



PLANNING COMMISSION AGENDA

Tuesday, February 03, 2015
Breckenridge Council Chambers
150 Ski Hill Road

7:00pm	<i>Call To Order Of The February 3 Planning Commission Meeting; 7:00 P.M. Roll Call</i>	
	<i>Location Map</i>	2
	<i>Approval Of Minutes</i>	3
	<i>Approval Of Agenda</i>	
7:05pm	<i>Town Council Report</i>	
7:15pm	<i>Final Hearings</i>	
	1. Pinewood Village 2 (MGT) PL-2014-0170; 837 Airport Road	14
8:00pm	<i>Preliminary Hearings</i>	
	1. AT&T Wireless Temporary Communication Facility at Gold Creek Condos (JP) PL-2015-0009; 326 North Main Street	50
	2. AT&T Wireless Permanent Communication Facility at Gold Creek Condos (JP) PL-2015-0005; 326 North Main Street	63
	3. Shock Hill Tract E Master Plan Modification (MM) PL-2014-0174; 260 Shock Hill Drive	77
	4. Shock Hill Tract E Resubdivision (MM) PL-2014-0175; 260 Shock Hill Drive	87
9:45pm	<i>Other Matters</i>	
10:00pm	<i>Adjournment</i>	

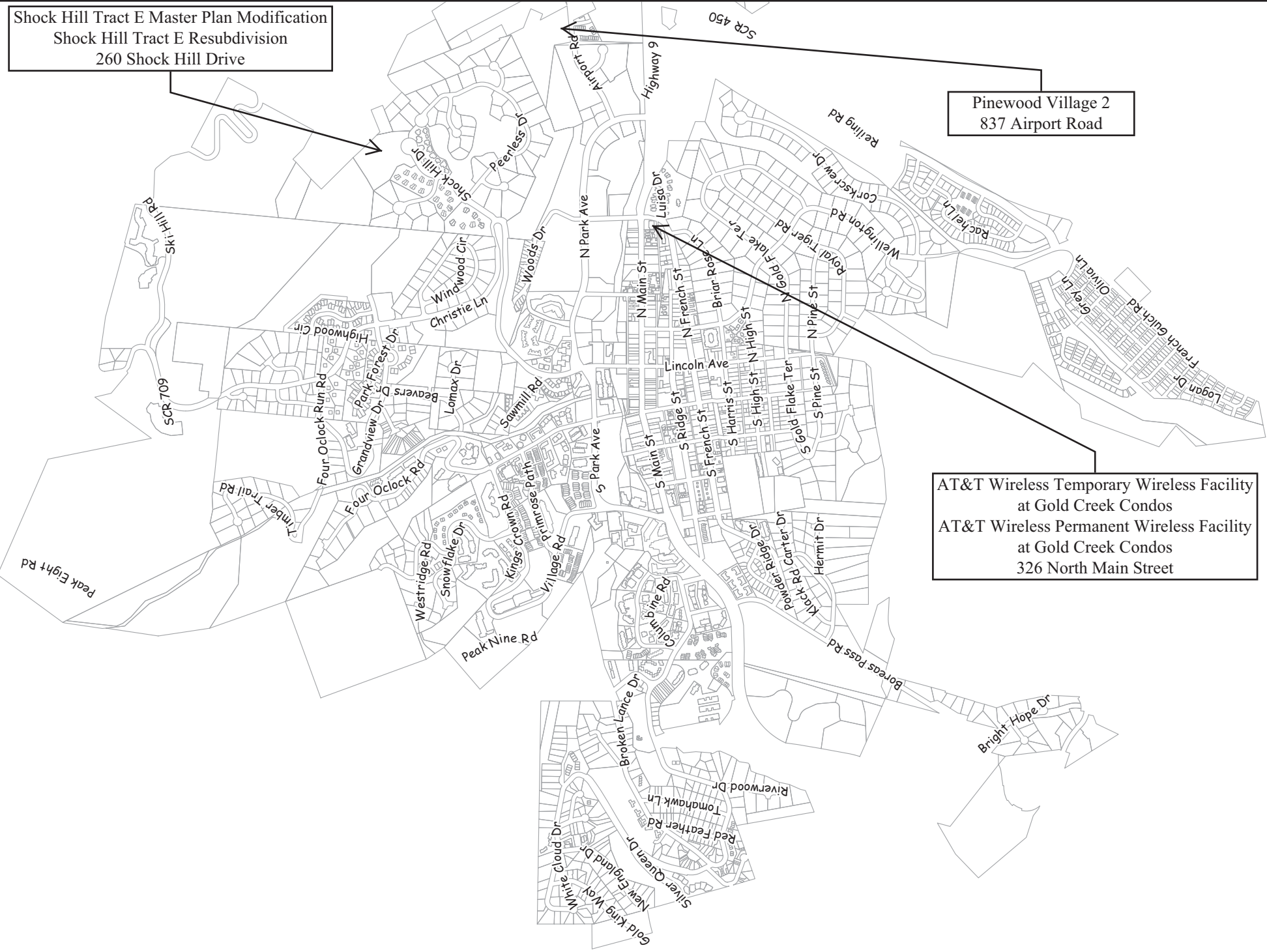
For further information, please contact the Planning Department at 970/453-3160.

***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.**

Shock Hill Tract E Master Plan Modification
Shock Hill Tract E Resubdivision
260 Shock Hill Drive

Pinewood Village 2
837 Airport Road

AT&T Wireless Temporary Wireless Facility
at Gold Creek Condos
AT&T Wireless Permanent Wireless Facility
at Gold Creek Condos
326 North Main Street



Breckenridge South

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PLANNING COMMISSION MEETING

The meeting was called to order at 7:00 pm

ROLL CALL

Eric Mamula Jim Lamb Gretchen Dudney
Kate Christopher Ron Schuman Dan Schroder
Dave Pringle arrived at 7:03pm
Ben Brewer, Town Council Liaison, was absent.

APPROVAL OF AGENDA

Council member Ben Brewer will not be in attendance so there will be no Town Council update. With no other changes, the January 20, 2015, Planning Commission Agenda was approved as presented.

APPROVAL OF MINUTES

With no changes, the January 6, 2015, Planning Commission Minutes were approved as presented.

WORKSESSIONS:

1) Public Art (Policy 43, Relative) (JP)

Ms. Puester presented. The topic of Public Art has been on the Planning Commission Top Ten list since 2013. The concern with the Policy 43 developed when an application for a single family home in the Historic District (PC#2012020, Harris Residence, 206 S. French) proposed one positive point for public art which was to be hung on the historic barn along the alley.

The Breckenridge Public Art Commission (BPAC) reviewed the proposal and thought the art piece was appropriate. However, the BPAC did not like the location proposed by the applicant due to the lack of public accessibility and visibility. The architect then posed the question of allowing the public art piece on a different property in the same neighborhood which was more visible. In this situation, the art piece was proposed to be placed at the historic barn at 100 South Harris or the BGV Community Center on Harris Street, about a block away from the Harris Residence on French Street. The policy states that one point may be warranted for “...*art in publicly accessible areas on private property.*”. Although the piece was favored by the BPAC and would have had strong visibility to the public, the proposal was denied since the public art was to be located off of the development site, thus not complying with the Development Code policy.

Staff was asked to consider a policy change which would allow for one positive point for art in public places or on a more visible private property. We would like to pose the following questions to the Commission to see if there is any interest in making any alterations to the policy.

- Should one positive point be allowed for public art located off site under certain conditions?
 - If a positive point is a consideration off site, should it be allowed on public property only or also for an acceptable private property? Should there be a distance limitation from the subject property of the development permit application?
- Should one positive point be allowed only for commercial or multi-family residential properties, thereby excluding single family and duplex developments?

Commissioner Questions / Comments:

Ms. Dudney: I have a question about the Art Commission, art is such a personal thing, a lot of this language seems to rely a lot on whether the Art Commission deems it good art and in an appropriate location; we only come into play when there is a concern. (Ms. Puester: The Art Commission is comprised of art professionals, so they are the overseers of approving pieces and locations in town. They are the experts on that. The staff doesn't want to take on these decisions of the appropriateness. There are some location considerations they use when it relates to the one positive point allowed in the Development Code.)

- Mr. Mamula: I think the real question is do you feel as a Commissioner that off-site positive points could be gained and mitigated off-site? Over the years we've discouraged off-site mitigated points except for capital improvements off site and employee housing. Our recent concept has been to mitigate negative points on the site that is being affected.
- Ms. Dudney: Is public art something we want to see off-site is the question? If it is allowed off site it would be on town owned locations?
- Mr. Lamb: My concern is that if someone in a residential area that put up art on their site and then moved what happens if the new owners remove it? (Ms. Puester: It shall remain permanently on the site unless they go through a permitting process with the Town to change their point analysis.)
- Mr. Pringle: Is there a compelling outcry in the Community to change this policy? (Ms. Puester: It was definitely a discussion that came out a few years ago when this particular application came up and continues to come up when it comes to public spaces that could benefit from public art. Also, we are hearing developers say that there are not many options anymore to gain positive points since years ago positive points off site were taken out of the code.)
- Mr. Mamula: How many projects have not passed recently? It seems that developers are getting to build and they are able to pass a point analysis.
- Mr. Pringle: I agree and say to the developers that the way to get positive points is not to do the things that accrue the negative points.
- Ms. Dudney: I agree but this seems to be a political point if the politicians want to provide support for public art than it is up to them to incentivize.
- Mr. Mamula: We need to tell Council that either we do or don't want it in the code.
- Ms. Dudney: Is it easy to get through the Arts Commission to get this positive point?
- Mr. Mamula: I think a \$10,000 bronze sculpture could be a cheaper way to get a project approved.
- Ms. Dudney: The only way I want to go for this is if the Town Council says that this is a high enough priority to get more art. (Mr. Mosher: The Commission looks at how long the art piece can withstand time, weather, being climbed on, etc.) Is the Art Commission a rubber stamp? (Mr. Mosher: No, they most likely are a durability test first and foremost.)
- Mr. Pringle: Who owns the art on Town property? (Mr. Mosher: The Town takes care of it on Town property if it is on private property they maintain it.) (Mr. Grosshuesch: The way we are looking at this topic is that the Council has already said that they want to reward Public Art with a positive point. It's in the code now. In the case example that was mentioned, the art just didn't make sense where it was proposed but the applicant came forward to put it on another location that was more visible, but the code wouldn't allow it. I don't think the driving force is to find a cheap way for the developer to get a point. There could be a prioritization to say that you have to find a suitable place for the art on the subject property and then the second would be off site.)
- Mr. Schuman: If we decide to fail something, the applicant can still go to the Town Council to get our decision overturned? Why didn't they do that? (Mr. Grosshuesch: Because the code didn't allow the positive point to begin with. The Council lives with the same rules you do in this case.)
- Mr. Schroder: Often times, art brings you in and if someone wants to see the art up front and brings that public into someone's backyard. How would this work? (Ms. Puester: That is a concern especially with single family homes or duplexes. The public might feel it is private property. That is one of the questions, should this be tweaked to apply only to commercial and multifamily were you have more people walking around. What is the proper location for the public art which the one point applies to?)
- Mr. Schroder: Does there have to be liability insurance? (Ms. Puester: Yes as well as for the piece, we require that.)
- Mr. Pringle: I think the policy works as it is now.
- Ms. Christopher: To me this comes down to where should the points be mitigated? I think they should be

- mitigated on site.
- Mr. Mamula: You can do public art on site.
- Mr. Lamb: If you are failing by one point then you don't have a very good project.
- Mr. Pringle: Worried that this opens the door for off-site landscaping and other mitigation off-site.
- Ms. Dudney: I don't agree with all of you; if the Council has made public art a priority then I think we should let the Art Council should be able to decide the location.
- Mr. Schroder: I am ok with a positive point as long as the art is on an appropriate off-site public location.
- Mr. Schuman: I am not supportive of off-site points.
- Mr. Lamb: I also don't think we should give off-site points for anything other than affordable housing.
- Mr. Mamula: I don't think we should support off-site mitigation.

TOWN COUNCIL REPORT:

The last Town Council meeting update was given by Ms. Puester. Mr. Brewer sends his regrets not being here tonight.

- Pinewood Village II proposal it is going to receive low income tax credits there are some operational steps: The Town has created its own housing authority that is a specific financing mechanism to qualify for the Pinewood Village II. This is a single purpose entity and may do subsequent tax credit deals; this will not replicate anything that the current Summit Housing Authority does. This entity is similar to the Breckenridge Finance Authority.
- Worked on density planning for Maggie Point; we gave TDR's for that project which has people moving in currently.
- Open Space Acquisition in the Golden Horseshoe area; a joint acquisition with Summit County it is yet another mining claim.
- The Council did discuss the sandwich board signs; they decided to not allow the sandwich boards keeping the code as is. The staff is looking at a ticket system for violations instead of having to take people to court. We will still give verbal warnings first.
- Reviewed the State of the Open Space which you will see this evening.

PRELIMINARY HEARINGS:

- 1) Lincoln Park (Wellington Neighborhood Phase II) Master Plan (2nd Preliminary) (MM) PC#2014038, 710 Stables Road

Discussed the Potential Conflict of Interest of Commissioner Schuman:

- Mr. Schuman: I have completely withdrawn my company for management of any part of the Wellington Neighborhood. I'm still on the Board of Directors, but to date neither David O'Neill nor Courtney Kenady have disclosed anything to the Board that hasn't been disclosed here at the Commission. No financial information or anything else regarding Lincoln Park.
- Ms. Dudney: I'm ok with Mr. Schuman staying.
- Mr. Pringle: I don't have a problem, I think it is ok.
- Mr. Schroder: I don't have an issue as you are a volunteer on the Board.
- Ms. Christopher: I don't have a problem.
- Mr. Lamb: I don't have a problem either.
- Mr. Mamula: Me either.

Mr. Mamula discussed the order of this preliminary hearing and how to make public comments.

Mr. Mosher presented a proposal to amend the approved Wellington Neighborhood Phase II Master Plan (PC#2006082). This meeting is to review modifications to the site vehicular circulation, traffic calming, pedestrian circulation and trails. This portion of the neighborhood is to be called "Lincoln Park at the Wellington Neighborhood". There is no change in the previously approved density or uses.

Changes since the previous submittal:

The applicant has requested that the Commission review and comment on the modifications to the vehicular and pedestrian circulation as the proposed design will be key to the layout of the rest of the development.

- Bridge Street has been realigned avoiding any connection to Stables Road until it meets Wellington Road. 1,800 feet long without any substantial turns.
- Right of way connections/bridges from Midnight Sun and Bridge Street are shown connecting to Bridge Street on the south side of French Creek.
- A pedestrian footbridge is shown across French Creek connecting to Central Park.
- 3-way stop signs have been added at Wolff Lyon Road and Midnight Sun, at Logan Road and Bridge Street and at Midnight Sun and Bridge Street.
- Way finding signage to direct foot traffic to the neighborhood trail system.

We are pleased to see the modifications to the approved 2006 Master Plan maintain many of the key components that are fundamental to the overall Wellington Neighborhood that was conveyed at annexation. We are also pleased that the concerns from the Red White and Blue Fire District have been addressed.

This report has primarily focused on the key circulation issues that will have graphical impacts on all subsequent plans. Staff has the following questions for the Commission and welcomes any additional Commissioner comments on the proposed circulation as it relates to Policies 16 and 17, Access / Circulation.

1. Did the Commission support the vehicular connections at Midnight Sun and Bridge Street?
2. Did the Commission support the traffic calming measures in the existing neighborhood and in Lincoln Park?
3. Did the Commission believe that traffic calming measures are needed along the south alley in Lincoln Park?
4. Did the Commission support the proposed inter-neighborhood pedestrian circulation and the proposed trail connections?

The applicant is seeking a final review of this Master Plan modification at the next hearing. Staff believes this may be possible if the separate agencies and the applicant can coordinate the necessary details such as the project phasing, public transportation, and the timing of the Public Improvements per the Master Plan.

Commissioner Questions / Comments:

Mr. Pringle: It says optional future parking south of the Alleys, is there something is not disclosed? (Mr. Mosher: The agreement with Xcel needs to be modified because an earlier approved design.) Is the area beyond possible for future development? (Mr. Mosher: No, it is just for parking spaces and is under the Xcel easement. This will be illustrated correctly on the final.) Would there be larger parking spaces for campers, snowmobiles? (Mr. Mosher: I don't think the applicant has any interest in providing this but Staff doesn't care either way as long as it is screened.) We know that we want garages to be used for parking. (Mr. Mosher: It is properly regulated by the Wellington Neighborhood Board of Directors.) I'm worried about people using it for other uses.

Mr. Mamula: Let's just stick to questions.

Mr. Schuman: The alleys on the backside of Logan, are they narrower than 14-feet? (Mr. Mosher: The alley will still be 14-feet not narrower than what is there now like on the backside of Logan.) At the sidewalk crossings, are there bump outs or speed bumps? (Mr. Mosher: They are just striped. We have to balance traffic calming with snow removal. Signage will be important here.)

Mr. Mamula: Please explain the alley connection to Stables Road, what is the deal here? (Mr. Mosher: The

south alley leaves the property and picks up Stables Road. Not sure about the paving option or any deal with the developer, I will have Mr. Daugherty address.) (Mr. Tom Daugherty, Director of Public Works and Engineering for the Town of Breckenridge: At the very beginning discussion we talked about this access. The main idea is that we have a road already and we don't need to build a whole new road right next to it.) Why wouldn't we make the applicant pave the whole thing? (Mr. Daugherty: There is no reason why we shouldn't.)

Applicant Presentation:

Mr. David O'Neil:

The plan background, Tom Lyon (architect) wishes he could be here but is injured, between Tom Lyon and Dan McCrery we have almost 100 years of building experience. We've learned a whole lot over the years. We view this last portion of the development as Wellington "version 4.0" after all the development of other projects in Summit County are 1.0, 2.0 and 3.0. We like this Master Plan. At the last meeting, there was a variety of objections and in your packet we've addressed every point except for Midnight Sun access.

Mr. Mosher keeps referencing the original Master Plan of 1999; things have changed since then. We've changed too, we think you need vehicular for safety but we want to value the pedestrian movement as more important. So Midnight Sun, the choice we were given there was if we chose to do a pedestrian bridge at Midnight Sun (no vehicular connection), we would then have to have a 24-foot wide paved section on Bridge Street. All of the neighborhood rights of ways are 20-foot wide. We think there will be no traffic that will use the vehicular bridge on Midnight Sun. I see that this is a red herring, the big thing I'm worried about it getting a 24-foot wide street on Bridge Street. We have been working on this for a long time and we want to get this thing going. The Stables Road area, Mr. Daugherty and I have discussed the paving, I'd ask to leave the paving off the table because we've worked on the area, this is a workforce housing issue and we don't want to add costs.

Commissioner Questions / Comments:

- Mr. Pringle: Will we talk about the traffic calming on the alley on the south side? (Mr. Mosher: Next time.)
- Mr. Schuman: Was the option to put more traffic on Rodeo still discussed? (Mr. O'Neil: That has been off the table for a while.)
- Mr. Mamula: Acknowledged the letter Kelly Owens and acknowledgment by 14 other residents in the Midnight Sun area sent to Planning Staff today.

Mr. Mamula opened the hearing for Public Comment:

Mr. Bart Rahn, 314 Stables Drive: I'm concerned whether this road is going to be paved. The dirt is tough in the summer and I'm worried about the snow plowing. I am also interested in the trails. This road is a town road and may need improvements like sidewalks and street lights. (Mr. Mosher: The trail head access near your property stays the same.) (Mr. Mamula: This will be part of our discussion.) (Ms. Dudney: Are you saying that it is better not to pave?) No, I am advocating that you do pave it. The trucks and the fast cars blow a lot of dust up. I wish that it would be better paved and I wish that it would be plowed.

Ms. Kelly Owens, 82 Midnight Sun Road: I'm talking on behalf of the people who submitted the letter today. We do appreciate your time. We certainly feel that this was a much more central issue; we are hoping that you would either remove the vehicle bridge at Midnight Sun or grant the 20-foot wide Bridge Street with a variance. We think that there is already dual access to the site. And we think that the Midnight Sun access is not necessary. Besides, I don't think that a fire truck would want to use this as a viable access. We want safety; I think you have been able to find ways to grant variances in the past. Additionally, I think that bridge

will be far more costly than the \$100,000 to pave Stables Road, than to build the bridge and we would like Midnight Sun to be a walking bridge.

Ms. Mary Gervais, 67 Rodeo Drive: I really like the trail connections to the South, what happens to those trails when they hit Country Boy Mine? I feel that the people who live on Bridge Street who have concerns about the bus stops have real concerns. (Mr. Mosher: The bus is to be discussed at the next meeting.) I think all the pedestrian bridges are really great, I would like to ask that all the pedestrian bridges be wide enough so that a stroller, a bike, a dog could use them and wide enough for snow to be cleared.

Ms. Gretchen Hamilton, 111 Bridge Street: I fully agree about the pedestrian crossings and the need for them to be wider as someone who pushes a double stroller. Impatient Green is the only connection right now between phase 1 and 2 and it is impossible to get a double stroller through. I brought some pictures that show a very typical day on Bridge Street, the children come out in mass on any sunny day and they bring out all of their toys. Bridge Street is where so many of our children play. I'm very excited about all of the connectivity but I'm very concerned about changing Bridge Street with the bridge. It functions very well as it does now as a dead end. I have reservations about safety for our children if Bridge Street is used for vehicles; any extra traffic will cause extra risks. When I first moved to Bridge Street I thought the bus stopping by my house would be great, but shortly after living there and having children, I understood how it is used by the kids, know I don't think it is good for a bus or more traffic. My house is just past the proposed road, there are 36 grade school children that live between my house and French Street, over 30 will be affected by the traffic increase. They won't have a place to practice riding their bikes and doing things that kids do. There is no room for sidewalks and there are none in the neighborhood. I think Bridge Street is known as an unofficial gathering spot for these kinds of kid activities throughout the neighborhood. These kids are learning to ride bikes with the Strider bikes at an earlier age and they are more at risk at an earlier age. Things can get away from these younger children really fast. Kids like to ride things in circles, the kids lap around the street to the eastern alley over and over again. There is a 6% grade around here and kids can pick up some speed. The kids could be coming down and potentially into oncoming traffic. I see people blowing through stop signs all the time on Wellington Road. I know that we are a neighborhood that has a bunch of kids and worried about kids growing up and then learning to drive, there will be increased traffic. I am having a hard time understanding why we have to connect these two neighborhoods. I don't think it is in the best interest of our little neighborhood. Thank you very much for considering my input and as a homeowner I hope you will take my opinions seriously. Bridge Street is truly a special neighborhood. It needs to continue as it exists now.

Mr. Blaze Panariso, 45 Bridge Street (on the corner of Logan and Bridge): I'm coming to this late, I could not agree with Ms. Hamilton more, everyone here is invited to come sit on my porch, Bridge Street has paved functions just like the greens, kids play all the time. If you haven't spent a lot of time around here, you should check it out. Doing anything to increase automobile traffic will destroy the neighborhood. I have a one year old and I have a fence and at some time she'll figure out how to get out of it, having buses come through or more vehicles will make me want to move. If you don't understand this neighborhood, please call me to stop by. Protect the pedestrian neighborhood that is here now.

Ms. Candace Panariso, 45 Bridge Street: Bridge is a family friendly street. Our street functions like a green. While I understand the proposal for more stop signs, I live at the only stop sign now and people blow through it all the time. I am very concerned for adding additional traffic and I don't think additional stop signs will help.

Ms. Angela Brownley, 57 Midnight Sun: I live where the stop signs are planned to be added. I sit on my porch and I see the kids come through the intersection and not stop and I scream at them. When we bought our house on Midnight Sun, we looked at possibly living on Bridge Street and I decided not to be there because I knew that Bridge Street would go through with a bridge. Why does that road need to be there? (Mr. Daugherty: This would be the only remaining version to have some kind of connection; this is really for the

new development to have a connection as was proposed in the earliest version of the development. There is not a traffic engineering issue as much as it is more the new urbanism concept presented to Town Council so that you are not overburdening any one street.) Where will the construction trucks come through? (Mr. Daugherty: They will come through the new Bridge Street.) I have noticed trucks before. (Mr. Daugherty: Child safety is big concern for us too.) (Mr. Mamula: When did you buy your house?) In October of 2013. Also, Wolf Lyon is super steep with no stop signs. I concur with everything Ms. Owens said.

Mr. Jamey Andrews, 70 Midnight Sun Road: My big question is why? All of this sounds like this is based on personal opinions and just the thing to do. It hasn't been mentioned once that the Fire Department says it is necessary; there are no traffic studies, why is a new neighborhood getting more? We, in Phase 1, don't have sidewalks, and snow removal is below average. Where are the studies? It seems all opinion based. There are 87 homes in the new subdivision and 187 on this side. We don't need more access points. I would like to see the studies and data proof. I would also like to see that the Rodeo bridge crossing be put back on the table, my understanding is that Rodeo is off the table because 10 residents said "no" and now Midnight Sun has 23 residents all saying "no". Why not enhance Rodeo to be a feature? I haven't heard one good reason other than this was in the plans. Where is the consideration of safety for the existing residents not just the safety of future emergencies?

Ms. Ellen Reid, 108 Bridge Street: There is a question of why this is being proposed. I asked Mike Mosher, Why do we have to connect these two neighborhoods? I had the pleasure of a fire truck coming to my house with a boiler issue. The truck was able to get there help us at the end of Bridge Street and turn around and leave just fine. I think we can get more creative with traffic calming than just adding stop signs. I think we have smart people in this Town and we can come up with a better solution. I think we can make a better design that will serve the people who live there now and it won't be an issue for the people who are supposed to move in there. I don't think we need to just base this on the 1999 master plan.

Mr. Dave Rossi, 6 Cedar Green: I'm celebrating my 12th year in the neighborhood. The last meeting I did a head count of where you were (to the Commission), Mr. Mamula said, "let's get creative". I don't know how adding a bridge is being creative. I think the developers gave in to the planners for the bridge and I think they can be more creative. I think this seems more about politics and I think staff and the developers can buck this and think creatively on how to make this a better design. I do question why these neighborhoods need to be connected with vehicles. I think there are other options for emergency access. Staff has not demonstrated that there needs to be any connections between the two neighborhoods. Mr. O'Neil did a traffic study that said there didn't need to be connectivity. We are back to anecdotes and hypotheses. We are used to the accessibility that we have currently. What do you as Planning Commissioners think? We don't have the ability to be in all of these meetings with staff, we are looking to you guys to represent us. You work at the pleasure of Town Council who in turn work for all of us. We are asking you to be more creative than the proposal tonight. I'm hoping that you guys will forego any staff direction and look at whether the neighborhoods need to be connected. The neighborhood that I live in really works. I see the kids every day; there is no place for kids to get out of the way if there are cars. I know that Town Engineering said that more people would use Bridge Street to access Stables road. I would like you guys to think about whether this has been based on fact of just hypothesis. Let's think about the families. This is a fraction of the people who are bothered about this proposal.

Ms. Amy Mastin, Land Title Employee: It is my privilege to do the closings of the people who have purchased into the Wellington Neighborhood. Listening to Mr. Rossi I felt compelled to speak. I first met Mr. O'Neil when the Wellington Neighborhood when working at Main Street Station, and I heard about the "extracting of the pounds of flesh" he endured at each Town meeting. It is now 204 homes and is a great asset to the Town, I feel like this is now these neighbors' lives. I feel like you are trying to impose another hypothetical "pound of flesh" on the developers. It has been my pleasure to meet these people who are excited to purchase in this neighborhood and I don't want to see this be harmed.

Mr. Alex Blank, 32 Midnight Sun: I purchased in October 2013 and I thought I would be getting a safe location I was not aware that I would be getting a bridge. I chose my location specifically for access to the bus and what my corner of the neighborhood would like this. I would not have chosen this home with two young kids if I knew that there was going to be a road bridge here. I can't see this plan as being useful. Getting a fire truck across the Midnight Sun jog is not a fun proposition. They are going to use the major roads. There are a lot of other ways around. There are very few bottlenecks as they exist now in the current neighborhood. I would love to see a study to see why it needs to be there; at this point I don't get it. The headlights that would shine right into the houses across from the bridge with this would be unacceptable.

Ms. Kelly Sanders, 83 Bridge Street: I agree with everything that all my neighbors have said tonight. The Wellington Neighborhood has become a way of life for all our kids. Overall, they are in a safe neighborhood. I don't see the benefit of this connection with the new neighborhood. It won't benefit the existing. It is not ok to ruin the way of life of the existing neighborhood. It will be extremely negative for everyone in the existing neighborhood. We are going to worry about our kids now going out. It has been a safe, awesome, incredible place for us to live. With the connectivity we will see an increase in traffic. I don't see the purpose of the connectivity between the two neighborhoods.

Ms. Amy Pombo, 12 Dragonfly Green: I don't live on either Midnight Sun or Bridge Street but I do like the way these streets are used and I think we can be more creative than the proposal before us.

Mr. Ian Hamilton, (partner of Mr. Mamula's business), 111 Bridge Street: Largely everything has been covered that I was going to say. I personally would like to see no connections between the two neighborhoods for personal reasons. I think Wellington is a very functioning neighborhood, I think there might be enough connection with Stables road for the new neighborhood. Just because Mr. O'Neil is building another development there shouldn't have to be another connection. I think if we do this a kid will get hit.

Mr. Russell Backhouse, 37 Huckleberry Green: Wellington Neighborhood 0. By eliminating the bridge, you don't eliminate the connectivity.

Ms. Trisha Florio, 95 Bridge Street: I agree with everything said (by the public) at this meeting.

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

Commissioner Questions / Comments:

Mr. Mamula: Thank you to all of you who showed up for this meeting tonight. The Commission will have discussion now.

Ms. Christopher: Please clarify the current and approved 2006 Master Plan. (Mr. Mosher: Going back, the approved Master Plans have shown pending vehicular crossings shown at Midnight Sun for 3 previous master plans: 1999, 2002, and 2005; all showed possible connections.) It is not a jogged line but straight at Midnight Sun? The current approved is Rodeo and Midnight Sun? (Mr. Mosher: Correct, just a straight line.)

Mr. Pringle: I appreciate all of you coming out here tonight. We know how passionate you are about the Wellington Neighborhood. I have been part of this development from the beginning. I love hearing all the comments about the quality of the neighborhood. I'm agnostic about having the connections. The Town Engineer and Planning dictate that it is preferable to have these connections. I think that is what is driving the desire to have the connections. The connections have always been part of the project. I know how much fun it is for the kids to play, but it was always called Bridge Street because there was going to be bridge connection here. I don't know how we can soften it up; we need to be creative to solve this. I have a question, where will all the increased traffic come from? I think if it comes from anywhere,

it will come from you folks. The only impacts of increase traffic will be coming from you, not Town. I don't see when I look at the vehicular patterns; it will be just people coming from one side or the other. I think they will go out to the main roads avoiding the bridges. I'm not quite sure if we are opposed to what is happening based on the reality of what could happen or just opposed to just changing what now exists. Our charge is to make good public policy and what is best for everyone. This is not what we proposed, we are just supposed to review what the developers and staff have been discussing. I think if no connections are the best then I'll agree, but if we hear that if we need this for Public Works, the bus system, etc. then we do need the connection. If we have options, then you will hear about them. I don't think we are going to abandon Bridge Street and make it a permanent playground for the kids. These are not easy decisions for us to make and listen to impassioned public comments. We take our jobs very seriously but we have responsibilities to the Town to make the best decisions for the public. On the four questions: 1. At this time, I feel compelled to support some connections and I think Bridge Street has always been the plan for a future connection. I guess the Midnight Sun connection I will go along with, but I would like to see those connections be as limited to emergency situations as possible be mostly pedestrian. 2. I will agree with Mr. O'Neil that a 22-foot wide road is a lot quieter and calmer, engineering likes straighter, flatter, road. I think a safer road is a narrow, windy road. 3. Any traffic calming is good, but I don't agree that stop signs are the best solution. Calming measures on the South Alley are a potential solution. I think that the South Alley is the best way through to leave the neighborhood. 4. The trail connections and inter-neighborhood circulation is great.

Ms. Christopher: Are two roads / bridges, was that requested by Town Engineering? (Mr. Daugherty: Yes that is requested for connection to the new neighborhood.) 1. Connections at Midnight Sun: not ok with this connection but I am in favor of the 2006 Master Plan with a bridge at Rodeo and Bridge Street. I don't think the jog at Midnight Sun is a good egress location. So many people have purchased on Midnight Sun and that wasn't on the 2006 Master Plan. Since 1990 something Bridge Street was always supposed to have a bridge. I was under the impression that Rodeo Drive was taken out because of the riparian corridor. Midnight Sun is a good pedestrian crossing bridge. The pedestrian bridge is a great crossing for the Central Park. 2. Traffic Calming should be whatever needs to happen to make the neighborhood slower. 3. The slowing of traffic on the South Alley I definitely think needs to happen. I do think that the developer needs to pave Stables Road that the new neighbors will need to use. 4. Circulation for pedestrian and trails is all great.

Mr. Lamb: 1. Vehicular connections: no one likes Midnight Sun or Bridge Street; maybe we should re-look at the vehicular connections between the two neighborhoods. 2. Yes. 3. Yes. 4. Yes, Stable Road paved.

Mr. Schuman: I appreciate the comments to the public comments before the final meeting. 1. No I don't support the Midnight Sun connection. Bridge Street if it could work, could be an emergency access only if possible. Rodeo connection with Vern Johnson Park makes more sense for me. 2. I think traffic calming measures have been created a result of overall poor design; I support them as much as we need them but a good design would minimize the need for them all together. 3. Same thing here with South Alley; I think we can do something better here. 4. The more inter-neighborhood pedestrian the better, the wider the pedestrian bridges the better for kids, and plowing.

Ms. Dudney: I'm not an expert planner or traffic engineer but I am a mother and can empathize with the parents. However, the Town Engineer says we need these connections and if not then a 24-foot wide road. The developer says that this wide of a road is bad. The residents say traffic endangers the kids. Ultimately, I have to support the Staff recommendation and agree with Mr. Pringle. But when I have no traffic or expert planning experience, I rely very heavily on the very knowledgeable Mr. Mosher and Mr. O'Neil. So, the fact that the developer says no

24-foot wide bridge but concedes to the bridge on Midnight Sun, it is because he feels comfortable that the neighborhood will survive and thrive.

Mr. Schroder: I'm your neighbor and a lay person, our main task is to take the Town Code and make a recommendation to the Town Council. The traffic crossing is an absolute for the emergency access. This entire development was always proposed to be one neighborhood and was always in all the same Master Plans. I fully support pedestrian connectivity throughout the neighborhood. I'm one alley up from Bridge Street, the fire department also made it to my house. Improving the connectivity is important. If there was a major incident for the emergency vehicles there could be conflict on the streets. This whole neighborhood will continue to change. 1. Midnight Sun, I too am agnostic on this. I feel like there should be another connection, the Midnight Sun job is awkward. 2. What else to you do besides stop signs or landscaping? I do like the proposed road staying skinnier. I like the idea of a "No Wake Zone". 3. South Alley: I think traffic calming will help. Plus a quarterly update in HOA communications would help. 4. Fully support pedestrian connectivity.

Mr. Mamula: I am still tragically underwhelmed by where we are now. I can't believe that after the last hearing, this was the solution. I am not a developer or engineer and I can't draw but there is no creativity in this solution. When I looked in the packet and saw that this is worse than the 2006 Master Plan I was very disappointed. This has now become just "bang some houses out". What you have given to the Town Staff is what has resulted in you having an angry neighborhood. I too would be furious if I bought houses on these streets without knowing about these changes. 1. I think the road should be straight. I think there shouldn't be connectivity on Bridge Street, things change. I still don't understand why we can't have a gate for emergency vehicles. 2. I stop at stop signs, I guess I don't have to, but part of this is a good solution, so I'm in favor of the traffic calming. Minor collectors and through streets are discouraging through traffic, this is not happening here. You are not discouraging me from using these minor collectors and local streets so this doesn't work according to the code. 3. The South Alley seems like a solution to make new urbanism work. It is longer than any other alley and seems like a very poor solution. I'm almost offended that this is a solution to dump 100 cars onto a dirt road that is going to blow dirt on all the people. Stables Road needs to be paved, I don't care who does this, but it needs to be paved. Overall, this development is not better for Town as it is proposed. I am really underwhelmed and I think that we can do better. If Bridge Street has to happen but some of this other stuff makes me bummed. There needs to be better solutions. 4. Pedestrian circulation is great, but this is easy. To all of you who attended this meeting, the next step will be a review at this level will be about different aspects. I would suggest that you come to the next meeting. Then this will go to Town Council and I suggest you go to that meeting too and follow this all the way through.

OTHER MATTERS:

1) State of the Open Space Report

Mr. Truckey presented the 2014 State of the Open Space Report. The report provides an update on the Town's Open Space and Trails program, including data on open space properties acquired and trails constructed in the last year. This is intended as an update for the Planning Commission and no action is required. Staff will be glad to field questions regarding the report.

Commissioner Questions / Comments:

Mr. Schuman: Do you typically spend all budgeted funds? (Mr. Truckey: The way the funding plan was written was that the funds have to be spent for this purpose. We've had a big balance in the past but we have purchased land over the years.) You will carry about \$600,000 into the new year? (Mr. Truckey: Yes.) The 6 person trail crew will continue for the future. (Mr. Truckey: Yes.)

- Mr. Schroder: Does most of your funding go towards acquisitions? (Mr. Truckey: Over 50% of our funding goes towards acquisitions, much to pay off previous acquisitions.)
- Mr. Mamula: It is stunning the progress this program has become. It is incredible; you have done a masterful job, so thank you. The new trails are kickass. (Mr. Truckey: We have a great staff from planners to the guys on trails crew. I think it has put us on the map. We are able to leverage all of our dollars because the County is typically putting up half the funds on these acquisitions.)

ADJOURNMENT:

The meeting was adjourned at 9:45pm.

Eric Mamula, Chair

Third Floor: 10,386 sq. ft.
Total 33,800 sq. ft.

Height: Recommended: 38' (mean)
Proposed: 36.75' (mean); 42'(overall)

Lot Coverage: Building / non-Permeable: 11,927 sq. ft. (9.4% of site)
Hard Surface / non-Permeable: 33,188 sq. ft. (26% of site)
Open Space / Permeable Area: 82,344 sq. ft. (64.6% of site)

Parking: Required: 63 spaces
Proposed: 66 spaces

Snowstack: Required: 8,301 sq. ft. (25%)
Proposed: 9,342 sq. ft. (28%)

Setbacks: Absolute

Front: 10' (garage no closer than 20')
Side: 3'
Rear: 10'

Relative setbacks

Front: 15'
Side: 5'
Rear: 15'

The proposed perimeter boundary setbacks around the project are measured as follows:

Front: 35'
Side: 60' (north)
Side: 165' (south)
Rear: 157'

Item History

This property was part of the Town of Breckenridge Land Exchange with the U.S. Forest Service, which was completed in the spring of 2012, and the patent was recorded on March 23, 2012. Annexation Parcel 1 is 8.979 acres, of which this proposal is on 2.926 acres of those 8.979 acres.

