under this policy. Individual buildings will be reviewed against this policy, and points will be allocated (if any) during the development review process for individual buildings.

SITE PLAN AND LAND USE

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

No major changes are proposed to the site plan. The site plan is designed around five main uses. These include parking, skier services/transit, condo-hotel, a mixed use building, and townhomes.

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

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

At the south end of the site, between the Blue River and the condo-hotel, a mixed use structure is planned. This building would likely include commercial uses on the ground floor, with residential uses on the upper floors. This new street will become one of the main pedestrian and vehicular accesses to or from downtown.

There are also plans for a small kiosk or small building at the east end of the gondola plaza. The specific use for this building has not yet been identified, though it is tentatively identified as a warming hut with up to 3,000 square feet (3 SFEs) of density. Other potential uses might include a café, restaurant, ice skate rentals, information center, etc. This sunny location should work well for après ski activities, such as a restaurant/bar, which could act as a good meeting point at the end of the ski day. Outdoor seating in this location could also help add activity to the plaza during summer months, and would create a great vantage point for “people watching” toward the plaza and river amenities.

Parking for all new uses will be provided under the new buildings or in the new parking structures. The parking structures are sized to accommodate approximately 1,270 vehicles, which exceeds the current capacity of the surface parking lots. No new surface parking lots are proposed, but some on-street parking is proposed along North and South Depot Roads. Staff proposes that the on-street parking be allowed to count toward the provision of required parking. We have added a note to this effect in the “Findings” section of the conditions of approval. If this is a concern to the Commission, please let us know.

At this time, staff finds no reason to assign positive or negative points under this policy.

BUILDING HEIGHTS

Note: One minor change was made to this section, to indicate that 3 story townhomes would be allowed along North Depot Road, with 2 story elements facing the Blue River. This rest of this section remains unchanged from the report provided to the Planning Commission on November 3, 2009

No changes are anticipated to the buildings from the meeting on June 16, 2009 when this was last discussed. The plan still includes a condo-hotel of up to 5 stories tall. This building will be taller than most other buildings in downtown or the adjacent historic district. But this building is also located near to other tall lodge properties, including Mountain Thunder Lodge to the west and River Mountain Lodge to the south. The condo-hotel is proposed on the west side of the site, away from the historic district. Some general language in policy 6 (Relative) Building Height, addresses the potential impacts of building height:

I x (-2,+2) The height of a building has many impacts on the community. Building heights that exceed the Land Use Guidelines can block views, light, air, and solar radiation; they can also disrupt off site vistas, impact scenic backdrop and penetrate tree canopies that provide screening to maintain a mountain forest character. It is encouraged that the height of new buildings be controlled to minimize any negative impacts on the community.

Land Use District 20 recommends buildings up to three (3) stories in height (38’ to the mean), and two (2) stories in height (26’ to the mean) along the Blue River and Watson Avenue. As proposed, the condo-hotel would be up to five (5) stories in height, with the fifth level of the hotel built into the roof. This does not exceed the absolute policy, but warrants twenty (-20) negative points. The parking structures would be up to three (3) stories on 4 levels, with some parking on the upper (roof) level. The proposed townhomes would

be 2 – 3 stories. Mixed use buildings are anticipated at about two (2) stories. The transit & skier services building would be about 1 ½ stories. The building height policy encourages incorporating the upper most story of density into the building roof. Staff believes that this can be accomplished with the condo-hotel and townhomes, and as such one positive point (+1) may be warranted during the site plan review, but is not warranted at this time.

Following is a portion of the master plan language on building height for the condo-hotel:

Heights of Buildings-This building will be up to five stories in height, not reflecting the recommendations in the General Design Criteria for Land Use District #20. However the outside face will incorporate the fifth floor into the roof, using dormers to create windows in those spaces. The additional height within this building allows the other buildings to vary between one and three stories throughout the site, creating a more organic spread of density that reflects the adjacent communities that include a variety of building heights between five and one story.

In addition to the condo-hotel proposed at up to 5 stories, the townhomes are proposed at 3 stories. The Land Use Guidelines recommend buildings of up to 3 stories, “*The determination of acceptable building heights will be made during the development review process. Buildings in excess of three stories are discouraged, except along the Blue River and Watson Avenue where buildings in excess of two stories are discouraged.*” (Emphasis added)

The plan is designed to have lower buildings along the Blue River and near the historic district, with the taller buildings closer to the bed base west of Park Avenue. Portions of the townhomes are proposed at 3 stories, but these taller building elements would be facing North Depot Road, with 2 story elements facing the Blue River. Language has been added to the master plan notes for the townhomes, to indicate that portions of the buildings along the Blue River shall be 2 stories, with 3 story elements allowed only along North Depot Road.

Due to the condo-hotel proposed at up to five stories tall, staff recommends the allocation of twenty (-20) negative points.

ARCHITECTURAL CHARACTER

Note: Some minor changes are proposed to the language on architecture, to allow the use of false front buildings, prohibit “hipped” roofs on the mixed use building, and clarify some of the design treatments on these buildings. We also revised our discussion on the use of brick based on Commissioner comments from the last meeting. No other significant changes are proposed.

No changes are proposed to the architecture of the buildings, and no significant changes are proposed to the master plan language. The design character of the buildings will depend on each building’s use and location. For example, the mixed use building and townhomes are closer to the Blue River and the historic district and will be shorter and will reflect the design character of buildings along Main Street. The condo-hotel will be the tallest building on the site, and the most visually dominant. It will be designed as an icon for this site, and its scale will not be downplayed but rather embraced and celebrated. Also, the skier services/transit building should be a unique and easily identifiable building, and can be used to make a statement without impacting the historic district.

Condo-Hotel

This building will take its design cues from other civic structures in town, such as the old Summit County Courthouse and Colorado Mountain College (CMC) on Harris Street. The intent with this building is to use design features that could have existed on a destination hotel in the Rocky Mountain west. While brick has generally been used only on civic structures in Breckenridge, staff supports the use of brick and stone on this large structure. We do not believe that a primarily wood sided building is appropriate on such a large building. Also, as this building is in the downtown core, it is not appropriate to use log siding or rougher exterior treatments that might be used in a more forested setting. However, Policy 5 (Relative) Architectural Compatibility recommends brick only as an accent:

Exterior building materials and colors should not unduly contrast with the site's background. The use of natural materials, such as logs, timbers, wood siding and stone, are strongly encouraged because they weather well and reflect the area's indigenous architecture. Brick is an acceptable building material on smaller building elements, provided an earth tone color is selected. Stucco is an acceptable building material so long as an earth tone color is selected, but its use is discouraged and negative points shall be assessed if the application exceeds twenty five percent (25%) on any elevation as measured from the bottom of the fascia board to finished grade. (Emphasis added)

Staff finds that the use of brick or cut stone is appropriate on a building of such scale in this location. However, it should not be a primary material without allocation of negative points during the development review for individual buildings, and we have included a condition of approval to this effect. (No negative points have been assigned in the master plan for the use of brick.)

Proposed Master Plan Language (Condo-hotel):

Architectural Character: This building plays a major role in the Master Plan and will reflect a traditional downtown western hotel character. The building will create an iconic image within the downtown and will emphasize the connection to the larger traditional buildings within Town.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building.

Heights of Buildings-This building will be up to five stories in height, not reflecting the recommendations in the General Design Criteria for Land Use District #20. However the outside face will incorporate the fifth floor into the roof, using dormers to create windows in those spaces. The additional height within this building allows the other building to vary between one and three stories throughout the site, creating a more organic spread of density that reflects the adjacent communities that include a variety of building heights between five and one story.

Roofs: This building may have both gabled and hipped roof types. There may be flat roofs types that also are used for outdoor decks.

Townhomes:

The townhomes will take design clues from buildings on North Main Street. They will include materials such as brick, stone and wood siding. Colors will reflect the colors of buildings in the downtown core. Staff would like to see these buildings using traditional Breckenridge vernacular, including steeply pitched roofs and vertically oriented windows. We feel that these design features are important, as they will help this site to blend with the character of the adjacent historic district. The use of brick throughout Breckenridge has generally been limited to civic buildings (such as the Summit County Courthouse, CMC, and other municipal buildings), although there are a few exceptions (Red Ugly, and 314 Lincoln Avenue). We believe

that brick should be used in only limited qualities, such as for foundations and chimneys. As these buildings are close to the Blue River, it may also be appropriate to use river rock on foundations and accents.

Proposed Master Plan Language:

Architectural Character: The townhome buildings will most reflect the character of the northern Main Street community. These smaller building will reflect the smaller massing and historic detailing found in much of the residential area of downtown.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The colors used within these building materials will reflect the colors of the building in the downtown core.

Heights of Buildings: These buildings will be no more than three stories in height near North Depot Road, and no more than two stories in height near the Blue River as recommended by the General Design Criteria for Land Use District #20.

Mixed Use Building:

This building will most closely reflect the commercial buildings in the 100 block of South Main Street. They will be set at zero lot line (at the sidewalk edge), and will include storefront windows on the lower level (for display of merchandise) and smaller upper level windows in the residential units. The buildings will use a combination of wood siding, brick and stone. Staff also suggests design features such as recessed entries, transom windows, kick plates, cornices and sign bands. These features are important to create the commercial feeling of the street and make the sidewalks welcoming to pedestrians.

Roof forms proposed include gabled, flat and false front roofs. It will also be important that the scale, mass and façade rhythm look right to create the feeling of individual buildings. Some examples of newer buildings that fit into the historic rhythm of the 100 block of South Main Street include the Struve building at 122 South Main Street, and the Rounds Building at 137 South Main Street.

Proposed Master Plan Language:

Architectural Character: This building will be the closest in character to the South 100 block of Main Street. Historic looking storefronts with residential uses above and a zero lot line appearance. Design features of these buildings could include recessed entries, transom windows, kick plates, cornices and sign bands. Upper level windows should be smaller, residential type windows. The building sits upon the main street of the site (Depot Street) and functions much in the same way the buildings on Main Street function.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The color and primary material may changer per each tenant space to give the appearance of individual buildings. The colors used within these building materials will reflect the colors of the building in the downtown core.

Heights of Buildings: This building will be no more than two stories in height and as recommended by the General Design Criteria for Land Use District #20.

Roofs: This building may have a variety of roof types to create the Main Street image, including gabled, flat, and false front.

Skier Services/Transit Building:

This building is planned to incorporate architectural styling of a train station that could have existed in Breckenridge. It is not a replica of any building that existed historically in town, although the town's train station (with a much simpler design) was very close to this location. The building is planned to reflect the railroad heritage of the west, which may include a large sheltering roof with significant eaves and focal elements, such as a clock tower. The building will use natural materials such as brick, wood siding, and/or stone. Colors will reflect dark natural colors, such as the red brick of the Summit County Courthouse in Breckenridge. It may have both gable and hipped roofs.

Staff believes that the proposed materials and style are appropriate for this development. We like the idea of using features traditionally used in a train station, since this building will serve as a transit center, and our historic train station was very near to this location. Also, some type of tower element will help to visually identify this site as a gathering place and may serve a valuable function (for example, if a clock is installed). We also support the proposed use of brick on the building. While most historic buildings in Breckenridge (including the historic train station) did not use brick, many civic buildings did use brick. This civic type structure is unique and its function and architecture should be celebrated.

Proposed Master Plan Language:

Architectural Character: This building will represent the iconic nature of a transit station in Breckenridge. The design will reflect the traditional train depots of the west.

Building Materials: Natural materials; including brick, wood siding, and stone may be used for this building. The colors used will relate to the historic Summit County Courthouse, as well as the new Condo Hotel building within the project.

Heights of Buildings; This building will be no more than two stories in height and as recommended by the General Design Criteria for Land Use District #20.

Roofs: This building may have both gabled and hipped roof types.

Parking Structures

The design of the parking structures will be some of the most challenging and important elements of this plan. These large structures will need to accommodate their primary function while fitting into the core of downtown without overwhelming the site. A variety of techniques can be used to reduce the visual mass of the buildings, and to help them look less like traditional parking structures. Changes in building materials, wall planes and the use of both solid and void spaces can help the structure fit into the urban fabric of the site. They can also help the building to maintain a human scale. However, it will also be important to identify these buildings as parking structures, so that visitors quickly find their entrances and do not reduce traffic circulation efficiency while seeking a place to park. Proper use of landscaping can also be effective at softening the materials and scale of large buildings.

