



**PLANNING COMMISSION AGENDA**

Tuesday, August 04, 2015  
Breckenridge Council Chambers  
150 Ski Hill Road

<b>7:00pm</b>	<b><i>Call To Order Of The August 4 Planning Commission Meeting; 7:00 P.M. Roll Call</i></b>	
	<i>Location Map</i>	<b>2</b>
	<i>Approval Of Minutes</i>	<b>3</b>
	<i>Approval Of Agenda</i>	
<b>7:05pm</b>	<b><i>Town Council Report</i></b>	
<b>7:15pm</b>	<b><i>Preliminary Hearings</i></b>	<b>10</b>
	1. Grand Colorado at Peak 8 East Building (MM) PL-2015-0215; 1595 Ski Hill Road	
<b>8:45pm</b>	<b><i>Other</i></b>	
	1. Joint Planning Commission/Town Council Meeting Recap	
<b>9:00pm</b>	<b><i>Adjournment</i></b>	

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

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

Grand Colorado at Peak 8  
East Building  
1595 Ski Hill Road



Town of Breckenridge and Summit County governments  
assume no responsibility for the accuracy of the data, and  
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# Breckenridge South

0  
Not to Scale

## PLANNING COMMISSION MEETING

The meeting was called to order at 7:00 pm

### ROLL CALL

Kate Christopher            Jim Lamb                    Ron Schuman  
Eric Mamula                Dave Pringle  
Gretchen Dudney and Dan Schroder were absent  
Wendy Wolfe, Town Council Liaison

### APPROVAL OF MINUTES

With no changes, the July 7, 2015, Planning Commission Minutes were approved as presented.

### APPROVAL OF AGENDA

Ms. Puester added Town Council Joint Meeting Topics to the "Other" category at the end of the meeting this evening. With no other changes, the July 21, 2015, Planning Commission Agenda was approved as presented.

### CONSENT CALENDAR:

- 1) Watts Residence (MGT) PL-2015-0218, 191 Hamilton Court
- 2) McDivitt Garage Addition (MGT) PL-2015-0247, 138 Windwood Circle

With no requests for call up, the consent calendar was approved as presented.

### WORKSESSIONS:

- 1) Temporary Structures Policy (Tents) (JP)

Ms. Puester presented. The last update to the Temporary Structures ordinance was approved by the Town Council on April 8, 2014. That modification did not address temporary tents which were to be discussed further at a later time.

Issues have arisen since the last update to the policy regarding temporary tents for events. Recently, staff saw a request for a private function with a tent for thirty (30) days in duration which was not approved under the current policy. There is a lack of detail in the Temporary Structures Policy as well as the Town Code Special Events Chapter (Chapter 13, Title 4-attached) for such private events, not allowing such tents. Currently, tents are not allowed either inside or outside of the Conservation District unless a permit has been issued per the Special Events Chapter (which applies only to public events). The proposed policy modification attempts to rectify this and make further clarifications regarding tents.

The Planning Commission held a work session June 16 and discussed the following changes to the policy:

- In the Conservation District: A 5 day limit for tents with a Class D minor permit, 30 days in between permit issuance, not to exceed 3 permits per year.
- Arts District (In the Conservation District): The Commission voiced the desire to remove a proposed exemption for privately held events such as weddings so that the same rules apply across the board. The Commission was supportive of an exemption for public events in the Arts District. Although the Commission limited their recommendation to exempting public events, Staff's proposal includes language for exempting both public and private events on public property based on past Council discussion.
- Property owned by non-profit organizations in the Conservation District (Barney Ford Museum): An exemption was not supported by the Commission. The Commission voiced the desire to have privately held events (e.g. weddings) have the same rules as private property.
- Outside of the Conservation District: The Commission was not as concerned with the area outside the Conservation District. Support was voiced to allow for private events up to 30 days in duration with a Class D minor permit, 30 days in between permit issuance, 1 permit per year.

- Permit reclassification clause: To address concerns that may be property location specific, staff has included subsection (G) which allows the director to reclassify to the application per existing code, and would require it to come before the Planning Commission with public notice required.
- Grandfather clause: The Beaver Run summer seasonal tent has been approved by the Planning Commission and Town Council via a Class C permit for over 15 consecutive years. As there have been no issues with this permitted tent during this time, staff suggested a grandfather clause in this case. Some of the Commissioners voiced concern over the grandfather clause proposed and some were in support of it. An alternative approach would be to allow tents on a seasonal basis which are associated with a conference center. Staff has left the language in for additional discussion at this work session.