The Planning Commission reviewed a previous application, Pence Miller Village, at a work session on August 21, 2012 and again at a second work session on October 16, 2012. The Town Council has reviewed the former proposal in two work sessions; first on March 19, 2013 and then again on September 10, 2013. The Pence Miller Village proposal was withdrawn by the applicant.

The Planning Commission reviewed this revised application at a preliminary hearing on January 6, 2015.

Changes From Meeting on January 6, 2015

At the preliminary hearing both the Planning Commission and neighboring property owner comments were positive. The applicant has made the following changes after hearing the comments at the preliminary hearing.

- The west retaining wall behind the building used to retain the hillside for the parking has been broken up into two stepped walls instead of one sixteen (16') foot wall at the tallest point. There will now be two walls, an eight (8') foot wall, and a nine and half (9.6') foot wall at the tallest point.
- A cross walk has been added across Airport Road, just south of the driveway into Pinewood Village 2, which will be striped.
- The proposed stone on the building has been changed from cultured stone to real stone.
- Storage lockers have been increased from 3' x 4' to 3' x 5'.
- Density decreased from 27,134 sq. ft. to 27,077 sq. ft.
- Mass increased from 33,800 sq. ft. to 34,452 sq. ft.
- Modified the board and batten siding to cementitious siding.
- Added gable to protect Xcel equipment.
- Added a 2' valley pan for drainage in the parking area.
- Added curb and gutter around the parking area.

Staff Comments

As this is a final hearing the applicant has addressed the policies at the preliminary hearing on January 6th. For additional detailed information on previously reviewed policies, please refer to the January 6th Staff Report.

Site and Environmental Design (7/R): *“The Town hereby finds that it is in the public interest for all sites within the community to be designed, arranged, and developed in a safe and efficient manner. 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.”*

Staff believes the applicant has done a good job of blending the proposed buildings into the site. The site has been developed in a cohesive manner that will provide privacy to the people living in Pinewood Village 2 and buffering for the neighbors. The applicant has left existing mature trees around the project. The landscaping plan is very strong and will provide screening and buffers for the proposed development.

At the preliminary hearing there was a sixteen foot (16') tall retaining wall proposed behind the building to create the parking area. The Planning Commission voiced some concern about the height of the wall. This wall has now been broken up into two stepped walls. The first wall will be eight (8') feet tall and the second wall will be nine and a half (9.6') feet tall. There will be landscaping planted between the walls. The retaining wall is proposed to be sided with VersaLok modular rough faced, stained concrete blocks (see photo on page L004). There is also a small three (3') tall retaining wall, proposed with stone veneer to match the proposed building stone veneer, in front of the building to help create the driveway.

Per Policy 7/R, Section C. 2X(-2/+2): Retaining Walls: Retaining wall systems with integrated landscape areas are encouraged to be provided to retain slopes and make up changes in grade rather than cut/fill areas for slope retention. Retaining wall systems made of, or faced with, natural materials such as rock or timbers are preferred. Other materials that are similar in the nature of the finishes may be considered on a case by case basis, but are not recommended for use in highly visible locations. Smaller retaining wall systems, up to four feet (4') tall, that incorporate vegetation between walls without creating excessive site disturbance are preferred. It is understood that, depending on the slope of the site, the height of retaining walls may vary to minimize site disruption. If an alternative site layout that causes less site grading and complies with all other relevant development code policies is viable, then it should be strongly considered.

Staff believes that there are two issues to consider regarding the retaining wall. First this policy encourages the wall to be faced with natural materials if located in highly visible locations.

The majority of the retaining wall would be behind the new building, and would not be highly visible from Airport Road. The proposal is for a VersaLok blocks to be used for this wall. This policy does allow other materials that are similar in nature of the finishes to be considered if not in a highly visible location, and this does seem to be the case here.

Second, smaller retaining wall systems, up to four feet (4') tall that incorporate vegetation between walls without creating excessive site disturbance are preferred. The proposal has been changed to break up the wall into two walls. The first wall will be eight (8') foot tall, and the second wall, at the highest point will be nine and half (9.6') feet tall.

Staff believes that the two west retaining walls being behind the building, and not highly visible, are acceptable.

Past Precedent

1. Ankenbauer Residence, PC#2014007. Negative four (-4) points under Policy 7 (Relative) Site and Environmental Design for excessive site disturbance related to the driveway design and site circulation.
2. Pinion Residence, PC#2004145. The proposed site plan and driveway configuration will cause a large amount of site disturbance, and require several large retaining walls. Staff believes that an alternative design was available that would have caused less grading and site disturbance. Negative four (-4) points.
3. Valleybrook Site Plan, PC#2009030. Site graded to meet development needs of flat site. Existing vegetative buffer on west side removed. Retaining walls needed due to excessive site grading on South side. Negative four (-4) points.

Staff believes the design of the retaining wall, which exceeds the four (4') foot recommended height, and not faced with natural materials warrants negative four (-4) points under this policy. Does the Planning Commission concur?

Access / Circulation (16/A & 16/R; 17/A & 17/R): Per Policy 16 (Absolute) Internal Circulation: *A. Emergency Access: All developments shall provide adequate access for emergency vehicles and for those persons attempting to render emergency services.*

An emergency access is proposed to connect Pinewood Village 2 to Airport Road by the use of grass pavers. This access will have bollards that only emergency services can open.

Policy 16 (Relative) Internal Circulation:

There is a single track soft surface trail proposed that will go above Pinewood Village 2. This trail will connect to a proposed sidewalk along Airport Road. If the Town can gain an access easement from Claimjumper Condos this trail will connect to the Pence Miller Trail in the future.

There are 5' wide pedestrian sidewalks all the way around the proposed building, which connect to the new sidewalk along Airport Road. The Town is committed to then building a new sidewalk on the west side of Airport Road, which will connect to the existing bus stop at Pinewood Village 1 to Pinewood Village 2. Also, an 8' pedestrian trail is proposed to connect the parking lots of Pinewood Village 1 and 2.

Past Precedent

1. Fifth Amendment to the Amended Peak 7 & 8 Master Plan, PC#2013006. Sidewalk provided internal and external to the project along the length of relocated CR 3, existing CR 3 to be revegetated with a trail connection, and vertical challenges minimized within the project. +3 points.
2. The Elk, PC#2011001. The drawings show a paved mid-block connection between Lots 79 and 80. +3 points.
3. Shock Hill Lodge, Tract E, Permit Extension, PC#2010068. Good pedestrian circulation and good separation of systems. Good access to gondola. +3 points.
4. Beaver Run Elevator, PC#2011023. The project will help with pedestrian circulation within Beaver Run Resort. +3 points.
5. Bison Crossing, PC#2008052. Pedestrian walkway and easement across property, connecting sidewalk to alley. +3 points.

Hence, this proposal warrants positive three (+3) points based on Policy 16/R Internal Circulation, and past precedent. The Planning Commission did request precedent on this policy at the preliminary hearing; hence it has been included in this report. The majority of the Planning Commission supported positive three (+3) points at the preliminary hearing.

Storage (14/R): Applicant has proposed 10.4% of the project as storage, which exceeds the minimum 5% requirement of this policy. The storage lockers have been increased in size from 3' x 4' to 3' x 5'. Staff is pleased to see storage increased, and has no concerns.

Social Community / Employee Housing (24/A & 24/R): The proposal is for the entire project to be 100% affordable rental units. Hence, per Policy 24/R, (A). Social Community (1) *Point Assessments:*

the proposal warrants the maximum ten positive points (+10) under this policy. Per this policy, any application for 9.51-100 percentage of project density in employee housing receives positive ten (+10) points.

Furthermore, an additional six positive (+6) points are warranted under section *B. Community Need: Developments which address specific needs of the community which are identified in the yearly goals and objectives report are encouraged. Positive points shall be awarded under this subsection only for development activities which occur on the applicant's property.*

Affordable housing on this parcel has been identified by the Town Council in their yearly goals and objectives report. Past precedents and Policy 24/R (B) warrants positive six (+6) points. One hundred percent of the 45-units will be rented at 60% or below AMI (Average Median Income). The Planning Commission supported these points at the Preliminary Hearing.

Building Height (6/A & 6/R): The previous application in 2013 was nearly 18' taller to the mean than current proposed height. The proposed building is 36'-9" to the mean at its highest point.

The tallest mean point of the building is 36'-9", which is a three story building per Code. The overall building height is 42' to the roof ridge.

Land Use Guidelines

Per Land Use District 9.2, regarding building heights states, *"Buildings in excess of two stories are discouraged. Buildings of three stories may be acceptable only if situated in such a way that the hill to the west provides an appropriate backdrop, and sufficient trees are left to the east to provide adequate screening.*

Building heights should be appropriate to the structural type proposed, and will be determined through the development review process of the governing jurisdiction."

Per Policy 6 (Absolute) Building Height: *"The maximum allowed height for structures shall be as follows: B. Outside The Historic District: (2.) For all structures except Single Family and Duplex Units outside the Historic District: No building shall exceed the Land Use Guidelines recommendation by more than two (2) full stories."*

Staff believes this is a two story land use district because sufficient trees will not be left to the east to provide adequate screening. However, the proposed landscaping plan does provide adequate screening.

Staff believes this is a two story land use district. Hence, the building height of 36'-9" is between a half story and full one story over that which is recommended in the LUG's. The height warrants negative ten (-10) points under the relative policy for being more than a one-half (1/2) story over the land use guidelines recommendation, but no more than one (1) story over the land use guidelines recommendation. The Planning Commission supported negative ten (-10) points at the preliminary hearing.

Per Section (B.) of this policy: *Buildings are encouraged to provide broken, interesting roof forms that step down at the edges. Long, unbroken ridgelines, fifty feet (50') or longer, are discouraged.* At the suggestion of Staff, the architects worked on the roof form from the previous submittal. The long unbroken roof form has now been broken up in two places with light story elements and steps down at

the edges. At the preliminary hearing the majority of the Planning Commission agreed that this proposal warrants positive one (+1) point for this design, per section (B) of Policy 6/R.

Density/Intensity (3/A & 3/R)/Mass (4/R): The proposed density is 27,134 sq. ft. The allowed density per LUD 9.2 for this 2.926 acre parcel is 38,170 sq. ft.

- This was calculated as follows: Area within **LUD 9.2** = 2.4 (acres) x 10 (UPA) x 1,200 (multiplier for apartment buildings) = 28,800 sq. ft.
- Area within **LUD 1** = 0.526 (acres) x 0.1 (UPA) x 1,200 (multiplier) = 63 sq. ft.
- 28,800 + 63 = 28,863 sq. ft. Policy 3/A Density/Intensity, Section D (3) allows: *“A project located outside of the conservation district which consists of all employee housing units as herein defined, shall be allowed one hundred and fifteen percent (115%) of its otherwise permitted density under the controlling development policy or document, including, but not limited to, the land use guidelines, master plan, planned unit development agreement or other controlling site specific rule, regulation or court order.”* This is calculated as follows: 28,863 sq. ft. x .15 = 4,329 + 28,863 = **33,192** sq. ft. of allowable density.

Mass 4/R: Section (A)(3)

- The Code allows another 15% bonus for common areas (including hallways and stairways): 33,192 x .15 = 4,978 sq. ft. + 33,192 = **38,170** sq. ft. of total building area is allowed.

The entire building is proposed at 34,452 sq. ft., hence this proposal is under allowable density and mass limits. Staff has no concerns.

Placement Of Structures (9/A & 9/R): The building exceeds all the absolute and relative setbacks. Staff has no concerns.

Architectural Compatibility (5/A & 5/R): Pinewood Village 2 represents Colorado mountain style architecture. It has strong vertical elements on each face anchored by a natural stone base that ties the building together. The architects use of brackets, lodge pole style posts at the balconies and board and batten siding help to tie the project to the typical mountain vernacular of the area.

The building steps down at both ends and has two light story elements that break up and bring relief to the roofline, which creates a more dynamic building form. The building creates outdoor living area with balconies or Juliette balconies for all units. Also, an outdoor amenity area has been proposed, which will include picnic tables, a charcoal BBQ, and benches.

The trim and columns are proposed as natural cedar, and a natural stone veneer, which meets the requirements for allowing fiber cement board without the assignment of negative points.

The colors are shown on the color elevations and meet the chroma requirements of the Code. Staff believes the architecture is compatible with the surrounding properties in the neighborhood.

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. Any development which interferes with the community's ability to provide nonauto oriented transportation elements is discouraged. Positive points shall be awarded under this policy only for the inclusion of or the contribution to nonauto transit system elements which are located on the applicant's property. (Ord. 37, Series 2002)

Applicant proposes to build a bus pull out and bus shelter for waiting guests. This bus stop and shelter will not only benefit the new residents of Pinewood Village 2, but also the rest of the neighborhood.

Past Precedent

1. Sundowner II Condominium Remodel, PC#2005148. Awarded positive four (+4) points for providing a transit stop and shelter on the property.
2. Valleybrook Site Plan, PC#2005148. Constructing a new transit stop and pullout along existing route. Positive four (+4) points).
3. Shock Hill Master Plan Revision Tract F and G, PC#2006176. Transit stop and bus shelter to be constructed.

Hence, this proposal warrants positive four (+4) points based on Policy 25/R Transit, and past precedent.

Landscaping (22/A & 22/R): The proposal exceeds minimum requirements for landscaping as described in Policy 22 Absolute. The landscaping proposal warrants positive two (+2) points under this policy.

The proposed landscaping plan includes:

- 19 Colorado Spruce Trees (8'-12' in height nursery grown)
- 22 Engelmann Spruce Trees (8'-12' in height collected)
- 21 Bristlecone Pine Trees (8'-12' in height collected)
- 35 Aspen Trees (2.5" minimum caliper and 50% multi-stem)
- 7 Schubert Chokecherry trees (2.5" caliper)
- 118 Native Shrubs (5 gallon)
- 325 sq. ft. of perennial/annuals
- Per this policy one tree every fifteen (15') is required along the public right of way. This would require twenty nine (29) trees to be planted. Applicant is proposing one hundred and four (104) trees.

Applicant has proposed a wall of trees along the north property line with Claimjumper Condos and along Airport Road. The project will be well screened on all four sides. At the preliminary hearing the Planning Commission supported positive two (+2) points for the proposed landscaping plan, which meets the requirements of some public benefit, and past precedent presented at the Jan. 6th meeting.

Parking (18/A & 18/R): The required parking for this number of units is sixty three (63) parking spaces. The Off-Street Parking Regulations of the Town Code require one (1) parking space for studio apartments, and one and a half (1.5) for one bedroom and larger. There are nine (9) studio apartments proposed, which require nine (9) parking spaces. There are thirty six (36) units proposed as one bedroom, which will require fifty four (54) parking spaces, (36 x 1.5 = 54 + 9 = 63 total required parking spaces).

There are sixty six (66) parking spaces surface parking spaces proposed on-site.

Staff believes the parking situation proposed will work well for the residents living at Pinewood Village 2. Staff has no concerns with the proposed parking plan.

Utilities Infrastructure (26/A & 26/R; 28/A): Policy 26 (Relative): *A. Off Site Improvements:*

B. Capital Improvements: The implementation of capital improvement needs listed in the land use guidelines or town's capital improvements five (5) year program is encouraged; while any action to impede the implementation of any of these items is discouraged.

A sidewalk is proposed to be added along the west side of Airport Road along the property, which will be connected to the sidewalk at Pinewood Village I. This connection was envisioned in the Town's five (5) year capital improvements program.

The Planning Commission supported positive four (+4) points at the preliminary hearing for capital improvements under Policy 26/R.

Recreation Facilities (20/R): The proposed single track trail above and to the south of the proposed building will be used by not only occupants of Pinewood Village 2, but also by the community as a whole. There is also a proposed outdoor gathering place, which will have picnic tables, charcoal BBQ, and benches for seating.

Based on this policy, and precedent, the Planning Commission supported positive three (+3) points at the preliminary hearing for the proposed single track trail and the outdoor gathering place.

Snow Removal And Storage (13/R): This policy encourages that functional snow storage area be provided which is equal to approximately twenty five percent (25%) of areas to be cleared of snow. In this case that would require: 33,205 sq. ft. of paved areas x .25 = 8,301 sq. ft. The applicant has proposed 9,342 sq. ft. of snow storage area, some of which will be pushed down into a detention pond behind significant proposed landscaping. The landscaping and below grade detention pond will help shield the snow storage from public view.

Staff has no concerns with the proposed snow removal and storage.

Drainage (27/A & 27/R): The proposal is for all the site drainage to flow to the detention pond, which will then slowly release into the ditch on the side of Airport Road. Then the water will flow to culverts under Claimjumper Condos driveway, and the dirt driveway (Theobald property) to the north of Claimjumper's Condos driveway, then into the Cucumber Creek drainage. This proposal will require a ditch to be created next to Airport Road, and two culverts to be added under the existing driveways. Town of Breckenridge Engineering has reviewed this drainage plan and has no concerns.

Point Analysis (Section: 9-1-17-3): Staff believes the proposal warrants the following points:

- Policy 24/R Employee Housing positive ten (+10) points
- Positive six (+6) for meeting a Council Goal
- Policy 6/R Height positive one (+1) for providing an interesting roof form that steps down at the edges

- Policy 22/R Landscaping positive two (+2) points
- Policy 25/R Transit positive four (+4) points for a bus pull out with shelter for waiting guest
- Policy 26/R Infrastructure positive four (+4) for installation of a sidewalk to the bus stop and installation of street lights
- Policy 16/R Internal Circulation positive three (+3)
- Policy 20/R Recreation Facilities for the single track trail and outdoor gathering place positive three (+3)
- Negative ten points (-10) under Policy 6/R as the building height is more than one half ($\frac{1}{2}$) story over the land use guidelines recommendation, but are no more than one (1) story over the land use guidelines recommendation
- Negative four (-4) points under policy 7/R Site and Environmental Design for a retaining wall over 4' in height that is not faced with natural materials
- For a total passing point analysis of positive nineteen (+19) points.

Staff Recommendation

The Planning Department recommends approval of Pinewood Village 2, PL-2014-0170, located at 837 Airport Road, Government Lot 47, with the attached Findings and Conditions, and with a passing point analysis of positive nineteen points (+19).

Final Hearing Impact Analysis				
Project:	Pinewood Village 2	Positive Points	+33	
PC#:	PL-2014-0170			
Date:	1/27/2014	Negative Points	- 14	
Staff:	Matt Thompson, AICP			
		Total Allocation:	+19	
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 Above Ground Density)	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)		
5/R	Architectural Compatibility / Conservation District	5x(-5/0)		
5/R	Architectural Compatibility H.D. / Above Ground Density 12 UPA	(-3>-18)		
5/R	Architectural Compatibility H.D. / Above Ground Density 10 UPA	(-3>-6)		
6/A	Building Height	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside the Historic District			
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)	- 10	Building is more than one-half (1/2) story over the land use guidelines recommendation, but no more than one story over the land use guidelines recommendation.
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)	+1	Interesting roof form broken up in two locations with a light story element, and steps down at the edges.
	For all Single Family and Duplex Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)	- 4	Design of the retaining wall (16' in height at tallest point) and not faced with natural materials.
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
8/A	Ridgeline and Hillside Development	Complies		
9/A	Placement of Structures	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)		
12/A	Signs	Complies		
13/A	Snow Removal/Storage	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)		
15/A	Refuse	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		

15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)	+3	Walkways all the way around the building, connections to parking lot, and connections to the new sidewalk along Airport Road.
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)	+3	Proposed single track trail (open to the community) and outdoor gathering place.
21/R	Open Space - Private Open Space	3x(-2/+2)		
21/R	Open Space - Public Open Space	3x(0/+2)		
22/A	Landscaping	Complies		
22/R	Landscaping	2x(-1/+3)	+2	One hundred and four (104) new trees proposed. All deciduous trees at least 2.5" caliper, all evergreen trees 8'-12' in height.
24/A	Social Community	Complies		
24/A	Social Community / Above Ground Density 12 UPA	(-3>-18)		
24/A	Social Community / Above Ground Density 10 UPA	(-3>-6)		
24/R	Social Community - Employee Housing	1x(-10/+10)	+10	100% of the 45-units will be affordable rental housing.
24/R	Social Community - Community Need	3x(0/+2)	+6	Affordable housing on this parcel has been identified by the Town Council in their yearly goals and objectives report.
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
5/R	Social Community - Conservation District	3x(-5/0)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Historic Preservation/Restoration - Benefit	+3/6/9/12/15		
25/R	Transit	4x(-2/+2)	+4	Applicant proposes to build a bus pull out and bus shelter for waiting guest.
26/A	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)	+4	Sidewalk is proposed to be added along the west side of Airport Road.
27/A	Drainage	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	Utilities - Power lines	Complies		
29/A	Construction Activities	Complies		
30/A	Air Quality	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
31/A	Water Quality	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	Water Conservation	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)		
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
	HERS index for Residential Buildings			
33/R	Obtaining a HERS index	+1		
33/R	HERS rating = 61-80	+2		
33/R	HERS rating = 41-60	+3		
33/R	HERS rating = 19-40	+4		
33/R	HERS rating = 1-20	+5		
33/R	HERS rating = 0	+6		
	Commercial Buildings - % energy saved beyond the IECC minimum standards			
33/R	Savings of 10%-19%	+1		
33/R	Savings of 20%-29%	+3		
33/R	Savings of 30%-39%	+4		
33/R	Savings of 40%-49%	+5		
33/R	Savings of 50%-59%	+6		
33/R	Savings of 60%-69%	+7		

33/R	Savings of 70%-79%	+8		
33/R	Savings of 80% +	+9		
33/R	Heated driveway, sidewalk, plaza, etc.	1X(-3/0)		
33/R	Outdoor commercial or common space residential gas fireplace (per fireplace)	1X(-1/0)		
33/R	Large Outdoor Water Feature	1X(-1/0)		
	Other Design Feature	1X(-2/+2)		
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	Subdivision	Complies		
36/A	Temporary Structures	Complies		
37/A	Special Areas	Complies		
37/R	Community Entrance	4x(-2/0)		
37/R	Individual Sites	3x(-2/+2)		
37/R	Blue River	2x(0/+2)		
37R	Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	Home Occupation	Complies		
39/A	Master Plan	Complies		
40/A	Chalet House	Complies		
41/A	Satellite Earth Station Antennas	Complies		
42/A	Exterior Loudspeakers	Complies		
43/A	Public Art	Complies		
43/R	Public Art	1x(0/+1)		
44/A	Radio Broadcasts	Complies		
45/A	Special Commercial Events	Complies		
46/A	Exterior Lighting	Complies		
47/A	Fences, Gates And Gateway Entrance Monuments	Complies		
48/A	Voluntary Defensible Space	Complies		
49/A	Vendor Carts	Complies		

TOWN OF BRECKENRIDGE

Pinewood Village 2
Government Lot 47
837 Airport Road
PL-2014-0170

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 **January 27, 2015**, 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 **February 3, 2015**, as to the nature of the project. In addition to Commission minutes, the audio of the meetings of the Commission are 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.

CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires three years from date of issuance, on **February 10, 2018**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be three years, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy

should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.

6. Applicant shall not place a temporary construction or sales trailer on site until a building permit for the project has been issued.
7. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
8. Driveway culverts shall be 18 inch heavy duty corrugated polyethylene pipe with flared end sections and a minimum of 12 inches of cover over the pipe. Applicant shall be responsible for any grading necessary to allow the drainage ditch to flow unobstructed to and from the culvert.
9. At the point where the driveway opening ties into the road, the driveway shall continue for five feet at the same cross slope grade as the road before sloping to the residence. This is to prevent snow plow equipment from damaging the new driveway pavement.
10. Each structure which is authorized to be developed pursuant to this permit shall be deemed to be a separate phase of the development. In order for the vested property rights associated with this permit to be extended pursuant to Section 9-1-17-11(D) of the Breckenridge Development Code, substantial construction must be achieved for each structure within the vested right period of this permit.

PRIOR TO ISSUANCE OF BUILDING PERMIT

11. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
12. Applicant shall provide plans stamped by a registered professional engineer licensed in Colorado, to the Town Engineer for all retaining walls over four feet in height.
13. Applicant shall identify all existing trees that are specified on the site plan to be retained by erecting temporary fence barriers around the trees to prevent unnecessary root compaction during construction. Construction disturbance shall not occur beyond the fence barriers, and dirt and construction materials or debris shall not be placed on the fencing. The temporary fence barriers are to remain in place until issuance of the Certificate of Occupancy.
14. Existing trees designated on the site plan for preservation which die due to site disturbance and/or construction activities will be required to be replaced at staff discretion with equivalent new trees, i.e. loss of a 12 inch diameter tree flagged for retention will be offset with the addition of four 3-inch diameter new trees.
15. Applicant shall submit and obtain approval from the Town of a construction staging plan indicating the location of all construction material storage, fill and excavation material storage areas, portolet and dumpster locations, and employee vehicle parking areas. No staging is permitted within public right of way without Town permission. Any dirt tracked upon the public road shall be the applicant's responsibility to remove. Contractor parking within the public right of way is not permitted without the express permission of the Town, and cars must be moved for snow removal. A project contact person is to be selected and the name provided to the Public Works Department prior to issuance of the building permit.
16. Applicant shall install construction fencing and erosion control measures in a manner acceptable to the Town Engineer. An on site inspection shall be conducted.
17. Applicant shall submit a 24"x36" mylar copy of the final site plan, as approved by the Planning Commission at Final Hearing, and reflecting any changes required. The name of the architect, and signature block signed by the property owner of record or agent with power of attorney shall appear on the mylar.

18. Applicant shall submit and obtain approval from Town staff of a cut sheet detail for all exterior lighting on the site. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
19. Applicant shall submit to and obtain approval from the Department of Community Development a defensible space plan showing trees proposed for removal and the approximate location of new landscaping, including species and size. Applicant shall meet with Community Development Department staff on the Applicant's property to mark trees for removal and review proposed new landscaping to meet the requirements of Policy 22 (Absolute) Landscaping, for the purpose of creating defensible space.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

20. Applicant shall revegetate all disturbed areas where revegetation is called for, with a minimum of 2 inches topsoil, seed and mulch.
21. Applicant shall remove leaf clutter, dead standing and fallen trees and dead branches from the property. Dead branches on living trees shall be trimmed to a minimum height of six (6) feet and a maximum height of ten (10) feet above ground.
22. Applicant shall create defensible space around all structures as required in Policy 22 (Absolute) Landscaping.
23. Applicant shall paint all flashing, vents, flues, rooftop mechanical equipment and utility boxes on the building a flat, dark color or to match the building color.
24. Applicant shall screen all utilities.
25. All exterior lighting on the site or buildings shall be fully shielded to hide the light source and shall cast light downward.
26. At all times during the course of the work on the development authorized by this permit, the permittee shall refrain from depositing any dirt, mud, sand, gravel, rubbish, trash, wastepaper, garbage, construction material, or any other waste material of any kind upon the public street(s) adjacent to the construction site. Town shall provide oral notification to permittee if Town believes that permittee has violated this condition. If permittee fails to clean up any material deposited on the street(s) in violation of this condition within 24 hours of oral notice from Town, permittee agrees that the Town may clean up such material without further notice and permittee agrees to reimburse the Town for the costs incurred by the Town in cleaning the streets. Town shall be required to give notice to permittee of a violation of this condition only once during the term of this permit.
27. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any material deviation from the approved plans and specifications without Town approval as a modification may result in the Town not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations.
28. No Certificate of Occupancy or Certificate of Compliance will be issued by the Town until: (i) all work done pursuant to this permit is determined by the Town to be in compliance with the approved plans and specifications for the project, and all applicable Town codes, ordinances and standards, and (ii) all conditions of approval set forth in the Development Permit for this project have been properly satisfied. If either of these requirements cannot be met due to prevailing weather conditions, the Town may issue a Certificate of Occupancy or Certificate of Compliance if the permittee enters into a Cash Deposit Agreement providing that the permittee will deposit with the Town a cash bond, or other acceptable surety, equal to at least 125% of the estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing weather conditions"

generally means that work can not be done due to excessive snow and/or frozen ground. **As a general rule, a cash bond or other acceptable surety will only be accepted by the Town between November 1 and May 31 of the following year. The final decision to accept a bond as a guarantee will be made by the Town of Breckenridge.**

29. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.
30. Applicant shall construct all proposed trails according to the Town of Breckenridge Trail Standards and Guidelines (dated June 12, 2007). All trails disturbed during construction of this project shall be repaired by the Applicant according to the Town of Breckenridge Trail Standards and Guidelines. Prior to any trail work, Applicant shall consult with the Town of Breckenridge Open Space and Trails staff.

(Initial Here)

PINEWOOD VILLAGE 2 DEVELOPMENT PLANS

LOCATED IN A PORTION OF SECTION 30, TOWNSHIP 6 SOUTH, RANGE 77 WEST, WITHIN THE TOWN OF BRECKENRIDGE, SUMMIT COUNTY, STATE OF COLORADO



SITE DATA

LAND COVERAGE	SF	ACRES	% OF SITE
BUILDING	12,101	0.28	3.4
PAVING (DRIVES, PARKING, SIDEWALKS)	33,288	0.76	26.0
OPEN SPACE	82,173	1.89	64.5
TOTAL	127,459	2.93	100

PARKING STANDARDS	REQUIRED PARKING	PROVIDED TYPE	PROVIDED PARKING
OUTSIDE THE SERVICE AREA			
M/F RESIDENTIAL			
1.5/DU	54		
1/2STUDIO	9	SURFACE	66
TOTAL	63		66

OVERALL UNIT MIX

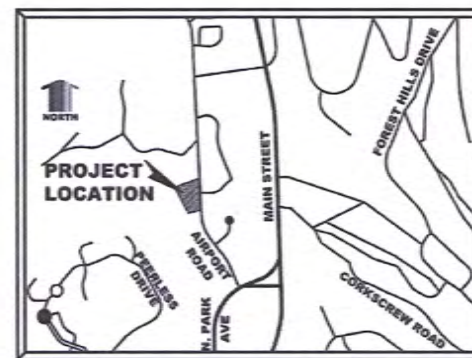
UNIT TYPE	UNIT DESCRIPTION	AREA	OCCURENCES	TOTAL AREA	MIX
S1	STUDIO	534 SF	3	1,602 SF	6.7%
S2	STUDIO	595 SF	5	3,570 SF	13.3%
	SUBTOTAL		8	5,172 SF	20.0%
A1	1 BED/1 BATH	598 SF	24	14,349 SF	53.3%
A2	1 BED/1 BATH	594 SF	5	2,970 SF	11.1%
A2-ALT 1	1 BED/1 BATH	599 SF	6	3,594 SF	13.3%
A2 TYPE A	1 BED/1 BATH	594 SF	1	594 SF	2.2%
	SUBTOTAL		36	21,507 SF	80.0%
TOTAL			45	26,679 SF	100.0%

AREAS FOR DENSITY CALCULATIONS

FLOOR	AREA
#1	9,104 SF
#2	8,993 SF
#3	8,980 SF
TOTAL	27,077 SF

DENSITY AND TOTAL SF ALLOWED

ALLOWED DENSITY	28,863 SF
15% BONUS (EMPLOYEE HOUSING)	4,329 SF
TOTAL ALLOWED DENSITY	33,192 SF
15% BONUS (COMMON AREAS/HALLWAYS/STAIRS)	4,578 SF
ALLOWED TOTAL AREA FOR ALL ENCLOSED AREAS	38,170 SF



VICINITY MAP
N.T.S.

SHEET INDEX

G001	COVER SHEET
C100	EXISTING CONDITIONS
C101	SITE PLAN IMPROVEMENTS
A001	ARCHITECTURAL SITE PLAN
A002	ROOF HEIGHT EXHIBIT
A003	COLOR SITE PLAN / LANDSCAPE PLAN
A004	SUMMER SHADOW PROJECTIONS
A005	WINTER SHADOW PROJECTIONS
A008	SITE PLAN OVERLAY
A007	SITE SECTION
A100	LEVEL 1 - LAYOUT PLAN
A101	LEVEL 2 - LAYOUT PLAN
A102	LEVEL 3 - LAYOUT PLAN
A103	ANCILLARY BUILDINGS
A200	ELEVATIONS
A201	ELEVATIONS
A300	COLOR ELEVATIONS
A301	COLOR ELEVATIONS
A400	PERSPECTIVES
L001	LANDSCAPE PLAN
L002	LANDSCAPE DETAILS
E001	LIGHTING PHOTOMETRIC
E002	LIGHTING DETAILS

PARCEL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SW 1/4 OF SECTION 30, TOWNSHIP 6 SOUTH, RANGE 77 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF SUMMIT, STATE OF COLORADO, AND DESCRIBED AS FOLLOWS:

GOVERNMENT LOT 47, LOCATED IN SECTION 30, TOWNSHIP 6 SOUTH, RANGE 77 WEST OF THE 6TH PRINCIPAL MERIDIAN, SUMMIT COUNTY, COLORADO, AS DESCRIBED IN UNITED STATES PATENT RECORDED MARCH 23, 2012 UNDER RECEPTION NO. 999212 OF THE RECORDS OF THE CLERK AND RECORDER OF SUMMIT COUNTY, COLORADO.

FURTHER DESCRIBED AS BEGINNING AT CORNER NO. 3 OF THE RANKIN PLACER, M.S. 1364, ALSO BEING THE NORTHWEST CORNER OF LOT 5, BLOCK 1, THE AMENDED PLAT OF PARKWAY CENTER, WHENCE THE SOUTHWEST CORNER OF SAID SECTION 30 BEARS S84°40'24"W 147.75 FEET DISTANT; THENCE S19°52'02"W A DISTANCE OF 13.20 FEET TO A POINT ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 30; THENCE S89°30'26"W ALONG THE SOUTH LINE OF THE SW 1/4 OF SECTION 30, A DISTANCE OF 151.50 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 30; THENCE N02°22'13"W ALONG THE WEST LINE OF THE SW 1/4 OF SAID SECTION 30, A DISTANCE OF 301.73 FEET TO A POINT ON THE 2-3 LINE OF THE DORA L. LODGE M.S. 16068; THENCE N60°58'12"E ALONG THE 2-3 LINE OF THE DORA L. LODGE M.S. 16068, A DISTANCE OF 392.13 FEET TO A POINT ON THE AIRPORT ROAD RIGHT-OF-WAY; THENCE ALONG SAID RIGHT-OF-WAY FOR THE FOLLOWING TWO (2) COURSES:

- 1.) S04°32'41"E, A DISTANCE OF 428.50 FEET;
- 2.) S22°59'10"E, A DISTANCE OF 34.56 FEET TO A POINT ON THE 3-4 LINE OF THE RANKIN PLACER, ALSO BEING THE NORTHEAST CORNER OF LOT 5, BLOCK 1, THE AMENDED PLAT OF PARKWAY CENTER;

THENCE S88°40'54"E ALONG THE 3-4 LINE OF THE RANKIN PLACER, ALSO BEING THE NORTH LINE OF LOT 5, BLOCK 1, THE AMENDED PLAT OF PARKWAY CENTER, A DISTANCE OF 204.45 FEET THENCE S08°41'14"W A DISTANCE OF 785.37 FEET TO THE POINT OF BEGINNING, CONTAINING 127,459 SQUARE FEET OR 2.928 ACRES MORE OR LESS.

PROJECT BASIS OF BEARINGS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE WEST LINE OF THE KINGDOM PARK TOWNHOMES (REC. NO. 589574) AS BEARING NORTH 04°32'41" WEST

NOTE

UPON THE ISSUANCE OF A DEVELOPMENT PERMIT BY THE TOWN OF BRECKENRIDGE, THIS SITE PLAN SHALL BE BINDING UPON THE APPLICANT, AND THE APPLICANT'S SUCCESSORS AND ASSIGNS, UNTIL SUCH TIME AS THE TOWN HAS ISSUED A FINAL CERTIFICATE OF OCCUPANCY OR A CERTIFICATE OF COMPLIANCE. PRIOR TO THE ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY OR CERTIFICATE OF COMPLIANCE, THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION LOCATION, USE, OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN AND IN THE DEVELOPMENT PERMIT FOR THIS SITE. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY IN ACCORDANCE WITH THE BRECKENRIDGE DEVELOPMENT CODE. THIS DOCUMENT REPRESENTS THE ENTIRE UNDERSTANDING BETWEEN THE APPLICANT AND THE TOWN OF BRECKENRIDGE WITH REGARD TO DEVELOPMENT RIGHTS AND DENSITY REMAINING ON THIS SITE.