Proposed Master Plan Language:

Architectural Character: Much of the architectural character for the two above ground parking structures will be related to making the mass feel smaller and using materials that create a like aesthetic to the community. The design will seek to lessen the visual impact of the parking structure and help the

buildings blend into the surrounding neighborhood through the possible use of windows, faux windows, storefront, and other architectural techniques.

Building Materials: Natural materials; including brick and stone may be used for this building. Additionally there may be some concrete panels and metal screening used to create additional architectural interest. The colors used within these building materials will reflect the colors of the building in the downtown core.

Heights of Buildings: These buildings will be no more than three stories in height and as recommended by the General Design Criteria for Land Use District #20.

Staff and the applicant will be happy to discuss ideas on how the parking structure may be designed to minimize its visual impact and improve the aesthetics of this large building.

Gondola Roof Structure

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

During review and approval of the gondola itself, a roof structure was approved above the gondola terminal in town. During the construction of the gondola, it was determined that the roof structure could not be built if the gondola was to be open in time for the winter of 2006-2007 season. As a result, the roof structure was not built, but foundations were installed in anticipation of later installing the roof.

With the review of this master plan, the applicants would like the Commission to consider the impact of installing the roof. They have indicated a concern over the size of the roof structure, and feel that the roof is not appropriate within this development as planned. As a result, a note on the Gondola Building has been included on Sheet 1 of the master plan. The note essentially states that the roof structure is not compatible with the architectural character of the adjacent buildings, and is therefore an impediment to the plan. Following is the propose language in the master plan:

The plans for the Gondola approved under Development Permit #2004010 provided for a roof structure to be constructed over the Gondola base facilities, but that structure has not yet been constructed. The roof as designed may not be compatible with the architecture of the adjacent buildings provided for in this master plan and, in addition, may present some impediments to certain maintenance, repair, and replacement activities anticipated to be necessary. Accordingly, to avoid a waste of resources, the roof should not be constructed as provided for under Development Permit #2004010, [and] that Permit should be administratively amended to delete the roof requirement.

This is a new issue that has not been previously discussed by this Commission. While Staff believes that the gondola roof was an important design element that helped to get the gondola approved, and we feel that the roof structure could be designed into this plan and become a focal element of the site, we are not committed to this roof design. We welcome Commission input on the gondola roof. We will provide a graphic of the roof structure as approved for the meeting.

AMENITIES

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

The success of this project will depend partly on the amenities and physical design of the public spaces. The main public space in this plan is the expanded gondola plaza. The current plaza is curtailed by the transit staging area. The proposed plan expands the plaza and ties it into the Blue River much better, thereby making it a more pedestrian friendly area, particularly in summer when the plaza could be used for special events.

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

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

Another public amenity is the new transit staging area and transit center. The current transit staging area creates conflicts between busses, cars and pedestrians. The new location is designed to minimize these conflicts, and could also help the busses stay on schedule by providing more direct access to Park Avenue, potentially with dedicated bus lanes.

One other amenity of this plan includes a possible conference facility within the condo-hotel. Although not “public”, this approximately 12,000 – 15,000 square foot facility would provide additional venue space in the downtown core, which has been identified as a community need by the Breckenridge Resort Chamber. Since it is unknown at this time exactly how much conference space will be provided, staff recommends that these points (if any) be assigned during the site specific development review of the condo-hotel, rather than at this time. As such, no positive or negative points are currently recommended.

PRIVATE VEHICLE ACCESS AND CIRCULATION

Access into the south parking structure was one of the concerns raised by the Commission and some of the public during the past meetings. We have continued to work with the Applicant and 1st Bank to address this issue. At this point, there are no significant changes proposed to the location of the access. This is because we believe this to be the best option at this point. Alternatives considered included: 1. access from Watson Street; 2. relocating the access further north (across from Mountain Thunder Drive); 3. use of two access points (one into the bank and one for the structure); 4. loading the structure primarily from South Depot Road; 5. swapping the structure and hotel locations. These options were dismissed because they resulted in severe degradation of the project, too much mixture of pedestrians and vehicles, increased traffic on Main Street, and/or were not seen as realistic options for CDOT.

The most significant change to the access and circulation plan from the version shown to the Commission at the last hearing includes a few new turn lanes, curbs and an access plan through 1st Bank and Town Hall. The applicant has been in discussions with 1st Bank concerning the access to the parking structure behind the bank. As you may recall, the previous plan showed two options (one access was shown to be relocated to the east side of the parking structure; the other option was to leave the access point behind the bank, and merge traffic with the parking structure.) At this point, 1st Bank seems to be on board with this proposal,

provided that access between the front of 1st Bank and Town Hall can be maintained in the winter with removal of the planters. The Town Manager has indicated that this can be done. The revised plan also includes some additional parking for 1st Bank to the south of the parking structure. This would be on Vail Resorts property, and a separate easement between the applicant and 1st Bank will be needed. Finally, the design into and out of the parking structure would include some curbs and turn lanes that ensure that vehicles entering or exiting the structure can not use the 1st Bank and/or Town Hall property to access Ski Hill Road. Only 1st Bank and Town Hall customers and staff could get through to the front of these buildings to access Ski Hill Road. This option was important to ensure that bank customers could head south on Park Avenue, even if the parking structure exit is congested or does not allow left turns out.

Other than these change to the plan, the rest of the circulation remains as previously presented.

The site is well served by an existing network of public streets including Park Avenue (State Highway 9), Main Street, French Street, Watson Avenue and Ski Hill Road. These existing roads provide the majority of the private vehicle access to the site. Two new roads are also proposed, including South Depot Road, which connects to the existing Wellington Road at Main Street, and North Depot Road, which will connect into the site from French Street on the north. Good pedestrian circulation is also proposed, with improvements to the Riverwalk providing good access to downtown, and with a pedestrian bridge providing improved access to North Main Street. As a result, staff recommends the assigned of three (+3) positive points for circulation.

TRANSIT ACCESS

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

No significant changes are proposed to the transit access or bus bay design. The buses will still access the site from Watson Avenue and depart from a new curb cut onto Park Avenue. A mountable curb has also been proposed to allow buses to use North Depot Road in case the egress to Park Avenue is blocked.

The current transit building (Breckenridge Station) is proposed to be removed from the site (there are no current plans to re-use the building) and the current bus loading is proposed to be rebuilt north of Watson Avenue along Park Avenue. All new transit operations would operate from the new skier services building, which would also accommodate transit uses. Since there is no change to the level of transit service, and the existing transit center is being replaced but not necessarily improved, no points are warranted at this time.

PARKING

No changes are proposed to the location or number of parking spaces. Two parking structures are proposed for day-skier parking. These two structures would replace the surface parking lots. The two structures combined would accommodate approximately **1,270** vehicles (**535** in the south structure and **735** in the north structure.) The current surface lots each hold slightly less than 600 cars each.

Parking for the townhomes and the mixed use building will be below each building, per Sheet 1 of the master plan notes. The current master plan identifies the following parking requirements for each use:

Use	Parking Proposed in Plan	Parking Required by Code	Proposed location
Townhomes	2 per unit	1.5/ 1-bedroom and larger	Under building
Condo-hotel	1 per unit	1.0/ studio or 1-bedroom	Under building

		1.5/ 2-bedroom or larger	Under building
		0.5/ lock-off unit	Under building
Mixed Use Building (Residential)	1 per unit	1.5/ 1-bedroom or larger	Under building
Mixed Use Building (Commercial)	1/400 sq. ft.	1/400 sq. ft.	Parking on street
Skier Services Commercial	0	Special review by Director and Planning Commission	In Parking Structure
Conference Space in Hotel	0 extra spaces	Special review by Director and Planning Commission	In Parking Structure. Conference attendees would park under hotel or in structure.

The Off-Street Parking Regulations for the Town of Breckenridge identify the required parking spaces for all uses. Section 9-3-8 B of this code also allows Mixed Use Developments of greater than 100,000 square feet to base the parking requirements on a qualified parking study.

“D. Mixed Use Developments: The requirements of this Section may be increased or decreased for a mixed use development containing not less than one hundred thousand (100,000) square feet. Such change shall be accomplished by a development agreement in connection with the approval or amendment of a master plan. Any request to vary the requirements of this Section shall be supported by a written analysis paid for by the applicant and prepared by a qualified parking consultant. Once approved, the development agreement and master plan shall establish the off-street parking requirement in lieu of that set forth in this Section and shall serve as one of the controlling development policies for a site plan level development of the property which is the subject of the master plan as provided in subsection H of policy 39 "(Absolute) Master Plan", section 9-1-19 of this title. (Ord. 3, Series 1999)”

A revised parking study from Felsburg, Holt & Ullevig transportation consultants is attached for your review. The study explains why the proposed parking plan is considered sufficient. The study makes several assumptions about the guest arrival mode split (transit usage by guests and employees) and varying peak demand times based on use. As mentioned earlier in this report, the Town Council has given preliminary approval for a reduced parking supply of one (1) parking space per one (1) condo-hotel unit, as opposed to 1.5 spaces per 1 unit as required by the code.

The proposed plan counts the on-street parking on South Depot Street and North Depot Street toward the parking supply for the project. Considering that the applicant is constructing the street and will own and maintain the private streets, staff believes that these parking spaces could be considered like private parking lots. Since on street parking is not normally counted toward the parking supply, we have added a special finding to the proposed Findings and Conditions. (See finding #7)

Overall, Staff supports the idea of shared parking among complimentary uses. We support the reduction in parking for the condo-hotel, due to the proximity of transit to this site, the proximity of downtown, and the overall walkability of the area. We believe that if any property in town is could take advantage of these assets, this is the project.

At this time, staff recommends positive four (+4) points for providing over 95% of the parking either in a structure or under the buildings. We also recommend positive one (+1) point for making parking available to the public (in the structure) and positive one (+1) point for shared driveway access.

BLUE RIVER CORRIDOR

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

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

The river will also be improved for better aquatic habitat, including fish and other riparian species. Details of the river restoration will be required before work begins, and have not been included within the master plan.

Other landscaping improvements are also proposed along the river and Riverwalk expansion. Again, details of these plantings, and details of the river banks will be provided in future development permits. The overall goals of the river restoration is to improve access to the river, install the Riverwalk extension, improve habitat, improve the visual aspect of the river, and provide links to Main Street and points south.

As this is a master plan and not a site specific site plan approval, many of the details of the river restoration have not been determined at this time. However, a hydraulic analysis of the river (including river width, elevation and flow/velocity) will be required before development permits can be issued for Phase II or Phase III of this plan.

Portions of the river are owned by the Town of Breckenridge, and the landscape vision for the river includes moving the river to the east adjacent to the mixed use building. Also, the land east of the Breckenridge Professional Building on Ski Hill Road is not controlled by the Town or VRDC, and as such, has not been included within this plan. This business issue will need to be discussed with the Town Council, and memorialized through future agreements with the Town, which have not yet been determined.

Since there has not yet been a commitment by the applicant to construct the river corridor improvements, we can not recommend any points at this time.

Phasing of River Improvements:

The river corridor improvements on the south side of the site would be installed along with Phase III of the project. This phase includes construction of the condo-hotel, mixed use building, and South Depot Road. River corridor improvements north of Watson Avenue would need to be completed along with the gondola plaza improvements. These developments are shown to be part of Phase II, which also includes the north parking structure.

It is likely that the river improvements would be completed by VRDC at the time of their other improvements within Phase III. These are business details that need to be discussed between the Town Council and VRDC due to land ownership. Notably, the Blue River adjacent to the mixed use building is proposed to be relocated to the east to accommodate the new building. Construction of the river

improvements may be included as part of the public commitments made as part of a future development agreement for reduced parking, extended vesting, or other issues approved by the Town Council.

INFRASTRUCTURE

Note: This section remains unchanged from the report provided to the Planning Commission on November 3, 2009

No major changes are proposed to the road layout. The most significant change to the plan relates to the access to the south parking structure, as mentioned above.

The access to the south parking structure was an issue raised by CDOT, and was one reason that the access was proposed to move to the north. Tentative approval was granted by CDOT based on the previous access plan. We have not received final approval from CDOT on the access plan, and this approval will be required before any building within the master plan can be constructed. (The change to the access, back to the 1st Bank curb cut, is an issue that has not yet been submitted to CDOT.)

Another access point that needs to be identified in the phasing plan includes the extension of Wellington Road through locomotive park. This road is part of the anticipated circulation plan for South Depot Road, but its construction has not yet been identified in the phasing plan. It is anticipated that this road will need to be constructed for South Depot Road to operate as designed.