Mr. Mamula opened the work session to public comment.

Mr. Chris Pappas, Assistant General Manager, Beaver Run: We estimate that it has been 20-25 years that we've gotten a permit and done the process correctly. 60% of our groups use this tent and it would have very negative impacts if this changes. There are some events with Colorado Municipal League and others that couldn't use our facility without the tent.

Mr. Bruce Horii, Director of Sales and Marketing, Beaver Run: A lot of times we share the tent with Doubletree and it overflows into the Village and the town. These larger groups stretch our limits and benefit the community. All the people we host on the property aren't spending all their money at Beaver Run or Doubletree; a lot of the impact goes way beyond what we offer the groups. We can offer the leisure groups like Breck Epic to stage off of that work better with a tent as the host area. The impact goes way beyond what affects Beaver Run. (Mr. Schuman: What is the square footage?) I believe it is about 4,000 square feet. It goes up in May/June and is taken down in September. (Mr. Pringle: I don't think the effort on behalf of the Town is to take away; it is more to validate it but more to make sure tents do not proliferate around town.)

Mr. Gary Shimanowitz, Vail Resorts: My question is the differentiation between a shelter tent /shade tent where does that fall? (Ms. Puester: If there is no commercial activity or private event then it would remain allowed as a Class D. Currently would also require a Class D permit to make sure the tent isn't built over required parking, landscaping, circulation, etc.) (Mr. Schuman: Will the tent have any swag handed out in it?) No, it is just providing shade with just some tables and chairs for people watching their kids on the alpine slide. (Mr. Pringle: I see this as just a guest amenity not a place for special events or private events.)

There was no further public comment.

*Commissioner Questions / Comments:*

Mr. Mamula: What do you want from us? Just make comments on where we are at with this policy? (Ms. Puester: Yes if you see issues or have comments on the changes made, and think about if there are any questions for discussion with Council to prepare for joint session next week.)

Mr. Pringle: I am concerned with the establishments that cover tents on decks and places that make impacts to Town that weren't considered during overall planning process. I'm concerned with a lot of temporary structures around town. I don't have a problem with a tent in Arts District, but I don't think that a tent that goes up in May and stays until October and only services 2 or 3 private functions. (Ms. Puester: So making sure the tent comes down in some kind of a timeframe?) Just in case like at Barney Ford becomes the wedding center and the tent is up all summer for weddings.

Mr. Lamb: I don't want to mess with anyone's business model. I don't have the answer yet for Beaver Run, but I just want to make this fair for everyone in Town. I do think it brings people into town, I don't have the answer but I don't want to see a tent on every corner.

Ms. Christopher: I don't want to see certain businesses or non-profits have unfair advantage to have a tent and not others. Maybe restrict days it is up or be some certain square footage. (Ms. Puester: On Section 2C, proposes the end of the ski season until June 1 or Tuesday after Labor Day until



the beginning of the season of Breckenridge Ski Resort for the 30 day tents. Like that? We are looking at honing in on those time frames.) Maybe have a list of parameters that if you meet these criteria you get a seasonal tent.

Ms. Schuman: I like the idea of a size limit for the tent and a minimum property size so that it is a large property if the tent will be p for a long time.

Ms. Wolfe: I think this is an excellent discussion. It would be nice if you didn't have to grandfather Beaver Run but I'm not totally opposed to the grandfathering. It's hard to write a policy that will fit everyone. I think the proliferation comments are excellent; our town is small in scale. We want to be wedding friendly, but we have lost in the wedding business lately. We don't want to totally run it out of town, so balance needs to be struck here. It would be good to get some recommendations for Council.