DEVELOPER

CORUM REAL ESTATE GROUP, INC.
600 SOUTH CHERRY STREET, SUITE 625
DENVER, CO 80246
PHONE: (303)-798-2000
CONTACT: ERIC KOMPPA

ENGINEER/PLANNER

CALIBRE ENGINEERING, INC.
9090 SOUTH RIDGELINE BLVD, SUITE 105
HIGHLANDS RANCH, CO 80129
PHONE: (303)-730-0434
CONTACT: TODD JOHNSON

ARCHITECT

STUDIO PBA
1575 GILPIN STREET
DENVER, CO 80218
PHONE: (303)-592-2904
CONTACT: TADD IRVIN

STRUCTURAL

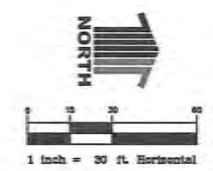
ENAYAT SCHNEIDER ENGINEERING, INC.
3300 LARIMER STREET
DENVER, CO 80205
PHONE: (720)-904-1234

LANDSCAPE ARCHITECT

NEILS LUNCEFORD, INC.
740 BLUE RIVER PARKWAY
SILVERTHORNE CO 80498
PHONE: (970)-468-0340
CONTACT: DAN SKINNER

MECHANICAL/ELECTRICAL/PLUMBING

GLH ENGINEERING
2555 WALNUT STREET, SUITE A
DENVER, CO 80205
PHONE: (303)-923-3533
CONTACT: KURT HEFFLER



- LEGEND:**
- PROPERTY BOUNDARY ————
 - RIGHT-OF-WAY ————
 - EXISTING MAJOR CONTOURS - - - - - 9500
 - EXISTING MINOR CONTOURS - - - - -

studio PBA ARCHITECTURE • PLANNING
 1575 Gilpin Street Denver, CO 80218
 PH: 303.599.8904 www.studiopba.com

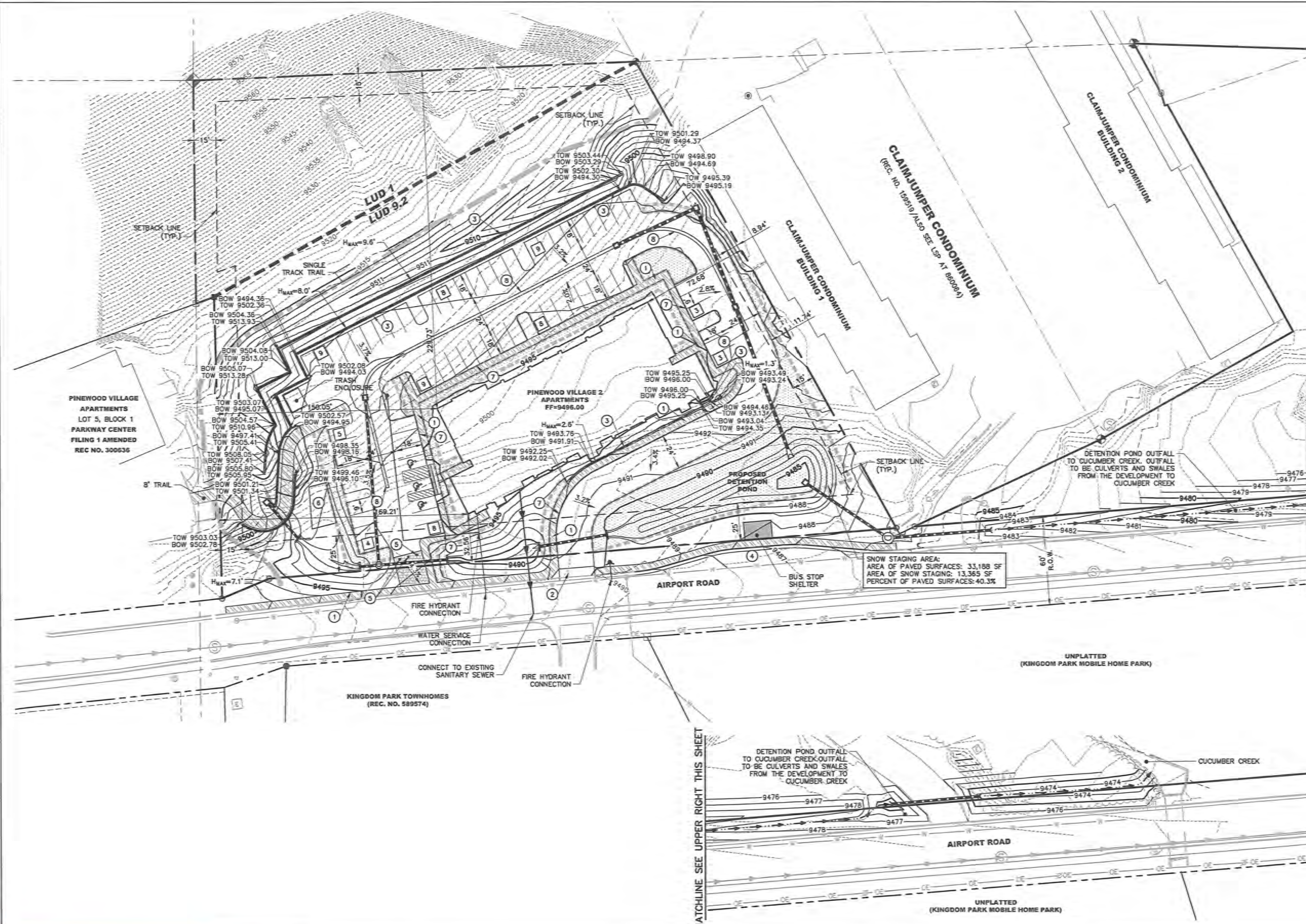
Calibre
 9090 South Ridgeline Boulevard Suite 105 Highlands Ranch, Colorado 80129
 MAIN (303) 730-0634 FAX (303) 730-1139

CORUM REAL ESTATE GROUP
 600 S. Cherry Street Suite 625 Denver, CO 80246
 PH: 303-796-2000 FX: 303-796-2055

MOUNTAIN MARKETING ASSOCIATES, LTD.
 100 S. Ridge Street #105 Breckenridge, CO 80424
 MAIN (970) 453-2571 FAX (970) 453-5499

PINEWOOD VILLAGE 2
 Breckenridge, Colorado FINAL CLASS A SUBMITTAL

EXISTING CONDITONS
 1/23/15 **C100**



- LEGEND:**
- SECTION CORNER
 - BOUNDARY MONUMENT
 - PARKING COUNT
 - EX. SANITARY SEWER
 - EX. OVERHEAD ELECTRIC
 - PR. SANITARY SEWER
 - PR. WATER LINE
 - PR. STORM DRAIN
 - PR. INLET
 - PR. FLARED END SECTION
 - PR. FIRE HYDRANT
 - PR. GATE VALVE
 - PR. ELEC, GAS, COMM.
 - SETBACK LINE
 - PR. MAJOR CONTOUR
 - PR. MINOR CONTOUR
 - EX. MAJOR CONTOUR
 - EX. MINOR CONTOUR
 - SNOW STAGING AREA

- KEYNOTES:**
- 1 5' SIDEWALK
 - 2 CONCRETE DRIVEWAY ENTRANCE
 - 3 RETAINING WALL
 - 4 BUS TURNOUT
 - 5 COLLAPSIBLE BOLLARDS
 - 6 OUTDOOR AMENITY AREA
 - 7 6-INCH CURB HEAD
 - 8 2-FOOT VALLEY PAN

SETBACKS:
 NORTH, SOUTH AND WEST PROPERTY LINE: 15'
 AIRPORT ROAD - 25'

MATCHLINE SEE LOWER RIGHT THIS SHEET

MATCHLINE SEE UPPER RIGHT THIS SHEET

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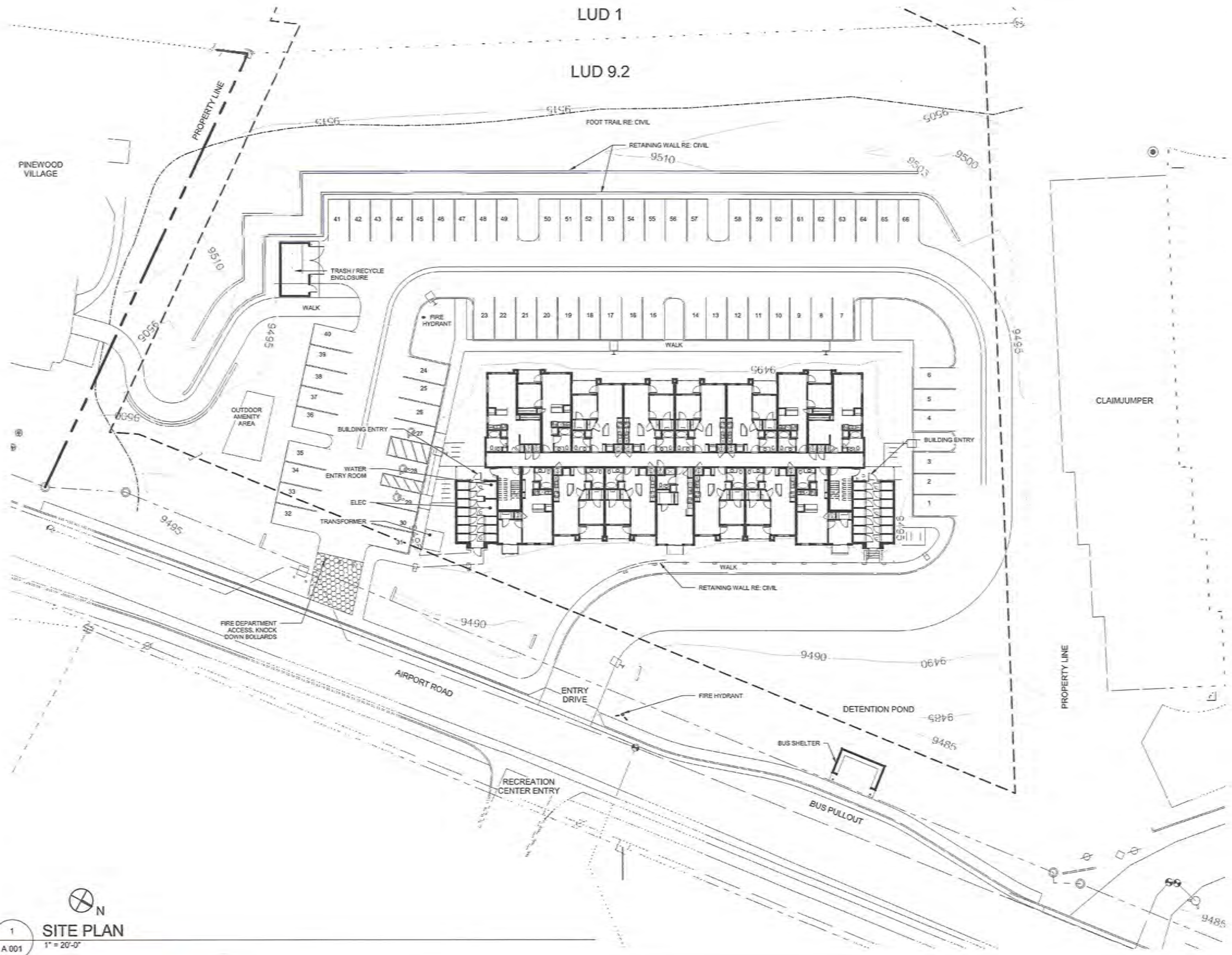
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PINEWOOD VILLAGE 2
 Breckenridge, Colorado
 FINAL CLASS A SUBMITTAL

SITE PLAN IMPROVEMENTS
 1/23/15
C101



OVERALL UNIT MIX					
UNIT TYPE	UNIT DESCRIPTION	UNIT AREA	TOTAL AREA	OCCURRENCES	MIX
S1	STUDIO	534 SF	1602 SF	3	6.7%
S2	STUDIO	595 SF	3570 SF	6	13.3%
			5172 SF	9	20.0%
A1	1 Bedroom / 1 Bath	598 SF	14349 SF	24	33.3%
A2	1 Bedroom / 1 Bath	594 SF	2970 SF	5	11.1%
A2 ALT 1	1 Bedroom / 1 Bath	599 SF	3594 SF	6	13.3%
A2-TYPE A	1 Bedroom / 1 Bath	594 SF	594 SF	1	2.2%
		21937 SF		36	80.0%
		26679 SF		45	100.0%

GROSS BUILDING AREA SCHEDULE BY FLOOR		
Name	LEVEL	AREA
BUILDING BREZZEWAY	R1 T.O. SLAB	551 SF
BUILDING DECK	R1 T.O. SLAB	664 SF
BUILDING HORIZONTAL CIRCULATION	R1 T.O. SLAB	978 SF
BUILDING STORAGE	R1 T.O. SLAB	541 SF
BUILDING UNITS	R1 T.O. SLAB	3898 SF
BUILDING VERTICAL CIRCULATION	R1 T.O. SLAB	387 SF
MECHANICAL	R1 T.O. SLAB	84 SF
R1 T.O. SLAB		12101 SF
BUILDING BREZZEWAY	R2 T.O. SUBFLOOR	527 SF
BUILDING DECK	R2 T.O. SUBFLOOR	575 SF
BUILDING HORIZONTAL CIRCULATION	R2 T.O. SUBFLOOR	978 SF
BUILDING STORAGE	R2 T.O. SUBFLOOR	573 SF
BUILDING UNITS	R2 T.O. SUBFLOOR	8898 SF
BUILDING VERTICAL CIRCULATION	R2 T.O. SUBFLOOR	387 SF
MECHANICAL	R2 T.O. SUBFLOOR	43 SF
R2 T.O. SUBFLOOR		11878 SF
BUILDING DECK	R3 T.O. SUBFLOOR	111 SF
BUILDING HORIZONTAL CIRCULATION	R3 T.O. SUBFLOOR	978 SF
BUILDING UNITS	R3 T.O. SUBFLOOR	8898 SF
BUILDING VERTICAL CIRCULATION	R3 T.O. SUBFLOOR	387 SF
R3 T.O. SUBFLOOR		10373 SF
GRAND TOTALS		34452 SF

2.93 ACRES (127,459 SF) FOR THE TOTAL AREA, THEN THE SITE IMPROVEMENTS WOULD COVER 35.4% OF THE SITE

PARKING BY TYPE		
PARKING TYPE	COUNT	RATIO
8' X 18' H.C. SPACE & AISLE	2	1.33
8' X 18' H.C. SPACE & AISLE	1	1.66
8' X 18' SURFACE	63	1.35
GRAND TOTAL	66	

DENSITY* AREA CALCULATIONS		
NAME	AREA	
FIRST FLOOR	9,104 SF	
SECOND FLOOR	8,960 SF	
THIRD FLOOR	8,960 SF	
GRAND TOTAL	27,024 SF	

*DENSITY EQUALS TOTAL SQUARE FOOTAGE OF THE RESIDENTIAL PORTIONS OF THE BUILDING. DENSITY DOES NOT INCLUDE COMMON AREAS SUCH AS LOBBIES, HALLWAYS, AND AMENITY AREAS PER TOWN OF BRECKENRIDGE DEVELOPMENT CODE

STORAGE SCHEDULE		
AREA	LEVEL	AREA TYPE
38 SF	T.O. SLAB	STORAGE
52 SF	T.O. SLAB	STORAGE
96 SF	T.O. SLAB	STORAGE
321 SF	T.O. SLAB	STORAGE
54 SF	T.O. SLAB	STORAGE
320 SF	R2 T.O. SUBFLOOR	STORAGE
52 SF	R2 T.O. SUBFLOOR	STORAGE
96 SF	R2 T.O. SUBFLOOR	STORAGE
321 SF	R2 T.O. SUBFLOOR	STORAGE
54 SF	R2 T.O. SUBFLOOR	STORAGE
480 SF	R2 T.O. SUBFLOOR	STORAGE
1000 SF		
38 SF	R3 T.O. SUBFLOOR	STORAGE
52 SF	R3 T.O. SUBFLOOR	STORAGE
96 SF	R3 T.O. SUBFLOOR	STORAGE
321 SF	R3 T.O. SUBFLOOR	STORAGE
54 SF	R3 T.O. SUBFLOOR	STORAGE
520 SF		
2040 SF		

PERCENTAGE OF TOTAL DENSITY FOR STORAGE
2040 SF / 27,024 SF = 7.5%

1 SITE PLAN
A 001 1" = 20'-0"

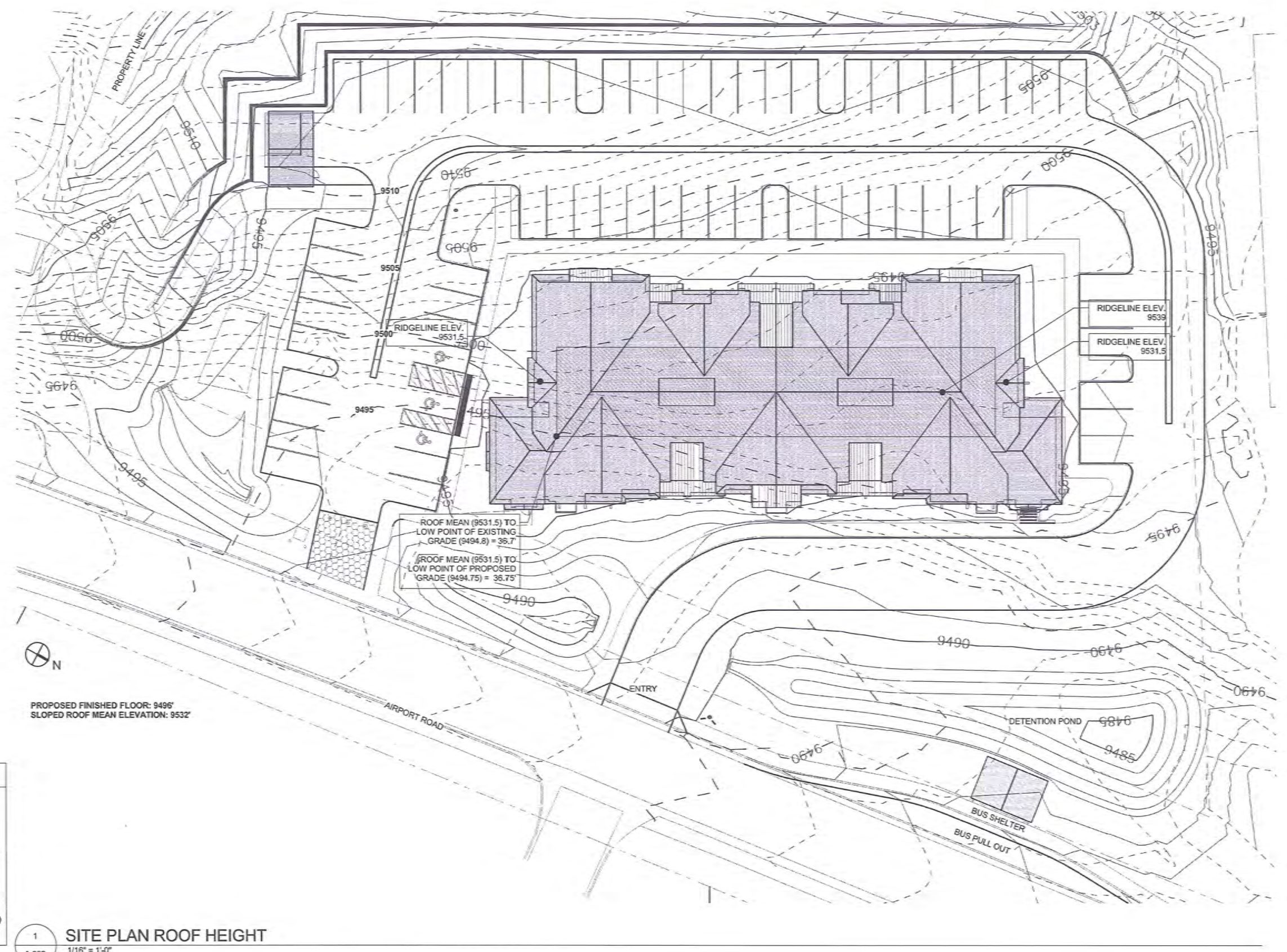
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PINEWOOD VILLAGE 2
Breckenridge, Colorado
FINAL CLASS A SUBMITTAL 1/23/15
SITE PLAN 1" = 20'-0"
A 001




ROOF MEAN (9531.5) TO LOW POINT OF EXISTING GRADE (9494.8) = 36.7'
 ROOF MEAN (9531.5) TO LOW POINT OF PROPOSED GRADE (9494.75) = 36.75'

PROPOSED FINISHED FLOOR: 9495'
 SLOPED ROOF MEAN ELEVATION: 9532'

KEYPLAN

SITE AREA: 2.92 AC
 BUILDING FINISHED FLOOR = 9495.5'
 ROOF MEAN ELEVATION = 9531.5'
 MAX ALLOWED ROOF MEAN ELEVATION = 9533.5' (38')

 INDICATES AREA OF MEAN ROOF HEIGHT

NOTE: DASHED CONTOUR LINES ARE EXISTING. SOLID CONTOURS ARE PROPOSED.

1 SITE PLAN ROOF HEIGHT
 A 002 1/16" = 1'-0"

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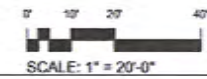
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ROOF HEIGHT EXHIBIT
 As indicated
 1/23/15 **A 002**

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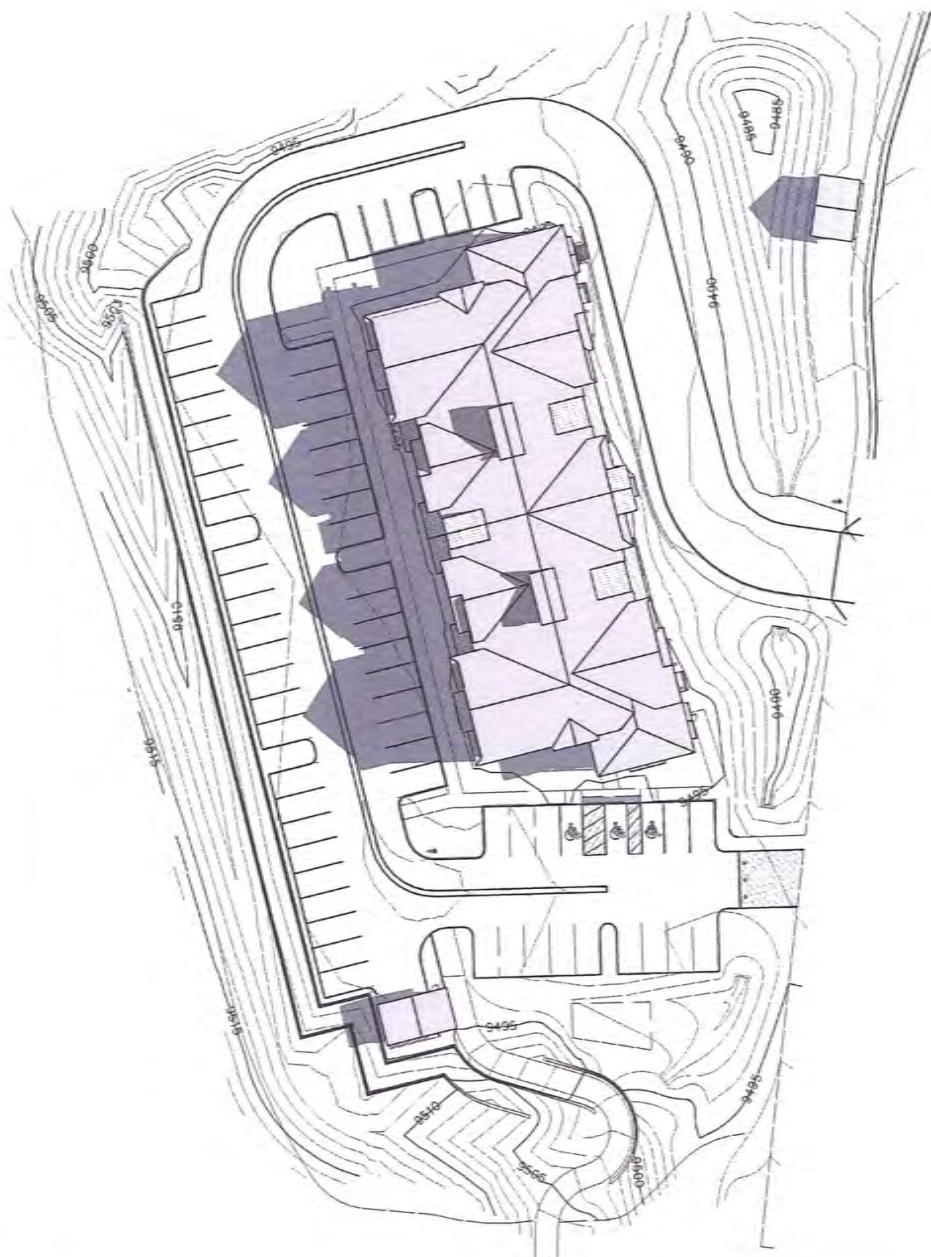
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A 003

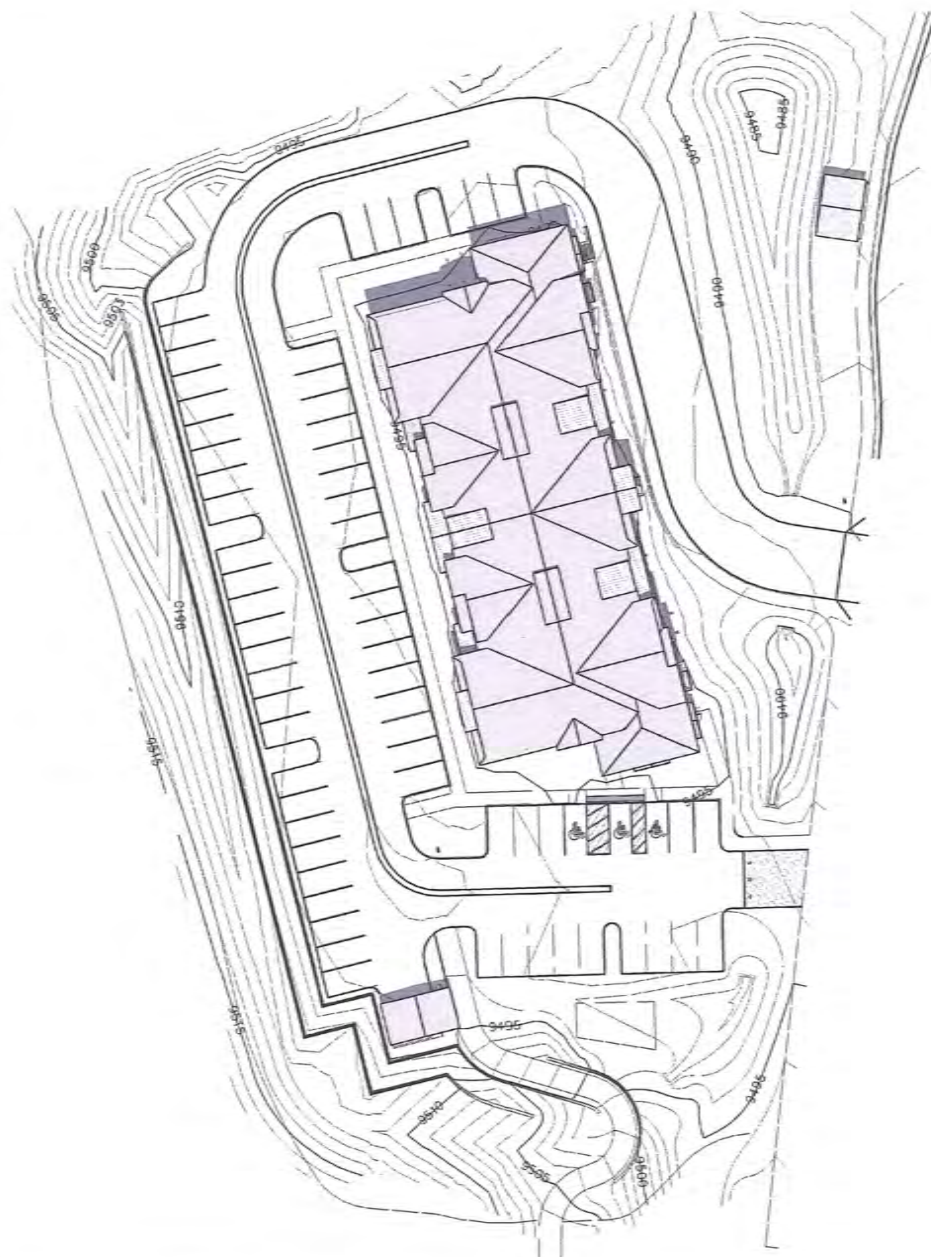
COLOR SITE PLAN/LANDSCAPE PLAN

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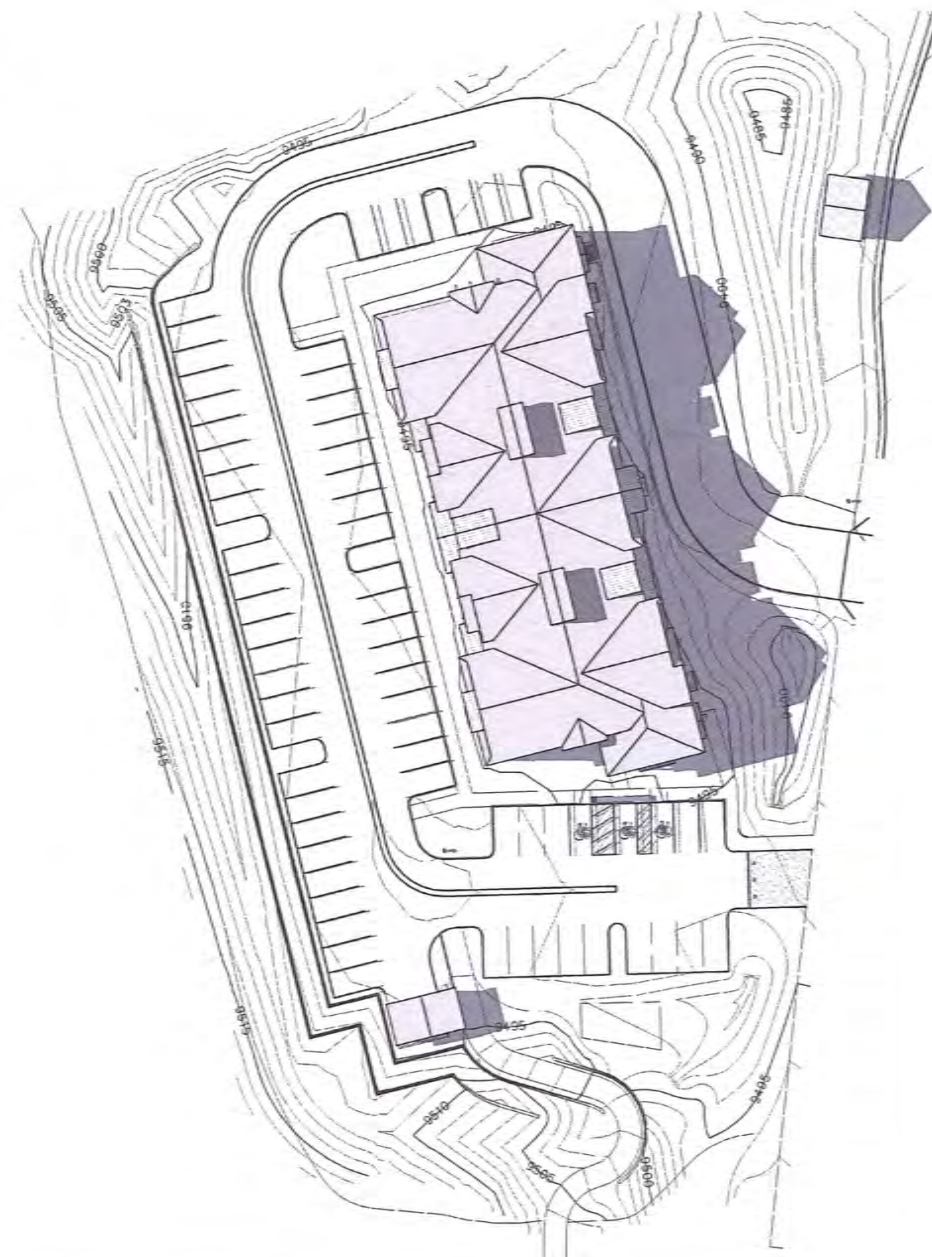
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1 SUMMER SOLSTICE 8 AM
A 004 1" = 30'-0"



2 SUMMER SOLSTICE 12 PM
A 004 1" = 30'-0"



3 SUMMER SOLSTICE 4 PM
A 004 1" = 30'-0"

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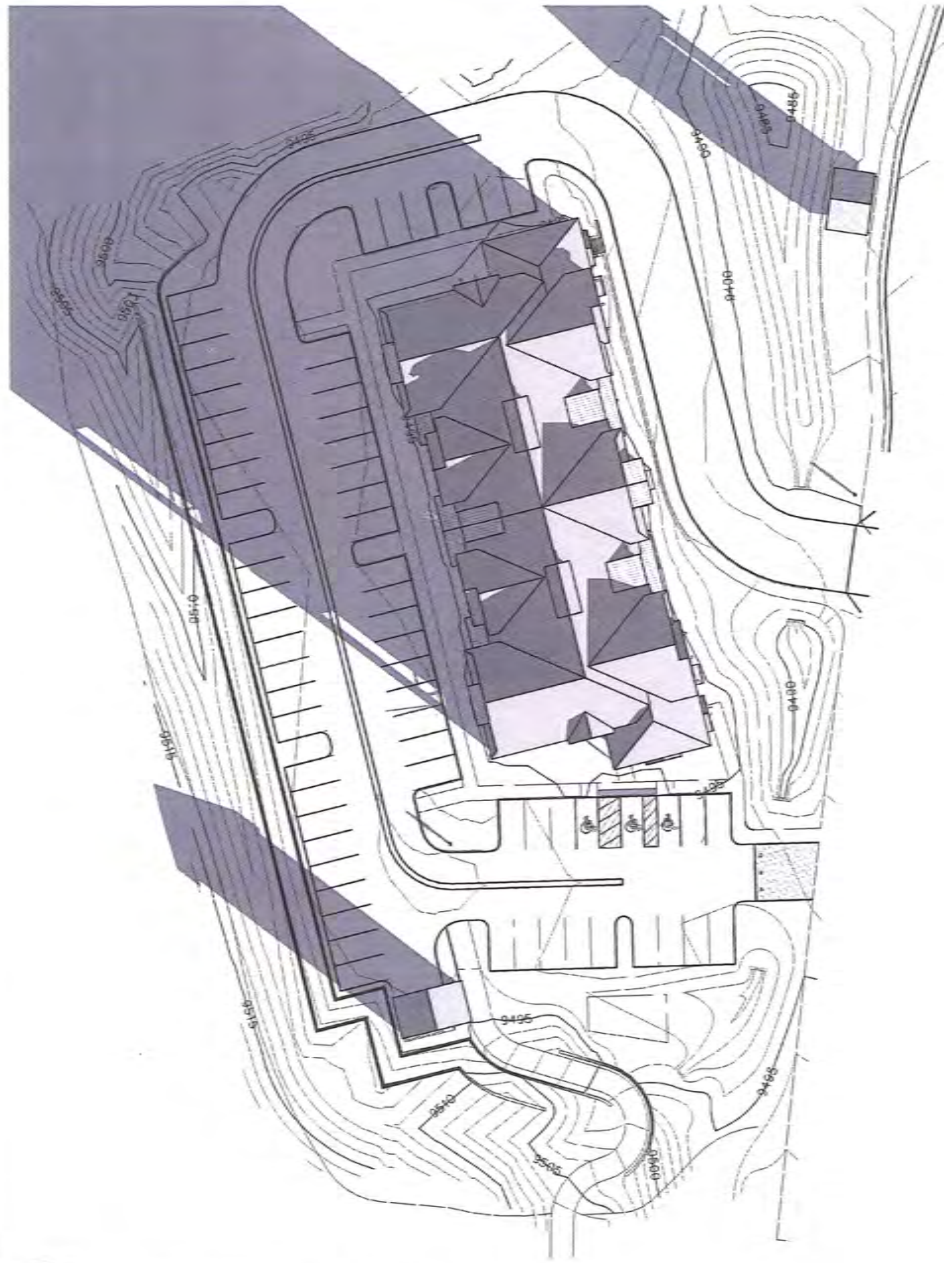
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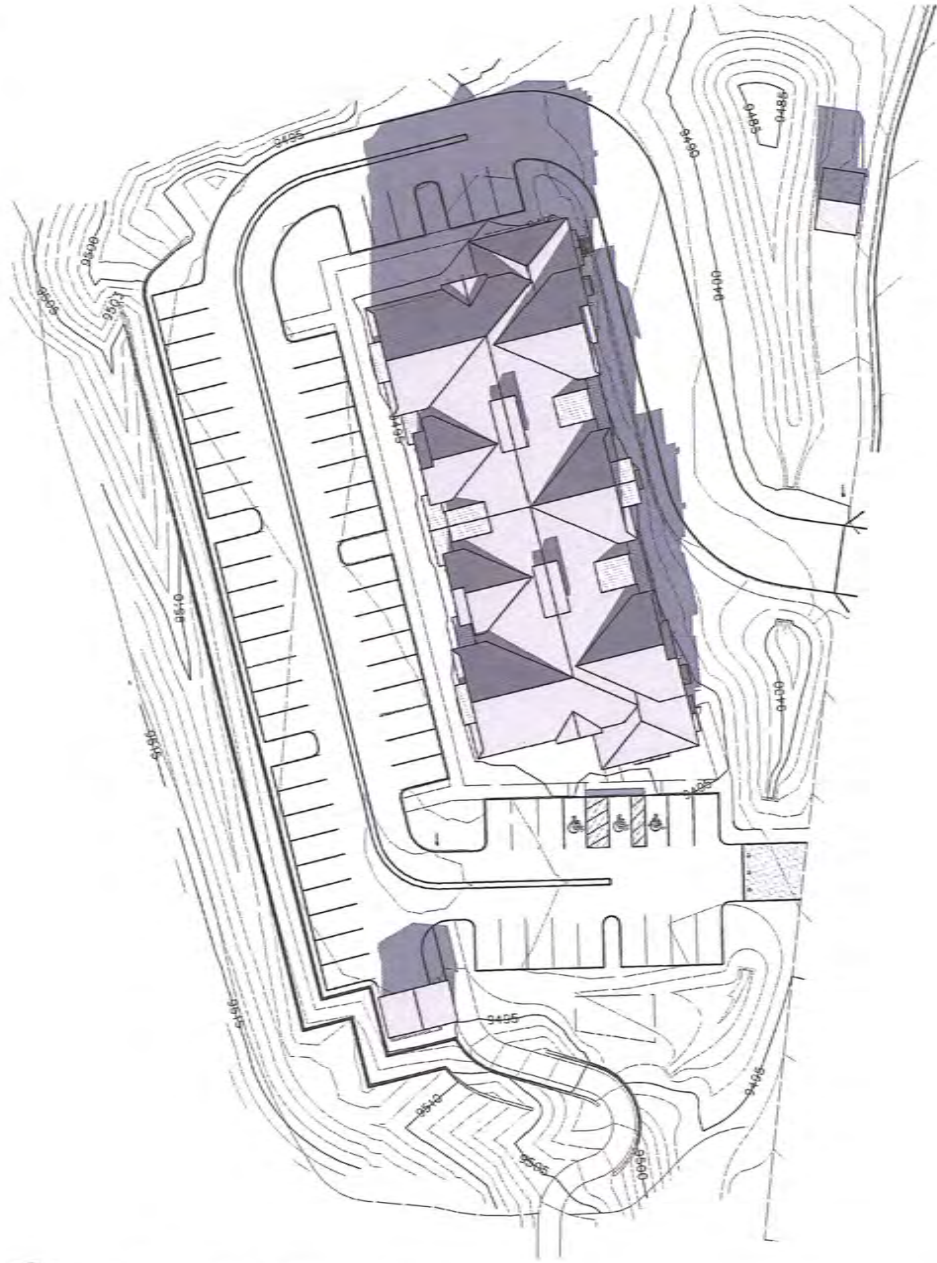
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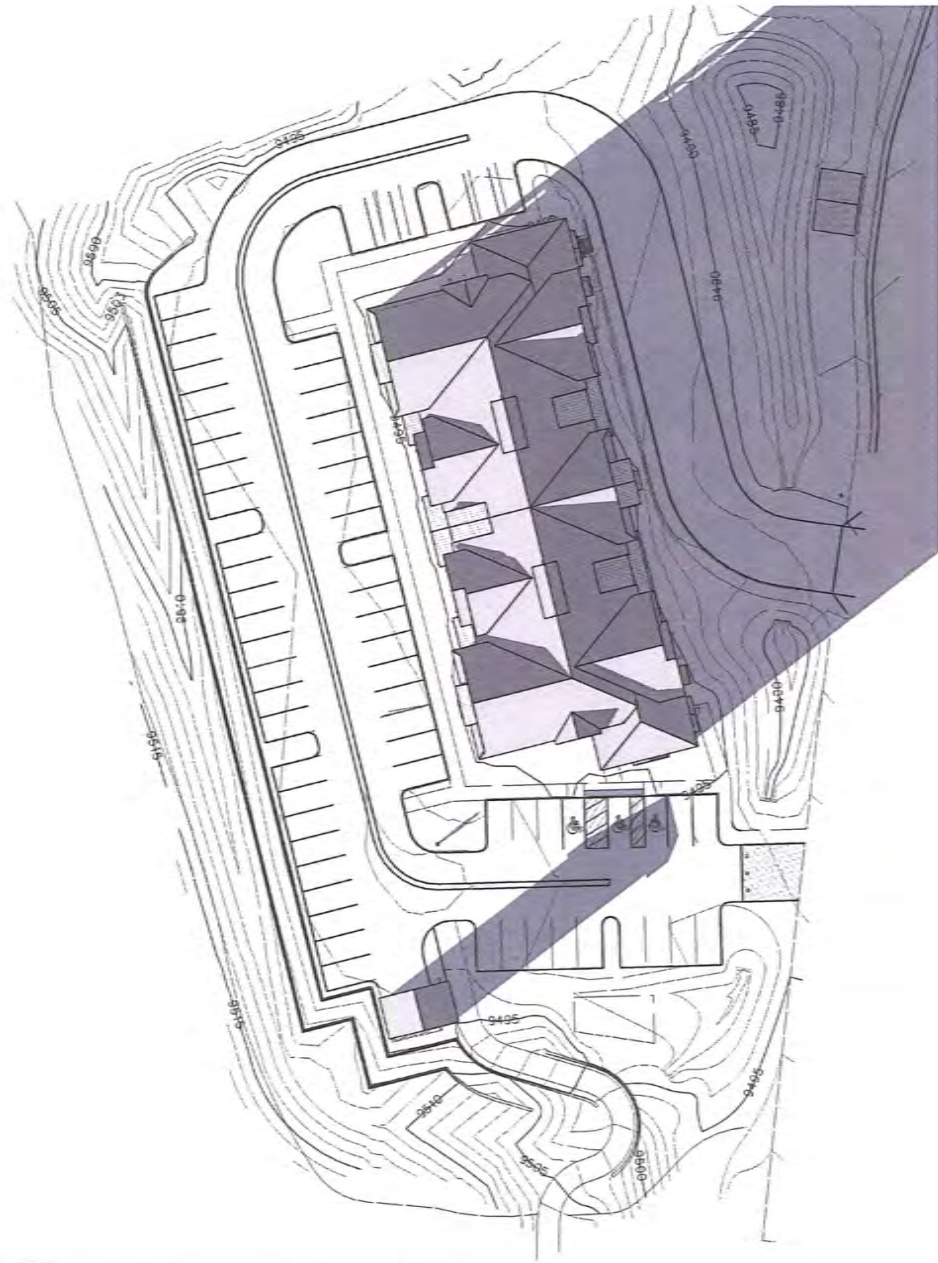
SUMMER SHADOW PROJECTIONS
1" = 30'-0"
1/23/15
A 004