SUSTAINABILITY

There are no significant changes proposed to the notes on sustainability. Most of the original sustainability language has been removed, and replaced with less specific language to allow greater flexibility in the future. This language is essentially the same as shown to the Commission on November 3rd. The new master plan language from Sheet 1 reads as follows:

“The Master Plan is designed to create an efficient and sustainable development. The project will explore ways to reduce the environmental and carbon impact of the development. Technology and certifications will change over time and the Master Plan intends to use the latest proven technology available to create a highly sustainable development and the project will meet the then-current Town sustainability code.”

At the meeting on November 3rd, the Commission indicated support for this language.

The current Development Code allows positive points for energy conservation and renewable sources of energy. It is difficult at this time to assign points since the buildings are not yet designed, and specific sustainability features have not been identified. As a result, no positive points are recommended at this time.

EMPLOYEE HOUSING

At the last meeting, the Commission supported the provision of employee housing in an amount sufficient to earn positive eight (+8) points for the development. The eight points was based on providing at least 8.51% of the anticipated density of the project, plus a 10% contingency. (Since the density could be used in a variety of ways, with a variety of density multipliers, we used the “best guess” plus a contingency to determine how much density would initially be deed-restricted. If less density is needed to

earn these +8 points, deed restrictions can be released in the future. If more density is required, the applicant will be required to provide additional deed restrictions in the future.) This results in 22,073 square feet of deed-restricted employee housing. We have added a condition of approval to this effect. Staff recommends positive eight (+8) points.

PHASING

This site will be developed over time. In order to allow this, a phasing plan has been developed. The plan anticipates the need to construct the parking structures to replace surface parking. It also allows for the skier services/transit building to be built first, in a location that does not impact guest parking. There are also a few aspects of the development that are not in the phasing plan, including improvements to North Park Avenue and construction of the round-about. The phasing plan has been included on Sheet 10 of the Master Plan. Additional language recommended by staff is shown in **bold**:

Phase I:

Demolition or removal of the existing transit building
Demolition of existing bus parking area
Build new skier services/transit building
Build bus drop off/pick up area and access point to Park Avenue

Phase II:

Build northern parking structure
Build three townhome buildings
Build North Depot Road and connect bus area to French Street
Create gondola plaza
Construct river improvements associated with gondola plaza

Phase III:

Demolish surface parking lot
Build south parking structure
Build condo-hotel (Building may be built in two phases over time)
Build South Depot Road and extension of Wellington Road to South Depot Road
Build mixed use building
Install river improvements south of Watson Avenue.

In addition to this phasing plan, there are some studies that are needed before certain phases of development can begin. One of these issues relates to a hydraulic analysis of the Blue River, including river width, elevation and velocity (flow). This information on the new design for the river, and associated river improvements will be needed before Phase II and III begin, since grading of the river can affect adjacent development. (Phase I, construction of the skier services/transit building, has an elevation set by the existing gondola, and can not vary significantly.) As a result, staff suggests that the phasing plan be removed from the current master plan, and be considered separately, when more information is available. Some other items that have not yet been identified in the phasing plan include:

Staff recommends these items in Phase I:

Construct round-about at intersection of North French Street and North Park Avenue
Install and stripe turn lanes on North Park Avenue;

Staff recommends these items in Phase 2:

Install and stripe turn lanes on French Street.
Install pedestrian bridge across Blue River.

Staff recommends these items in Phase 3: Construct expansion of Wellington Road through locomotive train park.

We have included a condition of approval which states: *“The phasing plan shown on Sheet 10 of the Master Plan is illustrative only, and is not part of this master plan approval. Prior to the issuance of any Class A, B or C development permit for any development within the master planning area, Applicant shall submit to and obtain approval from the Town of Breckenridge for a revised phasing plan.”* We welcome Commission input on this solution.

POINT ANALYSIS

All master plans are required to be reviewed on a point analysis, and shall comply with all absolute policies, obtain a score of zero or more with respect to all relative policies, and comply with all other applicable development policies of the town in effect at the time of the master plan application. One of the issues with reviewing a master plan relates to the timing of the assignment of points. While some elements of the master plan warrant the allocation of points during the master plan review, other elements may not warrant point allocations until development permit review. The following points are recommended:

Policy 6 (Building Height)	-20 points for buildings up to 5 stories
Policy 16 (Internal Circulation)	+3 points for good vehicle and pedestrian circulation
Policy 18 (Parking-View)	+4 points for providing parking underground or in a structure
Policy 18 (Parking-Joint Facilities)	+1 point for making parking available to the public
Policy 18 (Parking-Shared Access)	+1 point for shared driveway access
Policy 24 (Social Community)	+8 points for providing 8.51% of density as employee housing
Policy 24 (Social Community)	+3 points for Council goals, including transportation enhancements, economic sustainability and environmental sustainability

The result is a passing score of positive zero (0) points.

PROCESS

We have had four preliminary hearings and one final on this application, broken into several different categories. At each of these meetings, various issues were raised by staff, the Commission and the public. This meeting wraps up these issues and attempts to address them with revisions. Below are the dates of previous meetings.

I	Introduction to process / Overview of project	05/19/09
II.	Transportation/Transit/Circulation/Access/Parking	08/18/09
	a. Vehicular	
	Public road alignment	
	Parking structures	
	Project parking	
	Traffic/Circulation/Impacts	
	Service Access	
	Transit/Gondola	

- | | | |
|------|--|----------|
| III. | <ul style="list-style-type: none"> b. Pedestrian Circulation Development Concept | 06/16/09 |
| | <ul style="list-style-type: none"> a. Site plan/uses b. Architectural character c. Density/Mass d. Building heights e. Amenities f. View Corridors g. Relationship to Historic District | |
| IV. | Blue River Corridor | 07/07/09 |
| | <ul style="list-style-type: none"> a. River Improvements b. Pedestrian features c. Landscaping d. State Permits Infrastructure, Utilities and Drainage
Sustainability/Green Codes/LEED | |
| V. | Final Hearing: Wrap Up, Plan Revisions, Phasing, and Vesting | 11/03/09 |

STAFF RECOMMENDATION

This is a hearing continued from the November 3, 2009 meeting. Both that meeting and tonight's meeting were advertised to property owners within 300', with public notice on the property (3) and advertised in the newspaper as required by the Development Code. If the Planning Commission is comfortable that all necessary issues have been addressed, and if you support the passing point analysis, then this application can be approved.

There are still several issues that have not been finalized in this application, which have been included as Conditions of Approval. Also, some of the Conditions of Approval that were discussed at the meeting on November 3rd, which could be incorporated into the master plan document, have been completed. These include the phasing plan, notes on the Blue River restoration, and approval of a development agreement with the Town Council for the reduced parking for the condo-hotel.

The meeting to discuss business issues with the Town Council (i.e. property lines, ownership and construction of public amenities, loss of parking, and construction of the river improvements, etc.) has not yet taken place. The town Council requested that this happen after approval of the master plan.

We look forward to your comments.

Planning Commission Minutes Past Meetings on Gondola Lots Master Plan

May 19, 2009: Introduction

Commissioner Questions/Comments:

Mr. Bertaux: Abstained from the issue as an employee of the Breckenridge Ski Resort.

Mr. Lamb: Why aren't there two entry points to both of the parking structures? What is the second access at the south parking structure for the condo hotel? (Mr. Campie: Second access is valet / special events parking which is separate from the main entry point.) Agreed that circulation is a great place to start.

Mr. Schroder: Infrastructure and drainage is a really important issue, especially snow melt concerns with the structures.

Ms. Katz: Where do you foresee skier drop offs happening? The current configuration is very busy. (Mr. Campie: Considering temporary parking spots in addition to the Gondola Drop off area. VRDC is considering adding drop off at Peak 8 as well.) Buses do a one-way from Park or go all the way through the project? (Mr. Campie: Unsure of exact bus routing at this time.) (Mr. Allen: When will you have input from CDOT regarding the bus access?) Is the bus parking area also used for shuttle buses from hotels/condos? (Mr. Campie: Shuttles will go to the gondola drop-off or the Peak 7 drop-off.) Circulation seems to be a large component of the master plan process. The impacts are really important.

Mr. Pringle: Have you analyzed the traffic study? Concerned with the access point with 1st Bank and town hall. (Mr. Campie: The traffic study shows that this alignment works. The left turn is an LOS ("level of service") E, which is typical for unsignalized left turns. A signal is not possible at that location.) The 1,200 spaces will be in addition to the parking needed for the condo/hotel building in the south parking structure? (Mr. Campie: Yes, condo/hotel parking will be located below the condo/ hotel building. Also the building will have conference and restaurant space. Retail/restaurant uses are also proposed to be located along the ground floor of the building.) Will the Town/Commission see a full development plan for the Riverwalk? (Mr. Neubecker: There are goals to expand the Riverwalk and this is the transition point from the developed river (south) to the natural river (north). Currently the river isn't accessible. Need to determine when this happens and who takes care of it, how it is phased, etc.)

Mr. Allen: Can Mr. Campie please walk the commission through the circulation? (Mr. Campie: Displayed the proposed site plan and noted locations for parking structure, condo/hotel building, mixed use building, transit/skier service building, bus transfer circulation and drop off, townhomes, etc. Will use diverse building heights on site so the entire site doesn't look the same. Park Avenue is the main access for the site, with some access from Main Street. Project doesn't bring a lot of new traffic to the town; rather it provides walk-to uses, parking to replace the existing lots, circulation for buses, pedestrian and skier traffic. Team is working with CDOT on Park Avenue access, but proposal is that buses will access from Park Avenue and at proposed North Depot Road. Warrants for a traffic signal may be met at Park Avenue and French Street with this project, which will help to facilitate circulation. Pedestrian access will be provided and well identified. Proposed streets will have design techniques to promote slow speeds. Potential service access locations were identified.) Can you walk us through a pedestrian's journey from the skiback, to the structure, to town, etc.? (Mr. Campie: Once skiers are used to parking in this development, we believe that many will park in the south parking structure which is closer to the skiback access via the Skyway Skiway. Also will provide signage for pedestrians through several plaza areas through the project and around the condo/hotel to Main Street and other areas of the gondola lot.) (Ms. Katz: What is the slant of the site?) (Mr. Campie: High point at southwest end.) (Mr. Neubecker: Described the ownership of the buildings around Town Hall. They are not under Town or VRDC control.) The vision sounds like it is to get people to Main Street. (Mr. Pringle: The train park will be located along the proposed pedestrian way.) (Mr. Campie: Discussed trolley or some kind of loop transit that services the project and the Main Street.) (Mr. Pringle: Important to keep the plazas small and dynamic.) How far do we discuss the Riverwalk at this point? Important to circulation as well. (Mr.

Neubecker: Riverwalk will connect to the bike path to the north. Many important river corridor discussions are anticipated for channeling, eddies, habitat, landscape, etc.)

Mr. Allen opened the hearing to public comment.

Stephanie Epps (listing agent for property on Watson adjacent to the project): Concerned with traffic and pedestrian safety on Watson. It's a busy road. People on bikes don't look for cars. Will be difficult to cross the road without a bridge or some other crossing assistance.

Bill Kiester (Resident at French and Main): Noticed that many skiers do not use the "ski back" and instead remove their skis and walk across Highway 9. Need to address skier circulation.

Dave Garrett (Adjacent Property and business owner): Was there any discussion of putting a structure on the Gold Rush lot or in another location that is more hidden rather than in the center of town? Important that conceptual things, such as building heights for hotel and structure, are discussed before it is approved. Heard in meetings that the street grid system should be maintained to keep the "small town feel". The "grand hotel" idea has been tried in several projects in town (Village at Breckenridge, Main Street Station, Beaver Run) and they have had issues filling their plazas and businesses.

Mark Burnell (Property owner at French and Wellington): Curious about whether the approach of "blurring the property lines" is the right way to go. Who are the land owners? Just VRDC and town? (Mr. Allen: Yes.)

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

Commissioner Comments:

Ms. Katz: Really disappointed in the circulation. The amount of pickup/drop-off area is under-estimated and is used by more than just ski school users. Pickup/drop-off shouldn't be buried in the middle of the project. They are going to go as close to the gondola as they can get, regardless of where you provide drop-off space. People will drop-off on Watson and other streets with traffic issues. Even if the lodge shuttles are supposed to go to Peak 7 and drop off, they won't. People want to ride the gondola. Shuttles also will start pulling up wherever they can, and are more likely to go to the designated spot within the project. If CDOT allows the ¾ turn at North Depot road it might work, but overall disappointed with the bus circulation. Concerned with parking structures and filling up north first, because the south parking lot is closer to everything else and is more hidden, and that's where everyone will want to park. Concerned with the access point for the bank and town hall is constrained and will have heavy use. Seems that the current system is finally clicking and it is critical to maintain that. Agreed with what Ms. Epps said regarding Watson Street traffic. Agreed that other issues on the list will be addressed during the process.