Mr. Mamula: I would like to carve out an exception for any property over X that is big enough that they can do different things, they have completely different operations, like maybe they have over 150 rooms or something and they can have a large tent. I would rather that everyone of the same size be able to have a tent, like for the ski area. My issue with the Arts District and non-profits that the local businesses have a way to bid on the public space, the historic district and arts district only drives non-profits. I don't think this is fair to the wedding business in the private sector. My concern is fairness of business. (Mr. Grosshuesch: When we brought in a wedding planner to look at the design of the Arts District and Old Masonic Hall, we asked what do you think about the space as being a wedding reception, the reply was we can make it a go. The business model was that wedding planners could book the facility and so could restaurants.) As long as it isn't like the Riverwalk that has only one caterer, I think that is fair. It isn't fair if it only goes to one vendor. If we could craft it that way that would be good. (Mr. Grosshuesch: The issue we have is that the tents insulate space from weather, unlike outdoor seating, the tent can stay up with bad weather. Our issue is that there can be additional occupancy without paying additional PIFS for parking or water. The tents in Arts District / Barney Ford don't cause these problems for the planning staff. By the time you factor out parking, circulation and landscaping requirements there are hardly any areas that a tent can be set up at bars and restaurants.) (Ms. Katie LaStrange, Breckenridge Grand Vacations: Our main concern is the time limit of only 30 days because historically we use the tent longer than that.)

Mr. Pringle: In the situation like Peak 8, Breckenridge Grand Vacations or Beaver Run, I don't have a problem with that and the tents could be up all summer. Once we get in town I have concerns. I'd like to tie it more to the size of the property and I want to validate the use. (Ms. LaStrange: We bring people here during the shoulder seasons. For our business we bring a few hundred visitors that wouldn't be here normally.)

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

Ms. Wolfe:

- Passed on Second Reading Building 804 so you will see that come before you.
- We had a nice Workforce Housing project joint project between Town and County, 80% AMI and IGA is in the works. It will be a Town project process that will come through this group. It is a very nice project with parking in the front and a great location. We are very anxious to have this move along.
- We approved a couple of landmark structures Barney Ford, Fire Station House. We officially named the Sawmill Museum which is pretty cool. You can walk through that museum and see what a sawmill was like.
- We continue to work through the parking and congestion plan. The town made a proposal to Vail Resorts that went in last Wednesday and we are hoping to hear back by the deadline of this Friday.
- We are looking forward to the joint meeting with good topics on the agenda.

**FINAL HEARINGS:**

1) Lincoln Park at the Wellington Neighborhood Phase 1 Subdivision (MM) PC#2014039, 710 Stables Road  
Mr. Mosher presented a proposal to subdivide a portion of Phase I of the Lincoln Park at the Wellington Neighborhood into 15 saleable lots and private open space in accordance with the Lincoln Park at the Wellington Neighborhood 7<sup>th</sup> Master Plan Modification.

At the time of this writing, the applicant has been working with staff to draft a Condition of Approval that would address the interim need to provide bus service to the existing Wellington Neighborhood. This service would be provided until Bridge Street is completed within Lincoln Park. We will have more information at the evening public hearing.

The proposed lot layout, green design and landscaping follows the patterns of the Lincoln Park at the Wellington Neighborhood Master Plan. Staff welcomed any comments from the Commission regarding the information presented. With the added Condition regarding the confirmation of the Army Corp Permit for Wetlands disturbance (or inclusion of this document in the EPA documentation) for this portion of the subdivision, along with a Condition related to bus service, Staff recommended approval of the Lincoln Park at the Wellington Neighborhood Phase 1 Subdivision, PC#2014039, with the attached Findings and Conditions.

*Commissioner Questions / Comments:*

- Mr. Schuman: I'm the board of director President for Wellington Neighborhood, which is not a paid position.
- Mr. Pringle: Do you have any negotiations with the developer?
- Mr. Schuman: To this date no, it hasn't come up and has been kept out of the board meeting.
- Mr. Pringle: I'm fine with it.
- Mr. Mamula: Fine with me.
- Ms. Christopher: Fine with me.
- Mr. Lamb: Fine with me. (Mr. Grosshuesch: This is totally up to you guys, the bar is lower that if you would benefit from it financially. The perception of a benefit is gone from the ordinance.)
- Mr. Pringle: We keep talking about a park dedicated to Vern Johnson, when do we talk about this? (Mr. Mosher: This will be discussed in Phase II.)

Mr. Mamula opened the hearing to public comment.