1 WINTER SOLSTICE 8 AM
A 005 1" = 30'-0"



2 WINTER SOLSTICE 12 PM
A 005 1" = 30'-0"



3 WINTER SOLSTICE 4 PM
A 005 1" = 30'-0"

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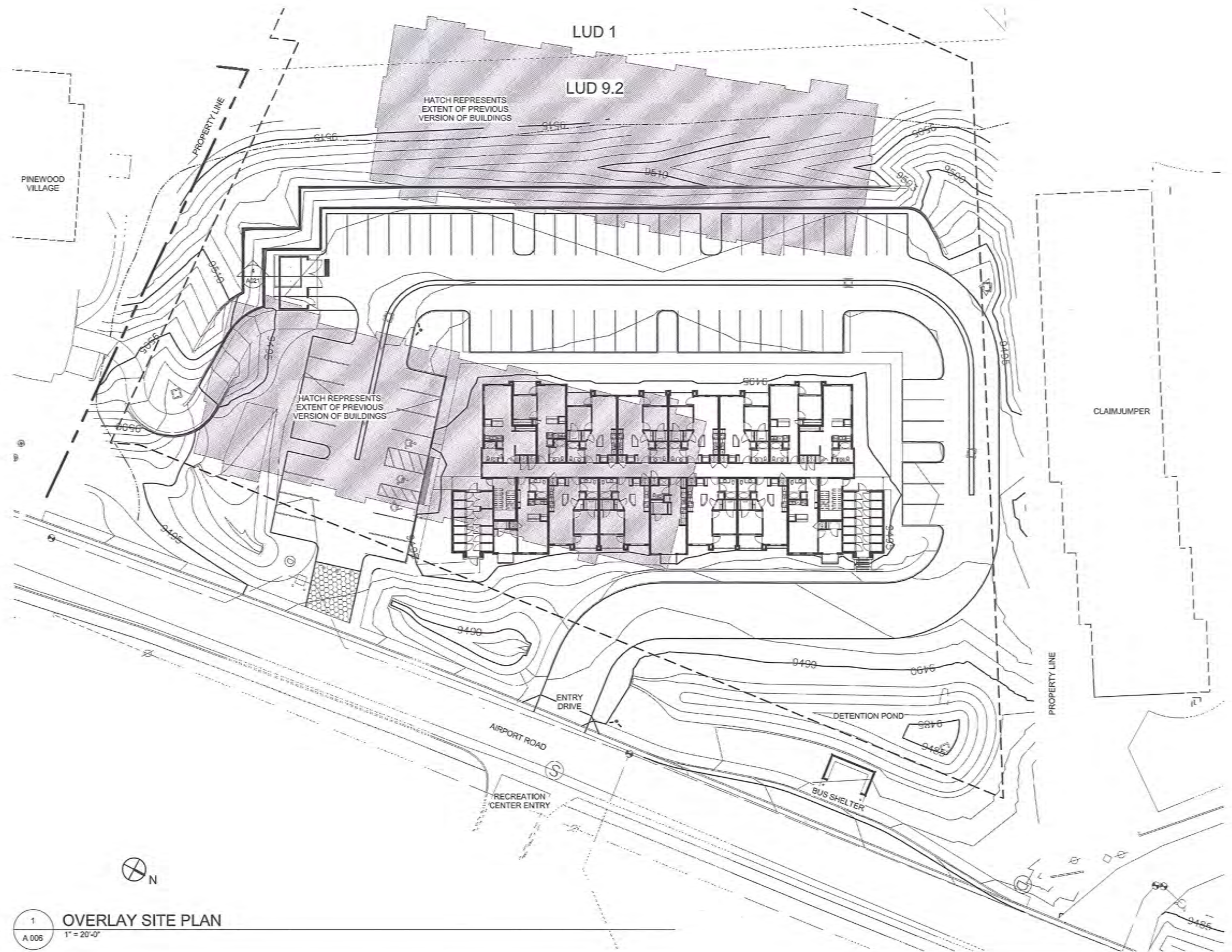
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PINEWOOD VILLAGE 2
Breckenridge, Colorado

WINTER SHADOW PROJECTIONS
1" = 30'-0"
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A 005

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1 OVERLAY SITE PLAN
A 006 1" = 20'-0"

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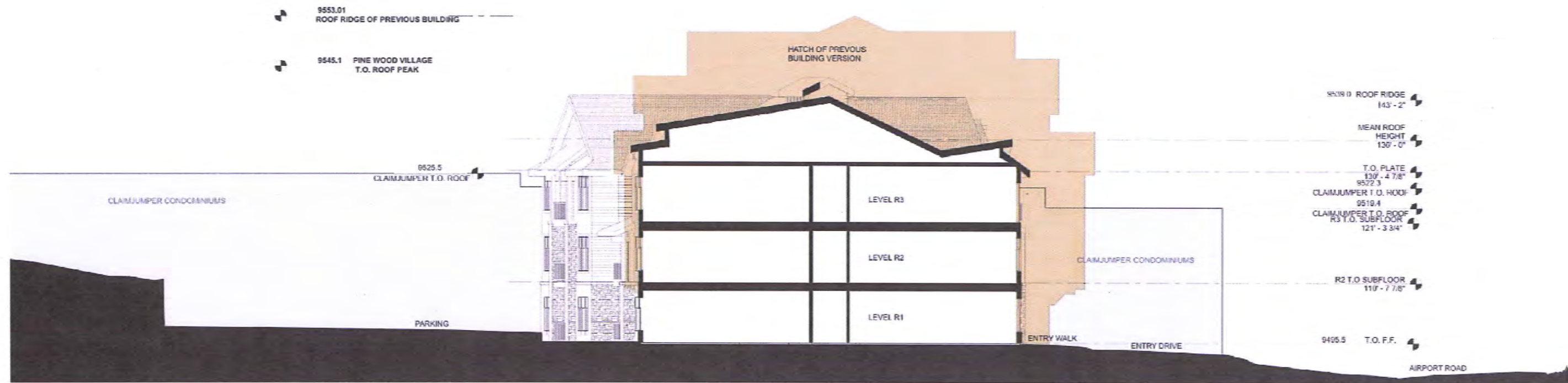
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PINEWOOD VILLAGE 2
Breckenridge, Colorado
FINAL CLASS A SUBMITTAL

SITE PLAN OVERLAY
1" = 20'-0"
1/23/15
A 006

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1 SITE SECTION
 A 007 1/8" = 1'-0"

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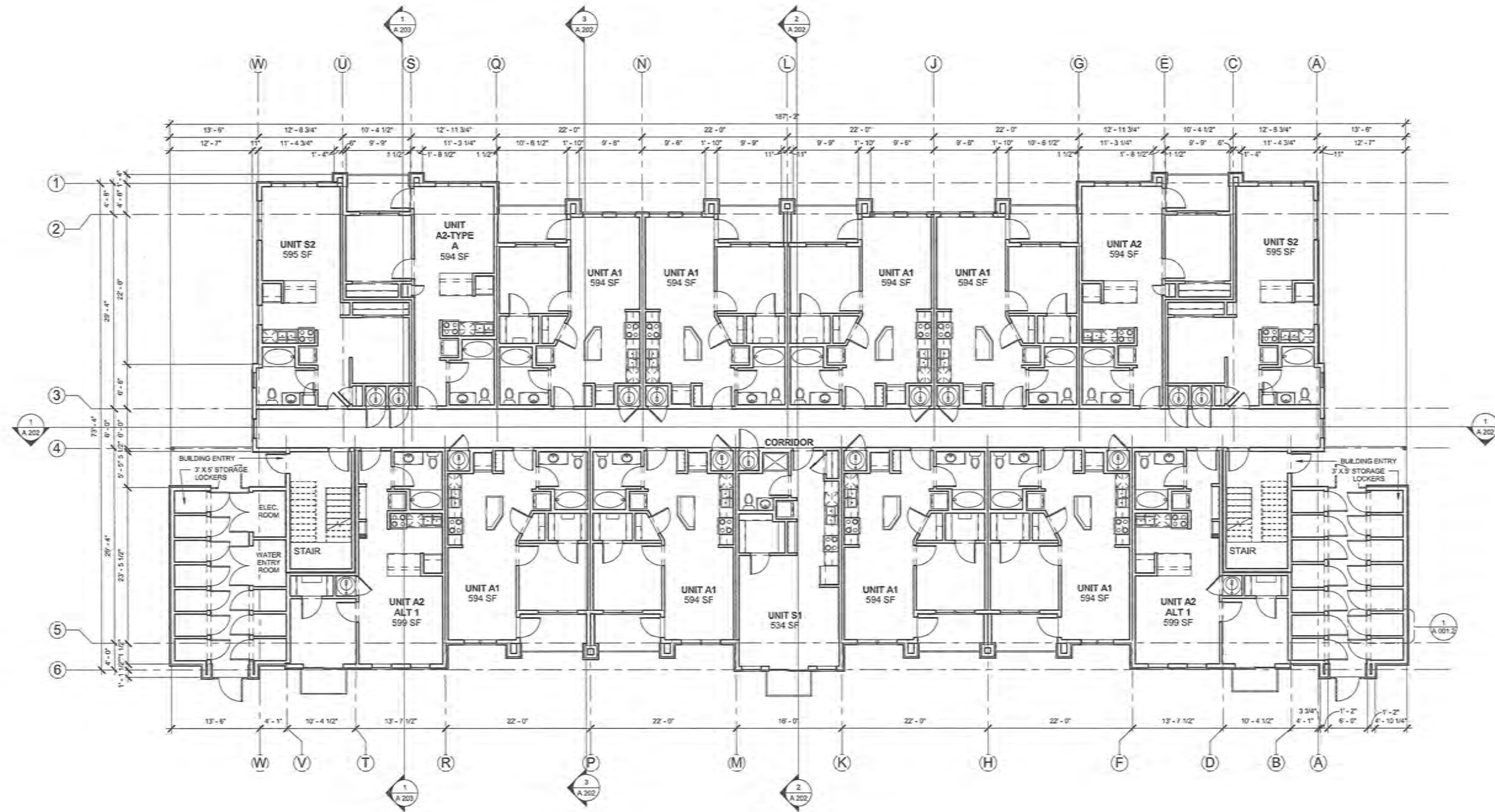
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 Breckenridge, Colorado

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SITE SECTION
A 007



1 R1-CD
1/8" = 1'-0"

41 - n:\Documental\PineWood Village II - Central_1.rvt

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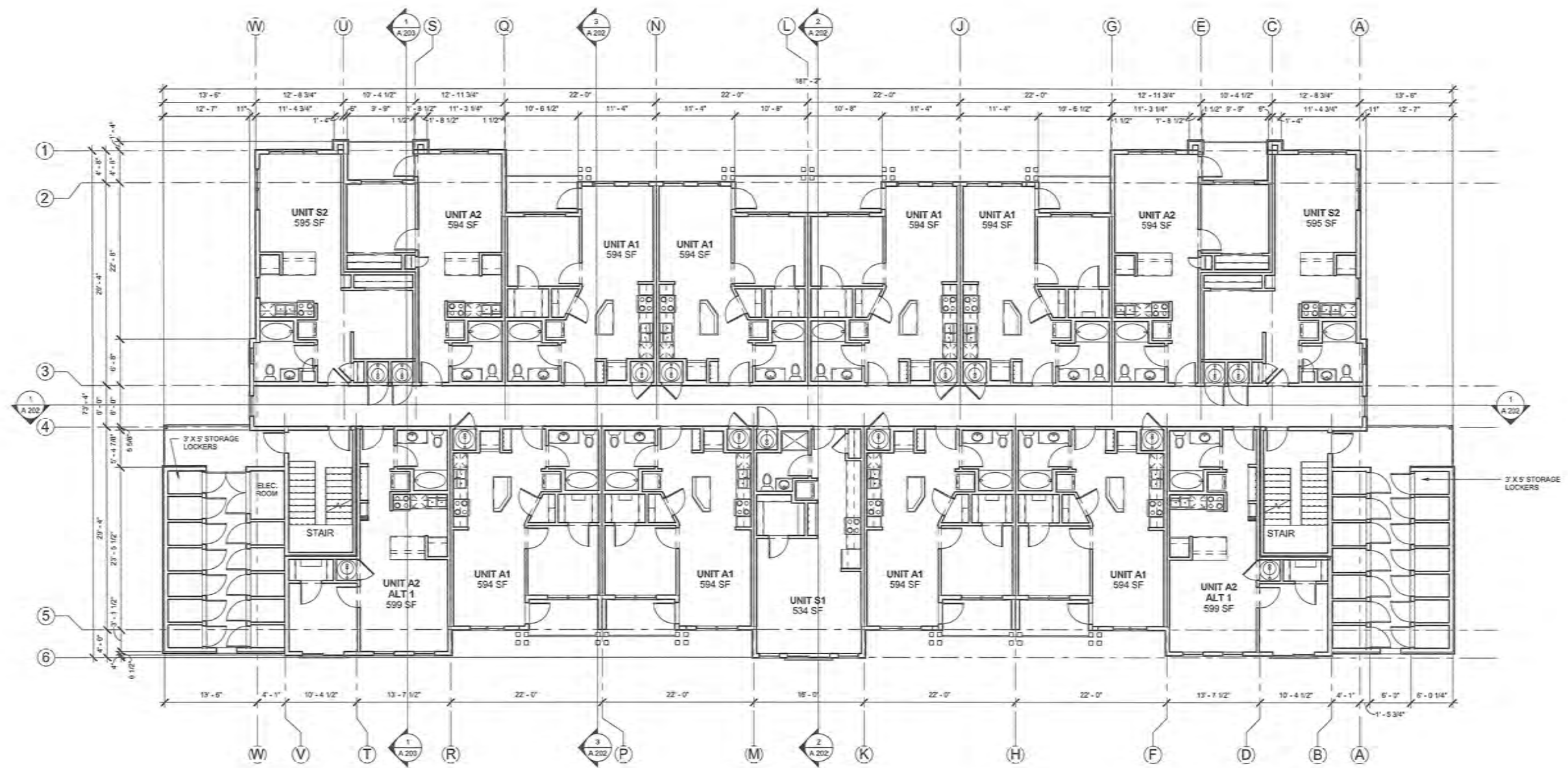
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PINEWOOD VILLAGE 2
Breckenridge, Colorado
FINAL CLASS A SUBMITTAL

LEVEL 1 - LAYOUT PLAN
1/8" = 1'-0"
1/23/15
A 100

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1 R2 - CD
1/8" = 1'-0"

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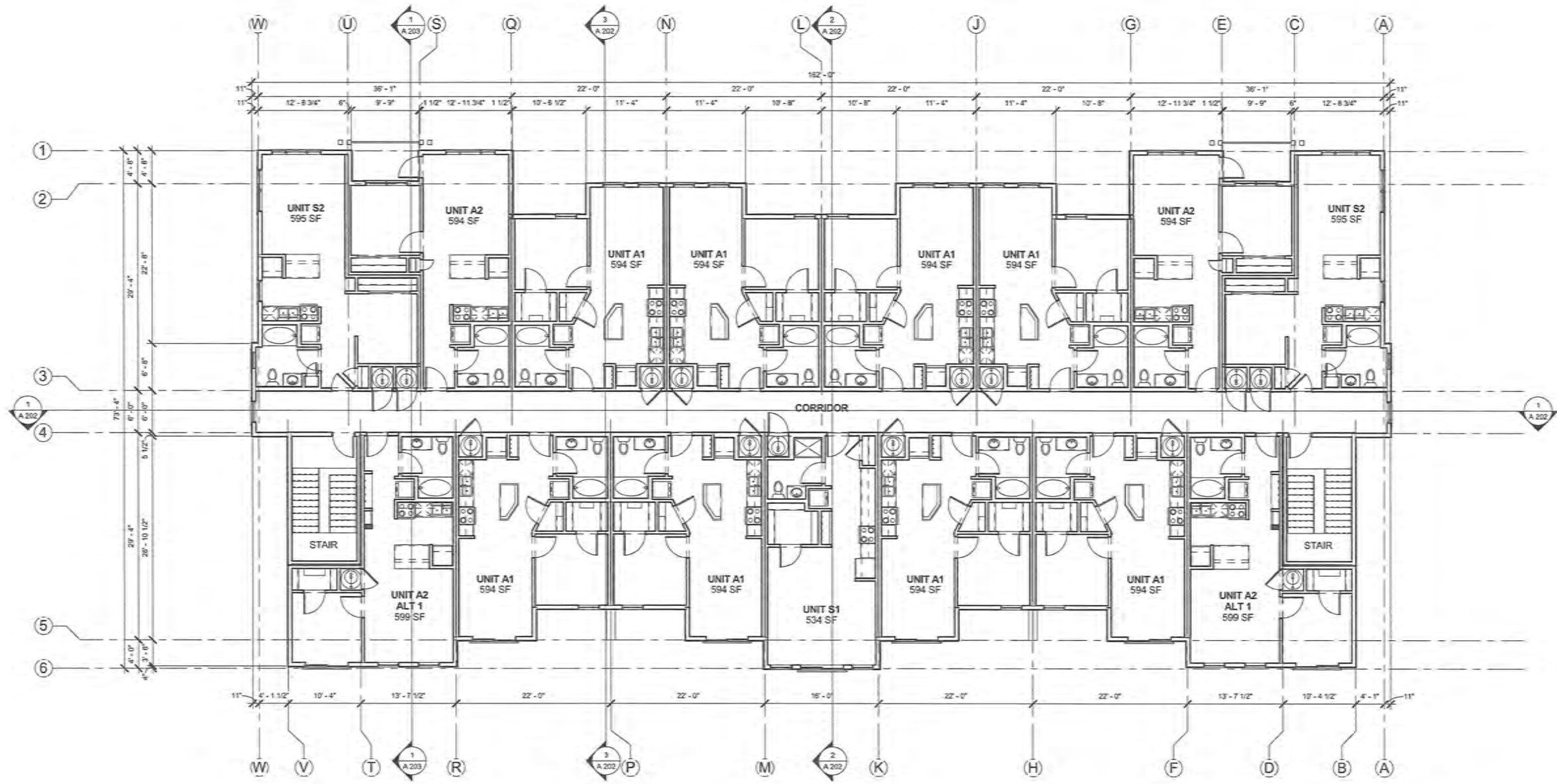
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PINEWOOD VILLAGE 2
Breckenridge, Colorado
FINAL CLASS A SUBMITTAL

LEVEL 2 - LAYOUT PLAN
1/8" = 1'-0"
1/23/15
A 101



1 R3 - CD
1/8" = 1'-0"

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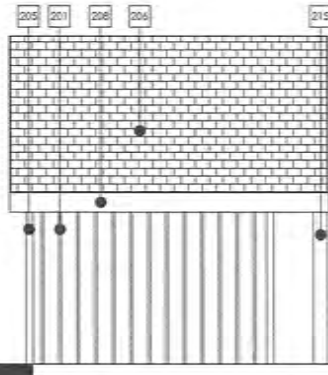
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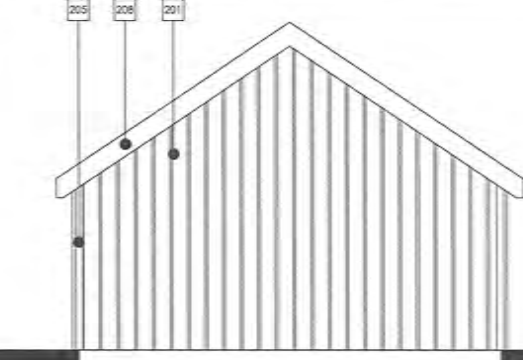
PINEWOOD VILLAGE 2
Breckenridge, Colorado
FINAL CLASS A SUBMITTAL

LEVEL 3 - LAYOUT PLAN
1/8" = 1'-0"
1/23/15
A 102

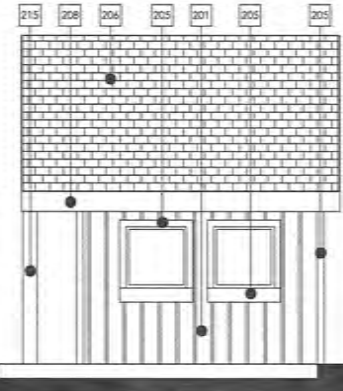
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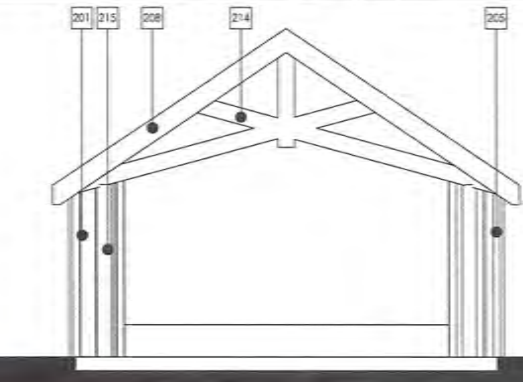
10 BUS SHELTER - SOUTH ELEVATION
1/4" = 1'-0"



9 BUS SHELTER - WEST ELEVATION
1/4" = 1'-0"



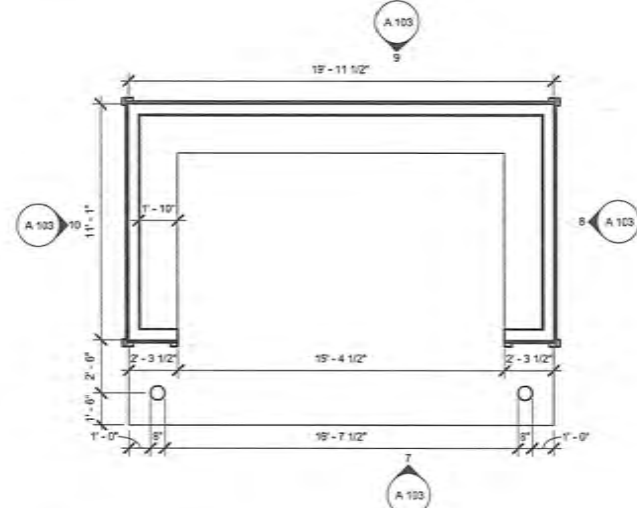
8 BUS SHELTER - NORTH ELEVATION
1/4" = 1'-0"



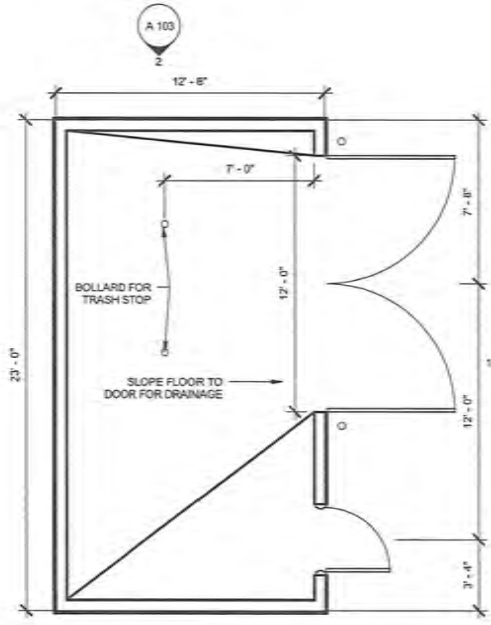
7 BUS SHELTER - EAST ELEVATION
1/4" = 1'-0"

MATERIAL KEYNOTE LEGEND	
KEY VALUE	NOTE
201	CEMENTITIOUS BOARD AND BATTEN SIDING- BATTENS 12" ON CENTER PAINTED; COLOR: COLORLIFE OILED CEDAR CL 2755D
202	CEMENTITIOUS LAP SIDING WITH 6" EXPOSURE PAINTED; COLOR: COLORLIFE ANGLE CL 3246A
203	TELLURIDE STONE; STYLE: TELLURIDE GOLD; COLOR: GREYSTONE
204	VINYL SINGLE HUNG WINDOWS; COLOR: TO MATCH TERRATONE BY ANDERSON
205	1" X 6" CEMENTITIOUS TRIM PAINTED; COLOR: COLORLIFE TURBO CL 3244M
206	ASPHALT SHINGLE ROOF-CLASS A; STYLE: TIMBERLINE; COLOR: BARKWOOD
208	1" X 12" CEMENTITIOUS FASCIA PAINTED; COLOR: COLORLIFE ANGLE CL 3246A

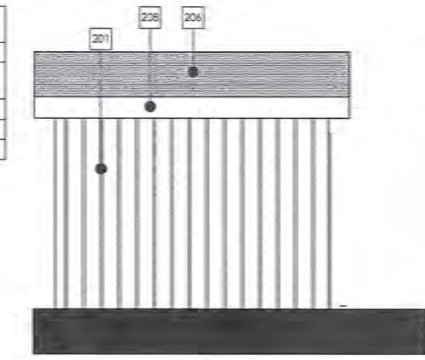
MATERIAL KEYNOTE LEGEND	
KEY VALUE	NOTE
210	METAL BALCONY RAILING 42" 1-1/2" X 1-1/2" TOP AND BOTTOM RAILS & 3/4" PICKETS 4" O.C. COLOR: BLACK
213	8"X2-1/2"X38" CORONADO STONE CAP; COLOR:
214	EXPOSED HEAVY TIMBER WOOD TRUSS; COLOR: NATURAL WOOD, SEALED
215	HEAVY TIMBER COLUMN; COLOR: NATURAL WOOD, SEALED



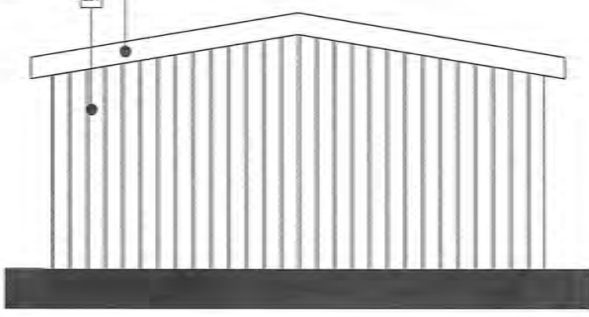
6 BUS SHELTER PLAN
1/4" = 1'-0"



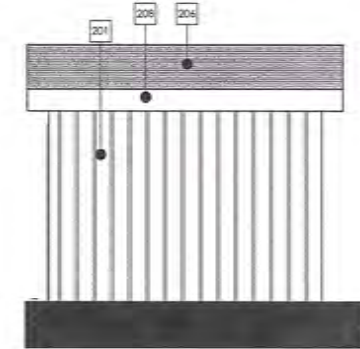
5 TRASH ENCLOSURE PLAN
1/4" = 1'-0"



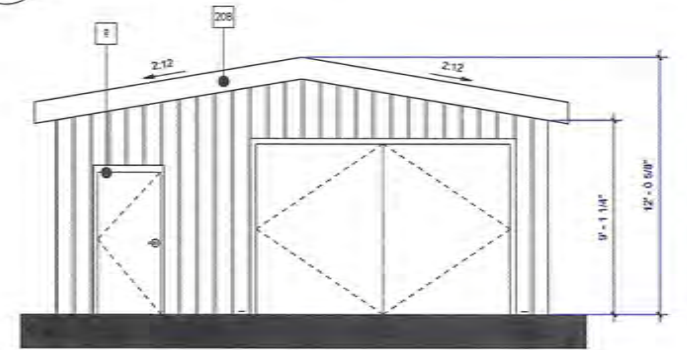
4 TRASH ENCLOSURE EAST ELEVATION
1/4" = 1'-0"



3 TRASH ENCLOSURE SOUTH ELEVATION
1/4" = 1'-0"



2 TRASH ENCLOSURE WEST ELEVATION
1/4" = 1'-0"



1 TRASH ENCLOSURE NORTH ELEVATION
1/4" = 1'-0"

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PINEWOOD VILLAGE 2
Breckenridge, Colorado
ANCILLARY BUILDINGS
FINAL CLASS A SUBMITTAL 1/23/15
1/4" = 1'-0"
A 103

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WEST ELEVATION



EAST ELEVATION

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PINEWOOD VILLAGE 2
 Breckenridge, Colorado FINAL CLASS A SUBMITTAL

COLOR ELEVATIONS
 1/23/15 A 300

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A 301



47 - Documents\PineWood Village II - Central_Irvin.rvt

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PINEWOOD VILLAGE 2
 Breckenridge, Colorado
 FINAL CLASS A SUBMITTAL

BUILDING PERSPECTIVE
 1/23/15
A 400

Short Grass Seed Mix

Revegetation all disturbed areas on site.

Short-Dry Grass Seed Mix:

- Hard Fescue, VNS 30%
- Creeping Red Fescue, VNS 30%
- Sheep Fescue, Meltenberger 25%
- Canada Bluegrass, Rubens 10%
- Canby Bluegrass, Canbar 5%

Sow @ 2 lbs/1000s.f.

Slopes over 3:1 shall be hayed and tackified or netted.

Native Grass Seed Mix

Native High Country Grass Seed Mixture:

- Slender Wheatgrass 15%
- Bluebunch Wheatgrass 15%
- Sandberg Bluegrass 10%
- Indian Ricegrass 10%
- Idaho Fescue 10%
- Western Wheatgrass 10%
- Blue Wildrye 10%
- Rocky Mountain Fescue 10%
- Tufted Hairgrass 5%
- Canby Bluegrass 5%

Revegetate all disturbed areas with Grass Seed Mix @ 2lbs/1000 s.f. Slopes over 3:1 shall be hayed, tackified, or netted

Wildflower Seed Mix

Summit County Sunny Wildflower Mix:

- | | | |
|---------------------------|---------------------------|-----------------|
| Bachelor Button, Dwarf | Lupine, Mountain Blue | Poppy, Shirley |
| California Bluebell | Mountain Phlox | Rocket Larkspur |
| Columbine, Dwarf | Penstemon, Firecracker | Shasta Daisy |
| Columbine, Mixed | Penstemon, Rocky Mountain | Snow-in-Summer |
| Columbine, Rocky Mountain | Penstemon, Wasatch | Soapwort |
| Five Spot | Poppy, California | Sweet William |
| Flax, Blue | Poppy, Mixed California | Wallflower |
| Gaillardia/Blanketflower | Poppy, Iceland | Wild Thyme |
| Indian Paintbrush | Poppy, Oriental | |

Landscape Legend

- Existing Evergreen Tree
- Existing Evergreen Tree (to be removed)
- (22) Proposed Engelmann Spruce Tree
 - (9) 8' Collected
 - (10) 10' Collected
 - (3) 12' Collected
- (19) Proposed Colorado Spruce Tree
 - (5) 8' Nursery Grown
 - (8) 10' Nursery Grown
 - (6) 12' Nursery Grown
- (21) Proposed Bricecone Pine Tree
 - (15) 8' Collected
 - (5) 10' Collected
 - (1) 12' Collected
- (35) Proposed Aspen Tree
 - 2.5" Cal. (50% multi-stem)
- (7) Proposed Schubert Chokecherry Tree
 - 2.5" Cal.
- (118) Proposed Shrub
 - #5 Containers
- Proposed Perennial/Annuals
 - 4" pots @ 18" O.C.
- Proposed Cobble over Fabric
 - 4"-6" Cobble
- Proposed Short Grass Seed
- Proposed Native Grass Seed
- Proposed Wildflower Seed
- Proposed Shredded Wood Mulch over Fabric
- Proposed Snow Storage Area
- Proposed Grass Pave Area
- Proposed Crusher Fine Path
- Proposed Mow Line
- Proposed Steel Edger

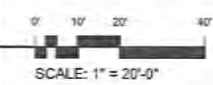
Landscape Notes

1. Install 6" depth of plant mix in perennial beds. Topsoil to be installed to a depth of 2'-3" in all disturbed areas. All soil must be approved by Landscape Designer prior to installation.
2. Tree and shrub wells to be back filled with 50% native soil and 50% organic amendment.
3. Location of all trees shall be staked by Contractor and approved by the Landscape Designer prior to installation.
4. Shredded wood mulch will be used as a ground cover treatment in designated areas with weed barrier fabric. All shrub and tree planting beds shall receive medium shredded wood mulch 3" deep over weed barrier fabric. All perennial beds shall receive a minimum of 2" small rugel bark mulch.
5. All boulders over 1.5' in diameter uncovered during excavation will be stocked on site for use as landscape boulders as shown per plan. Final boulder placement to be approved by the Landscape Designer.
6. Locate all plant material to avoid snow shed, snow removal locations, sight lines, utility lines, fire hydrants, and easements.
7. Exact placement and shape of planting beds shall be reviewed by Landscape Designer prior to installation of irrigation drip tubing. Shrubs, in their pots, shall be placed for review by Landscape Designer.
8. Plant quantities symbolically shown on plan take precedence over written instructions. Align and place all trees and shrubs per these notes and drawings.
9. Edging to be 4" steel edging. Edging shall be tacked in place with 1 foot edging straps at each 10' section and once in the middle. Distance between straps shall not exceed 5'.
10. It is the contractor's responsibility to furnish plant material free of pests or disease. Pre-selected, "tagged" material must be inspected by the Landscape Designer prior to installation. The Contractor must certify that all plant material is free of pests and disease. The Contractor must warranty all plant materials for health and proper installation for a period of (1) year after installation per their contract.
11. All new trees and shrubs shall be drip irrigated upon installation. All perennial and short grass areas shall be spray irrigated. A permanent irrigation system is required.
12. All tree and shrub symbols used are reflective of plant size in 10-12 years.
13. This document, information and design is proprietary data and the exclusive property of Neils Lunceford, Inc. Reproduction or use of this document is prohibited without written consent.