Ms. Girvin: Agreed with Ms. Katz that the exit for the south parking lot is inadequate. Current circulation is already constrained; and adding 600 cars with no signal is not appropriate. Turn lanes are going to be needed on French Street and on Park Avenue. Lodging bus designation points will need to be considered. Would like to see a diversity of architecture on the property, and the three clusters of townhomes should all look different. Swan Mountain Villas is a good example of everything looking the same; we don't want suburbs here in Town. There are a lot of impervious surfaces here and concerned with water quality. Going to lose parking if the river is moved to the east. Most important reservation is to create a "real place" and not just something that "feels like a real place". We don't want it to feel like River Run. Agreed that the approach is correct as far as topics listed.

Mr. Schroeder: Left turns at the south parking garage are a major concern. Left turn into the north parking lot on French needs turn lanes. The gondola is a draw for people in town, and need to make sure that people will use public transportation rather than get a car out of the structure to drive to Mi Casa or another restaurant. Fearful that traffic isn't minimized. We are approaching this in the correct manner.

Mr. Lamb: Blue River corridor should move up on the list and same with the CDOT permits. Comments that Ms. Girvin made about French Street and 1st Bank intersections are shared. County and town have

done a great job with a complicated bus system, and need to be included in discussion for the bus system and routing. Liked the two parking structures (north and south). Circulation does seem most important and the is the backbone of the process.

Mr. Pringle: Liked Mr. Campie's thoughts about bringing the dynamic flavor into the development with small pedestrian areas and cars. Concerned with traffic and congestion at the end of a ski day. What can we do to bring people into the project, and also make it easy to get out? Can an underground roadway be explored to get people out of town? Access and egress and circulation management are most important. Create an authentic story and viable project. The condo/hotel will be a large building and iconic, big buildings when done correctly and when sympathetic to town vision can be great. Agreed with Mr. Lamb that the river corridor should move up on the list. This is going to be the most important project that the town will see in a long time. We are approaching this process correctly.

Mr. Allen: This is a great start, and the project goals and vision are good. Agreed with Ms. Girvin regarding the turn lanes. Would like to see North Depot Road enhanced to be a place where a lot of the cars go, if cars go from French and to North Depot we will have the least amount of pedestrian conflict. Would like to think ahead about how we capture the pedestrians from future lot development at Gold Rush, Postal Lot and Parkway Center developments, especially when people cross Park Avenue. River corridor is a part of circulation and should be discussed now. Has coming out of the north side of the south parking structure been considered with a roundabout at Mountain Thunder Drive? Phasing plan should include a pedestrian circulation plan that works with the entire project throughout the construction. The north parking structure should also be "wrapped" like the south structure. Ski back tunnel is a big issue and is a current disaster and doesn't seem inviting or easy for thousands of skiers to get through the project. Where is the sense of arrival for skiers? Can the tunnel arrive into the plaza to invite people in? Concerned with pedestrians walking along Park Avenue. Gondola plaza looks wonderful, but the crossing over to Watson and the South Depot Road doesn't seem inviting. Buses turning left onto Park Avenue are key and need to be confirmed with CDOT. We are approaching the process correctly.

Applicant Response, Mr. Campie: Goal for the north parking structure is to locate it closest to the gondola and nearest egress from town. There will be less reason to drive down Watson with signals at Ski Hill and French. Many of the circulation issues mentioned are already problems today, and it is our intention to improve the current situation with this project.

June 16, 2009: Site Plan, Architecture, Density and Building Height

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

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

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

Mr. Marc Hogan, local architect: I think the plan has come a long way, and I do think the architecture is on the right track. I think that the parking is a big problem; the southern parking structure blocks the hotel from Ski Hill Road. The parking needs to be diminished, not increased. Several locations in town there are multiple levels of underground parking. It would be cheaper to solve some engineering issues than to disguise a parking structure with towers, windows, etc. Has it been considered to increase the parking west of Park Avenue? (Mr. Neubecker: We want the parking as close as possible to the gondola and to downtown. Parking further from town discourages people from spending time in town after skiing.) The plan glorifies the car and clogs the vitality of the good things. The north end is particularly bad because the townhomes and parking garage will deaden the streetscape and it will not be an active area.

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

Commissioner Questions/Comments:

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

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

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

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

Ms. Katz: Final Comments: I believe the building height negative points will be made up and that you can address it. I am fine with the brick on the condo-hotel. I was concerned with the brick being in the primary material in the townhomes, and I think it should be just an accent on those. I like where the transit center is now because it needs to be close to Main Street. Parking structures are going to look different here than they look in Boulder and Denver, it should look nice but still be a parking structure. We ought to not hide it too much because of the concern with way-finding. I agree with Mr. Pringle about incorporating some other uses in the parking structures, but they need to not be after thoughts – it should be planned in. I think that the town isn't ready to give up their parking

reservoir and that the town needs to accommodate the car and that it needs to be in the plan. My only comment on the architecture of the mixed use building is that there is an architectural dividing line in town, Ski Hill Road and Lincoln Avenue, and I worry about architecture being too contrived. We shouldn't be married to tying the architecture of all of Main Street into this area, and should keep an eye on tying into the new architecture on the 200 block of North Main. I am uncomfortable with the quantity of brick on buildings other than the condo-hotel. I am fine with the skier service building, although I wish it didn't have to move. I like the track that you're on with the amenities. I am fine with floating density; it is critical to this plan and need the ability to massage it. View corridors seem okay also.

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

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

Mr. Allen: Is there parking under the parking structures? (Mr. Campie: Yes, there is one level underground and 3 levels above ground.) Is Wellington Road offset on the site plan? (Mr. Campie: The town is undergoing a study for the train park in that location, and it will be coordinated with the town.) (Mr.

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

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

July 7, 2009: Blue River Corridor, Landscaping, Gondola Plaza, Infrastructure, Utilities and Sustainability

Ms. Diane Jaynes, property owner on east side of the river: Questions about the gondola plaza, and the large bank and terraces on the sides of the river. My concern is the access and how it will affect private property owners on the other side of the river. Also how will the existing willows and vegetation be addressed, which provides habitat and buffering? Will there be any mitigation with this development as far as privacy for property owners and keeping the public from coming over to our property? Also concerned with flooding in this area, especially the proposed bike path location, and concerned with moving the river. (Mr. Neubecker noted that more detailed studies of the river and floodplain will have to be done in the future. We will get to that detailed level later in the process. Some of the willows will likely be removed, but replaced with other plantings that provide habitat. The idea is to make it more attractive and usable for people along with improved habitat. It will be public on the west side and private on the east side.) (Mr. Pringle: Unless the river is moved further west and creates some public property between your property and the river, it will likely be the same access situation as exists today. At this stage, we only have a vision and these plans will come in the future that you should pay attention to.)

Lindsay Shorthouse, developed the first LEED Certified building in the Rocky Mountains: LEED certification or third party verification could help with the sustainability portion of the master plan. I had the same concerns with the bike path location and nearness to the river. I love the idea of the ice skating rink, since the current facility has events until 3am. Love the idea of the kayak park being extended to this area.

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

Commissioner Questions/Comments:

Mr. Bertaux: Abstained as an Employee of Vail Resorts.

Mr. Lamb: What are the costs to put in river elements that can stimulate the needs of a kayak park? It could generate activity with the large length of river access. (Mr. Williams: That isn't included now, but we are open to suggestions. The Watson underpass could interrupt a kayak park.)

Final Comments: Liked the sustainability details in the plan and think that it should be compulsory. Thought the design concept for the Blue River is good, although early on. Supported language on restoration. This whole project revolves around the river, and this is a great way to improve it, augment properties, and enhance habitat. Thought the landscaping will have good buffering. Trust that the gondola plaza will be absolutely beautiful and it will be on the cover of travel brochures. Liked the language of the third party certification on sustainability.

Ms. Girvin: On the current transit building, were public monies used to build that? (Mr. Iskendarian: Yes.) Will it be paid back? (Mr. Neubecker: No. The agreement with the state is that the function of the facility be provided or replaced.) Where are stormwater detention and improvements addressed in this plan? (Ms. Shannon Smith, Town of Breckenridge Engineer, noted that it isn't a requirement to provide stormwater plans at this level, only that it will happen and there is adequate space allocated.) It doesn't have to be done? (Mr. Neubecker: We will verify that there is enough space to accommodate it, but we don't need to know the details yet. We just need to know that it will fit.) (Mr. Williams noted that the best water quality management strategy is to allow stormwater to infiltrate prior to entering the Blue River.) When this is developed, how will we stage our parades and where will we have our fireworks? We need to consider these things. (Mr. Neubecker: I've wondered about that, but I don't think that community has discussed it.)

Final Comments: A little concerned with moving the river near the mixed use building. Liked the ability to enhance the river in that area, but it would eliminate a lot of free employee parking. Free parking should be replaced. Stressed "free" for employees because I know how much it costs to park in ski area lots. Was concerned with stormwater, and there has to be room for it. One issue I'd like addressed in the sustainability plan is landscaping that enhances wildlife and bird migration. The sensitive river and wetland environment is primary area for birds and other wildlife and it is important. There are a lot of design elements in the existing gondola plaza, and if you can provide detail here it should be included in other areas of the plan as well. Sustainability needs more detail and should be compulsory. Generally supported the Blue River concepts. The 4th of July and parade issues also should be addressed.

Ms. Katz: Final Comments: Felt better tonight than I did before, and some unknowns have been answered tonight. Really liked the idea from Ms. Shorthouse regarding third party certification regarding sustainability. Did think that sustainability should be compulsory, because VRDC is a publicly traded company and we should nail it down. (Mr. Iskenderian: I have no problem with you holding us to it. Put it in writing in the plan). Was fine with the design concepts for the river and restoration. Fine with landscaping intent and design goals for the plaza. There are many elements that haven't been adequately addressed, but this is doing the best that it can to address what we know now. We need to make our intent as clear as we can whenever we can.

Mr. Pringle: With respect to the Blue River corridor, do we want to anticipate that a corridor by which the river will run through will be dedicated with this development, or stated another way; should the river fall within a specific area with this master plan? Or should we wait to see what will happen in the future? (Mr. Neubecker noted that this plan should establish a vision for the corridor, and the specifics of where things will be located or restored, etc. will be required to meet the vision.) On the gondola plaza behind the gondola, my sense is that the river goes down very steeply in this area. The plans show a very minimal amount of land for gondola queuing in this area; is this really a good representation of the land availability? (Mr. Williams: Vail Resorts operations people have reviewed the plans and felt it would operate to their standard.) Do you think that the river can be laid back more? (Mr. Williams noted that some areas of the river cannot be laid back and others will more likely be stepped terraces, as opposed to a gentler slope, due to the existing grades around the area. The steps will provide access to the river in this area.)

Final Comments: Agreed with the concept of sustainability, and wondered if the commitment is more of a building code consideration than vision in the master plan. It really gets tied down at the building department level, rather than the planning department. (Mr. Iskenderian: The goal is to document those sustainable elements that we would like to commit to). Applauded the Applicant's commitment, but wondered if the Applicant can commit to these because they are building code issues. Wanted this project to provide economic vitality to the town, and didn't want to lose track of that in this process. It is a key part of sustainability. Supported the design concept and vision for the Blue River and language of elements for restoration. Liked the landscape intent and transition from north to south. Could support the vision for the gondola plaza. Would like to keep the idea of the river as more natural, as opposed to more manipulated.

Mr. Allen: You mentioned a potential bridge over Ski Hill Road? (Mr. Williams: Under Ski Hill Road; and it is highly dependent on what happens in the southeast area of the river plan. Our focus is to not preclude the potential for that to happen.) (Mr. Pringle: will that be part of a future development agreement?) (Mr. Williams: It can't be a part of this master plan, because we don't own or control that area.) One of the concerns last time from a community member was lighting on the top floor of the parking structures. How would solar panels on the top of the parking structure affect lighting? (Mr. Williams noted that lighting would be located underneath solar panels, should that concept be pursued in the future. Hours of operation and other mechanisms could also be explored.)