Ms. Mary Gervais, 67 Rodeo Drive: I'm right on the corner next to the creek at Rodeo Drive. The question I have is why is the open space / Vern Johnson Park put into open space now and this new subdivision? I thought it was under the Wellington Neighborhood not part of Lincoln Park. (Mr. Mosher: A portion was already dedicated as open space in the first phase of the Wellington Neighborhood, It is included now to allow the planned improvements and, in phase 2, the improvements for the park. We thought that the open space was completed as part of Wellington not Lincoln Park. (Mr. Mosher: The developer's ability to make this a permanent park, this needed to be platted again.) I'm concerned about illegal parking and a dumping ground, it had been the hope that this would stop with a park. Could it be possible to put up no parking and no dumping signs? (Mr. Mosher: This can be addressed with the developer with the subdivision improvements for this phase.) It is not pleasant to have to deal with it. (Mr. Mosher: Let's take care of it with the improvements.) What will impact area #1 be? (Mr. Mosher: East of the open space?) That is the Vern Johnson memorial park; why does it veer away from Rodeo Road? (Mr. Mosher: I can't answer.) Impact Area One was listed on the wetlands map; I don't know what this means. (Mr. Mosher: I imagine that we will address this in phase II. It is not in the first phase of Lincoln Park.) (Mr. Mamula: It is a 3,000 square foot wetlands area.) (Mr. Mosher showed on the map areas designated in Phase I and Phase II to help explain.)

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

*Commissioner Questions / Comments:*

- Mr. Schuman: What is the expectation of phase I timing? (Mr. David O'Neil, Applicant: We hope to get the final signoff on wetlands so that we can get going by August 1 and get the road down in July or August of next year for the first phase.)
- Mr. Schuman: I support the staff's findings.
- Ms. Christopher: Me too.
- Mr. Pringle: I'm concerned about the findings. Have they been changed? (Mr. Mosher: No changes.)
- Mr. Lamb: I support.
- Mr. Mamula: I support as well.

Mr. Pringle, with the addition of condition in the handout this evening on the condition of wetlands findings, made a motion to approve the Lincoln Park at the Wellington Neighborhood Phase I Subdivision, PC#2014039, 710 Stables Road. Ms. Christopher seconded and the motion was carried unanimously (5-0).

**TOWN PROJECT HEARINGS:**

- 1) Barney Ford Dumpster Enclosure Addition (MM) PL-2015-0226, 216.5 South Main Street  
Mr. Mosher presented a proposal to remodel and add to the existing 201 square foot dumpster and recycling enclosure. The proposed work includes a 259 square foot addition to the existing building. The addition will include new cardboard and recycling totes for various recyclable materials. Related site work and landscaping will be included in the project. Mr. Mosher presented a material and color sample board for review.

This is a Town Project pursuant to the ordinance amending the Town Projects Process (Council Bill No. 1, Series 2013). As a result, the Planning Commission is asked to identify any concerns with this project, and any code issues. In addition, the Commission is asked to make recommendations to the Town Council, as follows: approval of the Point Analysis for the Barney Ford Dumpster Expansion (Town Project; PL-2015-0226) and approval of the Barney Ford Dumpster Expansion (Town Project; PL-2015-0226).

*Commissioner Questions / Comments:*

- Mr. Pringle: I think it is fine and about time we clean it up.
- Mr. Lamb: No issues.
- Ms. Christopher: It's fine with me.
- Mr. Schuman: Security, lock it up.
- Mr. Mamula: I agree also. How about you get them to change the code on all the Town dumpsters while you are at it?

Mr. Pringle made a motion to recommend the Town Council approve the point analysis for the Barney Ford Dumpster Enclosure Addition, PL-2015-0226, 216.5 South Main Street, showing a passing point analysis of positive two (+2) points for positive two (+2) points awarded under Policy 15/R, Refuse, for providing a shared dumpster and recycling facility for the businesses abutting the alley. Ms. Christopher seconded, and the motion was carried unanimously (5-0).

Mr. Pringle made a motion to recommend the Town Council approve the Barney Ford Dumpster Enclosure Addition, PL-2015-0226, 216.5 South Main Street. Ms. Christopher seconded, and the motion was carried unanimously (5-0).

**OTHER:**

- 1) Ms. Puester gave an update to the Joint Town Council – Planning Commission Meeting Agenda. That meeting will be held on Tuesday, July 28<sup>th</sup>.  
The agenda isn't out yet. The meeting will start at 6pm there will be dinner and we will probably finish around 7:15pm. We wanted to have a third back up topic in case the other two go quickly. I printed out the memo from the June meeting and on the back side is the top 10 list that we could add from. Is there anything

that jumps out? I think our next most important issue is retaining walls with the steep lots, but we haven't had a lot of time to talk about that ourselves first as a Planning Commission. We talked about the positive points awarded to amenity bonuses.