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 www.neilslunceford.com



Landscape Plan



-48-

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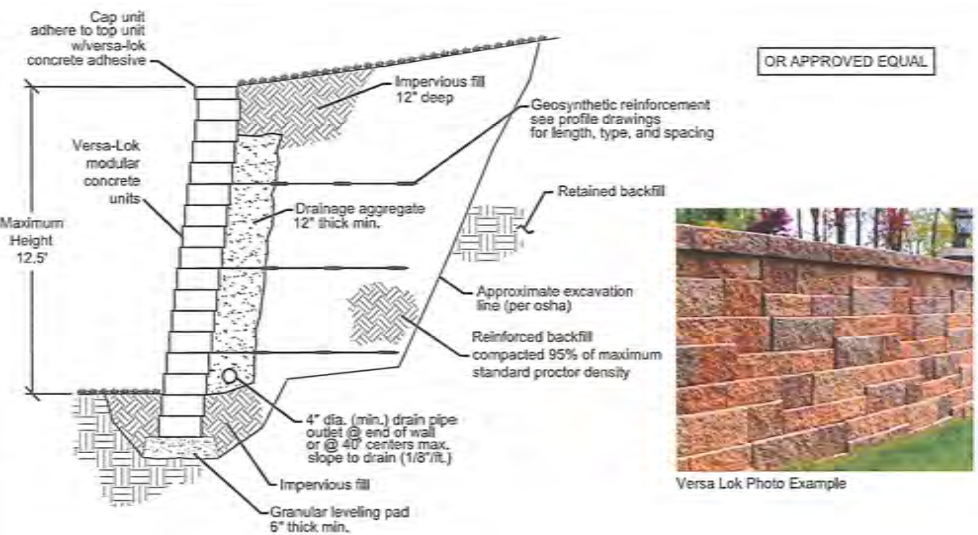
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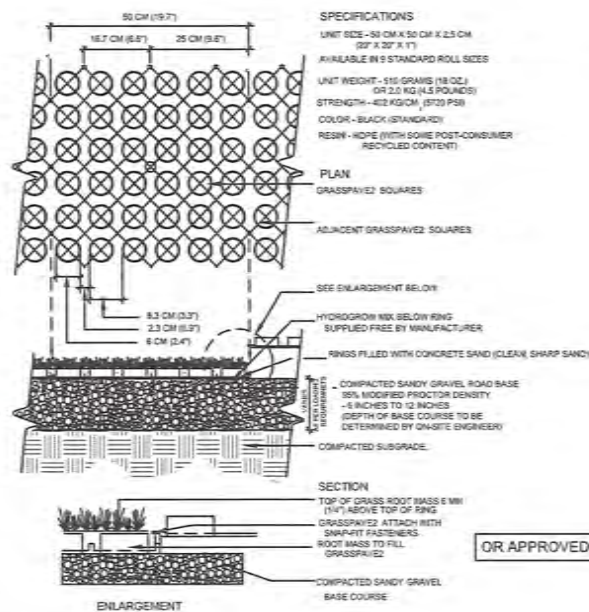
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PINEWOOD VILLAGE 2
 Breckenridge, Colorado
 Final Class A Submittal 1/23/15

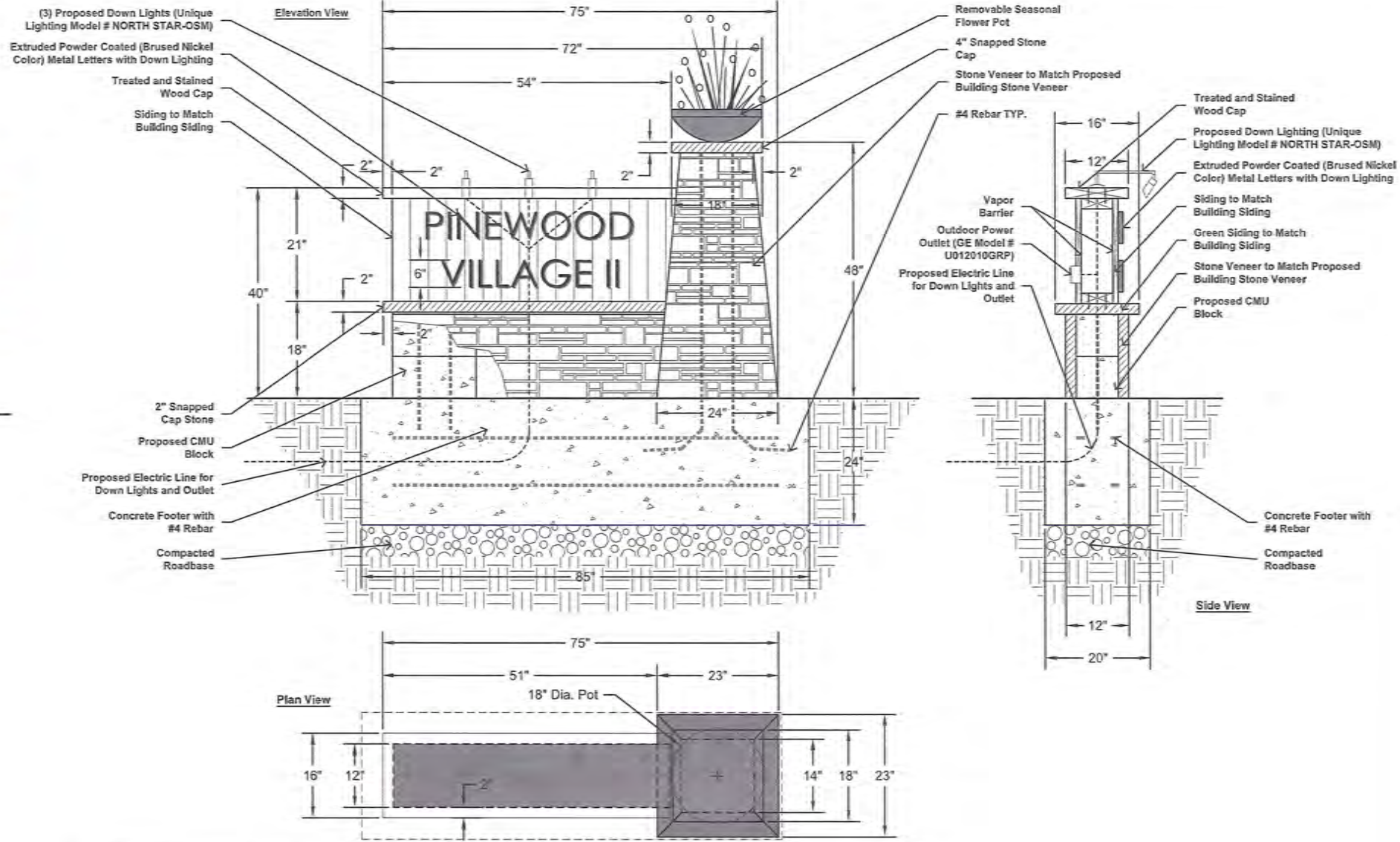
LANDSCAPE PLAN
L 002



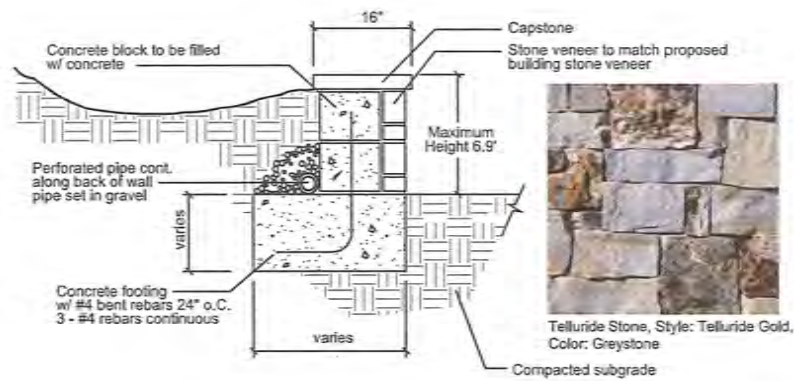
1 West Retaining Walls Detail (re: Structural Engineer)
 L004 Scale: NTS



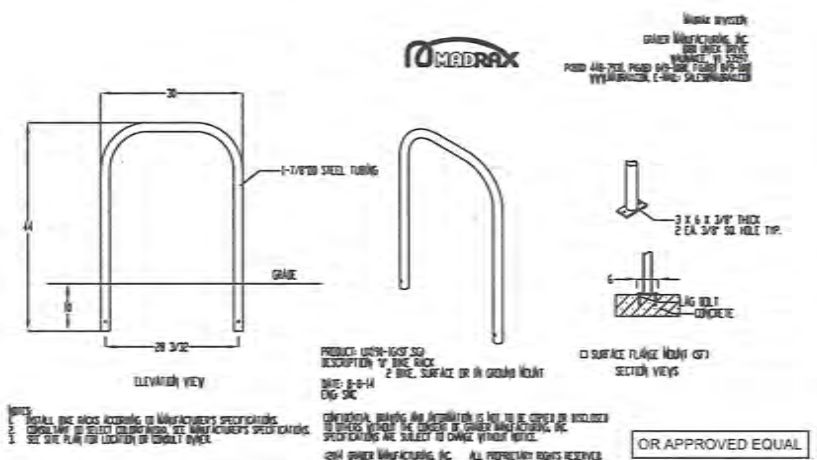
2 Grass Pave Detail
 L004 Scale: NTS



4 Entrance Sign Detail
 L004 Scale: 1" = 1'-0"



3 East Retaining Wall Detail (re: Structural Engineer)
 L004 Scale: NTS

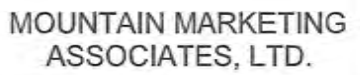


5 Bike Rack Detail
 L004 Scale: NTS



Neils Lunceford, Inc.
 CONSULTING ENGINEERS, ARCHITECTS, PLANNERS, AND LANDSCAPE ARCHITECTS

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LANDSCAPE DETAILS

Breckenridge, Colorado Final Class A Submittal 1/23/15 L 004

Planning Commission Staff Report

Subject: Temporary AT&T Wireless Facility at Gold Creek Condominium
(Class A, Preliminary Hearing; PL-2015-0009)

Proposal: AT&T Wireless is proposing a temporary wireless facility consisting of three steel skid mounting brackets with a total of twelve 8-foot tall panel antennas (four per skid) at the north, east, and west rooftop elevations for twelve months at which time the permanent installation would be constructed. The skids and antennas are proposed to match the building color. The mechanical room for this equipment will be located in the basement.

The installation is temporary and would be replaced by a permanent, screened installation which is the subject of another application also on this meeting agenda.

Date: January 27, 2015 (For meeting of February 3, 2015)

Project Manager: Julia Puester, AICP, Senior Planner

Applicant/Owner: Ron Schuman, Patriot Management, representing the Gold Creek Condominium Home Owner’s Association

Agent: Ryan Sagar, Pinnacle Consulting (on behalf of AT&T Wireless)

Address: 326 N. Main Street

Legal Description: Odd Lot Condominiums

Site Area: 0.4 acres (17,404 sq. ft.)

Land Use District: 11- Residential and Commercial; 1:3 Floor Area Ratio (FAR); 12 Units per Acre (UPA)

Historic District: 9 - North Main Transition Character Area

Site Conditions: The existing building and parking areas occupy the entire property except for a small 3-foot strip of landscaping planter along the west property edge.

Adjacent Uses: North: Columbia Lode Multi-family residential
East: Andorra Condominiums
South: Legacy Place Townhomes
West: Main Street and Tract A Block 1, Parkway Center Sub

Density: No Change

Mass: No Change

Height: Recommended by LUGs: 26.0 feet to parapet

	Existing:	34.2 feet to parapet
	Proposed:	44.1 feet to parapet
Parking:	Existing:	34 Spaces
	Proposed:	No Change
Setbacks:	Front:	64-ft.
	Sides:	0-ft.
	Rear:	21-ft.
	Proposed	No change

Item History

The Odd Lot Condominiums (now referred to as Gold Creek Condos) were constructed in 1971 and are legal non-conforming for their density, mass, height, parking, architectural finishes, and circulation.

A development permit was approved (but never constructed) by the Planning Commission on May 21, 2013 for an exterior remodel of the building (which will expire November 28, 2015). The height added was exempt from measurement as it contained no density. The added height of the dormers was found by the Planning Commission to fall within the Building Height exemption:

For Nonresidential Structures And Multi-Family Structures: Elevator shaft extensions, chimneys, and focal elements such as church steeples, spires, clock towers or similar structures that have no density or mass (in no instance shall any of these structures extend over 10 feet above the specified maximum height limit), or the first five feet (5') of height within the first floor common area lobbies in multi-family structures.

The approved exterior remodel (May 21, 2013) included:

- Roof screening/parapet features to add architecture and screen future roof-top equipment;
- Extension of exterior walkways;
- Added heavy timber accents;
- New exterior stairs;
- New railing and balusters;
- New cementitious siding;
- New stone wainscoating; and
- New paint and stain.

Staff Comments

AT&T Mobility has filed this application in reaction to extensive research and customer feedback on the lack of reliable AT&T wireless coverage and capacity at peak times for visitors, residents and businesses during the ski season and increasingly popular summer and fall seasons. Pinnacle Consulting, Inc. on behalf of AT&T has requested a twelve month period for the temporary installation to allow for adequate wireless coverage in Town while Gold Creek Condo HOA prepares for construction of the permanent exterior remodel approved in 2013 as a Class C application which will house the antennas in dormers.

A new wireless communication facility ordinance was reviewed by the Planning Commission in November. The first reading of the ordinance is scheduled for February 10th at the Town Council. This application was deemed complete January 14th and is being reviewed under the current polices.

See the illustrations below for the visual impacts of this proposal:



EAST



WEST



NORTH



SOUTH

(Photo simulations of the proposed antennas)

Architectural Compatibility (5/A & 5/R): This policy is intended to encourage building designs that are compatible with the desired architecture of the surrounding neighborhood. The existing building is out of character with the area, made of painted concrete slabs with metal tube guardrails for the exterior walkway decking. The flat roof, with no parapet, is also a concrete slab. The proposed temporary antennas measure approximately ten (10) feet above the existing roofline on the north, east and west elevations. The antennas are on steel mounted skids (or brackets) with four antennas per skid, with a two (2) foot tall remote radio heads and two (2) foot tall surge protectors on each of the skids located behind the antennas. The antennas, skids, remote radio heads and surge protectors will be painted to match the building.

There are some code sections in the Handbook of Design Standards for the Transition Character Areas of the Conservation District which address incorporating mechanical and/or utilities into the structure.

Handbook of Design Standards for the Transition Character Areas of the Conservation District:

Roof and Building Forms

Priority Policy 261. *In residential areas, a gable roof should be the primary roof form in an individual building design.*

- *Mechanical and equipment should be hidden; incorporate it into roofs.*

Priority Policy 276. *Screen mechanical equipment, utility boxes and service areas.*

- *Use native plant materials or create screen walls with natural rock or wood.*
- *Consider locating utilities in “secondary structures”*
- *Locate mechanical equipment in secondary structures or in roof forms.*

#9 North Main Transition Character Area

Building and Roof Forms

Priority Policy 313. *Buildings should have residential forms*

- *The primary roof form should be a gable.*
- *They may be slightly larger in scale than seen traditionally.*
- *The primary ridge should orient perpendicular to the street.*

Items generally not as critical

Policy 316. *The character of windows, doors, and architectural details generally are not as critical in the North Main Transition Character Area.*

- *An exception is when such elements are so configured as to affect the overall scale or character of a building as it relates to other design standards in this document.*

From the Development Code regarding screening:

Storage (14/A &14/R):

*B. Screening: All types of commercial storage must be screened in an aesthetic manner from public view and from the view of surrounding areas. This shall include the screening of materials and equipment used by the business. (Ord. 19, Series 1988)(*Emphasis added*)*

The temporary installation consists of unscreened rooftop utilities. However, since the installation is temporary and the applicant has also applied for a permanent solution simultaneously for review (also on this meeting agenda), staff has considered the request. We do not believe that this proposal for a temporary installation could be made to fully comply with this policy until the permanent solution is realized (PL-2015-0005). Nonetheless, prior to the permanent solution, the antennas could be screened to some extent using fiberglass panels covering the antennas or possibly placing them on the building in a less conspicuous location such as the wall elevations. Staff would like Planning Commission input on these options. Should this application be approved, staff will include a condition of approval that the temporary installation shall not exceed a period of twelve months.

Building Height (6/A & 6/R):

The existing building is currently over the maximum height for the Land Use District and Character area. The maximum height of the proposed antennas do not exceed the dormer heights on the previously approved 2013 Class C development permit for the exterior remodel. Further, the height policy does not

directly address utilities. (For example, there are cases of electric and telephone utility poles taller than the recommended height in various areas).

Per the Development Code definition of Building Height:

(D.) Exceptions: Building height measurement shall not include:

(2.) For Non-residential structures and Multi-family structures: Elevator shaft extensions, chimneys, and focal elements such as church steeples, spires, clock towers or similar structures that have no density or mass, (in no instance shall any these structures extend over ten (10) feet above the specified maximum height limit) or the first five (5) feet of height within the first floor common area lobbies in Multi-Family structures. (Emphasis added).

As the antennas do not exceed the approved building height for the dormers with the approved remodel and since this is a temporary utility, staff is recommending that the Commission find this policy to be not applicable. With the exterior remodel, the rooftop dormers have been found to meet the exemption of the Building Height definition previously by the Commission.

Utilities Infrastructure (26/A & 26/R; 28/A): Utilities for new construction projects are generally required to be placed below grade. This is not feasible for wireless communications towers, which are required to be above grade to be effective. Other wireless facilities have been approved above grade. Staff has no concerns related to this policy.

Density/Intensity (3/A & 3/R)/Mass (4/R): This proposal utilizes the existing laundry/mechanical room in the basement of Gold Creek Condos for the mechanical equipment for AT&T. There is no new square footage proposed. Locating the mechanical equipment in the basement will eliminate noise to the surrounding properties which was a problem on a past temporary cellular on wheels installation (PC#2010-006; AT&T Temporary Tower, 103 S. Harris Street). With no new square footage, staff has no concerns.

Temporary Structures (36/A & 36/R): Staff has reviewed the temporary structures policy with the Town Attorney and does not find that the policy is applicable for utilities as they do not meet the definition of a structure.

Land Use (2/A & 2/R): The recommended land use for this district is commercial or residential. The proposed use is a commercial utility. There are no land use districts that are specifically designed for wireless commercial facilities. Other existing and similar uses are generally co-located on tall buildings throughout town. The applicant has negotiated a lease with Gold Creek Condo HOA to convert the temporary antennas to a permanent concealed WCF completely within the dormers of their exterior remodel planned for construction this summer.

Snow Removal and Storage (13/R): The proposed improvements have no effect on snow removal for the paved areas of the property.

Parking (18/A & 18/R): The proposed improvements have no effect on the parking for the property.

Landscaping (22/A & 22/R): No landscaping is required or proposed for this temporary use.

Timeframe Request: AT&T has requested a twelve (12) month permit for the temporary installation. Staff will work with the applicant on the details of the timeframe and return with more information at the next hearing.

Point Analysis (Section: 9-1-17-3): Staff finds no Relative policies under which positive or negative points should be assigned. We find that the application meets all applicable Absolute policies.

Staff Recommendation

Staff has the following question for the Planning Commission on this preliminary hearing application for the AT&T Wireless Temporary Facility at Gold Creek Condominiums (aka Odd-Lot Condos) PL#2015-0009.

1. Does the Commission find that the temporary nature of the antennas do not warrant screening?

The Planning Department recommends that the Planning Commission move this application forward for a Final Hearing.

January 22, 2015

Town of Breckenridge
Attn: Julia Puester, AICP
150 Ski Hill Road, PO BOX 168
Breckenridge, CO 80424

**RE: Proposed Telecommunications Facility, Temporary to Permanent Solution for AT&T Mobility Site:
COU4235 Hwy 9 & Main, located at 326 North Main Street, Breckenridge, CO 80424**

Dear Julia,

AT&T Mobility is a leading provider of wireless services with over 118 million subscribers and is in need of a new facility located at the above referenced address in order to ensure that adequate and uninterrupted service is maintained at all times per their License Agreement with the Federal Communications Commission (FCC). Through extensive research and customer feedback, AT&T Mobility has determined that wireless coverage and capacity in the Town of Breckenridge is inadequate to meet the increasing demands attributed with ski season, spring break, and the increasingly popular summer and fall seasons. Events such as the Dew Tour, Mountain Mardi Gras, USA Pro Challenge, and Oktoberfest lead to extreme peak demand days, but it's the plethora of outdoor activities that keeps the demand high all year long.

While AT&T Mobility has attempted to improve their existing networks through the splitting of sites and installation of today's latest technology, it remains that a new facility is necessary to solve the coverage and capacity issues that plague the town. Furthermore, expanded network coverage is a critical tool for local emergency operations, on alert for fire, flood, and avalanche hazards in the area. The FCC estimates that 70 percent of 911 calls are placed from wireless phones, a percentage that continues to grow annually. Additionally, as wireless devices become the primary means of communication the convenience of reliable service is increasingly important to permanent residents, local businesses, and visitors alike.

In order to continue providing a high level of service, AT&T Mobility, through its agent, Pinnacle Consulting, INC. is proposing a temporary rooftop solution, which will transition into a permanent solution in conjunction with the Gold Creek Condominium's Exterior Remodel Project. AT&T Mobility, through its agent and with cooperation of the parent parcel property owner, Gold Creek Home Owner's Association (HOA), is proposing the following temporary to permanent solution:

- Install equipment inside a leased area within the basement of the building located at 326 North Main Street. This equipment will not be visible from outside the room. This equipment room will serve both the temporary and permanent facilities.
- An electric sub-meter will be installed in the existing meter room in coordination with Xcel Energy. Fiber will be brought into the building via the fiber meet up point located at the intersection of North Main Street and North French Street in coordination with CenturyLink. Additional, utility specifics will be further addressed in construction drawings that will be submitted to the Town of Breckenridge Building Department.
- Install three (3) 10' steel skids and related materials on the existing rooftop. These will be painted to match the existing building, and the top height of the skids will be no higher than 45' above ground level. The building height from ground to roof line is currently 34'6". The skids will face north, east, and west. The skids are truly temporary in the sense that AT&T Mobility, in coordination with the property owner, can relocate the skids or take a sector offline as needed during the construction of the remodeling project.
- Install four (4) 8' panel antennas, four (4) 2' remote radio heads, and one (1) 2' surge protector on each of the skids. The remote radio heads and surge protectors will be located behind the antennas. The antennas, remote radio heads, and surge protectors will be painted to match the existing, primary building color.
- The permanent solution will be phased in as part of the Gold Creek Condominium's Exterior Remodel project that is expected to take place in the summer of 2015. The same number of antennas, remote radio heads, and surge protectors as the temporary solution noted above will be mounted and concealed inside three (3) new stealth structures and will not be visible from outside the building.

AT&T Mobility is formally asking for a one year permit approval on the temporary installation. Because of Breckenridge's location in the high elevations of the Rockies, construction windows are short and subject to harsh weather conditions throughout the year. A one year approval of the temporary installation will allow for a successful transition of the temporary to permanent solution.

With that said, AT&T Mobility is fully committed to the transition of the temporary installation into the permanent installation as soon as the remodeling project is completed by the Gold Creek HOA. The architect of record for the remodeling project is J. Lee Neely with Neely Architecture. His revised exterior renovation drawings will be similar to those approved originally by the Town of Breckenridge in May 2013, with the main exceptions being the increase of size on the north, east, and west dormers and the introduction of radio frequency transparent materials. The larger dormers were necessary in order to accommodate the proposed antennas.

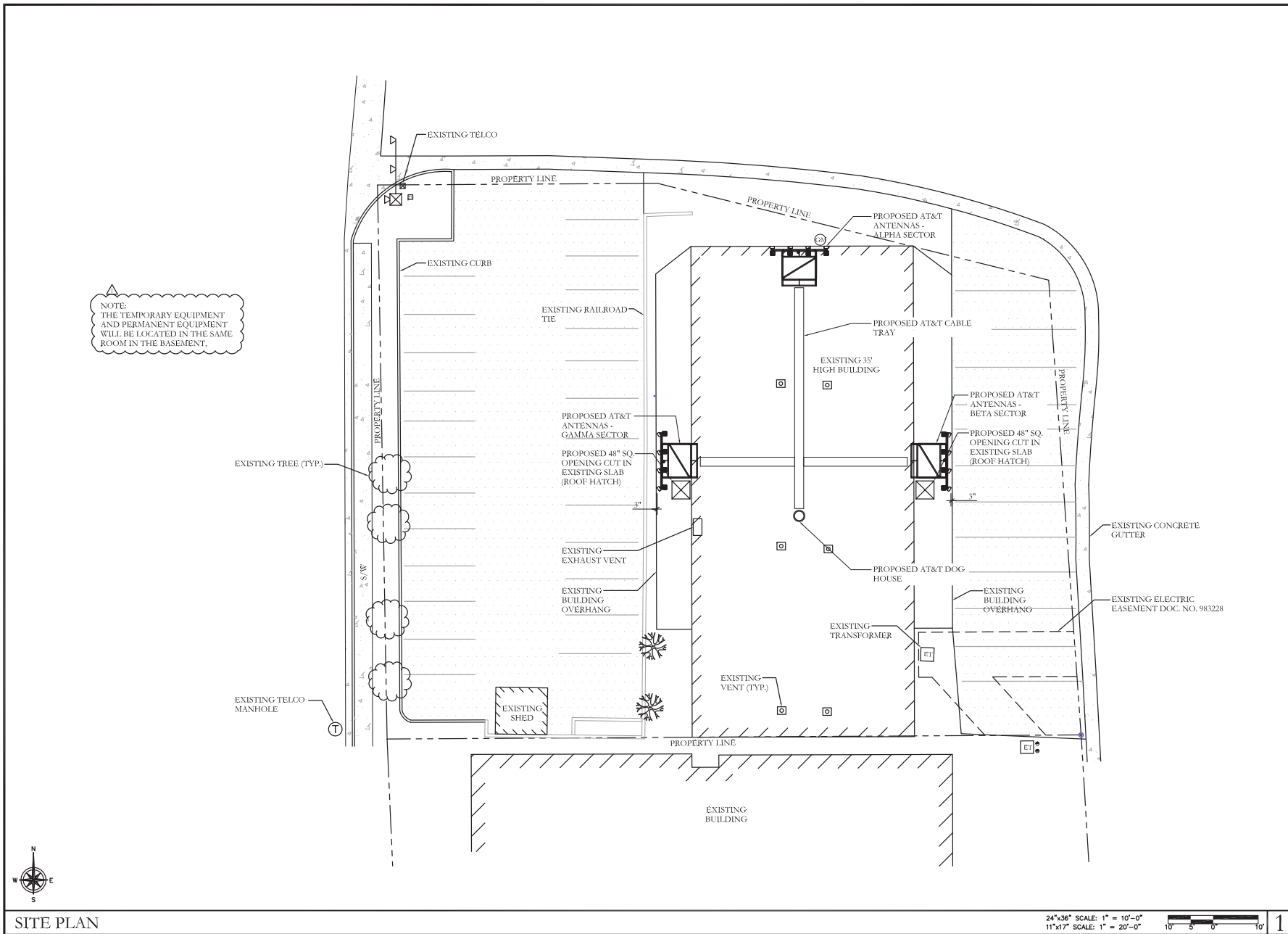
Lastly, this is not the first time AT&T Mobility has looked for solutions that can meet their coverage and capacity issues in the Town of Breckenridge. In the past, they have considered a cell on wheels as well as other permanent sites. This temporary to permanent solution proposal is their best foot forward to a complete and long term solution that will benefit all parties. As it stands, the Gold Creek HOA and residents of 326 North Main Street are relying heavily on the additional revenue stream from AT&T Mobility in order to complete the façade and rooftop improvements that will help modernize their building to the design standards seen throughout Breckenridge.

Please let me know if there is anything else I can provide you with to aid in the zoning process.

Sincerely,



Pinnacle Consulting, Inc.
8480 East Orchard Road | Suite 3650
Greenwood Village, CO 80111



PREPARED FOR:



188 INVERNESS DRIVE WEST, SUITE 400
ENGLEWOOD, CO 80112

CONSULTING FIRM:



8480 EAST ORCHARD ROAD
SUITE 350
GREENWOOD VILLAGE, CO 80111

PROJECT NO: 0000
DRAWN BY: GH
CHECKED BY: GH

REV	DATE	DESCRIPTION
2	1/12/15	ISSUE FOR ZONING
1	12/29/14	CITY COMMENTS
0	12/04/14	ISSUE FOR ZONING
A	11/14/14	ISSUE FOR REVIEW

**FOR REVIEW
ONLY
NOT FOR
CONSTRUCTION**

HWY 9 AND MAIN ST.
COU4235
326 MAIN STREET
BRECKENRIDGE, CO

SHEET TITLE
SITE PLAN

SHEET NUMBER
A-1



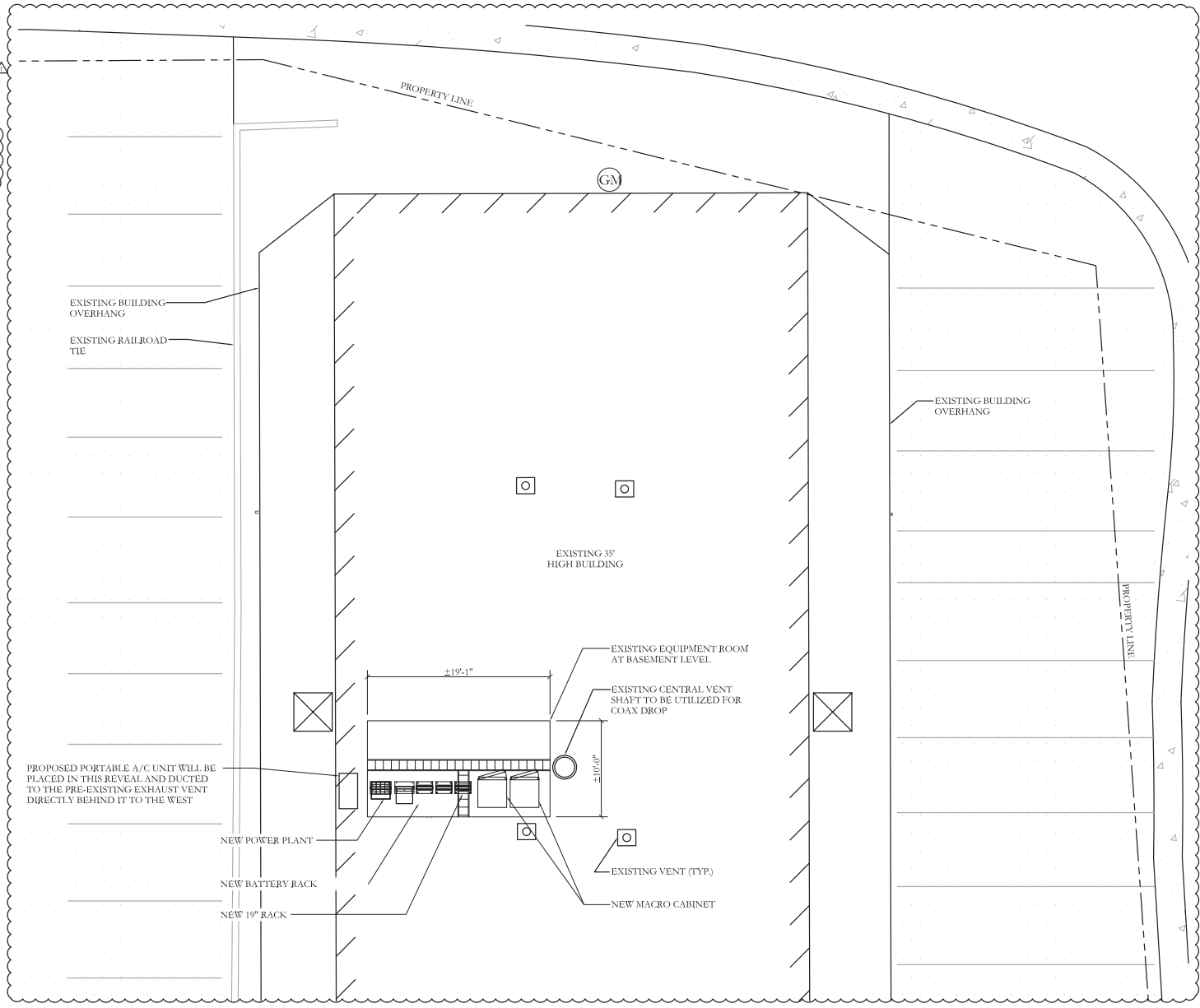
SITE PLAN

24"x36" SCALE: 1" = 10'-0"
11"x17" SCALE: 1" = 20'-0"



1


NOTE:
THE TEMPORARY EQUIPMENT
AND PERMANENT EQUIPMENT
WILL BE LOCATED IN THE SAME
ROOM IN THE BASEMENT.



ENLARGED EQUIPMENT PLAN (BASEMENT LEVEL)

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"

PREPARED FOR:



188 INVERNESS DRIVE WEST, SUITE 400
ENGLEWOOD, CO 80112

CONSULTING FIRM:



Construction - Project management - Site Development

8480 EAST ORCHARD ROAD
SUITE 350
GREENWOOD VILLAGE, CO 80111

PROJECT NO: 0000
DRAWN BY: GH
CHECKED BY: GH

REV	DATE	DESCRIPTION
2	1/12/15	ISSUATOR ZONING
1	12/29/14	CITY COMMENTS
0	12/04/14	ISSUATOR ZONING
A	11/14/14	ISSUATOR REVIEW

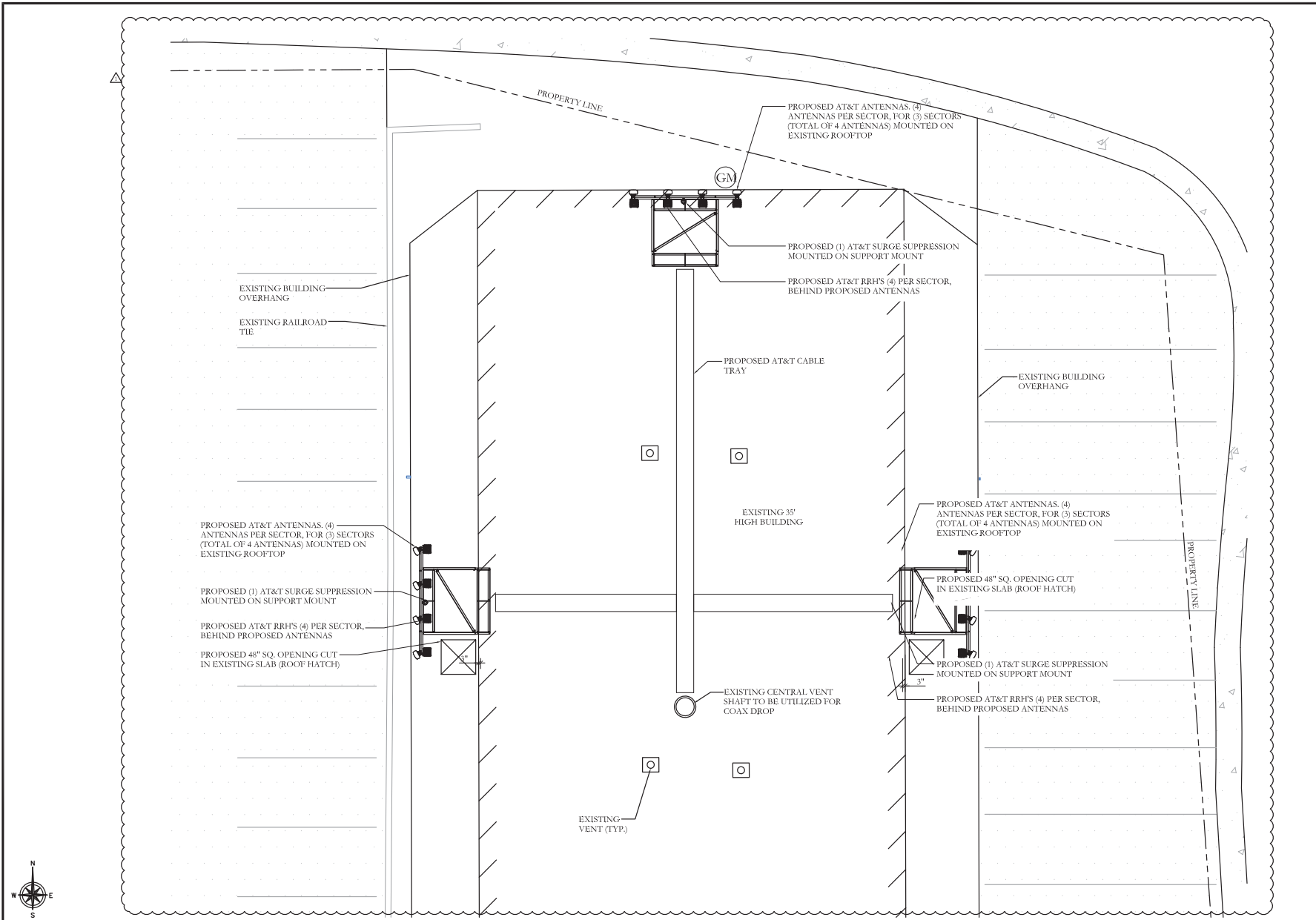
FOR REVIEW
ONLY
NOT FOR
CONSTRUCTION

HWY 9 AND MAIN ST.
COU4235

326 MAIN STREET
BRECKENRIDGE, CO

SHEET TITLE
ENLARGED
EQUIPMENT PLAN
(BASEMENT LEVEL)


SHEET NUMBER
A-2



ENLARGED ROOF PLAN

24"x36" SCALE: 3/16" = 1'-0"
 11"x17" SCALE: 3/32" = 1'-0"

PREPARED FOR



188 INVERNESS DRIVE WEST, SUITE 400
 ENGLEWOOD, CO 80112

CONSULTING FIRM



8480 EAST ORCHARD ROAD
 SUITE 350
 GREENWOOD VILLAGE, CO 80111

PROJECT NO: 0000
 DRAWN BY: GH
 CHECKED BY: GH

REV	DATE	DESCRIPTION
2	1/12/15	ISSUE FOR ZONING
1	12/29/14	CITY COMMENTS
0	12/04/14	ISSUE FOR ZONING
A	11/14/14	ISSUE FOR REVIEW

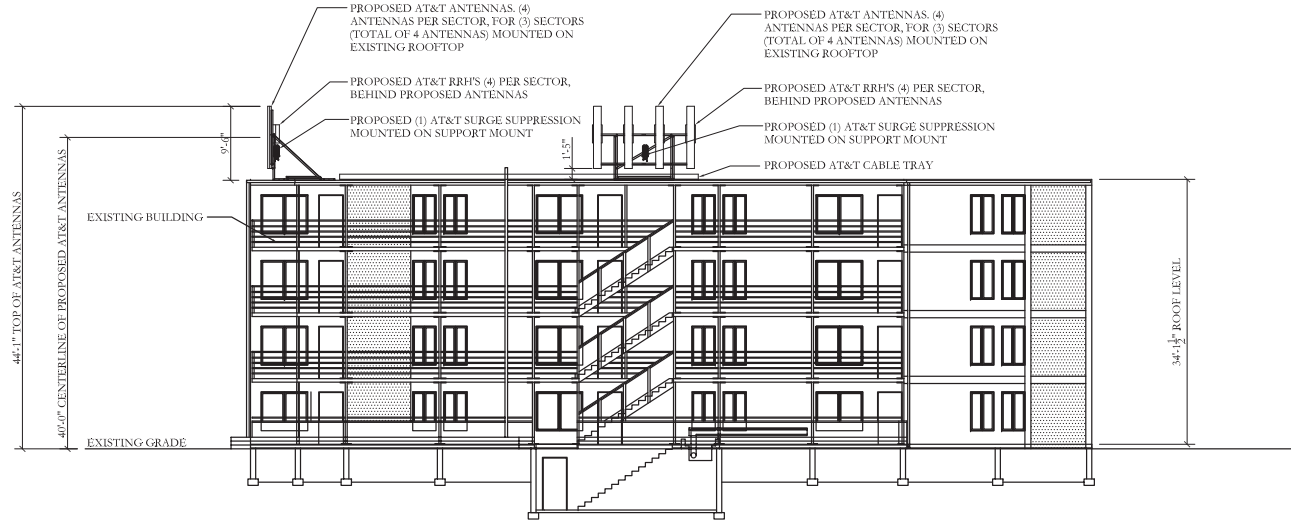
**FOR REVIEW
 ONLY
 NOT FOR
 CONSTRUCTION**

HWY 9 AND MAIN ST.
 COU4235

326 MAIN STREET
 BRECKENRIDGE, CO

SHEET TITLE
**ENLARGED ROOF
 PLAN**

SHEET NUMBER
A-3



NOTE:
THE ANTENNA MATERIALS CONSIST OF HIGH STRENGTH FIBERGLASS RADOME.
THE ANTENNA SKID/MEMBERS MATERIALS CONSIST OF STEEL.
ALL ANTENNAS AND ANTENNA SKID/MEMBERS TO BE PAINTED TO MATCH THE BUILDING'S CURRENT PRIMARY COLOR COATING.