Final Comments: Thought that there were a lot of details that need to get resolved. The biggest one is the underpasses, bridges, overpasses, bike paths, etc. and didn't need to see design details, but is that something that is going to happen or not? Minimization of conflicts between people, cars, and bikes is a big issue, and if you can get people under the road that is great. Concurred with Ms. Girvin's comment regarding moving the river and loss of parking in that area. The landscape and hardscape vision needs more detail. On sustainability, agreed with Ms. Shorthouse regarding third party verification (and the highest level of that certification – like gold), along with lists for things like alternative energy etc. Thought the mention of VRDC in the sustainability language should be removed, since the land could be sold. Would like to add carpooling incentive to transportation items in sustainability. Sustainability should be compulsory. The design goals for the gondola plaza are great. Really like what the Riverwalk center has done to the river and would like to create a balance to be not too "Disneyland" but also natural.

August 18, 2009: Transportation, Traffic, Transit, Parking, and Circulation

Public Comment

Mr. Bobby Craig, owner of 322 North Main Street: I like the general concept of the plan and the circulation changes are great. I am concerned with the dead end cul-de-sac at the North Depot drop-off. There needs to be another way to exit from that location because it could get backed up. I think that the density is great in this location, and should be located around a transit station. I am concerned with the size of the buildings; the parking structures and the hotel are very large. I'd like to see them broken into four buildings rather than two, and I like the wrapping of the south structure by the condo-hotel. Better spaces might be created with more buildings rather than these large buildings. I don't want to see another Main Street Station. This is in the town and needs to fit scale. How will employees of Town Hall get to the gondola?

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

Commissioner Questions/Comments:

Mr. Lamb: Final Comments: Regarding Mr. Craig's comment, I agree that the buildings are large but this is our last big chunk of density in the town, and I think that the density and mass needs to be here. I think the general circulation plan is improving. I think that a single lane roundabout is better because options are eliminated. The transit plan is better. Parking structure and pedestrian circulation are good. I question the parking study and the mode split; I'd like to see something studied a little closer to home rather than Teton Village. I agree with the comments made regarding French Street and turning lanes into City Market and hope that a turn lane can be accommodated. How will the drop-off be enforced?

Ms. Katz: Can you set up the parking validation so that you can purchase packages? (Mr. Campie: Yes.) The transit building was built by a federal grant, and I want to know what the terms for the grant were. Does staff think this harms our chances to get future transit grants? I am also concerned with the town's image. (Mr. Neubecker: As long as we replace the building from the functional and programmatic aspect it should be okay, although the public and others may not be in favor of tearing the building down because of environmental concerns.)

Final Comments: I still think the condo-hotel seems too big. I am warming up to the circulation and I like roundabouts. I don't think that it being one lane will make it better, but if it has to be one then that is what it is. I feel better about the bus circulation. I think there is an under-estimation of the employee parking needs. Most people will drive themselves. I agree with Mr. Craig that the parking structure buildings are large, but people can't find the parking now and because the buildings are huge people may be able to find them. I support the mixing of the parking counts and that there will be an overlap in use. I am not in love with the complete plan layout, but know we are coming to an agreement.

Ms. Girvin: When you exit the south parking structure will it take into account the 1st Bank and employee parking for Town Hall? You will no longer be able to turn left at the bank exit? (Mr. Campie: Yes, that's correct.) It is already difficult to turn left at this location. (Mr. Campie: CDOT directed the left turn to be removed.) The proposal is to remove the parking spaces overall. We've already lost some parking spaces on the east side of the river. Has that loss been accounted for? (Mr. Neubecker: No.) Wellington Road looks like it is offset from its current alignment? (Mr. Campie: This is a town project. There is only a 6' offset but it is off our property.) I had suggested turn lanes be provided on French Street onto North Depot Road, will there be a turn lane there? (Mr. Campie: No; this has not been contemplated yet, but backup should be better with the proposed garage payment system.) Our current roundabout works pretty well most of the time, but during our busiest days that there is gridlock. (Mr. Jeff Ream, Transportation Consultant: When the roundabout blocks up it won't be a function of the roundabout, it is a function of the large amounts of traffic downstream.) (Mr. Kulick: We have been looking at advocating roundabouts along the Park Avenue corridor to make traffic move more efficiently. When stoplights are in use, traffic gets backed up and roundabouts provide better movement.)

Final Comments: I like the transit circulation. I am fine with the roundabout, and I like them. Not being able to turn south on Park Avenue from the south parking structure is an issue— could there be another roundabout here? Overall circulation is coming along, but we need to look at a more local parking study examples. I do not support the parking reduction study; I have concerns with employee parking and conference space. If possible, a turn lane should be added on French Street. Pedestrian circulation is a good aspect of the plan. I think that the private on-street parking spaces should be counted as part of the overall parking plan. I don't think it is fair that the free parking that is being removed is being moved into a pay parking structure. It is going to be important to study at a future development plan how you leave the parking structure buildings, especially the relationship to pedestrian circulation. I agree with Mr. Pringle about adding commercial and public uses to the north public structure. (Mr. Campie: Would you consider allowing extra density on the site if we added a commercial wrap to the north structure?) I might. I agree with Mr. Craig regarding the size and scale of the buildings. Could parking be added below?

Mr. Schroder: How many people use the ski back? (Mr. Bob Moore, Breckenridge Ski Resort: 30-40% coming off Peak 8 ride the gondola.) (Ms. Lucy Kay, COO, Breckenridge Ski Resort: When the gondola gets backed up, staff will encourage people to take the ski back.) Could a magic carpet be provided to bring people out of the ski back tunnel? This may help reduce people walking off-path. The peak demand for parking is between 11am-3pm; what does that mean? (Mr. Ream: Parking builds throughout the morning, but these are the hours when these structures are the most full.) (Mr. Moore: Skier habits have changed in the past few years. More people are arriving later and skiing later in the day.) Do we just expect that people will use multiple modes of transportation to get here? (Mr. Campie: Remember that we are providing more parking than is currently provided.) I had some concerns with the 1 to 1 parking ratio. Can you park your car in the structure overnight? (Mr. Campie: The intent is that it is a mixed use parking and will provide parking for people that are skiing or going downtown, and anyone can pay to park there.) I wanted to discuss Ms. Girvin's

point regarding North Depot Road access from French Street. (Mr. Ream: The queue will be improved with this system.) From out of the bus depot turning left, will the acceleration lane be in control of this project or CDOT? Will signage be provided for the bus acceleration lane? (Mr. Ream: There will be striping and the plan will be approved by CDOT.)

Final Comments: I agree with Mr. Lamb regarding the one lane roundabout and support it. I agree with comments made regarding French Street. I think the transit plan works. I think that the parking structure operations seem to work really well. Regarding pedestrian circulation, you may want to consider the magic carpet coming out of the ski back. It could help with families. Is the Gold Rush lot a part of the master plan? (Mr. Alex Iskenderian, Vail Resorts Development Company: Yes it will be included.) Will the Woods folks be involved? (Mr. Iskenderian: They wouldn't be a part of the master plan.) (Mr. Neubecker: A ski-back on the west side to the Gold Rush lot would be a separate application.) I support the parking reduction. I would support promoting commercial or non-profit uses in the north parking structure.

Mr. Pringle: I am concerned about the roundabout and the parking structure getting backed up. (Mr. Ream: It operates at Level of Service (LOS) B, which is the second best rating. Vehicles will flow into the roundabout.) I am concerned that people will have to yield to vehicles already in the roundabout because most people are coming north to south. (Mr. Ream: Both parking structures will be loaded in the morning, and will help to create gaps in the traffic movements. They all operate at LOS B. Overall there will be fewer back-ups.) (Mr. Kulick: The speed is really brought down because it is a single lane rather than a double lane roundabout. There will be substantially less delay time with this design.) I still think that French and North Main Street are being underutilized in this project, and that would be a natural spot for an egress for this parking structure. We aren't diverting enough traffic to that area. (Mr. Campie noted that the movement isn't being precluded with this design.) (Mr. Moore noted that 40% typically go towards Main Street and 60% will go toward the roundabout.) I think the bus transportation works a lot better.

Final Comments: Circulation plan is coming along well. I think roundabouts are a better solution than traffic signals. Hopefully additional roundabouts on Park Avenue will help to solve traffic movement and gridlock. Maybe we should also be looking at French and Main. I think the transit plan is coming along well, and wonder if we should plan long-range for more of a regional / RTD type system at this location. Anything that can be helped with the queuing at the structures at peak times should be included. I wonder if we want to revisit the ski back from the bridge area to Gold Rush lot; people are probably trying to ski there now. Maybe we should look at people being able to ski back to this lot for safety reasons rather than promoting several crossings across Park Avenue. I agree with others regarding French Street concerns. I don't mind the 1 to 1 parking ratio but employee parking being combined with the 1200 spaces should be reconsidered. I like how the pedestrian circulation flows through the project. Vehicular movement needs to remain intact through the site. I would promote commercial or public uses being a part of the structures on the north side of the project to enliven the area.

Mr. Allen: Is 1st Bank on board with this change of access? (Mr. Neubecker: We have spoken with them but they are not on board yet. Currently they have an access easement with Vail Resorts that needs to be verified.) Now on the east side of the ski back tunnel it is shown as going east-west and right now it goes north, is there a change proposed? (Mr. Campie: Yes, we are trying to direct traffic and improve the experience.) How does the bike path cross Watson? (Mr. Campie: There will be an underpass.) Was there anything to talk about the intersection of French and North Depot Road and how this will affect City Market? (Mr. Ream: It wasn't included in the LOS analysis, but if there is enough width for a turn lane I would propose that we include it.) (Mr. Moore: It is 3 lanes at the light.) (Mr. Iskenderian: There are four access points into City Market; operationally the garage will work better than the existing situation. We aren't opposed to it, just not sure of the need.) Have other projects been allowed to do a 1 to 1 parking ratio? (Mr. Neubecker: Yes. Base of Peak 7 & 8. You are allowed by code to do this with a parking study showing that it works.)

Final Comments: Circulation has come a long way. I like the pedestrian traffic conflict reductions. I need more information on the condo-hotel parking and what ratio it should be and am concerned with the 1 to 1 ratio. I don't think that condo-hotel parking should overflow into the ski parking. I agree with staff regarding the mode split. I think we need to address the employee parking. I would

like to see the parking study based on local issues. Parking structure operations and organization seem to work well. Roundabout is fantastic. I agree with Mr. Pringle regarding the Gold Rush lot and ski back access. If we explore this, then the tunnel needs to be “Beaver Creek” nice and people prefer to use it so that they won’t ski to Gold Rush and walk across Park Avenue. I support the proposed ski back proposal, but there are going to be people that want to short cut back to the north parking structure. There will also be pedestrians coming from 4 O’clock run area and will be coming to the gondola. Where the buses turn off Park Avenue I have a concern with pedestrian conflicts and we need to address it. I agree with the comments regarding French Street and want to make sure that if there is adequate space for a turn lane we should provide it. Sidewalks on either side of South Depot Road need to be wide to handle large amounts of pedestrian traffic. I support the emergency connection between the drop-off and the bus circulation. There needs to be adequate room on the west side of the Blue River and the condo structure so people can get back to Town Hall. Policy 16/R calls for safe and efficient pedestrian circulation and currently I don’t believe the way the tunnel is operating is safe. I would encourage pedestrian bridge crossings and easements over the Blue River to be determined now if possible. I agree with Mr. Pringle regarding public benefit type uses in the north parking structure and may support additional density for this. If we decide to pursue this, we’ll need to look at the circulation to serve that space.

November 3, 2009: Final Hearing (Continued to December 3, 2009)

Mr. Jeff Campeau: I am president of 1st Bank Summit County. We are in support of the project. We haven’t had a lot of time to review the access issues, but we are opposed to both of these access configurations. It might be that we just don’t understand this enough right now, but it is already a challenging ingress/egress. There are some major issues with the turning configurations now. We cannot lose a left access at that access point for our customers, and there are potential congestion issues. Restricting a left out of our lot could impact half the town. (Ms. Katz: The barricades that go up between the town and the 1st Bank, could they go down?) (Mr. Neubecker: We’ll talk with Town Manager about that. They have gone down in the winter.) (Ms. Katz: Could we move them so 1st Bank customers could have another exit route?) (Mr. Neubecker: The Town Manager is willing to discuss that.) I do think that this could be a solution we could look at. The applicant has tried to explain this to us, but there are several unknowns that we are uncomfortable with. We have concerns with the queue length and vehicle stacking.