Mr. Lamb: How about residential parking in garages?

Mr. Pringle: I would like to clarify that so that if people are getting positive two (+2) points for parking, how do you force someone to comply with that but I would like to see this enforced.

Mr. Lamb: In the historic district, at the holidays you see the house full with 2 in the garage and 4 on the street.

Mr. Pringle: In the Wellington Neighborhood where they put up a garage and then use it as storage. (Ms. Puester: They don't get positive two (+2) points in the Wellington.) (Mr. Grosshuesch: Do you think you can fill an hour with those two topics?)

Mr. Mamula: Depending on how argumentative the Council is with our ideas. The big one is the development agreement. I'm afraid that the Council will just agree with us and just understand our point because nothing is in writing. (Ms. Puester: They haven't seen the temporary tents before.) The retaining walls are an issue as there is a loss of horizontal land. (Mr. Grosshuesch: There is a bigger issue that there are only steep lots left and you need to disturb the land to get the driveway in. Also, with pine beetle and defensible space, it is ok to cut trees now. This was brought up to me recently by Mr. Jon Gunson (Architect). (Ms. Puester: Retaining walls heights and whether to split them and create more site disturbance or have a taller single wall with perhaps more visual impact has also been a reoccurring application topic.)

Mr. Pringle: Eventually the landscaping will take care of it, but the 8' wall will be there forever. (Mr. Grosshuesch: Ms. Gunson said "I can fix the length of the driveway with good landscaping." We have things in the code that allow you to earn positive points in single family homes.)

Mr. Mamula: What is his point? (Mr. Grosshuesch: He said that staff is pretty tough on these issues and with these tough lots there is no other place to put the driveway. We are down to the most difficult lots in town and maybe it is time to look at the development codes that make these lots challenging. Maybe we could look at this and then decide if it is ok or not.) We could at least look at the driveway ordinance and retaining walls; since HERS we haven't denied a property yet. (Mr. Grosshuesch: With this one tonight we wrote a specific policy with zero (0) or negative four (-4) on driveway length.) I'm good with letting Council know that we will be examining this in more detail.

Mr. Pringle: I'm ok with this but I don't want to make it easier to develop these lots just because they are more difficult to build on.

Mr. Mamula: I agree we don't want people to then take advantage of this and redevelop a lot because it is lenient. (Ms. Puester: I think it would be good to look at the issue and go visit sites because architects are complaining constantly with difficult sites remaining out there. I'd also like to look at the broken up retaining walls and see the landscaping and see how it is working currently. Should at least take a look at it even if it results in no change.) Does anyone ever ask if they can move their building envelope? (Mr. Mosher: Some to ask to change it occasionally. The trees are now gone for better access but can be in neighbors views then.) Can we give the staff a little more leeway to move driveway and building envelope without changing the code?

Mr. Lamb: When you buy a steep lot, you are likely going to compromise with design already.

Mr. Schuman: And you are going to need a good architect. (Mr. Grosshuesch: If you look at the whole history, we responded to the mindset that we weren't going to let you cut trees then the pine beetle came through and then when you look at the lot, you know the building envelope location may not make sense anymore.)

Mr. Pringle: That's why I think we take the situation as it exists today.

Mr. Mamula: Building envelopes have limited the size of homes. (Mr. Grosshuesch: And they have

limited the irrigation limits. It is ok to move the envelopes but it is good to maintain the limited size of the envelope for the size of the structure and the amount that you are allowed to irrigate for landscape. Water conservation is a big deal.)

Mr. Pringle: I don't advocate giving more size, I just see moving around the building envelope. (Mr. Mosher: We need to be sensitive to other neighbors about moving the envelope that could block an existing neighbors' view.) I think that can all be taken into consideration when it comes before us. (Mr. Mosher: You can do a single plat.) (Ms. Puester: It would come through as a Class C but requires adjacent property owner notification.) That's good.

Mr. Mamula: We could just say as a third topic that we want to start looking at some codes for the steep lots that are left to be responsive to the current complaints. (Ms. Puester: So we will add the site disturbance/ retaining wall issue as our third issue.)