PREPARED FOR:

188 INVERNESS DRIVE WEST, SUITE 400
ENGLEWOOD, CO 80112

CONSULTING FIRM:

8480 EAST ORCHARD ROAD
SUITE 350
GREENWOOD VILLAGE, CO 80111

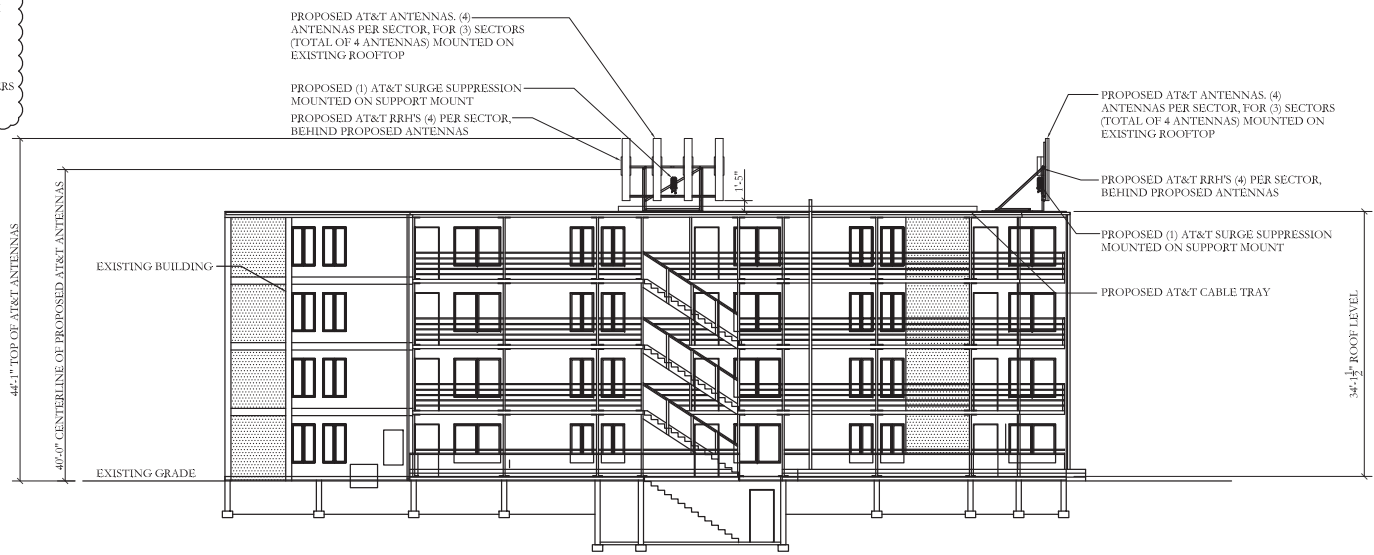
PROJECT NO: 0000
DRAWN BY: GH
CHECKED BY: GH

REV	DATE	DESCRIPTION
2	1/12/15	ISSUE FOR ZONING
1	12/29/14	CITY COMMENTS
0	12/04/14	ISSUE FOR ZONING
A	11/14/14	ISSUE FOR REVIEW

WEST ELEVATION

24"x36" SCALE: 1/8" = 1'-0"
11"x17" SCALE: 1/16" = 1'-0" 8' 6' 4' 2' 0' 8'

NOTE:
THE ANTENNA MATERIALS CONSIST OF HIGH STRENGTH FIBERGLASS RADOME.
THE ANTENNA SKID/MEMBERS MATERIALS CONSIST OF STEEL.
ALL ANTENNAS AND ANTENNA SKID/MEMBERS TO BE PAINTED TO MATCH THE BUILDING'S CURRENT PRIMARY COLOR COATING.



FOR REVIEW
ONLY
NOT FOR
CONSTRUCTION

HWY 9 AND MAIN ST.
COU4235
326 MAIN STREET
BRECKENRIDGE, CO

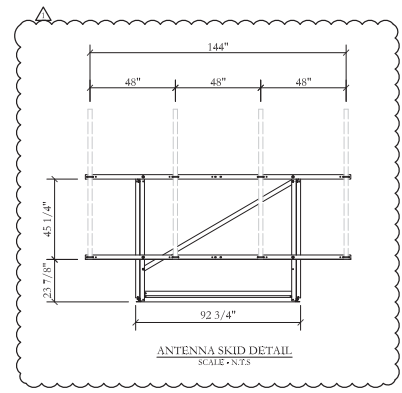
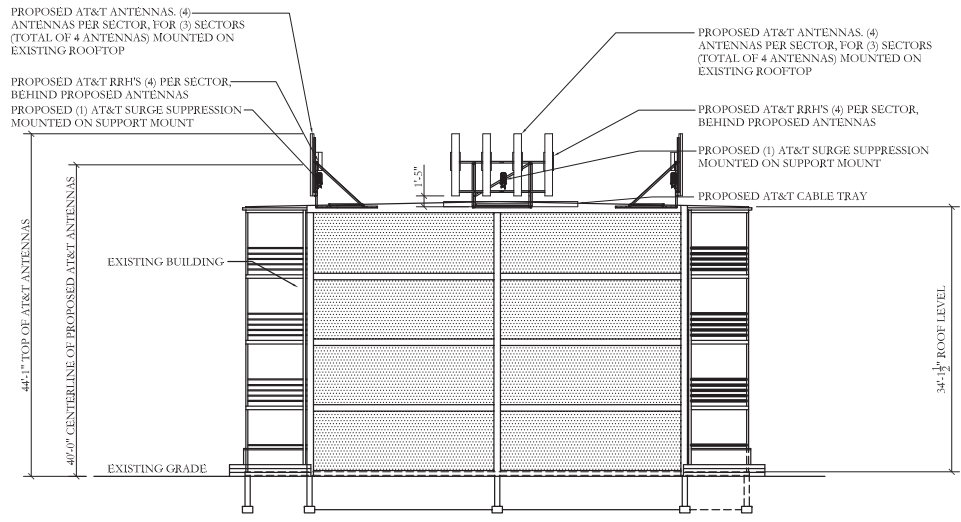
SHEET TITLE
ELEVATIONS

SHEET NUMBER
A-4

EAST ELEVATION

24"x36" SCALE: 1/8" = 1'-0"
11"x17" SCALE: 1/16" = 1'-0" 8' 6' 4' 2' 0' 8'

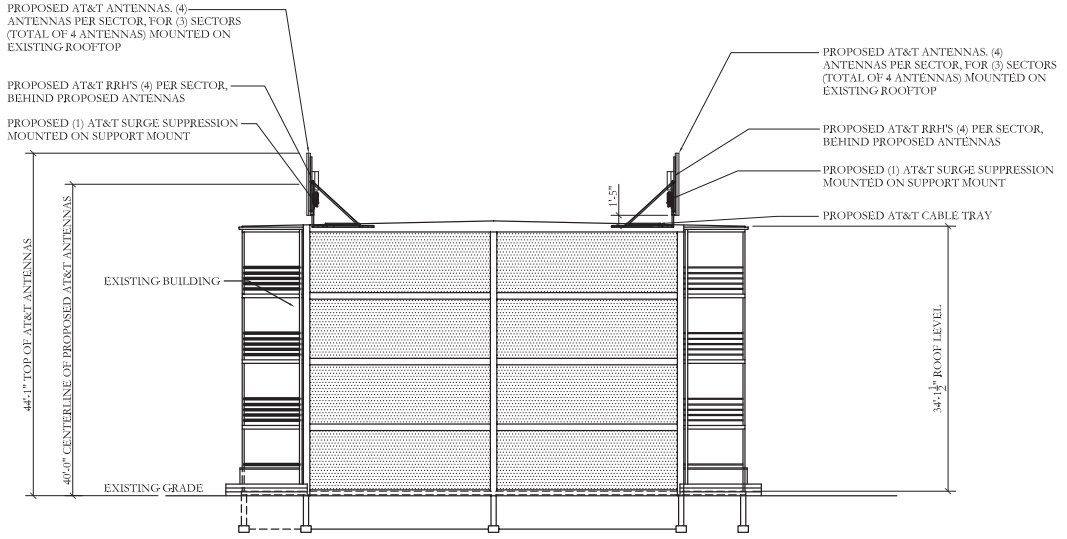
NOTE:
THE ANTENNA MATERIALS CONSIST OF HIGH STRENGTH FIBERGLASS RADOME.
THE ANTENNA SKID/MEMBERS MATERIALS CONSIST OF STEEL.
ALL ANTENNAS AND ANTENNA SKID/MEMBERS TO BE PAINTED TO MATCH THE BUILDING'S CURRENT PRIMARY COLOR COATING.



NORTH ELEVATION

24"x36" SCALE: 1/8" = 1'-0"
11"x17" SCALE: 1/16" = 1'-0" 8' 6' 4' 2' 0' 8'

NOTE:
THE ANTENNA MATERIALS CONSIST OF HIGH STRENGTH FIBERGLASS RADOME.
THE ANTENNA SKID/MEMBERS MATERIALS CONSIST OF STEEL.
ALL ANTENNAS AND ANTENNA SKID/MEMBERS TO BE PAINTED TO MATCH THE BUILDING'S CURRENT PRIMARY COLOR COATING.



SOUTH ELEVATION

24"x36" SCALE: 1/8" = 1'-0"
11"x17" SCALE: 1/16" = 1'-0" 8' 6' 4' 2' 0' 8'

PREPARED FOR:



188 INVERNESS DRIVE WEST, SUITE 400
ENGLEWOOD, CO 80112

CONSULTING FIRM:



8480 EAST ORCHARD ROAD
SUITE 350
GREENWOOD VILLAGE, CO 80111

PROJECT NO: 0000
DRAWN BY: CH
CHECKED BY: GH

REV	DATE	DESCRIPTION
2	1/12/15	ISSUE FOR ZONING
1	12/29/14	CITY COMMENTS
0	12/04/14	ISSUE FOR ZONING
A	11/14/14	ISSUE FOR REVIEW

FOR REVIEW
ONLY
NOT FOR
CONSTRUCTION

HWY 9 AND MAIN ST.
COU4235

326 MAIN STREET
BRECKENRIDGE, CO

SHEET TITLE
ELEVATIONS

SHEET NUMBER
A-5

Planning Commission Staff Report

- Subject:** Permanent AT&T Wireless Facility at Gold Creek Condominium
(Class A, Preliminary Hearing; PL-2015-0005)
- Proposal:** AT&T Wireless is proposing a permanent wireless facility incorporated entirely inside three of the dormers associated with the Gold Creek Condo exterior remodel development permit (PC#2013034) at the north, east, and west elevations. The dormers in which the antennas are located would be fiberglass manufactured to appear the same as the approved exterior remodel materials. The mechanical room will be located in the basement. The estimated time of construction will be in June.
- This permanent screened installation would replace temporary antennas, which is the subject of another application also on this meeting agenda.
- Date:** January 27, 2014 (For meeting of February 3, 2015)
- Project Manager:** Julia Puester, AICP, Senior Planner
- Applicant/Owner:** Ron Schuman, Patriot Management, representing the Gold Creek Condominium Home Owner's Association
- Agent:** Ryan Sagar, Pinnacle Consulting (on behalf of AT&T Wireless)
- Address:** 326 N. Main Street
- Legal Description:** Odd Lot Condominiums
- Site Area:** 0.4 acres (17,404 sq. ft.)
- Land Use District:** 11- Residential and Commercial; 1:3 Floor Area Ratio (FAR); 12 Units per Acre (UPA)
- Historic District:** 9 - North Main Transition Character Area
- Site Conditions:** The existing building and parking areas occupy the entire property except for a small 3-foot strip of landscaping planter along the west property edge.
- Adjacent Uses:** North: Columbia Lode Multi-family residential
East: Andorra Condominiums
South: Legacy Place Townhomes
West: Main Street and Tract A Block 1, Parkway Center Sub
- Density:** No Change
- Mass:** No Change
- Height:** Recommended by LUGs: 26.0 feet to parapet

	Existing:	34.2 feet to parapet
	Proposed:	45.8 feet to parapet
Parking:	Existing:	34 Spaces
	Proposed:	No Change
Setbacks:	Front:	64-ft.
	Sides:	0-ft. (ROW encroachment)
	Rear:	21-ft.
	Proposed	No change

Item History

The Odd Lot Condominiums (now referred to as Gold Creek Condos) were constructed in 1971 and are legal non-conforming for their density, mass, height, parking, architectural finishes, and circulation.

A development permit was approved by the Planning Commission on May 21, 2013 for an exterior remodel of the building (which will expire November 28, 2015). Those changes however, have not been constructed. The height added was exempt from measurement as it contained no density. The added height of the dormers was found by the Planning Commission to fall within the Building Height exemption:

For Nonresidential Structures And Multi-Family Structures: Elevator shaft extensions, chimneys, and focal elements such as church steeples, spires, clock towers or similar structures that have no density or mass (in no instance shall any of these structures extend over 10 feet above the specified maximum height limit), or the first five feet (5') of height within the first floor common area lobbies in multi-family structures.

The approved exterior remodel (May 21, 2013) included:

- Roof screening/parapet features to add architecture and screen future roof-top equipment;
- Extension of exterior walkways;
- Added heavy timber accents;
- New exterior stairs;
- New railing and balusters;
- New cementitious siding;
- New stone wainscoating; and
- New paint and stain.

The applicant has simultaneously applied for a temporary wireless facility application (PL-2015009). The removal of the proposed temporary wireless facility would occur once the exterior remodel is completed.

Staff Comments

See the illustrations below for the visual impacts of this proposal:



AT&T Mobility has filed this application in reaction to extensive research and customer feedback on the lack of reliable AT&T wireless coverage and capacity at peak seasons for visitors, residents and businesses. With the demand on wireless coverage increasing at a rapid rates, AT&T finds this new facility necessary to solve the coverage and capacity issues in Town.

A new wireless communications facility ordinance was reviewed by the Planning Commission in November 2014. In late November, the Federal Communications Commission (FCC) issued new regulations that require changes to the proposed ordinance which are now being incorporated into the ordinance. The first reading of the ordinance by Town Council is scheduled for February 10th. This application was deemed complete January 14th and is being reviewed under the current polices.

Architectural Compatibility (5/A & 5/R): This policy is intended to encourage building designs that are compatible with the desired architecture of the surrounding neighborhood. The existing building is out of character with the area, made of painted concrete slabs with metal tube guardrails for the exterior walkway decking. The flat roof, with no parapet, is also a concrete slab.

The applicants have proposed to modify three of the approved exterior remodel dormer elements (PC#2013034) that the antennas would be located within on the north, east and west elevations. Inside each of the three dormers there would be four antennas on a steel mounted skid (or bracket), a two (2) foot tall remote radio head and a two (2) foot tall surge protector. None of the antennas would be visible. The plans in the packet show three versions of each elevation. On each sheet, the top elevation portrays the existing elevation; the middle elevation shows the Class C exterior remodel approval from 2013; and the bottom elevation shows the modified dormer element (bubbled) to fit the antennas inside. Both the east and west dormers have remained the same height as the approved remodel however, the stepped roof design has changed to a simpler, singular roof line. The north dormer has increased in size and height (from six feet eight inches (6'-8") tall to ten (10) foot tall). The north dormer also projects two (2) feet from the wall.

Staff finds that the roof forms proposed are consistent with the intent of the Handbook of Design Standards for the Transition Character Areas (adopted March 2012):

Policy 261. *In residential areas, a gable roof should be the primary roof form in an individual building design.*

- *The use of dormers is encouraged to break up larger roof surfaces and thereby reduce their perceived scale. (bullet #2)*
- *Mechanical equipment should be hidden; incorporate it into roofs. (bullet #6)*

Staff has no concerns with the proposed dormer changes as it is so similar to the original 2013 approval.

To allow for the wireless signal to penetrate the walls, the dormer walls must be constructed of fiberglass material replicating corrugated metal and wood timber. This will match the approved exterior remodel material for all of the dormers. A material sample of the exterior materials, including fiberglass, will be available at the meeting. (Please note that the photo simulations depict dormers with cementitious siding which is incorrect. The dormers will remain corrugated metal which is consistent with the exterior remodel approval).

There are some code sections in the Handbook of Design Standards for the Transition Character Areas of the Conservation District which address incorporating mechanical and/or utilities into the structure.

Handbook of Design Standards for the Transition Character Areas of the Conservation District:

Roof and Building Forms

Priority Policy 261. *In residential areas, a gable roof should be the primary roof form in an individual building design.*

- *Mechanical and equipment should be hidden; incorporate it into roofs.*

Priority Policy 276. *Screen mechanical equipment, utility boxes and service areas.*

- *Use native plant materials or create screen walls with natural rock or wood.*
- *Consider locating utilities in "secondary structures"*
- *Locate mechanical equipment in secondary structures or in roof forms.*

#9 North Main Transition Character Area

Building and Roof Forms

Priority Policy 313. *Buildings should have residential forms*

- *The primary roof form should be a gable.*
- *They may be slightly larger in scale than seen traditionally.*
- *The primary ridge should orient perpendicular to the street.*

Items generally not as critical

Policy 316. *The character of windows, doors, and architectural details generally are not as critical in the North Main Transition Character Area.*

- *An exception is when such elements are so configured as to affect the overall scale or character of a building as it relates to other design standards in this document.*

From the Development Code regarding screening:

Storage (14/A & 14/R):

B. Screening: All types of commercial storage must be screened in an aesthetic manner from public view and from the view of surrounding areas. This shall include the screening of materials and equipment used by the business. (Ord. 19, Series 1988)(Emphasis added)

This WCF installation is completely concealed within the dormers. Staff is supportive of the applicant's solution to conceal the antennas in the dormers. Staff has no concerns.

Building Height (6/A & 6/R):

The existing building is currently over the maximum height for the Land Use District and Character Area. The maximum height of the proposed antennas do not exceed the dormer heights on the approved development permit for the exterior remodel.

Per the Development Code definition of Building Height:

*(D.) Exceptions: Building height measurement **shall not include:***

*(2.) For Non-residential structures and Multi-family structures: Elevator shaft extensions, chimneys, and focal elements such as church steeples, spires, clock towers or similar structures that have no density or mass, **(in no instance shall any these structures extend over ten (10) feet above the specified maximum height limit)** or the first five (5) feet of height within the first floor common area lobbies in Multi-Family structures. (Emphasis added).*

The Planning Commission previously weighted in that the dormers met the building height exception. Staff is pleased that the applicant has found an option that fits within the current policy. As the modified dormers do not exceed the previously approved building height, staff has no concerns.

Placement of Structures (9/A & 9/R): The existing building is at a zero (0) setback on both the north and south elevations which exceed the absolute and recommended setbacks. When the remodel application was approved, the dormer at the northeast corner encroached into the Town Right of Way by four (4) feet (unchanged with this application). This dormer does not have any antennas located within it and requires an encroachment license agreement as approved. A change with the proposal includes the middle northern dormer which contains the antennas to extend two (2) feet into the Right of Way. As this new encroachment is less than the one already approved, and the fact that the dormers are thirty four

(34) feet above grade, the Town finds an encroachment license acceptable to include the middle northern dormer as well. A condition of approval for the encroachment license agreement will be included in the conditions of approval.

Density/Intensity (3/A & 3/R)/Mass (4/R): This proposal utilizes the existing laundry/mechanical room in the basement of Gold Creek Condos for the mechanical equipment for AT&T. There is no new square footage proposed. Locating the mechanical equipment in the basement will eliminate noise to the surrounding properties. As this is a utility with no new square footage, staff has no concerns.

Utilities Infrastructure (26/A & 26/R; 28/A): Utilities for new construction projects are generally required to be placed below grade. This is not feasible for wireless communications facilities, which are required to be above grade to be effective. The utility is concealed in the dormers and equipment placed below grade in the mechanical room, staff has no concerns.

Land Use (2/A & 2/R): The recommended land use for this district is commercial or residential. The proposed use is a commercial utility. There are no land use districts that are specifically designed for wireless commercial facilities. These uses are generally co-located on tall buildings in town. The applicant has negotiated a lease with Gold Creek Condo HOA and plans to start construction this summer.

Snow Removal and Storage (13/R): The proposed improvements have no effect on snow removal for the paved areas of the property.

Parking (18/A & 18/R): The proposed improvements have no effect on the parking for the property.

Landscaping (22/A & 22/R): No landscaping is required or proposed for this temporary use.

Point Analysis (Section: 9-1-17-3): Staff finds no Relative policies under which positive or negative points should be assigned. We find that the application meets all applicable Absolute policies.

Staff Recommendation

The Planning Department recommends that the Planning Commission move this application forward for a Final Hearing. Should the Commission have any questions or comments on the application or point analysis, staff would like to hear them at this preliminary hearing.



January 29, 2015

Re: Gold Creek Condos / AT&T Project Revisions
To: Planning Commission Members

The Project Description of the proposed revisions to the previously approved Gold Creek Condo Exterior Remodel project to accommodate the addition of the three (3) AT&T antenna arrays is as follows:

The two new stair tower roof elements, one on the West elevation and the other on the East elevation have been modified to incorporate the four (4) antenna arrays. Each antenna array contains four (4) 8' tall antennas at 4' on center. Each antenna is approximately 13" wide and located 1' above the floor system below. The height of the gable roof elements has remained the same at 11'-6" as approved. The two shed roof elements have been removed and the gable roof element has been widened to the same width as approved to house the AT&T arrays. The antenna array has been lowered to a position 6" below the existing roof in the new roof elements above the new stairs thereby maintaining the 11'-6" ridge height. (see detail 4/6.0 – Partial Tower Elevation + Section)

The North Elevation gable roof element has been widened and raised to the 10' ridge height as allowed by code. The four (4) antenna array has been lowered to 1' below the existing roof and located 1' above the floor system of the new cantilevered roof element below. (see detail 4/6.1- Partial Tower Elevation+Section) As a result of the roof element revisions the stone piers and the applied timber design elements on the North Elevation have been revised to align with the new roof element design.

The front wall facades of the three (3) roof elements, West, North and East elevations must allow the AT&T transmission signals to pass through the walls to the antennas. This is achieved by constructing the walls out of a fiberglass material to match the proposed timbers and the vertical prefinished corrugated metal siding. The fiberglass facades extend from corner to corner (side to side) and to the bottom of the roof soffit. In order maintain the structural integrity of the wall construction, as well as the roof construction, all framing shall remain metal as previously approved. The floor framing systems of the new roof elements shall be metal as well. The fiberglass facades shall be mounted to the metal framing system around the complete perimeter. The color and material match and fabrication of the façade elements shall be manufactured by StealthConcealments.com. Samples shall be available at the scheduled Planning Commission meeting.

The rear (or back) of the three (3) roof elements containing the AT&T equipment shall have an opening of 5' wide and 7' tall. We would appreciate the Planning Commissioners comments regarding the possible use of a roll down vinyl enclosure sheet attached at the four sides to protect the interior from the elements.

The scheduled start of the new construction is July, 2015.

Thank you very much for your consideration of the proposed revisions to the approved Gold Creek Condo Exterior Remodel.

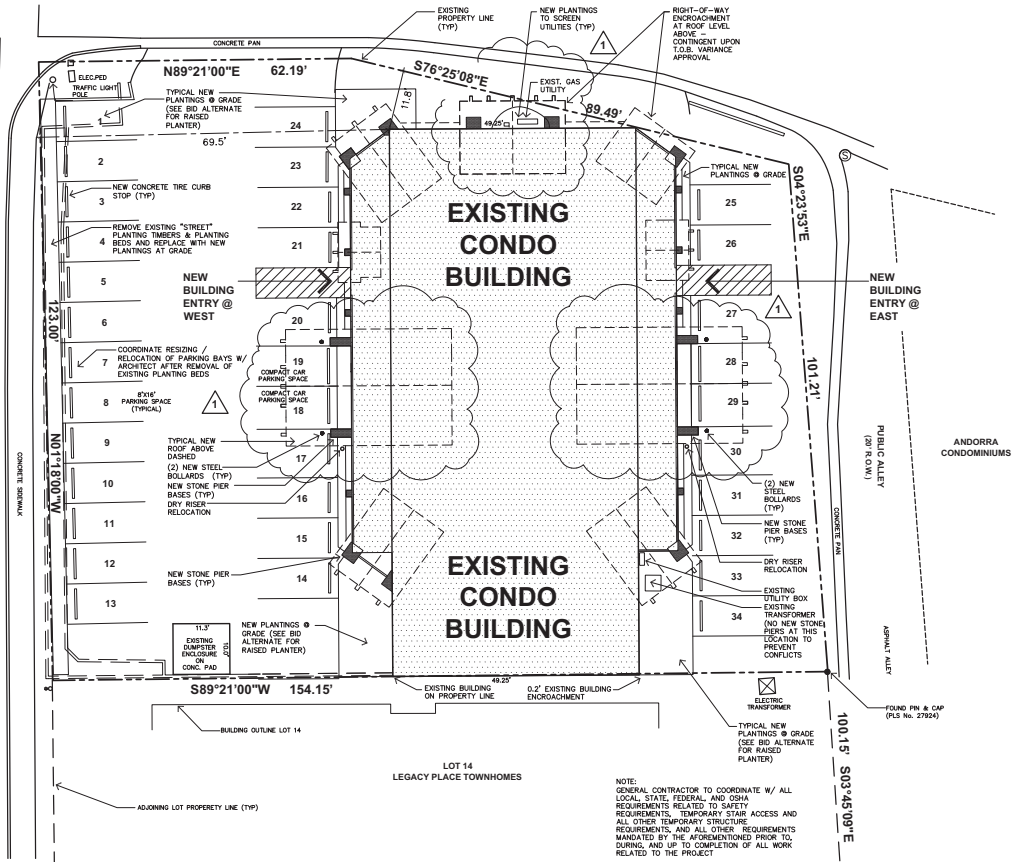
J. Lee Neely, Architect

GOLD CREEK CONDOS

0.40 ACRES
326 NORTH MAIN STREET

MAIN STREET

FRENCH STREET
(45' R.O.W.)



1/SP1.0 PROPOSED SITE PLAN

SHEET INDEX

- SP1.0 - SITE PLAN
- A-B1 - PROPOSED BASEMENT PLAN
- A-1 - PROPOSED ROOF LEVEL PLAN # 1'
- A-2 - PROPOSED HIGH ROOF LEVEL PLAN
- A-3 - WEST ELEVATIONS
- A-4 - NORTH ELEVATIONS
- A-5 - EAST ELEVATIONS

- PROJECT SITE NOTES**
1. ALL BOUNDARY, TOPOGRAPHY, SITE INFORMATION, SUBDIVISION AND PLAN INTERFERENCES BASED UPON INFORMATION AND TOPOGRAPHIC SURVEY MAP AS PREPARED BY SOMMET LAND SURVEYING INC. ON 04-23-10. PROJECT #18.
 2. ALL UTILITIES AND EXISTING CONDITIONS TO BE LOCATED AND FULLY PROTECTED BY GENERAL CONTRACTOR PER ALL LOCAL GOV. PROJECT ENGINEERING AND GOVERNING BODIES REQUIREMENTS PRIOR TO, AND DURING THE COMPLETION OF, ANY NEW WORK (TYP). ALL UTILITIES TO BE UNDERGROUND PER ALL LOCAL GOV. AND GOVERNING BODY REQUIREMENTS AND TYPICAL INDUSTRY STANDARDS FOR A PROJECT 8'00" ABOVE SEA LEVEL (TYP). CONTRACTOR TO COORDINATE ANY NEW WORK INVOLVING UTILITIES WITH THE APPLICABLE UTILITY COMPANIES AND FOR THEIR REQUIREMENTS AND APPROVAL (TYP).
 3. PRIOR TO THE START OF ANY PROJECT CONSTRUCTION, GENERAL CONTRACTOR MUST DETERMINE THE LOCATION AND SIZES REQUIRED FOR ALL CONSTRUCTION STAGING AREAS, LOCATIONS FOR TOPSOIL STORAGE AND EXCAVATED SOIL STORAGE, AND AREAS TO BE PROTECTED BY CONSTRUCTION FENCING (TYP). CONTRACTOR TO REVIEW THE ABOVE W/ ALL GOVERNING BODIES PRIOR TO OBTAINING APPROVAL FROM ALL GOVERNING BODIES.
 4. ALL EXISTING CONDITIONS ON SITE TO BE FULLY VERIFIED IN THE FIELD BY GENERAL CONTRACTOR PRIOR TO COMMENCING ANY NEW WORK (TYP).
 5. GENERAL CONTRACTOR SHALL VERIFY ALL EXISTING & NEW GRADE INFO. GENERAL CONTRACTOR TO PROVIDE STRUCTURAL PLANS FOR ALL NEW ELEVATIONS AT THE FOUNDATION AND ALL CONCRETE WORK AREAS AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES, AND MUST RECEIVE WRITTEN DIRECTOR'S APPROVAL FROM THE ARCHITECT AND STRUCTURAL ENGINEER BEFORE PROCEEDING WITH ANY WORK IN AREAS WHERE DISCREPANCIES OCCUR (TYP).
 6. GENERAL CONTRACTOR TO INQUIRE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES BETWEEN IN-THE-FIELD DIMENSIONS/ CONDITIONS AND THE DRAWINGS. LND MUST RECEIVE WRITTEN DIRECTOR'S APPROVAL FROM THE ARCHITECT AND STRUCTURAL ENGINEER PRIOR TO MOVING FORWARD WITH ANY NEW WORK WHERE DISCREPANCIES MAY OCCUR (TYP).
 7. GENERAL CONTRACTOR TO PLACE ALL TREES FOR REMOVAL FOR OWNER AND ARCHITECT REVIEW AND WRITTEN APPROVAL, AND UPON RECEIVING WRITTEN APPROVAL, MUST OBTAIN APPROVAL FROM ALL GOVERNING BODIES AS REQUIRED PRIOR TO TRIMMING OR REMOVING. TREES TO BE HUMAN OR NEW TREES TO BE PROTECTED BY CONSTRUCTION/SLOW DOWNING OR OTHER APPROPRIATE BARRIERS (TYP). DISCREPANCIES BASED BY AN EXPERT LANDSCAPING SUB-CONTRACTOR AND ALL NEW LANDSCAPING TO BE APPROVED IN WRITING BY THE ARCHITECT AND ALL LOCAL GOVERNING AUTHORITIES PRIOR TO COMMENCING WORK OR PLACING GRASS.
 8. GENERAL CONTRACTOR WILL ENSURE POSITIVE DRAINAGE IS PROVIDED AWAY FROM THE PROJECT IN ALL AREAS (TYP).
 9. GENERAL CONTRACTOR WILL PROVIDE A HIGH QUALITY DRAINAGE AND TRENCH DRAINS ETC TO PROTECT THE PROJECT AND FOUNDATIONS, AND ALL DRAINS WILL BE SLOPED & POSITIVELY DRAINED PER ALL LOCAL GOVERNING BODY REQUIREMENTS (TYP).
 10. GENERAL CONTRACTOR TO PROVIDE 4" DIA. STONE RIP RAP OVER WED BARRIER FABRIC AT GAVE AND VALLEY SWP. LOCATIONS WHERE NO OUTLETS AND DOWNSPOUTS ARE INDICATED ON THE ROOF PLAN (TYP).
 11. GENERAL CONTRACTOR TO REVIEW & COMPLY WITH ALL LOCAL GOV. AND SUBDIVISION AND GOVERNING BODY REQUIREMENTS AND CONDITIONS (TYP).
 12. GENERAL CONTRACTOR TO ENSURE ALL EXISTING SLABS, PATHS, DRIVEWAYS, BALCONIES ETC. SLOPE 1/8" MIN PER FT AWAY FROM PROJECT (TYP).
 13. GENERAL CONTRACTOR TO PROVIDE 2'-3" OF NEW TOPSOIL AND TO RESEED DISTURBED AREAS W/ NATIVE GRASS MIX. MIN. OF PER LOCAL GOVERNING BODY REQUIREMENTS (TYP).

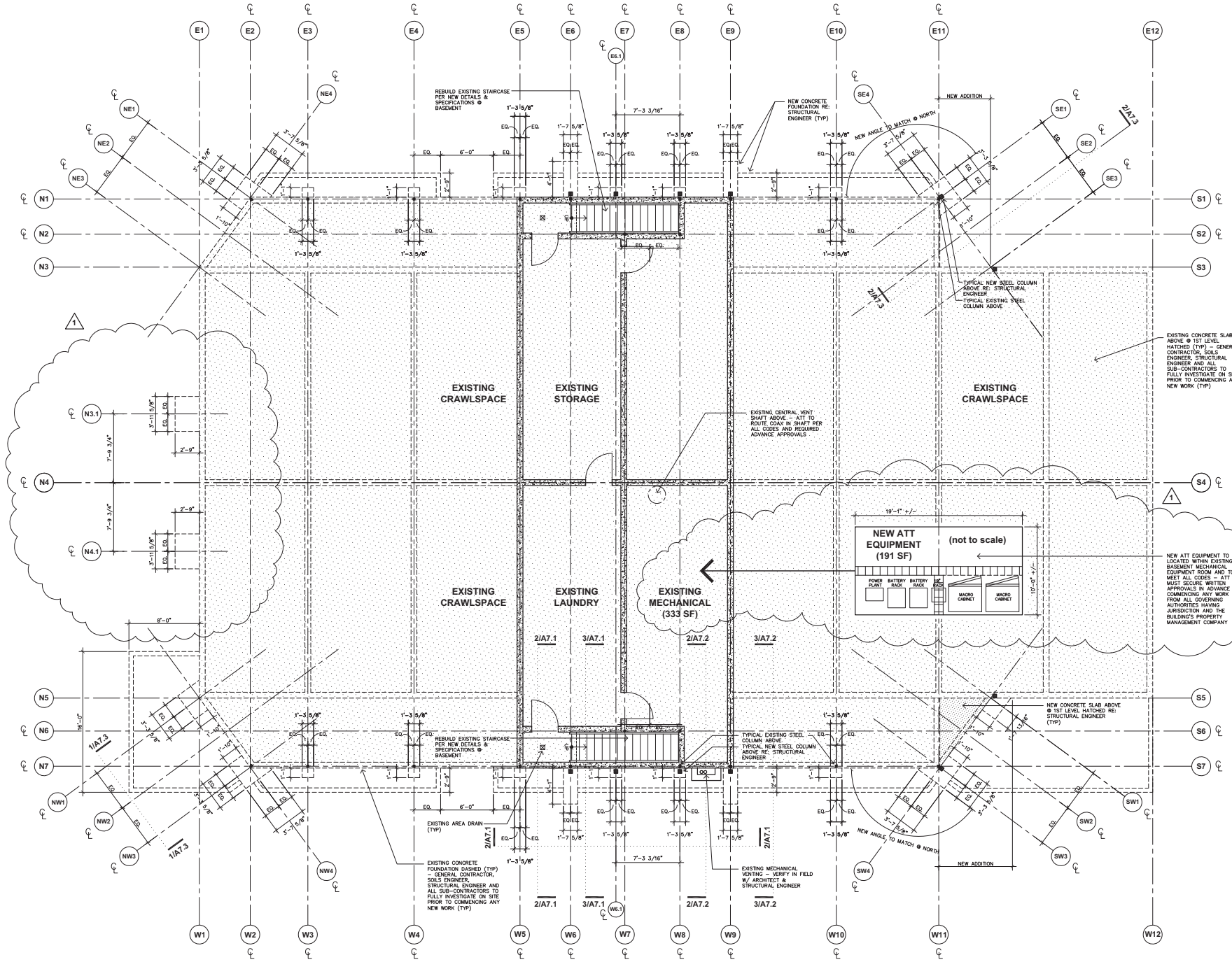
OWNER'S REPRESENTATIVE:
RON SCHUMAN
PATRIOT PROPERTY MANAGEMENT,
BRECKENRIDGE, CO 80424
OFFICE # - 970-367-5830
RON@BRECKENRIDGEPATRIOT.COM

GENERAL CONTRACTOR:
TO BE DETERMINED

PROJECT HEIGHT INDEX
EXISTING BUILDING HEIGHT
= 34'-6"
NEW MAX BUILDING HEIGHT
= 45'-9" 5/8"

STRUCTURAL ENGINEER:
SHELL S. HODGSON, P.E.
LEADVILLE, CO 80461
(970) 409-8120

SURVEYOR:
SCHMIDT SURVEYING, INC.
P.O. BOX 5761
FREDERICK, CO 80443
(970) 409-9963



1/ B1.1 PROPOSED BASEMENT PLAN

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

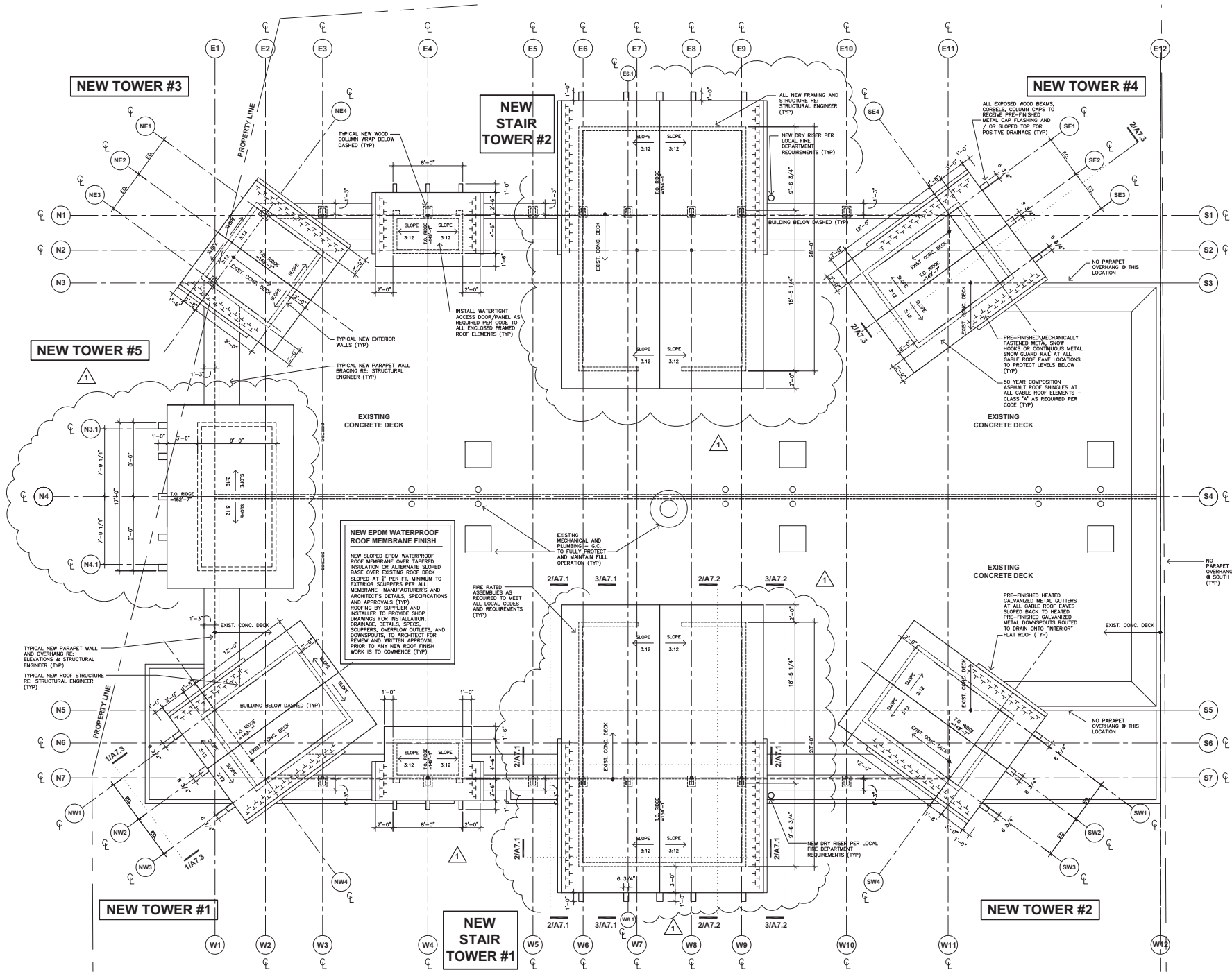
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NEELY ARCHITECTURE
 J. LEE NEELY - ARCHITECT
 P.O. Box 3877
 1000 14th Ave S
 Breckenridge, Colorado 80424
 jneely@neelyarch.com