Mr. Dave Garrett, business owner and property owner in the neighborhood, 213 N. Main Street: I have participated in many of the meetings. I agree with Ms. Girvin and am totally devastated to lose the Wellington and East Sawmill lots, about 40 employee parking spaces that are used by so many people on Main Street. Discussed the parking district fees paid to the town that for parking and has concerns about how they will be replaced in these future structures. The parking structure being as long as all three of the buildings fronting on Ski Hill Road and four stories high doesn’t seem rational for our town and our character. (Mr. Neubecker: It is four levels, only 2.5 stories tall. There is a level underground.) I also have an issue with the height of the condo-hotel and what the final grade will be due to the concerns heard before with the ski-back. I also have an issue with the ski back and the crossing issue on Highway 9. (Mr. Campie: The intent is to reduce the sense of the height of that building, as well as to improve the ski back grades and approach.) I agree with Mr. Pringle’s thought that another ski way back to the Gold Rush lot would be a great thing to add to the plan. It doesn’t seem quite right to me that this is up for final approval yet. (Mr. Allen: I encourage you to go discuss the parking issues with Town Council.) (Mr. Neubecker: Regarding the ski back and crossing onto Park Avenue, fencing has been added to try and keep people from crossing in that location.)

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

Commissioner Questions/Comments:

Mr. Schroder: Question about the strikeout of condition # 11, on the Blue River? Has this requirement been removed completely? Please clarify. (Mr. Neubecker: This still has to get done, but the question is

when does it get done, and this ties back to the Phasing Plan. Condition #14 was meant to clarify this.) (Ms. Katz: What is the mechanism for getting this done if it isn't a condition?) (Mr. Neubecker: In a Town Council agreement. Most of this area is actually town property.) (Ms. Katz: All the more reason to be concerned about it.) What is the absolution of property line? (Mr. Neubecker: It is a negotiation with Town Council that needs to happen after the approval of the master plan.)

Final Comments: I have liked this project all along and have been very pleased with what we have seen thus far. My initial concern was with the Blue River, but I am not comfortable with the approval right now primarily because of the 1st Bank access. I would not be in favor of the positive points for the transit system, and in fact I think it is a benefit to VRDC the way it would change. If it was improved substantially I would agree, and I am glad to see that it is considered a zero net gain. I don't want to recommend going forward tonight because of what all of the commissioners have said and also that we have only had four days to review this. I am comfortable with stepping the height of the townhomes. Gondola Roof structure removal is fine with me. I am in favor of brick, but not as a primary material. I don't have enough background on the other architecture issues.

Ms. Girvin: Regarding architectural character, we talk about using brick for the condo-hotel and I agree with staff that it is appropriate. It talks about negative points being assigned during the development process, why negative points if we are supporting the material in the master plan? (Mr. Neubecker: This master plan becomes the controlling document, although the code recommends against using too much brick. Therefore an entirely brick building would be too much brick per code, and negative points would be assigned at the time of development. Negative points would be assigned in the future, depending on the final materials chosen.) Discuss the loss of employee parking with the moving of the river to the east to accommodate the mixed use building. The loss of free employee parking needs to be replaced somewhere in the plan. Why has it not been replaced? (Mr. Neubecker: This is a business issue that the Town Council will decide upon. The structures provide more parking than is currently provided by the lots.) (Mr. Grosshuesch: The management of the parking structure will be discussed through the business and master plan.) (Ms. Katz: I agree that this is an issue, and why isn't it our issue?) I ask that Council please consider this when making this agreement with the applicant. On employee housing, when, where and how will this be accomplished? (Mr. Neubecker: They will be located in Upper Blue Valley, probably at Breckenridge Terrace; covenant for workers that only work 30 hours in the county and the code does allow this. Deed restrictions will be required when master plan is recorded.) Parades and fireworks, where will those occur? (Mr. Neubecker: This is in negotiations and we don't know how it will be handled in the future. Kim DiLallo is working on this issue.)

Final Comments: I was surprised to see in our agenda packet that we were expected to approve this tonight. I like what Ms. Katz and Mr. Pringle have suggested regarding a recap of the changes and all of the outstanding issues resolved before we vote on this. The Planning Commission recently did a field trip to Longmont and a project we visited felt like Disney World. I don't know how you legislate that, but the project has to contribute to the vitality of the area and the character of the town. Mr. Pringle and I have both touched on these ideas in the past. I am very concerned about the parking loss on the east side of the river, and whatever agreements that Council can provide us with prior to our approval would be helpful. I think the 1st Bank access has been an issue since the first day. This project is multiplying the traffic more than ten times. Either of these potential solutions are not solutions in my opinion, and the design favors the parking garage traffic, and the people coming out of Town Hall and 1st Bank will have to make a left turn before they can even get to the exit route. I think it is a worse solution. This needs to be completely relooked at. I think that what you are doing with the employee housing is cheating and there isn't much being given up to get those ten points. I do not think those river improvements should be thrown back on the town. I don't think this is ready for a final master plan. I am not a fan of hipped roofs, but other design elements are consistent with the historic district and for the mixed use building it seems to be appropriate. I think the Gondola roof does not need to be built.

Mr. Pringle: Final Comments: I agree with Ms. Katz and Mr. Lamb. During the process we were able to go through each of the aspects, and we are getting the recap now and we need some more time to address the outstanding issues. The 1st Bank access was pointed out by several Commissioners at

the first meeting, and we need to answer these hard questions. There is no joy in delaying this; we just need to be comfortable with this master plan. There has been no mention of the north parking structure having some other commercial uses to add activity to the area. Sustainability section you have in the master plan is fine, and I think we can leave it vague and make a commitment to use the state of the art sustainability at the time when the development comes to fruition. I think we need to follow what the code says on brick and materials; we need to see what the actual material is when we have the building designed. I think that the internal access and egress is working very well, but it falls apart where there are already problems in the Town circulation system. I am not sure that they are your problems to solve, but you will add to them and we need to work together to address these issues. Don't hold all of these issues to the end when agreements are being made. I am fine with design elements except for hipped roofs. Roof can go away, although I believe that this was a controversial issue at the time of approval.

Mr. Lamb: Is it safe to say there is no obligation for the applicant to do anything to the Blue River? (Mr. Neubecker: Yes, it talks about how it should be restored, but doesn't say who will do the work. The Town is a partner in this. Who pays for the river is still up for discussion with the Town Council.)
Final Comments: Something that is perhaps a little frustrating is that we don't seem to have a lot of teeth as a Planning Commission. On one hand you think send it to Council and let them deal with it, but potentially one more look by the Planning Commission and some of these issues with access could be worked out. I agree with Ms. Katz that the internal circulation is looking better, but I am more concerned with the impact outside of the site. I am concerned with the 1 to 1 parking ratio. We need to get this part of the plan right. I am okay with two stories on the river for the townhomes as long as it is still the same building. I think it is crucial that the 1st Bank issue gets addressed. I would like to see some agreement regarding the Blue River, which is a very positive thing for this project. It is disappointing to see it go away. I think we can do a better job looking at the design before sending it on to Council. We owe it to the community to get this right. I am fine with design elements except for hipped roofs. Gondola roof can go away.

Ms. Katz: My recollection is that we could deal with these issues at Council, but there are issues we have to leave alone at Planning Commission. (Mr. Grosshuesch: Part of the plan is contingent upon the location of the river and the town property, and the town has that leverage in the business plan. The business plan is a non-starter if we don't like the design concept; that is why we are talking about the design concept now.) I just want to make sure we are doing enough to protect the Town if there are other owners in the future. (Mr. Iskenderian, VRDC: We went in front of Town Council last week and we talked about some of the business issues, and the message that we got back was to finish the Planning Commission process, and then we can start talking in earnest about these business issues.) Why can't Council have a discussion of just parking alone and not some of these other issues? Why couldn't that issue be something that Council could discuss prior to us signing off on this plan? Why couldn't there be an agreement that if one space is taken, then it will be replaced in this manner and in this way. (Mr. Grosshuesch: It comes back to the parking management plan. We can't make a long term commitment to how the spaces in the garage will be managed in the future.) (Mr. Campie: There is a statement in the master plan that says that 50 spaces will be replaced. Also, just to clarify, it is only 28 parking spaces being removed.)

Final Comments: I could live with changing some of these points, and I don't feel like we have seen this long enough to approve it tonight. I thought we were going to have more definite discussions of each issue. I am not very comfortable with the point analysis right now. I think we are setting ourselves up for gridlock on Park Avenue and need more time on circulation and how it will relate to the Town borders. I think internal circulation is improved, but what happens outside the project borders is a concern. I am concerned with the 1st Bank access and working that out. I am happy with the Blue River townhome height approach. I am fine with removing the specific reference to LEED Certification. I am fine with changing the points about the brick if you are open to changing other points and having that discussion. I would be open to other people's motions to change points, but rather than starting to change points I would feel better about having another meeting to get our mind around it. The building heights and their interaction and impact with the town on the outside are a concern. I am fine with design elements except for hipped roofs. Gondola roof can go away.

Mr. Allen: Please talk us through the vesting. (Mr. Neubecker: Vesting means that the applicant is protected from code changes. As the code is currently written, developments of this size can have 3 years of vesting. This will be discussed with Town Council.) Please discuss Condition #21. (Mr. Neubecker: The mixed use building will have the residences upstairs in this building be operated by the hotel operator, it is almost an annex of the condo-hotel. They will have access to the services of the condo-hotel. The question is: should their density be calculated at 1200 square feet per unit rather than 900 square feet per unit?) Mr. Campie, could you please expand on the transit facility points? (Mr. Campie: I was surprised that we didn't get positive points for that, and have worked with the agencies and Town staff through the process. We aren't sure what we haven't done to get those points.) (Ms. Katz: If there are points in it now, couldn't you get points later?) (Mr. Campie: We could offset those points now, and I'm not sure we can get those transit points later.) (Mr. Iskenderian: We have heard that people have received points for a bus shelter, and we are greatly enhancing the transit system and not getting any points.) (Mr. Neubecker: The question is, is the scale of the improvements to the degree that it deserves positive points for the scale of the development? What we are saying is that we already have all of these building and things now. They are just replacing that and the transit system itself is the same. There is no extra service, and they also need to change the design and location to accommodate their development. It is not a significant change or improvement to the service levels. Don't think it is worth positive four (+4) points.) (Mr. Lamb: Aren't they getting positive points in a way from Town Council for the 1 to 1 ratio for parking?) Could you specifically read us the section of the code which they are requesting these points? (Mr. Neubecker: Read the code section on transit.) (Mr. Grosshuesch: We have discussed with VRDC in the context of the business plan that it may be advantageous financially to have the applicant access public financing to build these facilities with a joint operating agreement. If that does happen, it clouds the issue that the transit center is built on their nickel. We haven't determined that yet, and at this point we don't know.) (Ms. Katz: Wouldn't it be unfair to take that into account now?) (Mr. Grosshuesch: If in the future we aren't sure if they will be entity to cause the improvements to happen, then they should not get the points for doing the work.) Mr. Campie, can you please clarify what you are asking us to decide? (Mr. Campie: I think that master plan issue points should be addressed now.) (Ms. Katz: But you could get them later.) What is the situation on the points if brick is a primary material? (Mr. Neubecker: We would need to assign negative three (-3) points.)

Final Comments: I think that 90% of this is fantastic, and thanks for that. I am in agreement with Ms. Girvin regarding the parking issues with East Sawmill and the Wellington lot. I know the spaces are going into the parking structure, but this needs to be addressed. My next concern is the south parking structure access at 1st Bank, and it reminds me of the Hotel California – “you can check out anytime you like but you can never leave.” This needs to be fixed. We need to figure out this design issue. I agree with Ms. Katz regarding the southern exit. As far as the brick and transit improvements issues, I am open to both of them but need more information to decide on this matter. I am fine with the applicant's suggestion on the sustainability language. I support stepping down the townhomes to the river. I do support what Mr. Pringle said about brick and the code, but I am open to looking at where else you can get more positive points. I do think you are improving the transit, but not creating it. I am okay with 1 to 1 ratio per unit. I support Mr. Pringle's ideas about wrapping the north structure with some type of use and its vitality. Again, this is a Council density issue but it would be great to figure out if a non-profit or affordable housing could be in this area that doesn't add to density. I support this project and can see myself approving it in the future. (Mr. Neubecker: I do not think there is a code issue for denying it for the purpose of wanting a wrap on the north structure.) For me it is not a requirement, it is a suggestion. Gondola roof structure removal is fine with me.