- 2) One more issue: The Boards and Commissions Reception is Wednesday, July 29. They are looking for RSVP's, so if you haven't responded, please do so.
- 3) Class C Subdivisions Approved for Q2, 2015 (JP) (Memo Only)
- 4) Class D Majors Approved for Q 2, 2015 (JP) (Memo Only). 21 new houses through as Class D majors, very busy.

**ADJOURNMENT:**

The meeting was adjourned at 8:25 pm.

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Eric Mamula, Chair

## Planning Commission Staff Report

- Subject:** Colorado Grand at Peak 8 – East Building (Previously known as “Building 804”) (Class A, Preliminary Hearing; PL-2015-0215)
- Proposal:** To construct a 105 unit (units combined into 2 and 4 bedroom rentals) interval ownership resort condo-hotel at the base of Peak 8 ski area with associated amenities and underground parking. Additional off-site parking is proposed at the Grand Colorado at Peak 8 Building to the west and over the Stables Parking lot to the north. A Development Agreement for this proposal was approved by the Town Council on July 14, 2015. (There will be a separate application to modify the Fifth Amendment to the Amended Peak 7 & 8 Master Plan and to create a Subdivision)
- Date:** July 30, 2015 (For meeting of August 4, 2015)
- Project Manager:** Michael Mosher, Planner III
- Applicants/Owners:** Peak 8 Properties, LLC; Rob Millisor, Michael Millisor and Mike Dudick Vail Resorts Development Company (VRDC), Graham Frank
- Agent:** Mathew Stais; Mathew Stais Architects
- Address:** 1595 Ski Hill Road
- Legal Description:** For the building and infrastructure:  
A portion of Tract C, Peak 8 Subdivision #1 (pending re-subdivision)  
For the Stables Lot parking area:  
Tract E Peak 7 Subdivision
- Site Area:** To be determined - pending re-subdivision
- Land Use District:** Development is subject to the Fifth Amendment to the Amended Peak 7 & 8 Master Plan, PC#2013006, previous amendments to this Master Plan and the Development Agreement between the Town of Breckenridge, Vail Summit Resorts, Inc., and Peak 8 Properties, LLC.
- Underlying Land Use District:**  
*LUD 39 Residential, Lodging—SFR, Duplex, Townhomes, Condominiums, Condo-hotels, Hotels and Lodges @ 4 UPA*
- Site Conditions:** The building is to be located between One Ski Hill Place and the Grand Colorado at Peak 8 (under construction). The Cucumber Gulch Preventative Management Area (PMA) is to the north and east of the development site. None of the condo-hotel site is within the PMA or the Cucumber Gulch Overlay Protection District. The proposed added parking to the Stables Parking lot is within the PMA. The Breck Connect Gondola and easement lie to the east. The site is laced with multiple existing buried utilities.

**Adjacent Uses:** North: Ski Hill Road, Skiwatch Road, Cucumber Gulch Preventative Management Area, Colorado Grand Building  
 East: Cucumber Gulch Preventative Management Area, and One Ski Hill Place  
 South: Peak 8 Ski Area  
 West: Skiwatch Condos and Peak Eight Place Subdivision

**Allowed Density:** Per the Fifth Amendment to the Amended Peak 7 & 8 Master Plan and Development Agreement with Town of Breckenridge:

Maximum TDRs allowed per Development Agreement:  
 TDRs 18.0 Condo-Hotel SFEs @ 1,200 SF/SFE  
 1.3 Commercial SFEs @ 1,000 SF/SFE  
 Existing on Master Plan to be utilized by applicants:  
 VRDC Master Plan 45.0 Condo-Hotel SFEs @ 1,200 SF/SFE  
 21.9 SFE guest Services @ 1,000 SF/SFE

Totals:  
 Condo-Hotel 63.0 SFEs = 75,600 SF  
 Commercial 1.3 SFEs = 1,300 SF  
 Guest Services 21.9 SFEs = 21,900 SF

*Note: Per the Master Plan, the Guest Services of First Aid and Employee Lockers do not count as density or mass. Per the Development Agreement, public restrooms, storage areas, and lift and lift personnel facilities do not count as density or mass.*

**Proposed per applicant:**

USE	SFEs USED	ACTUAL DENSITY	ACTUAL MASS
Residential	62.7 SFE	72,435 sq. ft.	72,435 sq. ft.
Commercial	1.290 SFE	1,290 sq. ft.	1,290 sq. ft.
Guest Services	21.9 SFE	21,860 sq. ft.	21,860 sq. ft.
Amenity			13,479 sq. ft.
Common Area			22,720 sq. ft.
<b>TOTALS</b>	<b>85.9 SFE</b>	<b>95,585 sq. ft.</b>	<b>131,784 sq. ft.</b>