ADDENDUM #1
GOLD CREEK CONDOMINIUMS REMODEL
 326 NORTH MAIN STREET, BRECKENRIDGE CO 80424

Job #
 Date: Jan. 4th, 2015
 T.O.B. REVIEW

A/ B1.1
 PLANS



1 / A5.3 - HIGH ROOF LEVEL PLAN

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

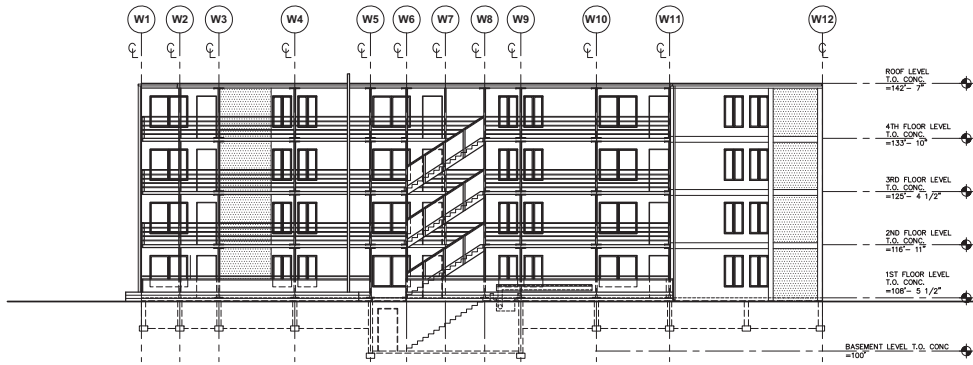
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NEELY ARCHITECTURE
 J. LEE NEELY - ARCHITECT
 P.O. Box 3857
 100 West 10th Street
 Breckenridge, Colorado 80424
 jneely@neelyarch.com

ADDENDUM #1
GOLD CREEK CONDOMINIUMS REMODEL
 326 NORTH MAIN STREET, BRECKENRIDGE CO 80424

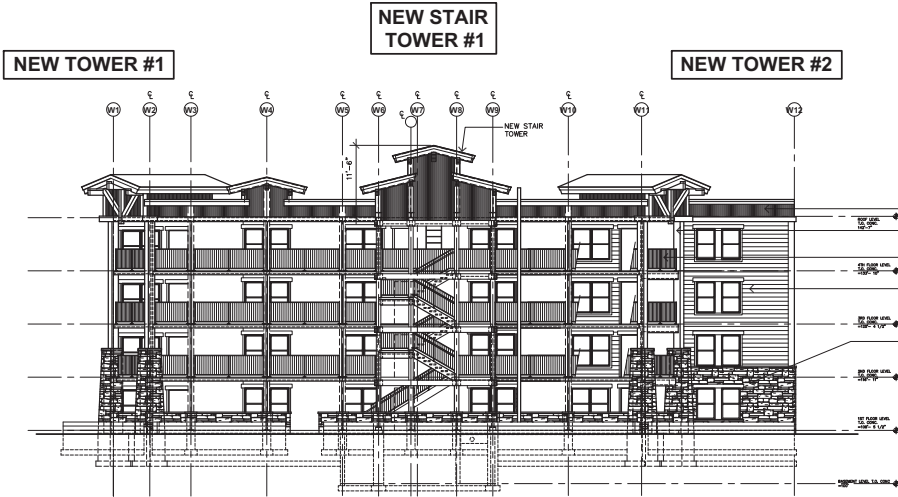
Job #
 Date: Jan. 4th, 2015
 T.O.B. REVIEW

A / 5.3
 PLANS



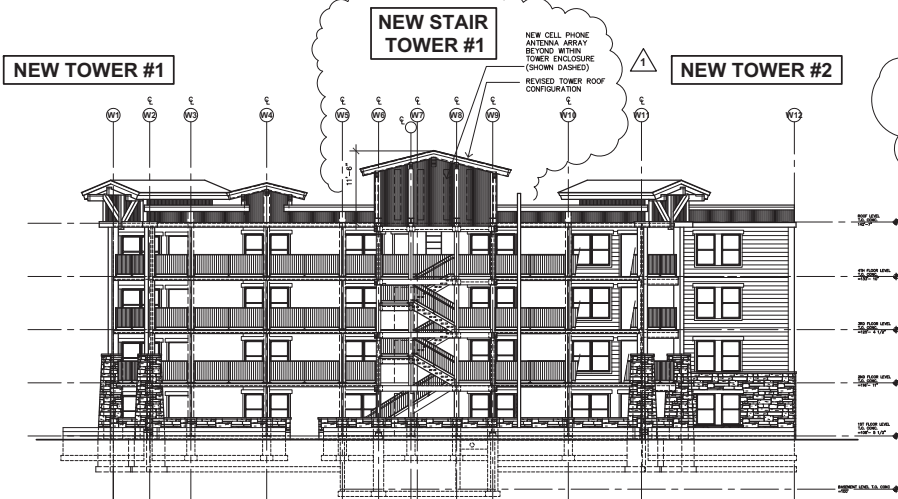
1/A6.0 - EXISTING WEST ELEVATION

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



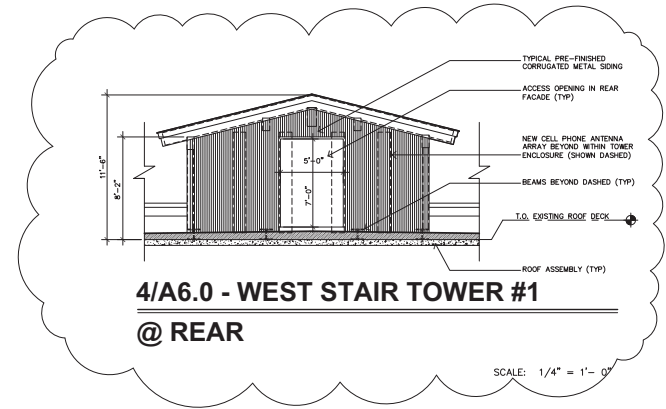
2/A6.0 - PERMIT APPROVED WEST ELEVATION

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



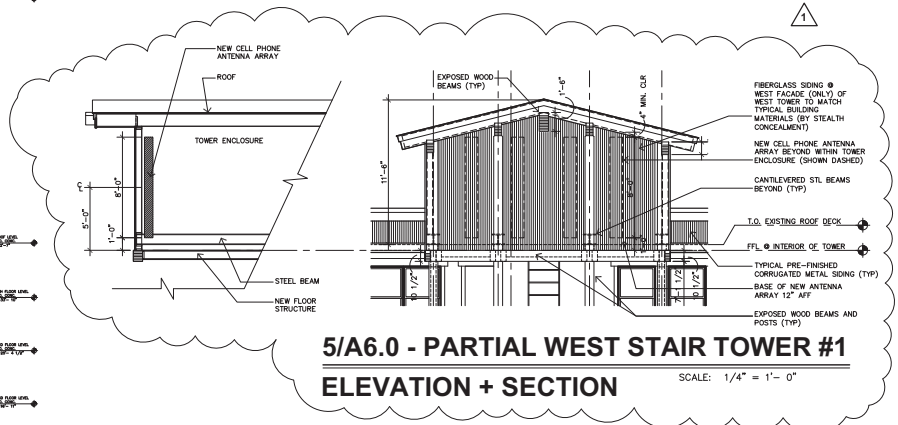
3/A6.0 - PROPOSED ADDENDUM #1 WEST ELEVATION

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



4/A6.0 - WEST STAIR TOWER #1 @ REAR

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



5/A6.0 - PARTIAL WEST STAIR TOWER #1 ELEVATION + SECTION

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

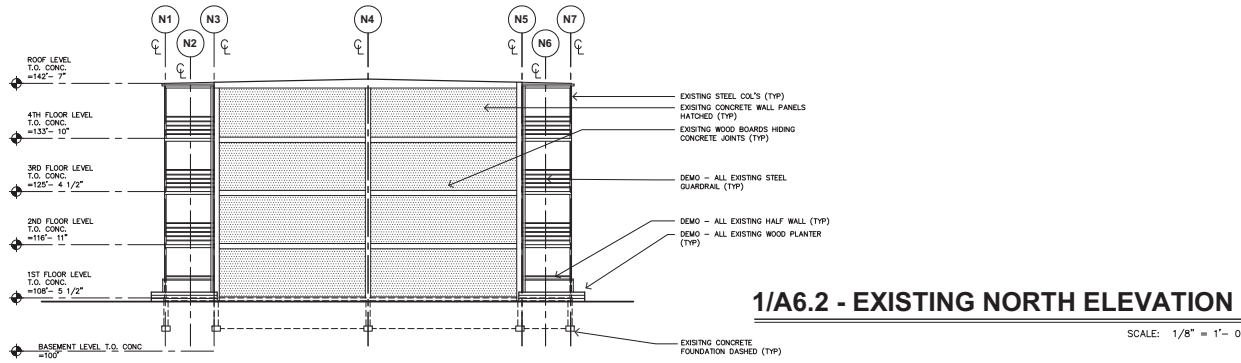
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NEELY ARCHITECTURE
 J. LEE NEELY - ARCHITECT
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 jneely@neelyarch.com

ADDENDUM #1
GOLD CREEK CONDOMINIUMS REMODEL
 326 NORTH MAIN STREET, BRECKENRIDGE CO 80424

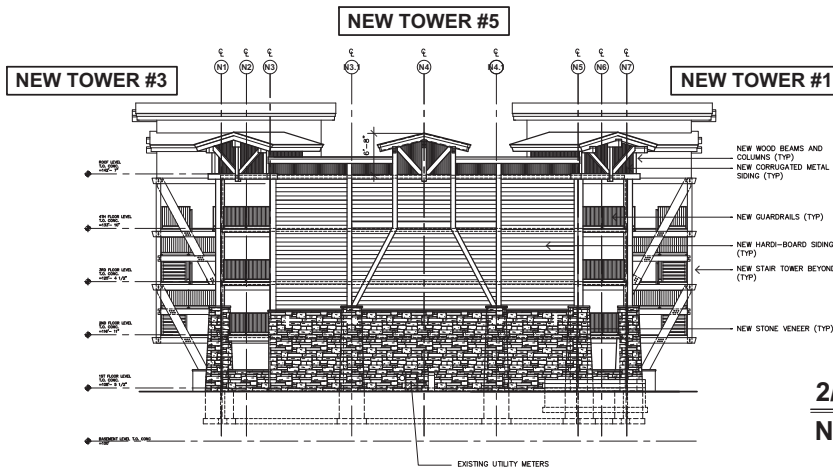
Job #
 Date: Jan. 4th, 2015
 T.O.B. REVIEW

A / 6.0
 ELEVATIONS



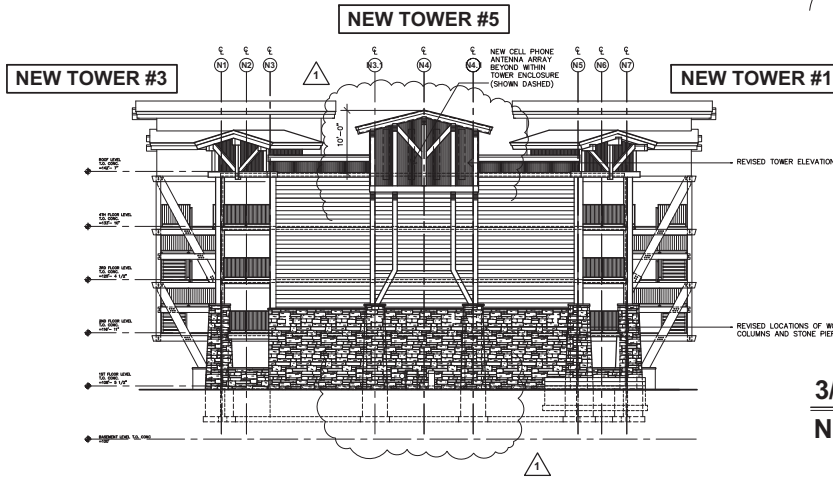
1/A6.2 - EXISTING NORTH ELEVATION

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



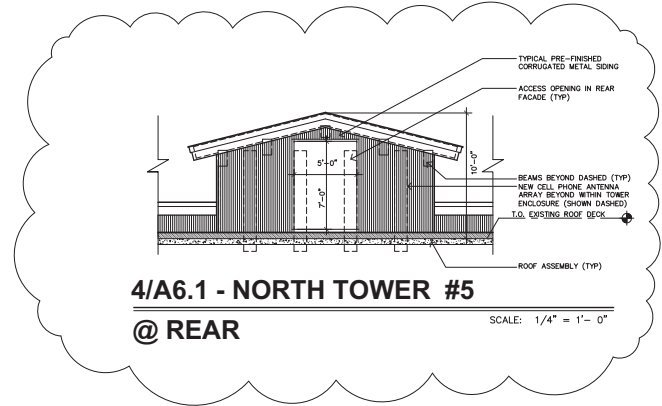
2/A6.1 - PERMIT APPROVED NORTH ELEVATION

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



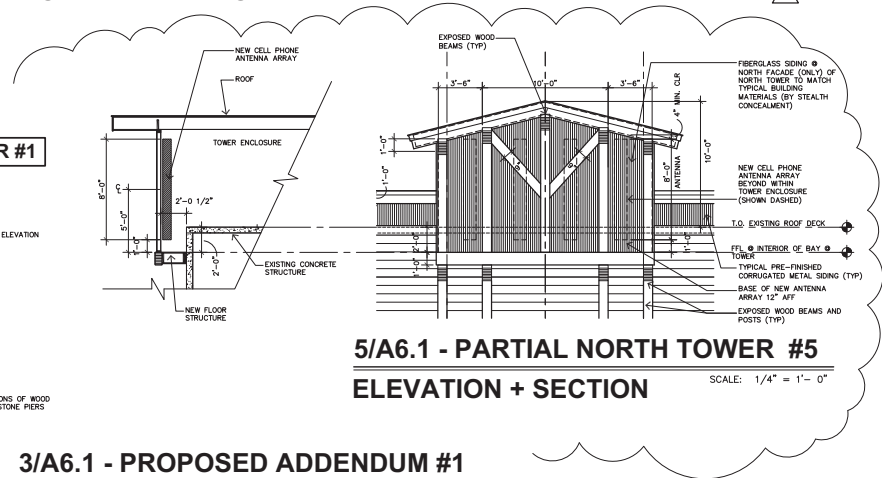
3/A6.1 - PROPOSED ADDENDUM #1 NORTH ELEVATION

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



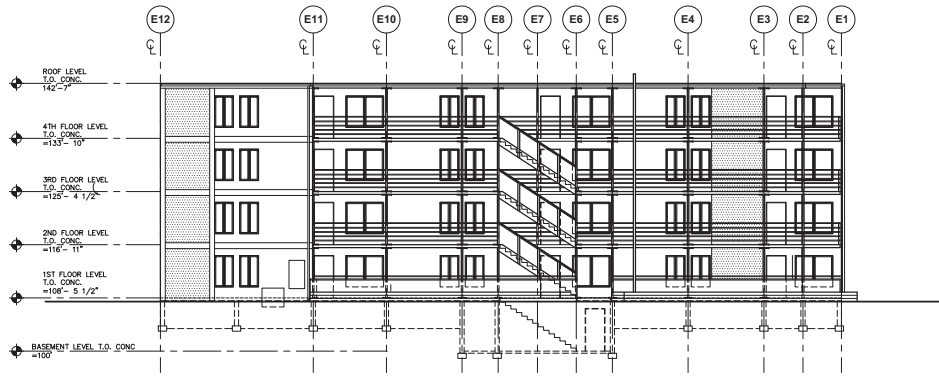
4/A6.1 - NORTH TOWER #5 @ REAR

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



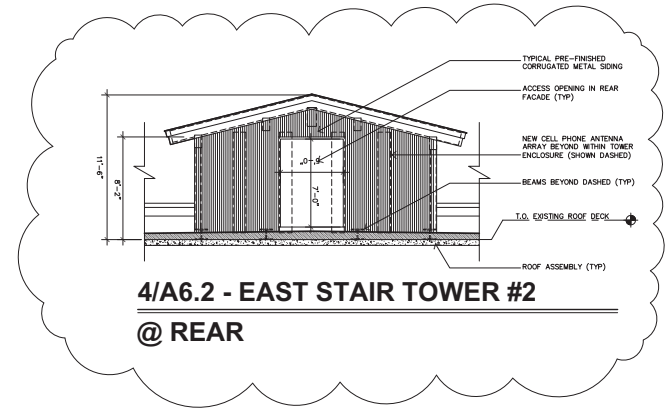
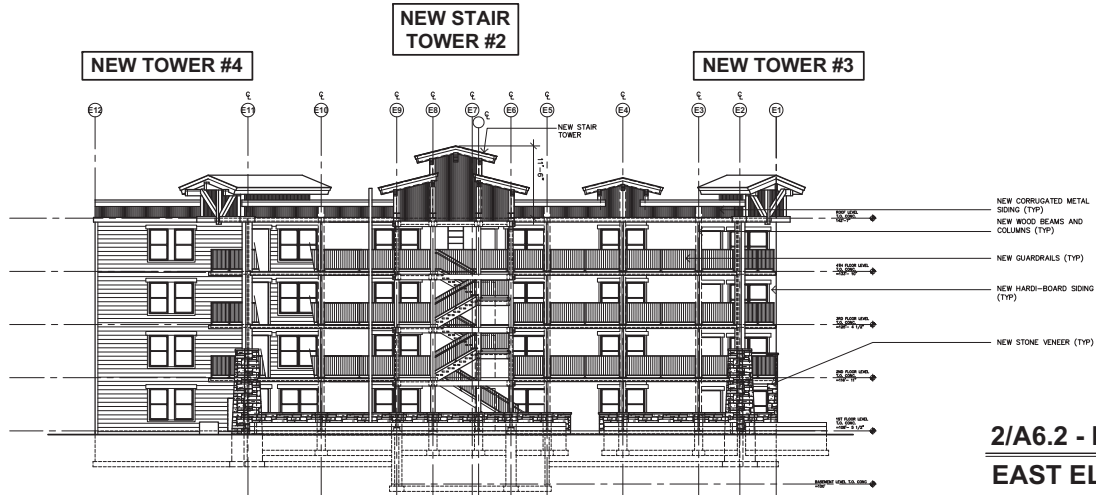
5/A6.1 - PARTIAL NORTH TOWER #5 ELEVATION + SECTION

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



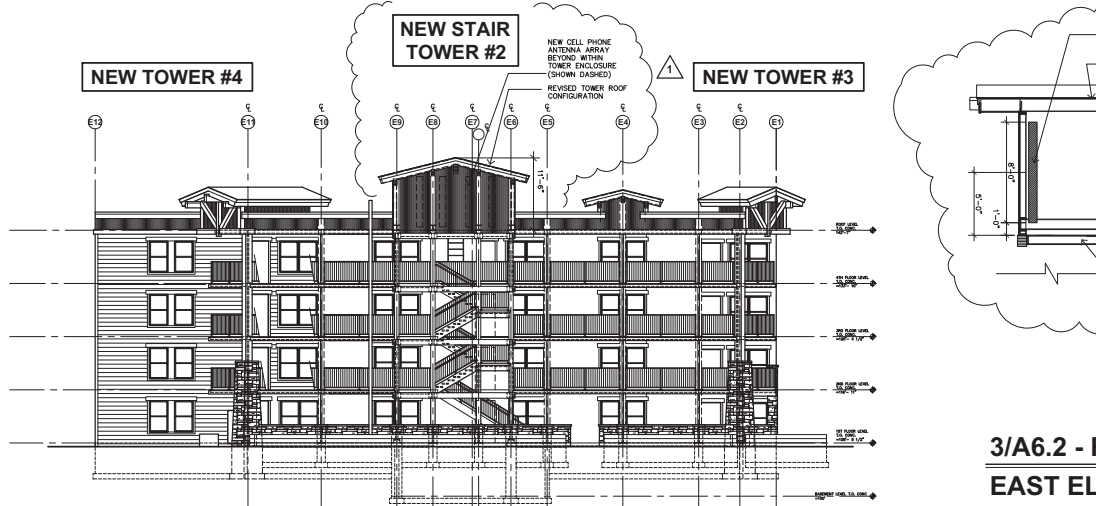
1/A6.2 - EXISTING EAST ELEVATION

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



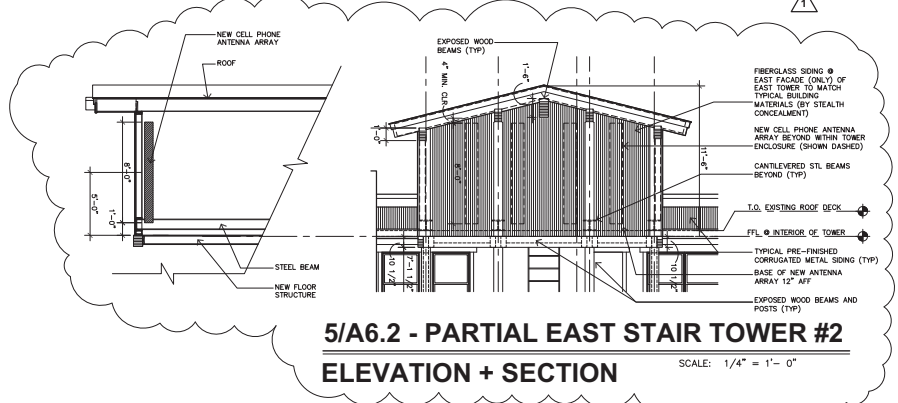
4/A6.2 - EAST STAIR TOWER #2

@ REAR



2/A6.2 - PERMIT APPROVED EAST ELEVATION

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



5/A6.2 - PARTIAL EAST STAIR TOWER #2

ELEVATION + SECTION

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

3/A6.2 - PROPOSED ADDENDUM #1 EAST ELEVATION

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

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NEELY ARCHITECTURE

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GOLD CREEK CONDOMINIUMS REMODEL
 326 NORTH MAIN STREET, BRECKENRIDGE CO 80424

Job #
 Date: Jan. 4th, 2015
 T.O.B. REVIEW

A / 6.2
 ELEVATIONS

**Gold Creek Condominiums
326 North Main Street
Breckenridge, Colorado**

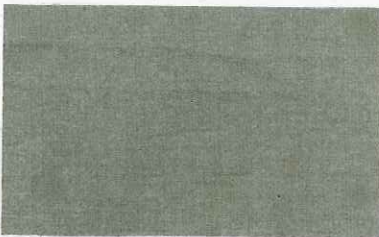
Siding - horizontal



Siding - metal



Trim/Fascia&Columns



Glu-Lam beams/columns



Roofing



Stone Veneer



Cladding



RECEIVED
JAN 06 2015

TOWN OF BRECKENRIDGE
PLANNING DEPT.

Planning Commission Staff Report

- Subject:** Tract E Shock Hill Master Plan Modification, (Class A Preliminary PL-2105-0174)
- Proposal:** To modify the existing Shock Hill Master Plan for Tract E only, which currently identifies this site for multifamily/lodge with 60.7 Single Family Equivalent (SFEs) of residential density, plus 5,300 square feet of commercial density (retail shops, spa/health club, business center, and restaurant/bar.) The proposed modification proposes a total of 30.12 residential SFEs for Duplex (at 1,600 square feet per SFE) or Cluster Single Family use. Duplexes would be configured as 10 buildings. The number of Cluster Single Family would be subject to the Policies (setbacks, building height, etc.) defined in the Town's Development Code. There is no commercial density proposed.
- Project Manager:** Michael Mosher, Planner III
- Date:** January 23, 2015 (For meeting of February 3, 2015)
- Applicant:** Chris Canfield, Rounds and Porter Real Estate
- Owner:** Shock Hill Partners, Thomas K. Espel
- Agent:** Allen Guerra Architecture Design Build, Suzanne Allen and Andy Stabile
- Address:** 260 Shock Hill Drive
- Legal Description:** Tract E, Shock Hill Subdivision
- Site Area:** 6.669 acres (290,502 sq. ft.). With pending subdivision 4.361 acres (189,965 sq. ft.) is the development area and 2.308 acres (100,531 sq. ft.) shall be dedicated as public open space as a commitment of the existing Development Agreement (Rec. No. 851343).
- Land Use District:** 10: Residential-2 UPA, Single Family, up to 8-plex, townhouses
Subject to the Shock Hill Master Plan, which identifies this site for multifamily / lodge (hotel/lodge/inn) with 60.7 SFEs of residential density, plus 5,300 square feet of commercial density (retail shops, spa/health club, business center, and restaurant/bar.) The Master Plan provisions take precedent over the LUG's.
- Site Conditions:** The site is undeveloped, except for the gondola mid-station in the southeast corner of the site and a small sales office adjacent to the gondola. The site is moderately forested with mostly lodgepole pine trees. There is an abandoned Nordic ski trail that crosses through the center of the tract and a trail to the north and west leading down to the overlook and Cucumber Gulch.
- The 100' gondola aerial tramway access easement crosses through the southeastern and southern part of the lot. There is a 25' public trail easement along the north lot line, and a 20' drainage easement along the northwest property boundary. Additionally, there are several trail easements on the west side of the property, either along the

boundary with Tract E-2, or within Tract E-2. The site slopes downhill to the south and west, at an average rate of 13% within the development area, and as much as 38% within Tract E-2.

Adjacent Uses: North: Single family homes and lots South: Gondola and vacant lodge site
 East: Shock Hill Drive/Shock Hill Cottages West: Cucumber Gulch

Density: Allowed with current Master Plan:
 Residential (does not include any TDRs): 60.7 SFEs (72,840 sq. ft.)
Commercial: 5.3 SFEs (5,300 sq. ft.)
 Total Existing: 66.0 SFEs (78,140 sq. ft.)

Proposed Master Plan Modification
 Residential: 31.25 SFEs (49,999 sq. ft.)
 Commercial: 0.00 SFEs
Gondola mid-station* (commercial): 0.12 SFEs (120 sq. ft.)
 Total proposed: 31.37 SFEs (82,917 sq. ft.)

*(*Note: The existing gondola mid-station on Tract E has used 120 square feet of density, which comes from the density on Tract E, per the 2004 development permit for the Cucumber Creek Gondola (PC#2004110). Also, the sales center, which counts as density, will be removed from the site prior to the start of construction, and so these numbers do not include the density of the sales office which is 240 square feet.)*

Mass: Allowed under existing Master Plan: 91,050 sq. ft.
 Commercial density/mass (no bonus): 5,300 sq. ft.
Additional mass with approved density transfer: 9,000 sq. ft.
 Total allowed after density transfer: 105,350 sq. ft.

Proposed Mass:
 Per Town Code - 20% of allowed density: 62,487.5 sq. ft.

Height: Recommended: 35 feet overall
 Proposed: 35 feet overall

Req'd Setbacks: Front/East: 15 ft. Rear/West: 15 ft.
 Side/South: 5 ft. Side/North: 5 ft.

Proposed (on illustrative plan) Setbacks*:
 Front/East: 15 ft. Rear/West: 15 ft.
 Side/South: 5 ft. Side/North: 5 ft.

(*Actual setbacks will be identified with the individual development permits for each unit)

Item History

In March 2007 the Town Council approved a Development Agreement with AZCO II for the development of two lodge buildings in Shock Hill (Tract C and E). The Development Agreement authorized the transfer of up to 39 SFEs of density to the property. In exchange, the applicant agreed to develop the property as a condo-hotel on both Tract C and Tract E (as opposed to townhomes, which could have been built on Tract C, or a hotel/lodge/inn) with underground parking.

The Planning Commission approved another extension of the Development Permit (Shock Hill Lodge and Spa, Tract E Permit Extension, PC#2013095) on November 5, 2013. This application remains valid until 2016. However, the current applicants and owner are seeking to modify the Master Plan and modify the Development Agreement to reflect the proposed master plan.

The following are the key points from the original Development Agreement approved by the Town Council in March 2007, and how these points relate to development of this site. The applicant and owner intend to abandon the Agreement (upon approval of this master plan). The items from the Development Agreement not related to the lodge development will be created as Conditions of Approval for the Subdivision and Master Plan. Summarizing these key issues (for detail, see the Staff report for the Shock Hill Tract E Resubdivision, PL-2105-0175):

- Dedicate Tract E-2 to the Town as public open space.
- Design buildings using best efforts to mitigate the visual impacts of the development from the areas of Cucumber Gulch to the west of the Tracts to the extent practical.
- Implement all appropriate provisions of Section 11 and Section 12, Best Management Practices, of the Town's "Cucumber Gulch Overlay Protection District Ordinance".
- Construct a buck-and-rail fence on the downhill side of the Town's trail located to the west of Tract E to separate the development from the Gulch, if requested by the Town.
- Place signs on the property at key access points to Cucumber Gulch, containing information concerning the importance of the Gulch, its ecological function, the presence of the Boreal Toad, the prohibition of dogs and the importance of staying on established trails. Similar signs shall be placed in the individual units.

Staff Comments

Master Plan (39/A) and Land Use (Policies 2/A & 2/R): The applicant is proposing to modify the Shock Hill Master Plan as part of this proposal, which would decrease the density by 34.63 SFEs for Tract E. The uses for this site (identified in the Master Plan as "lodge/multi-family") will be changed to exclusively duplex or cluster single-family residential. Single-family and multi-family uses are allowed in Land Use District 10, the underlying suggested land use. A similar Master Plan modification with the same uses was approved for Tract C. Staff has no concerns.

Density/Intensity (3/A & 3/R)/Mass (4/R): The LUD suggested density is 2 UPA or 13.338 SFEs for both Tract E-1 and Tract E-2. Of the current 66.0 SFEs currently allocated to Tract E, the Master Plan modification is seeking 31.37 SFE, with a limit of 1,600 square feet per SFE. Per the Policy 3/A, duplex SFEs are restricted to 1,600 square feet when there are more than 5 units per acre. In addition, the modification to the Master Plan stipulates that no one building (duplex or cluster single-family) will have more than 4,999 square feet. This will allow each unit to be developed as a Class C application and without having to provide employee housing. Any multifamily or non-residential development over 5,000 square feet is required to provide employee housing with the application. As a result of these limitations, the overall density allowed with the current Master Plan is reduced from 78,140 square feet to 50,119 square feet.

Architectural Compatibility (5/A & 5/R): Per this section of the code:

A. General Architectural and Aesthetic Compatibility: 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. This section only applies to areas outside of the historic district. (Ord. 19, Series 1995)

The Applicant has included the following Master Plan notes. Staff has no concerns with the proposed notes. We welcome any Commissioner comments. (Staff notes that the Shock Hill Design Review Board has yet to comment on these design guidelines. We will have more information at final review

Shock Hill, Tract E, Master Plan Notes

- A. Individual building sites are limited to no more than 3.125 SFEs, where 1 SFE = 1,600sf.
- B. Square Footage of each structure shall be limited to 4,999 total density
- C. The total density for the development shall not exceed 49,990 finished square feet. Total SFE's for Tract E not to exceed 31.25.
- C. The Cucumber Gulch Overlay District Best Management practices apply to this development.
- D. Allowed residential on Tract E shall be duplex or cluster single family uses.
- E. Typical conceptual elevations and plans for Shock Hill Tract E Development are referenced in this Master Plan. These elevations and plans are schematic and are allowed to be modified for each individual location.
- F. The minimum separation between building overhangs and/or decks shall be 20'.
- G. Structures that are adjacent or across the drive shall not be excessively similar. Unique exterior materials, colors and elements shall be utilized to maintain variety.
- H. Architectural design on Tract E shall be in the "mountain contemporary" aesthetic. Contemporary materials, window patterns, asymmetry, and detailing shall be combined with the traditional rustic requirements of the residential Shock Hill neighborhood.
- I. Each building shall be individually reviewed and approved by the Town of Breckenridge through the Class C planning process – provided the building density is less than 5,000 square feet.
- J. Each building shall be individually reviewed by the new Tract E majority owner's Design Review Board, as defined in the Tract E CC&R's.
- K. Architecture
 - 1. The architectural massing shall be broken into smaller elements, which should be defined by a single wall material.
 - 2. Each building must have a minimum of three (3) wall materials.
 - 3. Acceptable wall "Element" materials include stone, natural wood, and flat non-reflective sheet steel paneling (not to exceed 25% of any elevation).
 - 4. Acceptable detail elements include those created from heavy Timber and large steel beam/braces.
 - 5. Variation of details, massing, materials and colors are required when similar residences are side by side.
 - 6. Roof forms shall be simple and shall utilize some 6:12-12:12 gable elements. Other, complementary roof forms may be utilized in conjunction with the gable elements. These roof forms can be any pitch and may be barrel forms.
 - 7. Roof materials may be non-reflective standing seam steel roofing, non-reflective corrugated steel roofing, 50-year asphalt roofing or other 50-year composite roofing (no natural wood).

8. Windows shall be aluminum clad wood windows or thermally broken steel windows.
9. Front doors and garage doors shall be custom and be designed to match the architecture. The garage and front door materials must match the wall materials of the structure.
10. Where both garage doors of a duplex face in the same direction, the wall surfaces containing the doors must be offset by a minimum of 10'.
11. All mechanical flues and fireplace flues must be enclosed in a surround. Other pipes that penetrate the roof must be painted to match the adjacent roof.

L. Landscaping

1. Landscaping for each building shall include a minimum of (4) coniferous trees (12' tall min.), (8) deciduous trees (2" caliper min.), and (8) shrubs (5 gallon).
2. Care shall be taken to provide adequate buffering between dwelling units, while preserving view corridors to the Breckenridge Ski Area and nearby mountain peaks.

M. Trail Easements

1. The 25-foot Public Trail Easement is allowed to be planted with coniferous trees (12' tall min.) and deciduous trees (2" caliper min.) adequate to provide visual buffering from adjacent residential properties. Any improvements within any of the trail easement must be reviewed with the Town of Breckenridge Open Space and Trails Department. A meandering bike/pedestrian trail within this easement shall be coordinated with Town of Breckenridge Open Space & Trails Department.
2. The 15' Non-Motorized Trail Easement to remain free from obstructions of any kind. Visual distinction between easement and private space to be defined through the use of fencing (split-rail or similar), grading and landscaping.

Building Height (6/A & 6/R): Per Land Use District 10; *Generally, structures in excess of two stories above grade are discouraged. Building heights will be determined through the Development Code review process.*

However, building heights should be dictated by the terrain and their visibility from other areas of Town. During the Development Code review process, height and intensity of development should be carefully assessed for any major visual impacts to the rest of the valley.

With duplex and cluster single-family uses, a maximum of 35-feet, measured to the ridge, is allowed. Staff has no concerns.

Site and Environmental Design (7/R): *The Town hereby finds that it is in the public interest for all sites within the community to be designed, arranged, and developed in a safe and efficient manner. 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. Taking into consideration the basic character of the site and the nature of the proposed uses, the development should be visually harmonious as perceived from both the interior and exterior of the project. Platted lots with building*

envelopes, site disturbance envelopes, or designated building locations are still subject to the following rules and recommendations unless noted otherwise.

Though there is less density than the previously approved Condo-hotel, the impacts to the site may be greater as the density will be more spread out. The development is restricted to Tract E-1 with the remainder of the site (Tract E-2) being dedicated as public open space. The buildings are allowed to be no closer than 20-feet, measured between the eaves of each building. On the illustrated site plan, two of the duplexes share driveway and the remaining show a minimal separation of about 5-feet. This allows for new landscaping between separated units.

Utilities are to be brought in from the Shock Hill Drive cul-de-sac through the center of the development area reducing multiple access points. Staff has no concerns.

Ridgeline and Hillside Development (8/A): As previously approved, the project was determined to be “hillside or ridgeline development”. This is due primarily to the topography of the site, and the locations of parts of the building that were close the south and west facing ridges.

Where development is permitted on or near ridgelines, the development must be designed to follow certain standards. These standards address site planning, site grading, cut and fill, retaining walls, design of structures, exterior materials, existing and proposed vegetation, tree canopy, and exterior lighting.

Following is an explanation of how this project responds to these design criteria:

No building in the overall development will be taller than 35-feet.

Site Plan:

Site Grading/Cut and Fill/Retaining Walls: There is no significant cut or fill visible from the Gulch.

Design of Structures: All windows use non-reflective glass.

Exterior Materials: All natural exterior materials are proposed. This includes large exposed timbers, wood siding and natural stone. The siding is proposed with a dark stain to blend into the background.

Existing and Proposed Vegetation: As mentioned above, the site plan was previously revised to preserve additional trees on the downhill side of the building. A comprehensive landscaping plan is proposed to supplement the existing forest, including new plantings that include some very large trees to provide additional screening.

Tree Canopy: The tree canopy on Tract E is approximately 45-55 feet tall. The tallest parts of any building will be no taller than 35-feet to the ridge. The existing trees on the west side of the site should help to significantly buffer the building when viewed from Cucumber Gulch to the west.

Exterior Lighting: Exterior lighting is designed to minimize off site visibility and glare. All proposed lighting meets the new lighting policy with the use of fully shielded fixtures, and a lighting plan has been submitted.

Staff believes that the proposed design meets the design requirements of Policy 8/A- Ridgeline and Hillside Development.

Access / Circulation (16/A & 16/R; 17/A & 17/R):

A. Accessibility: It is encouraged that internal circulation systems provide the types, amounts, and locations of accessibility needed to meet the uses and functions of the movement of persons, goods, services, and waste products in a safe and efficient manner, with maximum use of pedestrian orientation, and a minimum amount of impervious surfaces. Internal circulation

elements should be designed in such a manner that the elements are integrated with each other as well as possible, and that conflicts between elements are minimized. The following represent the criteria utilized to analyze how well the project has met this particular policy.

(1) Pedestrian Circulation: Whenever appropriate to the type and size of the development, the inclusion of a safe, efficient and convenient pedestrian circulation system is encouraged. The provision of pedestrian circulation areas adjacent to and at the same level as adjacent sidewalks is strongly encouraged.

(2) Separation Of Systems: The separation of circulation systems and patterns which are basically incompatible is encouraged.

(3) Delivery Areas: Delivery areas and refuse pickup should be located away from public spaces.

The illustrative plan is showing 10 duplexes. The Master Plan will also allow cluster single-family homes with similar foot prints. Access is to be taken from a single curb-cut off the Shock Hill Drive cul-de-sac to a private drive. (Staff notes the second curb-cut from the one duplex is to be removed with the next submittal.) The private driveway loops internally reducing the amount of paving.

Surrounding the property are platted non-motorized pedestrian easements for summer and winter uses.

Landscaping (22/A & 22/R): The only landscaping associated with this Master Plan is proposed along the west edge of Tract E-1 and the upper portion of Tract E-2 to aid in buffering the future development. Staff is not suggesting any positive or negative points.

All additional landscaping will be in association with the individual Class C permits for each unit. The Master Plan notes are specifying a minimum of (4) coniferous trees (12' tall min.), (8) deciduous trees (2" caliper min.), and (8) shrubs (5 gallon). Does the Commission believe these quantities and sizes of the landscaping will adequately mitigate the impacts of illustrative development plan? Positive points may be awarded under the Master Plan for increased sizes and quantities if needed. Staff believes the proposed minimum landscaping is adequate and has no concerns.