Mr. Pringle made a motion to continue the Gondola Lots Master Plan, PC#2009010, 320 North Park Avenue, to the December 1st, 2009, meeting so that the applicant can present the Commission with more information. Ms. Katz seconded, and the motion was carried unanimously (6-0).

Final Hearing Impact Analysis				
Project:	Gondola Lots Master Plan	Positive Points	+20	
PC#:	2009010	Negative Points	-20	
Date:	11/25/2009			
Staff:	Chris Neubecker			
		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		Master Plan
2/R	Land Use Guidelines - Uses	4x(-3/+2)	0	Lodging and commercial uses recommended
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)	0	
2/R	Land Use Guidelines - Nuisances	3x(-2/0)	0	None anticipated
3/A	Density/Intensity	Complies		93 SFEs of density transfer from Gold Rush Lot. Project shall not exceed 201 SFEs over the entire site.
3/R	Density/ Intensity Guidelines	5x (-2>-20)	0	
4/R	Mass	5x (-2>-20)	0	Standard mass bonuses in place on April 2, 2009 are in effect.
5/A	Architectural Compatibility / Historic Priority Policies	Complies		
		3x(-2/+2)	N/A	Will be reviewed during development review for each building. Natural materials are recommended. Brick is proposed as a primary material on the condo-hotel and skier services building, rather than as an accent. No points have been assigned at this time. Points for use of brick will be reviewed during individual development permits for each building.
5/R	Architectural Compatibility - Aesthetics			
5/R	Architectural Compatibility / Conservation District	5x(-5/0)	N/A	
5/R	Architectural Compatibility H.D. / Above Ground Density 12 UPA	(-3>-18)	N/A	
5/R	Architectural Compatibility H.D. / Above Ground Density 10 UPA	(-3>-6)	N/A	
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)	-20	Buildings up to 5 stories (condo-hotel) proposed.
6/R	Density in roof structure	1x(+1/-1)	N/A	Specific building designs have not yet been submitted.
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)	N/A	Specific building designs have not yet been submitted.
	For all Single Family and Duplex Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)	N/A	
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)	N/A	
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)	N/A	
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)	0	Site is vacant with no significant development constraints.
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)	0	No significant grading is proposed.
		4X(-2/+2)	0	Site is in an urban area. No significant buffering is proposed at this time. Landscaping plans will be reviewed at time of development permit, and buffering will be addressed at that time.
7/R	Site and Environmental Design / Site Buffering			
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)	N/A	No retaining walls are proposed at this time.
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)	0	No significant grading is required for driveways or parking areas.
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)	0	Site is in an urban area. Minimal privacy is anticipated. Privacy issues will be further reviewed during site specific development permit.
7/R	Site and Environmental Design / Wetlands	2X(0/+2)	0	No wetlands are anticipated to be impacted, other than the Blue River during restoration. Army Corps permits will be required prior to any work within the river or flood plain.
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)	N/A	There are no significant natural features on the site, other than the Blue River. The river has been incorporated into the design of the project, but points (if any) for the river restoration will be assigned during the site specific plans for the river.
8/A	Ridgeline and Hillside Development	Complies		
9/A	Placement of Structures	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)	N/A	Points will be assigned during the development review process for individual developments.
9/R	Placement of Structures - Adverse Effects	3x(-2/0)	N/A	Points will be assigned during the development review process for individual developments.
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)	N/A	Points will be assigned during the development review process for individual developments.
9/R	Placement of Structures - Setbacks	3x(0/-3)	N/A	Points will be assigned during the development review process for individual developments.
12/A	Signs	Complies		
13/A	Snow Removal/Storage	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)	N/A	Points will be assigned during the development review process for individual developments.
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)	N/A	Points will be assigned during the development review process for individual developments.
15/A	Refuse	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)	N/A	Points will be assigned during the development review process for individual developments.
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)	N/A	

15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)	N/A	Points will be assigned during the development review process for individual developments.
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)	+3	Good network of pedestrian paths, bridges and sidewalks. Walkable plan helps to separate incompatible uses such as pedestrians and buses.
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)	0	None anticipated.
17/A	External Circulation	Complies		
18/A	Parking	Complies		
18/R	Parking - General Requirements	1x(-2/+2)	0	Project meets parking need, per parking study from Felsburg, Holt & Ullevig parking consultants. 1:1 parking ratio for the condo-hotel will be reviewed by Town Council under a separate development agreement.
18/R	Parking-Public View/Usage	2x(-2/+2)	+4	Parking in structures and under buildings. Minimal surface parking on new private streets.
18/R	Parking - Joint Parking Facilities	1x(+1)	+1	Parking structures will be open to public use.
18/R	Parking - Common Driveways	1x(+1)	+1	Shared access with Town Hall and 1st Bank for south parking structure.
18/R	Parking - Downtown Service Area	2x(-2/+2)	0	
19/A	Loading	Complies		
20/R	Recreation Facilities	3x(-2/+2)	N/A	None proposed within master planned area. Private recreation facilities may be included within condo-hotel, and will be reviewed at a later date.
21/R	Open Space - Private Open Space	3x(-2/+2)	N/A	
21/R	Open Space - Public Open Space	3x(0/+2)	N/A	No open space has been identified with this development. Open space requirements will be reviewed during the development review process for individual developments.
22/A	Landscaping	Complies		
22/R	Landscaping	4x(-2/+2)	N/A	No landscaping plan has been supplied with the master plan. Landscaping requirements will be reviewed during the development review process for individual developments.
24/A	Social Community	Complies		
24/R	Social Community - Employee Housing	1x(-10/+10)	+8	Employee housing equal to 8.51% of the density of the project will be provided off-site. Deed restrictions for the employee housing shall be created prior to the recordation of the master plan or master plan notice.
24/R	Social Community - Community Need	3x(0/+2)	+3	Development will address Council Goals for 2008, including transportation enhancements, economic sustainability and environmental sustainability in buildings.
24/R	Social Community - Social Services	4x(-2/+2)	N/A	None proposed.
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)	0	Conference space planned in hotel building.
24/R	Social Community - Historic Preservation	3x(0/+5)	N/A	None proposed.
24/R	Social Community - Historic Preservation/Restoration - Benefit	+3/6/9/12/15	N/A	None proposed.
25/R	Transit	4x(-2/+2)	0	Existing transit functions relocated. No expansion of services or facilities.
26/A	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)	0	No significant improvements proposed.
27/A	Drainage	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)	N/A	Final drainage plan will be required prior to development permits for individual buildings.
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	N/A	None proposed at this time.
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)	N/A	None proposed at this time.
31/A	Water Quality	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)	N/A	No specific enhancements proposed at this time.
32/A	Water Conservation	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)	N/A	No specific renewable energy sources identified at this time.
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)	N/A	No specific energy conservation efforts identified at this time.
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)	0	
35/A	Subdivision	Complies		
36/A	Temporary Structures	Complies		
37/A	Special Areas	Complies		
37/R	Community Entrance	4x(-2/0)	N/A	
37/R	Individual Sites	3x(-2/+2)	N/A	
37/R	Blue River	2x(0/+2)	0	No commitment has yet been made as to which entity will construct the river improvements.
37/R	Cucumber Gulch/Setbacks	2x(0/+2)	N/A	
37/R	Cucumber Gulch/Impervious Surfaces	1x(0/-2)	N/A	
38/A	Home Occupation	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)	N/A	Some public art anticipated, but not yet identified. Applicant will need more specific plans approved by Public Art Commission.
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		

TOWN OF BRECKENRIDGE

Gondola Lots Master Plan

Legal Description: Tract A, Block 3, Parkway Center, Lot 1, Block 3, Parkway Center, Lot 1-A, Sawmill Station Square, Filing No. 3, Lot 1-B, Sawmill Station Square, Filing No. 3, Lot 1-C, Sawmill Station Square, Filing No. 3, Lot 2-A, Sawmill Station Square, Filing No. 3, Lot 2-B, Sawmill Station Square, Filing No. 3, Lot 3-A, Sawmill Station Square, Filing No. 3, Lot 3-B, Sawmill Station Square, Filing No. 3, Lot 4, Sawmill Station Square, Filing No. 3, Lots 71-74, and Lots 87-90, Bartlett & Shock Addition

PERMIT #2009010

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

FINDINGS

1. The proposed project is in accord with the Development Code and does not propose any prohibited use.
2. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
4. This approval is based on the staff report dated November 25, 2009 and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on December 1, 2009 as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape recorded.
6. If the real property which is the subject of this application is subject to a severed mineral interest, the applicant has provided notice of the initial public hearing on this application to any mineral estate owner and to the Town as required by Section 24-65.5-103, C.R.S.
7. The proposed plan shows that on-street parking is proposed on North Depot Road and South Depot Road. Each of these streets is proposed to be built, owned and maintained by the applicant, Vail Resorts Development Company, or its parent company, Vail Summit Resorts, and not by the Town of Breckenridge. While on-street parking is generally not allowed to count toward the parking supply for a development, parking on private streets not maintained by the Town of Breckenridge has not been previously discussed, approved or denied. The Planning Commission hereby finds that the creation of a new private street, which will not be maintained by the Town of Breckenridge, and upon which parking has been provided, shall count toward the "Off Street Parking" requirements for this development.

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,

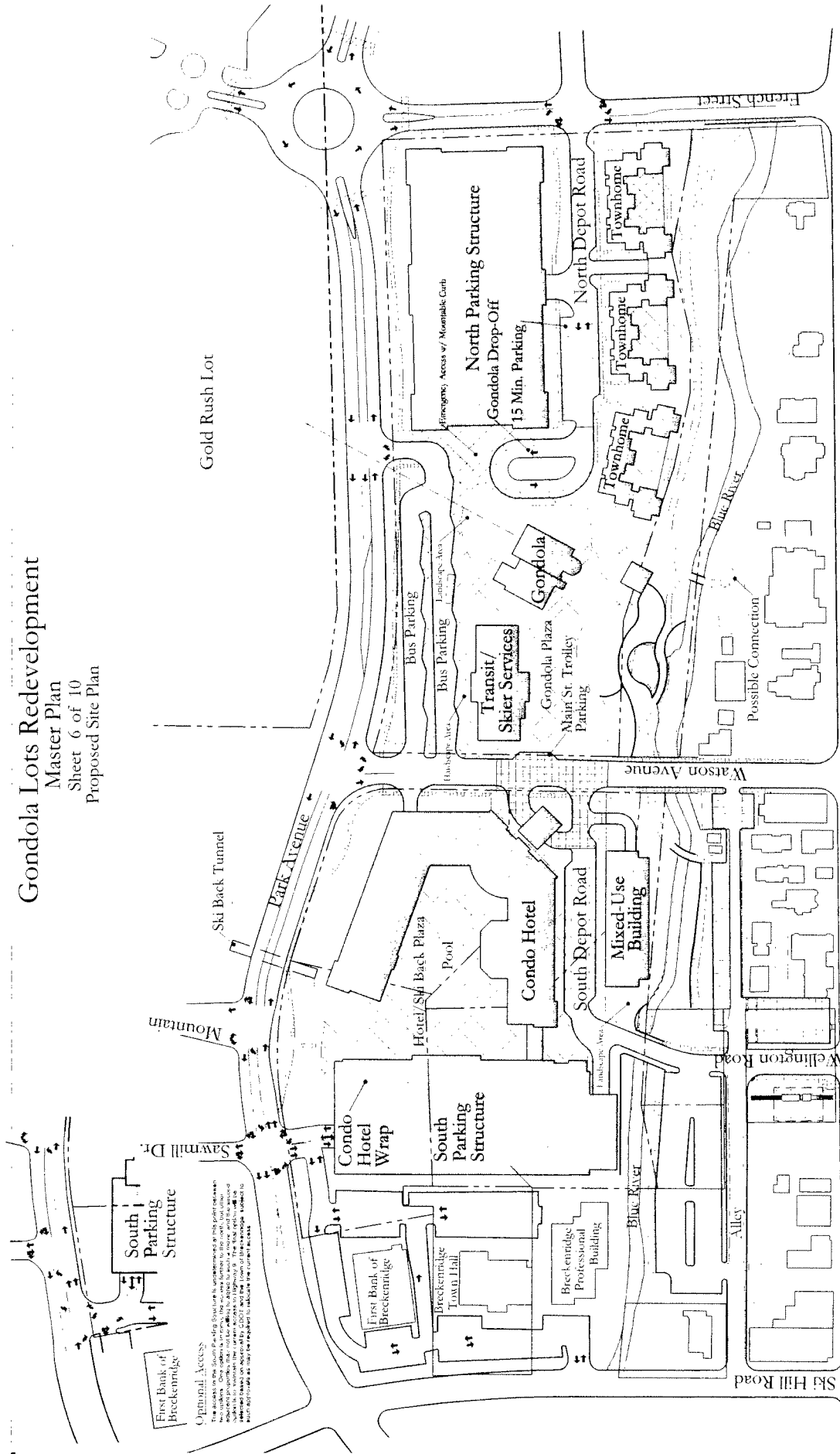
require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.