Drainage and Stormwater Management (27/A & 27/R): A variety of systems will be proposed to improve water quality and minimize the impacts to Cucumber Gulch. These include sedimentation ponds, silt fencing and hay bales during construction, and detention ponds, drywells, bio-swales and mechanical treatment units for post-construction. The locations of detention ponds and swales will be designed in association with permits for the individual units and associated infrastructure.

As with the previous Master Plan, during construction, vehicle tracking and tire washing stations would be used at entrances to the site to prevent silt runoff. Inlet protection would also be provided at all existing culverts within 500 feet from the project site. We will be adding a Condition of Approval requiring a covenant for the maintenance of the detention ponds and other water quality features.

Staff notes that we have verified that water from any spas will not be drained to Cucumber Gulch, but will rather flow to the sanitary sewer system. The Breckenridge Sanitation District has approved this method of spa water disposal for this site. We have no concerns.

Water Quality Monitoring: In association with the development permits, surface water will be monitored at the ponds in the Gulch. Ground water would be monitored both at the rear of the development site and at the bottom of the hill, outside of the gulch. We believe that this is a comprehensive approach to testing both surface and ground water. No significant impact is expected to the quantity of ground water. Implementation of this water quality testing monitoring plan will be a Condition of Approval.

Special Areas (Policy 37/R):

- D. Cucumber Gulch Overlay Protection District: Within the Cucumber Gulch overlay protection district and the protective management area, as defined in the land use guidelines:*
- 2 x (0/+2) Development should be designed to maximize the distance between disturbances and the PMA. Buildings and landscaping should be concentrated to maximize areas left undisturbed as potential habitat.*
- 1 x (0/-2) Impervious surfaces should be minimized. (Ord. 9, Series 2000)*

On the existing Master Plan, the lodge was depicted in detail on the illustrative plan. Negative two (-2) points were suggested since about 46% of the site was proposed for either building coverage or as impervious surface.

Though the details of the development cannot be exactly illustrated on this Master Plan modification, we anticipate the layout being very close to what is depicted. The current illustrative plan is showing 34% (64,721sf) of the 189,954sf site with impervious material, including buildings (33,240sf), paved roads (22,027sf) and the gondola station (9,454sf) which leaves 66% of Tract E-1 as open space. Patios, if any patios are proposed, will be constructed of pervious set flagstone.

With two-thirds of the property being left as pervious, we are not suggesting any negative points under this policy. Does the Commission concur?

Staff Recommendation

Staff realizes that the change to duplexes and/or cluster single family homes is a significant departure from the approved lodge. Though the development is less density and lower in building height, the site impacts may be greater. However, there should be plenty of permeable area for new plantings and review of the specific site impacts will be brought to the Commission with the individual Class C development permits.

1. The Master Plan notes describe larger minimum tree sizes (Landscaping for each building shall include a minimum of (4) coniferous trees (12' tall min.), (8) deciduous trees (2" caliper min.), and (8) shrubs (5 gallon)). Does the Commission support these sizes?
2. Does the Commission believe any additional plantings are needed along the western edges of the development?
3. Does the Commission believe these quantities and sizes of the landscaping will adequately mitigate the impacts of illustrative development plan?
4. Does the Commission agree that no negative points should be awarded under Policy 37/R for impervious surfaces ?

We recommend this application return for final review.

January 29, 2015

TO: Chair Mamula, Council Member Brewer and Members of the Planning Commission

SUBJECT: Proposed Shock Hill Tract E Changes

As many of you are aware, I served as a member of the Shock Hill Board for 7 years, including 5 years as President. I retired from that position in February 2014, so this memo represents my opinion as an individual homeowner, active in the Breckenridge and Shock Hill communities for the past 10 years.

I was extensively involved with AZCO, the initial owner of Tract E, during the Planning Commission and Town Council approval process and the subsequent extensions granted for the original project. I held several meetings with the development principle John Niemi and his team to integrate the proposed development into the Shock Hill community by sharing the amenities of the proposed development with the Shock Hill owners. I hosted a community wide meeting at my home, which was attended by more than 30 people, early in the development process where AZCO presented several concept options and solicited feedback from these owners on how to integrate the proposed project into the community. The amenities included, but were not limited to, the spa, outdoor pool and hot tubs, restaurant, bar, convenience shop and shuttle service. In addition, the owners would receive individual ski lockers within the development adjacent to the Shock Hill gondola station.

Over several years, I represented Shock Hill Association at nearly every public meeting with both the Planning Commission and Town Council involving this proposed project. A strong Town desire and theme throughout the dialog was the concept of "hot beds" which were rented on a nightly basis to augment Town sales and lodging taxes. The Fairmont Hotel Group <http://www.fairmontshockhill.com> was designated as the internationally recognized 5 star, luxury "flag" for the proposed project, which offered the Town its first property at this level. This would attract presently underserved guests desiring this level of service. Unfortunately, AZCO went bankrupt during the housing recession and the property was subject to foreclosure actions.

Tract E is a crown jewel property in the Town of Breckenridge and the Shock Hill community. Breckenridge Lands, the developer of Shock Hill, stated that they always viewed this Tract for development of a high end hotel as it is designated in the Master Plan that many of our owners, including ourselves, used in guiding their purchase decision.

For all of the reasons stated above, this proposal is wrong for the Town, wrong for Shock Hill and wrong for Tract E. This Tract has been designated for a Lodge and Spa since Shock Hill was platted and should remain that way. Jan and I ask that the Planning Commission deny this proposal. I will offer additional remarks at the meeting if public comment is accepted.

John Quigley

Dear Mosh,

John & Jan Quigley were kind enough to share the information that you sent them regarding the request for changes to the master plan for tract E.

The original plan for tract E was a five star lodge by the Fairmont. When I look around Breckenridge, there is no truly upscale 5 star lodge/hotel anywhere in town.

I love that Breckenridge is known as a family resort, but adding an upscale 5 star lodge/hotel to the lodging choices in Breckenridge will bring a clientele that up to now, chooses Vail or Aspen over Breckenridge. Every business in town benefits when visitors spend money in Breckenridge.

The new plan for duplexes will continue the "cheapening" of one of the premier locations in Breckenridge. The current project just south of the gondola has done nothing to improve the quality that I expected in Shock Hill when my husband & I bought our lot in 1999.

What is the point of a master plan if it is set aside because some developer can't wait to get his or her hands on a beautiful piece of land when there aren't many parcels of land that size within the town limits?

There is nothing special about the proposed change.

Please stick to the original master plan that calls for a lodge on tract E. The economic benefit to Breckenridge will far exceed the plan for duplexes that is under consideration.

Please wait for the right project that meets the current master plan and enhances the whole town.

I am leaving for California to babysit my granddaughter so will not be attending the meeting this coming Tuesday. Only a planned grandchild visit would prevent me from attending.

I'm assuming I was clear in my previous email of my strong opposition to this change to the master plan for Shock Hill Tract E.

Another note, this proposed change from a lodge to duplexes impacts everyone in Breckenridge, not just folks who live within 300 feet!

Ask any business owner in town if they would support a 5 star lodge that will have a much higher occupancy rate rather than duplexes that will be empty half of the time!

Sincerely,

Patricia Walker
56 Wildcat Road
P.O. Box 1299
Breckenridge, CO 80424

Planning Commission Staff Report

- Subject:** Shock Hill Tract E Resubdivision (Class A, Preliminary Hearing, PL-2105-0175)
- Proposal:** Subdivide Tract E of Shock Hill into Tract E-1 (4.361 acres) as the development area and Tract E-2 (2.308 acres) which shall be dedicated as public open space.
- Project Manager:** Michael Mosher, Planner III
- Date:** January 23, 2015 (For meeting of February 3, 2015)
- Applicant:** Chris Canfield, Rounds and Porter Real Estate
- Owner:** Shock Hill Partners, Thomas K. Espel
- Agent:** Allen Guerra Architecture Design Build, Suzanne Allen and Andy Stabile
- Address:** 260 Shock Hill Drive
- Legal Description:** Tract E, Shock Hill Resubdivision
- Site Area:** 6.669 acres (290,502 sq. ft.)
- Land Use District:** 10: Residential-2 UPA, Single Family, up to 8-plex, townhouses
Subject to the Shock Hill Master Plan
- Site Conditions:** The site is undeveloped, except for the gondola mid-station in the southeast corner of the site. The site is moderately forested with mostly lodgepole pine trees. There is an abandoned Nordic ski trail that crosses through the center of the tract.
- The 100-foot wide gondola aerial tramway access easement crosses through the southeastern and southern part of the lot. There is a 25-foot wide public trail easement along the north lot line, and a 2-foot wide drainage easement along the northwest property boundary. Additionally, there are several trail easements on the west side of the property, either along the boundary or within Tract E-2. The site slopes downhill to the south and west, at an average rate of 13% within the development area, and as much as 38% within Tract E-2, which would be dedicated to the Town as open space.
- Adjacent Uses:** North: Single family homes and lots South: Gondola and vacant lodge site
East: Shock Hill Drive/Shock Hill Cottages West: Cucumber Gulch

Item History

The Shock Hill Lodges on Tract E and C were approved by the Town Council on January 22, 2008. As a Condition of Approval of the construction of the lodges, the owner was required to dedicate a 2.3 acre parcel on the downhill side of Tract E to the Town of Breckenridge as public open space. The open space site is relatively steep, and adjacent to Cucumber Gulch, and this dedication will ensure that there is no development on this portion of the site.

Per the current Development Permit for the construction of the Shock Hill Lodge on Tract E, the applicant is required to dedicate Tract E-2 to the Town. Specifically:

“Applicant shall submit to and obtain approval from the Town of Breckenridge of a Class B Subdivision permit dividing Tract E into two parcels, Tracts E-1 and E-2. Tract E-2, which will be approximately 2.25 acres and is which will be generally downhill and to the west of Tract E-1, as shown on the Development Agreement dated March 13, 2007 (Reception #851343), shall be dedicated to the Town of Breckenridge by general warranty deed in a form and substance acceptable to the Town Attorney. The conveyed property shall be subject to no liens or encumbrances, except the lien of the general property taxes for the year of conveyance.”

Since the Development Agreement is associated with a separate development permit, Staff is suggesting the pertinent conditions related to impacts of any development to Cucumber Gulch be added as Conditions of Approval with final subdivision approval. The conditions directly related to the lodge use would then, with Council approval, be eliminated. The items *not* related to the lodge will include:

- Because the Tracts are located immediately adjacent to the Town's "Cucumber Gulch Preserve" area ("Cucumber Gulch"), a sensitive ecological area of great importance to the Town, the Developer acknowledges the Town's substantial and unique concerns about the development of the Tracts. Developer acknowledges that it will be necessary to design buildings to be constructed on the Tracts using its best efforts to mitigate the visual impacts of the development from the areas of Cucumber Gulch to the west of the Tracts to the extent practical. Such efforts may include visual screening with landscaping, building forms, building stepping, building colors, and non-reflective materials. Developer further understands and acknowledges that the Town may take into consideration, when applying the applicable development policies of the Town, including Development Code Policy 7 (Relative) Site and Environmental Design and Development Code Policy 8 (Absolute) Ridgeline and Hillside Development, if applicable, the extent to which the design of the buildings has been sensitive to the views from Cucumber Gulch.
- As additional inducements for the Town to enter into this Agreement, Developer agrees to the following additional conditions:
 - (a) All "appropriate" provisions of Section II, Development Standards, and Section 12, Best Management Practices, of the Town's "Cucumber Gulch Overlay Protection District Ordinance" (Ordinance No. 9, Series 2000) shall be included as conditions in the Master Plan Amendment, Tract E Permit. "Appropriate" is intended to mean that only such provisions shall be included as conditions as are practical taking into account the fact that development on the Tract will be occurring within an area identified as part of the PMA but currently exempt from the Cucumber Gulch Overlay Protection District Ordinance, and such things as exterior lighting may be necessary or appropriate as a part of the project. Such conditions incorporating provisions of Sections II and 12 of the Cucumber Gulch Overlay Protection District Ordinance may provide that a written covenant, reasonably acceptable to the Town Attorney, be recorded with the Clerk and Recorder of Summit County, Colorado.
 - (b) All provisions of the January 23, 2007 version of Policy 46 (Absolute)Exterior Lighting (the "Proposed Policy") applicable to what is described in the Proposed Policy as Lighting Zone 2 shall be applied to the applications for the Tract E Permit, provided, that: (i) the form of lighting permitted in accordance with Subsection (S)d. of the Proposed Policy may have illumination of no more than 40 watts per bulb as long as the illumination is effectively contained within an overhanging architectural element; and (ii) lighting as reasonably required for safety shall be allowed below the surface of the water in any swimming pool, spa, hot tub or similar facility.

- (c) No devices for the amplification of sound (i) located on an exterior deck, patio or balcony of any structure; (ii) affixed to the exterior wall of any structure; (iii) located in or on any lawn or landscaped area outside of any structure; or (iv) otherwise placed, affixed or located outside the exterior walls of any structure shall be allowed, provided that the foregoing shall not prohibit either devices required for emergency use, such as alarms, or radios, speaker phones or other devices that might be used by individuals in connection with the construction, maintenance, repair or servicing of improvements or activities within the Tracts.
- (d) If requested by the Town in connection with the Tract E Permit, Applicant shall construct a buck and rail fence in the area of the trail along the west side of Tract E in such location and at such time as the Town may direct, provided that the length of the fence will be approximately the same as the length of the west boundary of Tract E. In addition, Applicant agrees to take such measures as Applicant and the Town staff determine to be reasonably necessary to insure that individuals accessing Town trails do so only by the use of such trail or trails as may be approved in connection with the Tract C Permit or the Tract E Permit, and Applicant agrees that such measures may include such things as fences, rock walls, landscaping and signage.
- (e) Applicant shall place signs in locations most likely to be seen by people approaching the Town's Cucumber Gulch property from Tracts E-1, with such signs to contain information reasonably acceptable to the Town concerning the importance of Cucumber Gulch, its ecological function, the presence of the Boreal Toad, the prohibition of dogs and the importance of staying on established trails. The signs shall be subject to reasonable approval of the Director of the Department of Community Development.
- (f) Applicant shall place signs containing the same information as provided in the preceding subparagraph in each unit and at the main entrance area for the project to be constructed on E-1. In addition, Applicant shall include similar information in the project documents established for the project on Tract E-1. The signage and document language shall be subject to the reasonable approval of the Town Attorney.

The lodge development permit has been extended twice, and to date has not been constructed. A subdivision for this open space dedication (a condition of approval) was approved (PC#2008063) but the vesting for the subdivision has since expired and no plat was recorded and the property was never conveyed to the Town.

The current owner and applicant intend to fulfill the Open Space dedication in conjunction with the Master Plan modification of this property as Duplexes and/or Cluster Single-Family homes (separate application). Any subdivision improvements associated with the proposed Duplexes and/or Cluster Single-Family homes will be required when any development commences on Tract E-1.

We welcome any Commissioner comments.

Staff Comments

Design Compatible with Natural Features (9-2-4-2): This policy requires that the design of subdivisions respond to the natural limitations and opportunities, including trees, topography, drainage patterns and other natural features. In this subdivision, however, there are no roads proposed, and no additional development sites beyond those previously approved by the original overall Shock Hill Subdivision. The steepest portion of the site will be on Tract E-2, which will be dedicated to the Town of Breckenridge for use as public open space. The open space parcel will include portions of the existing Black Loop trail, which is currently

within a trail easement. No changes are proposed to the natural character of the site. The site is well wooded, and no additional trees or other landscaping is proposed or required. Staff has no concerns.

Drainage, Storm Sewers and Flood Prevention (9-2-4-3): This portion of the Subdivision Standards requires that the applicant provide adequate drainage facilities, and ensure that any proposed development does not have any negative impacts to adjacent properties. Lots are required to be laid out to facilitate positive drainage and respond to the natural drainage patterns of the site. It also sets standards for the location of detention facilities, and for the dedication of drainage easements.

Any development or improvements on Tract E-1, including infrastructure, will address drainage, water quality and other impacts in association with the development permits. A variety of systems may be proposed to improve water quality and minimize the impacts to Cucumber Gulch. These could include sedimentation ponds, silt fencing and hay bales during construction, and detention ponds, drywells, bio-swales and mechanical treatment units for post-construction. Engineering staff will review these prior to any construction.

The Town's Streets Department is requesting a 10-foot deep snow stacking easement be dedicated along the outside edges of the cul-de-sac. This will be shown on the final plat.

Landscaping (22/A & 22/R): No landscaping is required or proposed as part of this subdivision. There are no public roads proposed, which would require landscaping.

Utilities Infrastructure (9-2-4-4): This policy requires the installation of utilities to serve the future development. These utilities include including water, sewer, electricity, telephone, natural gas, and cable television service. In this case, all required utilities for Tract E-1 exist within the Shock Hill Drive right-of-way and will be extended underground to the site.

Lot Dimensions, Improvements and Configuration (9-2-4-5): This policy addresses the size of lots, arrangement of lots in relation to each other, and access from public streets. It sets minimum standards for platting site disturbance envelopes and access. Since Tract E-1 already has access from Shock Hill Drive, and Tract E-2 already has access from the existing trail network, no changes to the access are required or proposed. Staff finds that the requirements for platting disturbance envelopes do not apply to this re-subdivision, and that the minimum lot size of 5,000 square feet is met with this proposal.

Pedestrian and Bicycle Circulation Systems (9-2-4-7): This policy requires that subdivisions provide adequate circulation for non-auto oriented movement, including cyclists and pedestrians. It requires the preservation of existing trails, and that new trails tie into the existing trail network. The north and west trail easements had been platted with the initial subdivision. The south (near the gondola) was left un-platted until development was approved on Tract E-1. This re-subdivision proposes to locate the 15-foot easement closer to the gondola and further away from the proposed development area. Staff has no concerns.

Gondola: The applicant will be asked to work closely with the Lift Director at the Breckenridge Ski Resort concerning pedestrian crossings adjacent to and beneath the gondola and any adjacent landscaping. A small split rail fence will be sought to keep pedestrians from walking under portions of the gondola with low clearance. We will require written approval from the Lift Director of these design elements. Staff has no concerns.

Street Lighting (9-2-4-8): The existing street lamps along Shock Hill Drive are adequate for the existing streets. No new streets are proposed, and no additional lighting is required.

Existing and Proposed Streets (9-2-4-11): This policy sets standards for the location and layout of streets, No additional streets are required or proposed.

Dedication of Park Lands, Open Space, and Recreational Sites (9-2-2-4-13): This policy requires the dedication of 10% of the land within a subdivision, or 10% of the value of the land, upon subdividing land. It does not require a land dedication from a person or entity which subdivides land for which an open space dedication has previously been made. In this case, the land dedication was made with the original Shock Hill Subdivision as the property is steep, undevelopable, and functions as scenic backdrop. However, Tract E-2 will be dedicated to the Town of Breckenridge as public open space, as a requirement of the Development Agreement. We have no concerns.

Staff Recommendation

Staff finds that the proposed subdivision meets the requirements of the Subdivision Standards. Subsequent to approval and recordation of the subdivision plat, Tract E-2 will be dedicated to the Town.

Special care will be taken to protect the Cucumber Gulch Overlay Protection District. We have added notes similar to those approved by the Commission for the development of the lodge. Does the Commission have any additional concerns to identify?

We recommend this application return for final review.



EXISTING CONDITIONS PLAN

SCALE: 1" = 40'-0" (24X36 SHEET)
SCALE: 1" = 80'-0" (12X18 SHEET)



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WWW.ALLEN-GUERRA.COM

SHOCK HILL OVERLOOK
SHOCK HILL - TRACT E, 260 SHOCK HILL DRIVE
BRECKENRIDGE, COLORADO

EXISTING CONDITIONS PLAN

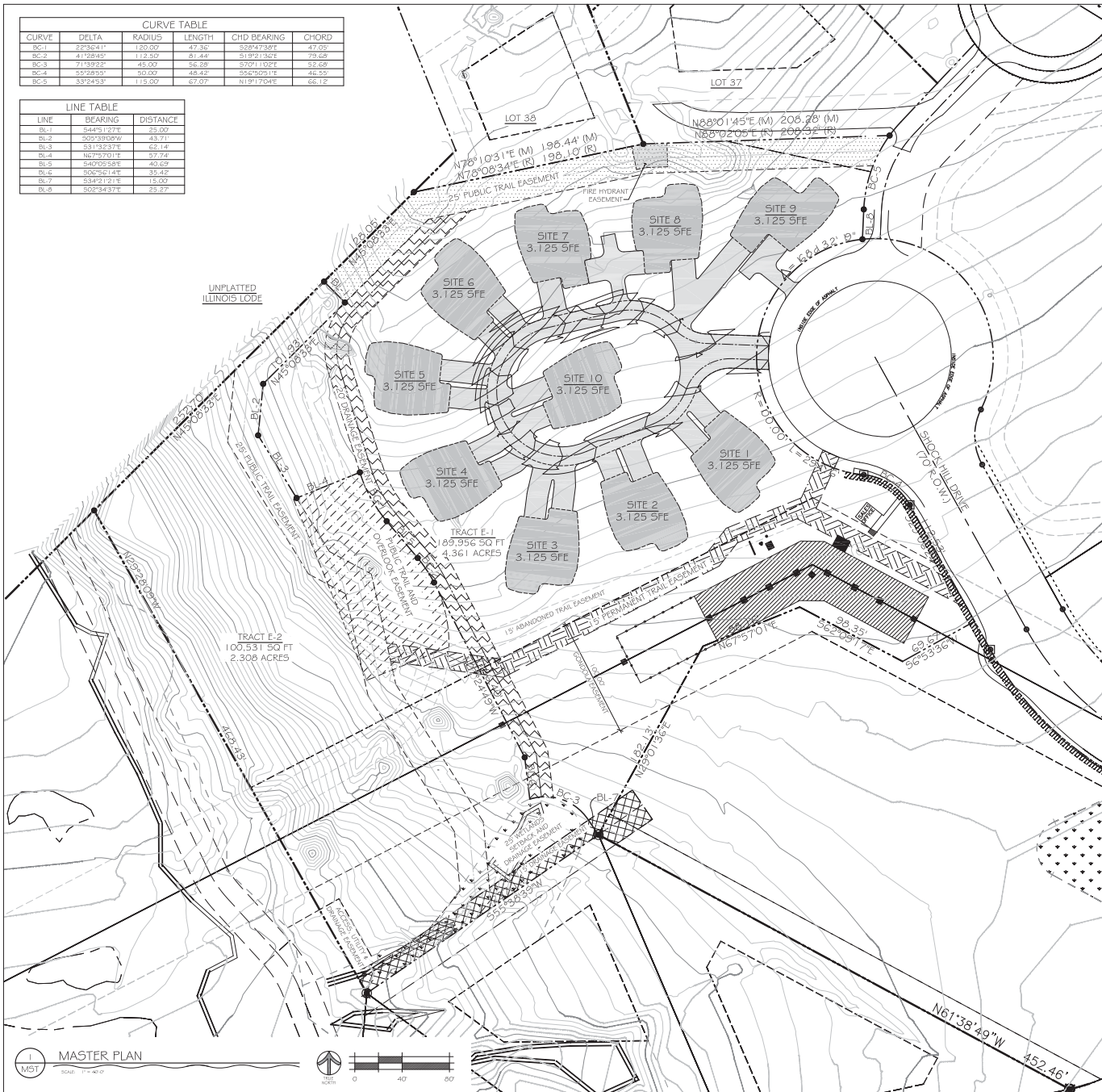
ISSUE	DATE
PRELIM	25 NOV 2014
REVIEW	11 DEC 2014

PROJECT # 1485

A.I.O

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHD BEARING	CHORD
BC-1	22°36'41"	120.00	47.36	S38°47'30"E	47.09
BC-2	41°29'52"	112.00	81.48	S19°51'30"E	79.69
BC-3	71°39'23"	45.00	56.89	S70°11'02"E	52.69
BC-4	53°22'53"	50.00	48.42	S52°40'21"E	46.59
BC-5	33°24'53"	113.00	67.07	N19°17'02"E	66.12

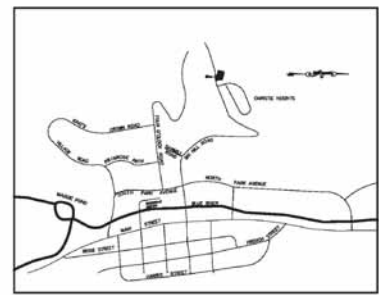
LINE TABLE			
LINE	BEARING	DISTANCE	
BL-1	S44°51'27"E	25.00	
BL-2	S05°33'05"W	43.71	
BL-3	S31°13'23"E	62.14	
BL-4	N67°57'01"E	57.74	
BL-5	S40°25'58"E	40.69	
BL-6	S00°36'14"E	33.45	
BL-7	S34°41'21"E	15.00	
BL-8	S02°34'37"E	25.87	



MASTER PLAN NOTES

- A. Building sites are limited to 3,125 SFEs, where 1 SFE = 1,600sf.
- B. Square Footage of each structure shall be limited 4,939 total finished square feet. Garages/Mechanical are considered unfinished and are not included in this square footage. The total finished areas for the development shall not exceed 49,990 finished square feet. Total SFEs for Tract E not to exceed 31,25.
- C. The Cucumber Gulch Overlay District Best Management practices apply to this development.
- D. The Units on Tract E shall be duplex or cluster single family homes as per the Interim Master Plan.
- E. Typical conceptual elevations and plans for Shock Hill Tract E Development are referenced in this Master Plan. These elevations and plans are schematic and are allowed to be modified for each individual location.
- F. The minimum separation between building overhangs or decks shall be 20'.
- G. Structures that are adjacent or across the street shall not be excessively similar. Unique exterior materials, colors and elements shall be utilized to maintain variety.
- H. Architectural design on Tract E shall be in the "mountain contemporary" aesthetic. Contemporary materials, window patterns, asymmetry, and detailing shall be combined with the traditional rustic requirements of the residential Shock Hill neighborhood.
- I. Each building shall be individually reviewed and approved by the Town of Breckenridge through the Class C planning process - provided the building is less than 5,000sf.
- J. Each building shall be individually reviewed by the new Tract E majority owner's Design Review Board, as defined in the Tract E CCR's.
- K. Architecture:
 1. The architectural massing shall be broken into smaller Elements, which should be defined by a single wall material.
 2. Each building must have a minimum of (3) wall materials.
 3. Acceptable wall "Element" materials include stone, natural wood, and flat non-reflective sheet steel paneling (not to exceed 25% of any elevation).
 4. Acceptable detail elements include those created from heavy Timber and large steel beamtrusses.
 5. Variation of details, massing, materials and colors are required when similar residences are side by side.
 6. Roof forms shall be simple and shall utilize some 6:12-12:12 gable elements. Other, complementary roof forms may be utilized in conjunction with the gable elements. These roof forms can be any pitch and may be barrel forms.
 7. Roof materials may be non-reflective standing seam steel roofing, corrugated steel roofing, 50 year asphalt roofing or other 50 year composite roofing.
 8. Windows shall be aluminum clad wood windows or thermally broken steel windows.
 9. Front doors and garage doors shall be custom and be designed to match the architecture. The garage and front door materials must match the wall materials of the structure.
 10. All mechanical flues and fireplace flues must be enclosed in a surround. Other pipes that penetrate the roof, must be painted to match the adjacent roof.
- L. Landscaping
 1. Landscaping for each building shall include a minimum of (4) coniferous trees (1'2" tall min.), (8) deciduous trees (2" caliper min.), and (8) shrubs (5 gallon).
 2. Care shall taken to provide adequate buffering between dwelling units, while preserving view corridors to the Breckenridge Six Area and nearby mountain peaks.
- M. Trail Easements
 1. 25' Public Trail Easement to be planted with coniferous trees (1'2" tall min.) and coniferous trees (2" caliper min.) adequate to provide visual buffering from adjacent residential properties. A winding 2' wide bike/pedestrian trail within this easement shall be coordinated with Town of Breckenridge Open Space & Trails Department.
 2. 15' Non-Motorized Trail Easement to remain free from obstructions of any kind. Visual distinction between easement and private space to be defined through the use of fencing (split-rail or similar), grading and landscaping.

VICINITY MAP



ALLEN-GUERIA DESIGN-BUILD
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 WWW.PE: WWW.ALLEN-GUERIA.COM

SHOCK HILL OVERLOOK
 SHOCK HILL - TRACT E - 260 SHOCK HILL DRIVE
 BRECKENRIDGE, COLORADO

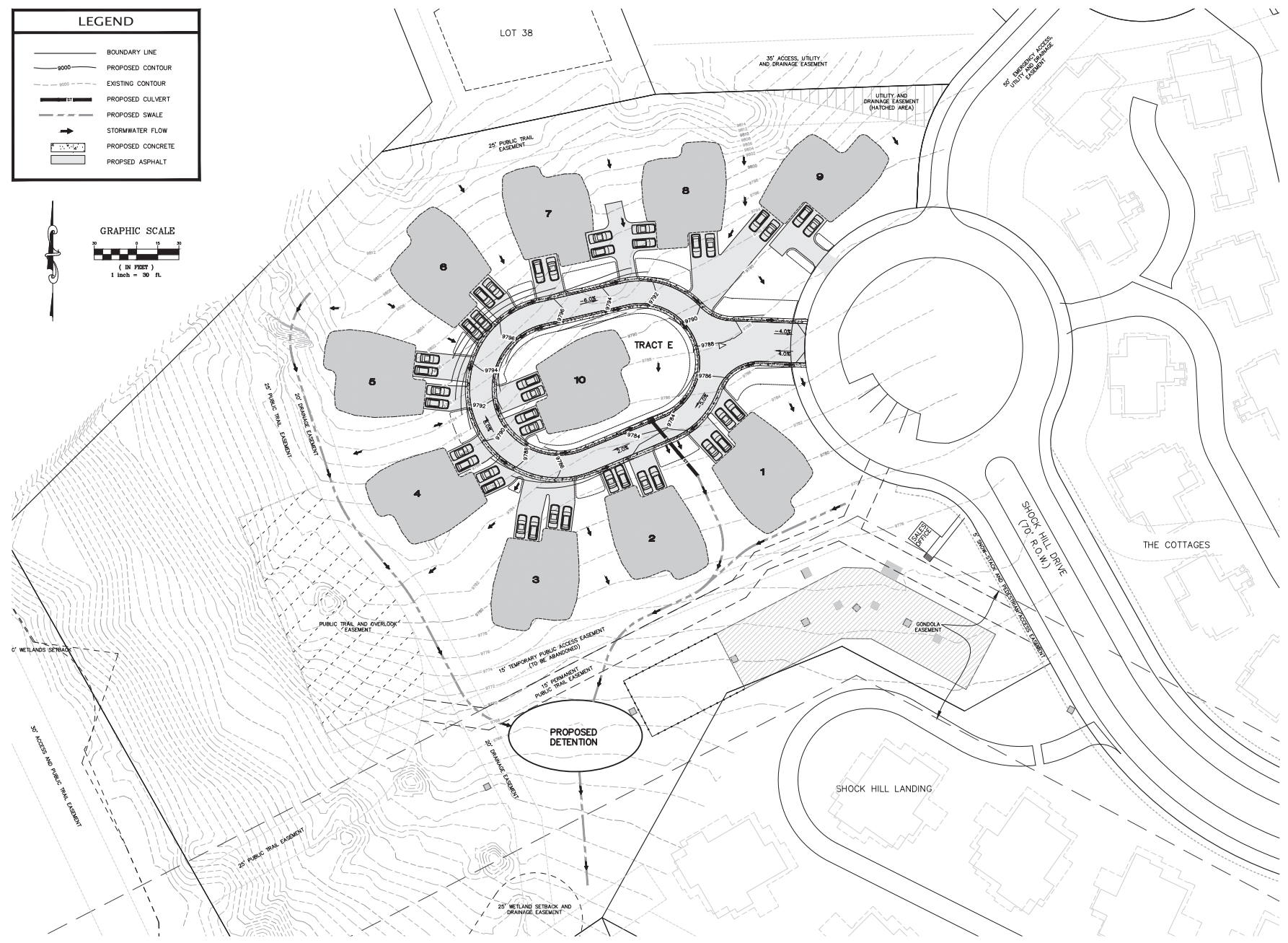
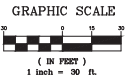
MASTER PLAN

ISSUE	DATE
PRELIM	25 NOV 2014
REVIEW	11 DEC 2014
UPDATE	5 JAN 2015

PROJECT # 1485

MST-1

LEGEND	
	BOUNDARY LINE
	PROPOSED CONTOUR
	EXISTING CONTOUR
	PROPOSED CULVERT
	PROPOSED SWALE
	STORMWATER FLOW
	PROPOSED CONCRETE
	PROPOSED ASPHALT



REVISION	DATE

JOB NUMBER: 13-100488
 DESIGNED BY: KWC
 DRAWN BY: KWC
 CHECKED BY: KWC
 APPROVED BY: KWC

Flatiron, Inc.
Siting, Engineering & Geomatics
 6555 CURTIS BLVD, SUITE 200
 LOUISVILLE, KY 40258
 PH: (502) 776-1733
 FAX: (502) 776-4355



**SHOCK HILL, TRACT E
 PRELIMINARY GRADING AND
 DRAINAGE PLAN**

DRAWING
GD-1
 SHEET
 1 OF 2

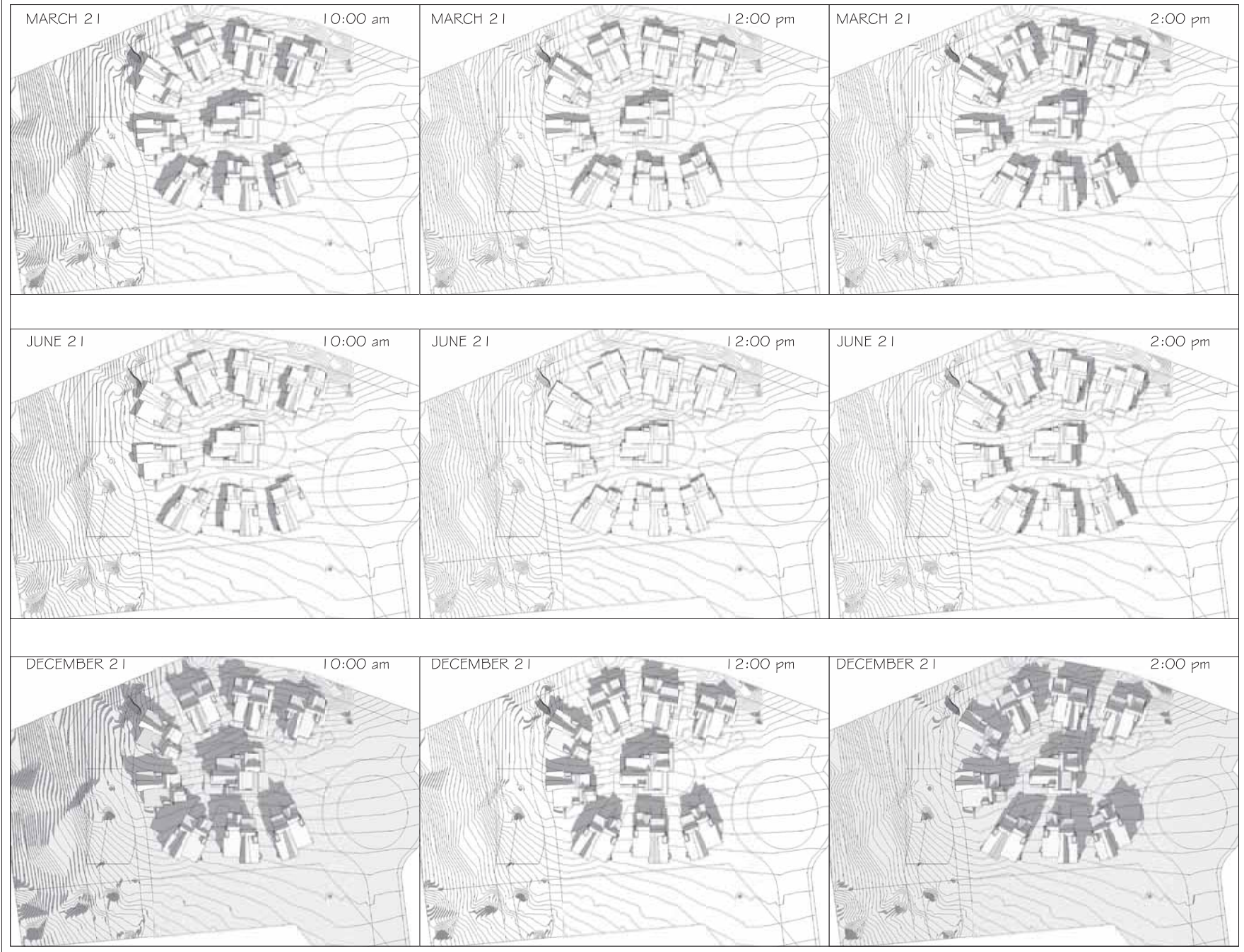




 14400 S. W. 10th St., Suite 100, Greenwood, CO 80120 • 303.944.2288 • 1.800.228.8888

Shock Hill - Tract E
 240 Shock Hill Road
 Breckenridge, Colorado

5 December 2014 15 December 2014 12 January 2015	
Title: CONCEPTUAL LANDSCAPE PLAN	
Scale: 1" = 20'	
Sheet: L1	© Ceres Plus, LLC 2014



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SHOCK HILL OVERLOOK
 SHOCK HILL - TRACT E - 260 SHOCK HILL DRIVE
 BRECKENRIDGE, COLORADO
 SITE PLAN

ISSUE	DATE
PRELIM	25 NOV 2014
REVIEW	11 DEC 2014

PROJECT # 1485

SH.11



R1

Date: 12/2/14
 Project #: 1485
 Drawn By: AES

Job Name: SHOCK HILL OVERLOOK
 BRECKENRIDGE, COLORADO

Sheet Name: RENDERED DRIVEWAY VIEW

Allen-Guerra Design-Build
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 E-Mail: info@allen-guerra.com






<p>R2</p>	<p>Date: 12/2/14 Project # 1485 Drawn By: AES</p>	<p>Job Name: SHOCK HILL OVERLOOK BRECKENRIDGE . COLORADO</p>	<p>Sheet Name: RENDERED VIEW FROM UPHILL</p>	<p>Allen-Guerra Design Build PO Box 7488 Breckenridge, Colorado 80424 Ph: 970.453.7002 Fax: 970.453.7000 E-Mail: info@allen-guerra.com</p>	
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AVERAGE HEIGHT OF
EXISTING TREE CANOPY:
50' ABOVE EXISTING GRADE

MAXIMUM HEIGHT OF
PROPOSED BUILDINGS:
35' ABOVE EXISTING GRADE

<p>GE</p>	<p>Date: 012715 Project # 1485 Drawn By: AES</p>	<p>Job Name: SHOCK HILL OVERLOOK BRECKENRIDGE . COLORADO</p>	<p>Sheet Name: RENDERED VIEW FROM CUCUMBER GULCH</p>	<p>Allen-Guerra Design Build PO Box 7488 Breckenridge, Colorado 80424 Ph: 970.453.7002 Fk: 970.453.7000 E-Mail: info@allen-guerra.com</p>	 <p>ALLEN-GUERRA DESIGN-BUILD, INC.</p>
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