3. The vested period for this master plan expires three (3) years from the date of Town Council approval, on December 8, 2012, 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.
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. This permit contains no agreement, consideration, or promise that a certificate of occupancy or certificate of compliance will be issued by the Town. A certificate of occupancy or certificate of compliance will be issued only in accordance with the Town's planning requirements/codes and building codes.
6. This Master Plan 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.
7. 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.
8. 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 architect, and signature block signed by property owner of record or agent with power of attorney shall appear on the mylar.
9. Applicant shall record with the Summit County Clerk and Recorder a mylar document reflecting all information in the approved Master Plan. The mylar document shall be in a form and substance acceptable to the Town Attorney, and after recording shall constitute the approved Master Plan for the future development of the property.
10. A wetlands delineation study will be required, and a wetlands mitigation plan will be needed if wetlands are impacted by the design of the round-about at French Street and North Park Avenue, or any other wetlands impacted by this development.
11. Prior to the recordation of the master plan or notice of approval of a master plan, Applicant shall execute and record with the Summit County Clerk and Recorder, in a form acceptable to the Town Attorney, the Town's standard employee housing covenant for 22,073 square feet of employee housing within the project (based on the anticipated development of 235,800 square feet, plus ten percent). The covenant, or a separate document, as approved by the Town Attorney, shall provide that upon full build out of the development rights associated with the master plan, if the amount of employee housing restricted as a result of this condition exceeds 8.51 % of the actual built density of the master planned area, the Applicant shall be entitled to a release of deed-restrictions in an amount necessary to bring the restricted square footage to 8.51% of the density built within the master planning area. In addition, if 22,073 square feet is less than 8.51% of the density of the project, Applicant agrees to provide additional employee housing, to ensure that a minimum of 8.51% of the density of the built master planned project is provided as restricted employee housing.
12. The Master Plan approved by this Permit shall not become effective until a development agreement authorizing a reduction in the parking spaces required for the proposed condominium/hotel from one and

one-half spaces to one space for each residential unit including one bedroom or more has been approved by the Town Council and executed by Applicant and the Town.

13. The phasing plan shown on Sheet 10 of the Master Plan is illustrative only, and is not part of this master plan approval. Prior to the issuance of any Class A, B or C development permit for any development within the master planning area, Applicant shall submit to and obtain approval from the Town of Breckenridge a Class D development permit for a revised phasing plan, which shall include phasing for the restoration of the Blue River and construction of the round-about at Park Avenue and French Street.
14. Prior to recordation of the master plan or a notice of approval of a master plan, applicant shall record a density transfer covenant, in a form acceptable to the Town Attorney, for the transfer of 93 Single Family Equivalents (SFEs) from the Gold Rush Parking Lot (Lot 1, Block 4, Parkway Center) onto the South Gondola Lot (Sawmill Station Square, Filing No. 3).
15. Prior to recordation of the master plan, Applicant shall obtain approval from the Colorado Department of Transportation (CDOT) for the access plan to and from State Highway 9 (North Park Avenue). If the access plan is not approved by CDOT, revisions to the master plan may be required, which may require re-review of the master plan by the Town of Breckenridge Planning Commission and/or Town Council.
16. Prior to application for a development permit for the South Parking Structure, Applicant must provide written evidence to the Town that any consents required for the relocation of the public access easement described and provided for in the Grant of Public Access Easement recorded December 14, 1990 at Reception No. 397220 of the Summit County, Colorado records have been obtained from the beneficiaries of such public access easement.

Gondola Lots Redevelopment Master Plan Sheet 6 of 10 Proposed Site Plan



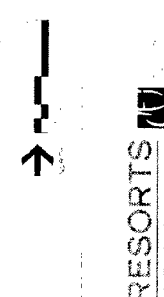
Optimal Access
The access to the South Parking Structure is implemented at this point to ensure that the structure is accessible to all users, and that the structure is accessible to all users. The structure is accessible to all users. The structure is accessible to all users. The structure is accessible to all users.

Vehicular Circulation and Turn Movements
Prior to the issuance of any Class A, B, or C development permit for any development within the master plan, the applicant shall submit a traffic study to the Colorado Department of Transportation (CDOT) for the proposed development. The traffic study shall include, but not be limited to, the following information:
1. A traffic study conducted by a qualified traffic engineer.
2. A traffic study conducted by a qualified traffic engineer.
3. A traffic study conducted by a qualified traffic engineer.

REVISIONS:
1. 05/07/09 Planning and Zoning Review
2. 10/04/09 Planning and Zoning Final
3. 11/19/09 Planning and Zoning Final

Master Plan
The Master Plan is a comprehensive plan for the development of the area. It includes a detailed site plan, a traffic study, and a financial plan. The Master Plan is a comprehensive plan for the development of the area. It includes a detailed site plan, a traffic study, and a financial plan.

Submital Dates 4-3-09
1. 05/07/09 Planning and Zoning Review
2. 10/04/09 Planning and Zoning Final
3. 11/19/09 Planning and Zoning Final



Parking Exhibit

General Parking Notes

This parking diagram is conceptual only based on a preliminary development program and density distribution. This diagram is meant only to demonstrate a possible distribution of parking for guests, users, and employees. Vail Summit Resorts Inc. will provide the required parking for all uses based on the parking requirements listed on Sheet 1 of the Master Plan under Parking Requirements.

Condo Hotel

Parking Required by Town for Guests and Employees: 162
 Parking Provided for Guests and Employees: 162
 Parking Required for Commercial Users and Employees: 22
 Parking Provided for Commercial Users: 15 On Street Parking
 Provided for Employees: 7 in South Parking Structure

Skier Services Building

Parking Required by Town for Users and Employees: 25
 Parking Provided in North Parking Structure

South Parking Structure: 535 Spots

Parking Required by Town : 0
 Parking Provided for Skiers: 500
 Parking Provided for Lost Parking in Town Lot: 28
 Parking Provided for Hotel Employees: 7

Existing Town Lot

28 Spaces may be lost from the existing surface lot when the Master Plan is developed. They will be replaced in the South Parking Structure.

Mixed Use Building

Parking Required by Town for Residents: 5-8
 Parking Required by Town for Commercial Users and Employees: 26
 Parking Provided Below Building: Up to 34

South Depot Street

Parking Provided On-Street: 15

Townhomes

Parking Required by Town: 45
 Parking Provided: Up to 66

Warming Hut

Parking Required by Town for Users and Employees: 7
 Parking Provided in South Parking Structure

Gold Rush Lot

Parking Required by Town : 0
 Parking Provided for Skiers: 370

North Parking Structure: 735 Spots

Parking Required by Town : 0
 Parking Provided for Skiers: 700
 Parking Provided for Skier Services and Warming Hut: 35

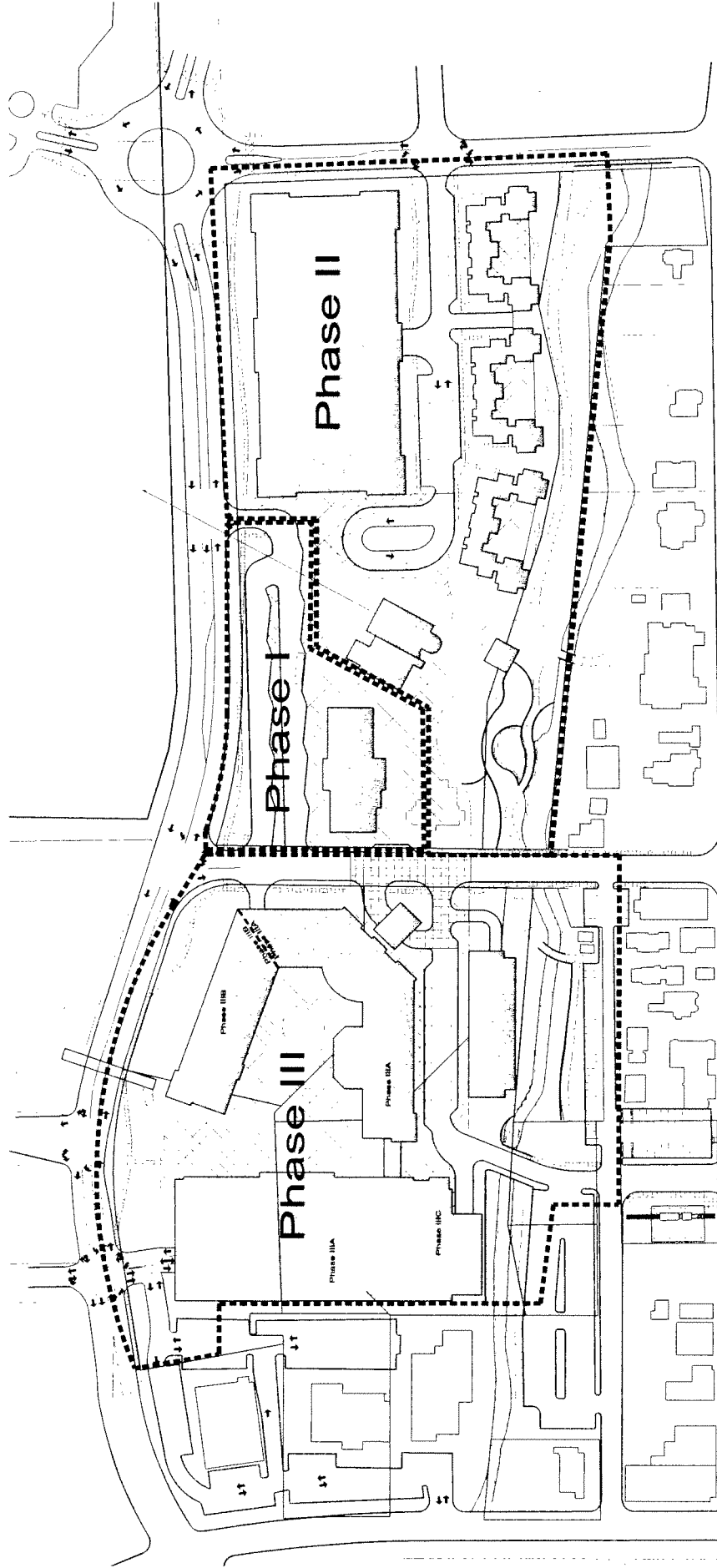
North Depot Street

Parking Provided On-Street: 11
 Head-in Parking Provided: 16



11.19.09

Gondola Lots Redevelopment
 Master Plan
 Sheet 10 of 10
 Possible Phasing Plan



Phasing Plan
 Prepared for the Board of Directors, Vail Resorts, Inc. by the Vail Resorts Planning Department, dated 11/19/09. The information herein is confidential and intended only for the use of the Board of Directors and its committees. It is not to be distributed outside of the Board and its committees.

Submitted Dates: 4-3-09
 NO. BY DATE REVISIONS:

1		5-14-09	Planning and Zoning Review
2		10-04-09	Planning and Zoning Final
3		11-19-09	Planning and Zoning Final

- Phase III
- Demolish surface parking lot
 - Build southern Parking Structure
 - Build Condo Hotel - Building may be built in phase one line
 - Build Mixed Use Building
 - Have improvements adjacent to developed areas

- Phase II
- Demolish Existing Transit Building
 - Build Three Townhome Buildings
 - Strout - Reconnect Depot Road with Transit
 - Reconnect Depot Road with Transit
 - Reconnect Depot Road with Transit

- Phase I
- Demolish Existing Transit Building
 - Demolish Existing Bus parking area
 - Build New Transit Station Building
 - Build Bus Drop Off/Pick Up Area and Access Point to Park Avenue
- All phasing is conceptual and subject to change based on development strategies and market influences

GENERAL NOTES:

Phase I

- Demolish Existing Transit Building
- Demolish Existing Bus parking area
- Build New Transit Station Building
- Build Bus Drop Off/Pick Up Area and Access Point to Park Avenue

All phasing is conceptual and subject to change based on development strategies and market influences