Amenities Required:  
 (1/35 of proposed residential): 2,070 SF  
 (Density beyond the 1/35 is not counted)  
 Proposed Amenities: 13,479 SF

**Mass:**

**Allowed:**  
 Residential (Condo-hotel): 94,544 SF  
 Commercial: 1,290 SF  
 Guest Services: 21,860 SF  
 Amenity (600%) 12,417 SF  
**Total: 126,111 SF**

**Proposed (as shown by applicant):**

Residential (Condo-hotel):	72,435 SF
Commercial:	1,290 SF
Guest Services:	21,860 SF
Amenities:	13,479 SF
<u>Common Area</u>	<u>22,720 SF</u>
<b>Proposed total mass:</b>	<b>131,784 SF</b> (5,644 SF over allowed)

**Height:** Per LUD 39 and Master Plan: 62'-0" (Five stories)  
Proposed Height: 69'-6" (Negative 10 points)

**Parking:** Required on-site:  
*Per Development Agreement and Parking Study and Master Plan - 0.85 spaces per 1-Bedroom or lock-off - All located beneath building*

Residential (Condo-hotel) - 105 units:	90 spaces
<u>Commercial =1/400 SF:</u>	<u>4 spaces</u>
Total required:	94 spaces
Total on-site proposed:	130 spaces (26 over)

Proposed off-site:

Proposed upper deck to Stables Lot:	60 spaces
<u>Short-term Skier Drop Off</u>	<u>10 spaces</u>
Total off-site proposed:	70 spaces

**Snow stack:** All areas snow-melted (Negative 3 points)

**Setbacks:** Pending subdivision

**Employee Housing:** None yet proposed

**Refuse:** Trash/recycling enclosure is proposed within the Basement Level of the building beneath the gondola terminus.

**Loading Areas:** A loading area is proposed within the Basement Level of the building beneath the gondola terminus.

**Item History**

In 2008, a proposal for a condo-hotel in this location had been submitted by Vail Resorts Development Company as "Building 804" (PC# 2008032). The Master Plan depicted the general size and general location of this building on the illustration below.



Sheet 7 of the 2005 Master Plan:



Building 804 was approved by the Town Council on November 25, 2008. The 48-unit condo-hotel included children’s ski school, day care, restaurant, ticketing, group sales, ski rental, and support facilities. There was 54,442 square feet of residential use, 9,623 square feet of commercial use, and 22,453 square feet of guest (skier) services. The required meeting spaces and owner amenities (pool/spa, bowling alley, meeting rooms, etc.) for all the base Vail Resort Development buildings were to be located within One Ski Hill Place (shown as “802” & “803” to the east).

In 2010, the Town received a submittal to modify this building from a condo-hotel into a hotel (PC#2010048). Specifically, a 100 room hotel with 57,235 square feet of Guest Rooms, 9,012 square feet of commercial use and 20,757 square feet of guest (skier) services. The application was abandoned during the review process.

This development is subject to the Amendment of the original May 2003 Peaks 7&8 Master Plan and all subsequent Master Plan amendments. Most recently, the Fifth Amendment to the Amended Peak 7 & 8 Master Plan, PC#2013006 was approved by the Planning Commission on February 19, 2013 and the Town Council on February 26, 2013.

On July 14th, the applicants obtained an approval for a Development Agreement associated with this application (Council Bill NO. 21, Series 2015).

*9-9-5: DEVELOPMENT AGREEMENTS; GENERAL:*

*A development agreement may be approved by the town council either in connection with the approval of a development permit or as a separate approval at the election of the applicant. The decision by the town council to enter into a development agreement with an applicant is always discretionary; nothing in this code shall be interpreted or construed as requiring the town council to approve a development agreement under any circumstances. If a request for approval of a development agreement is combined with an application for a development permit, the application for the development permit shall be reviewed under the applicable policies, standards and criteria of this code, including the point analysis provisions of this code if applicable, but the approval or conditional approval of the application for development permit shall not require the approval of the accompanying request for a development agreement. There is never an entitlement on the part of the applicant to the approval of a development agreement. (Ord. 3, Series 1999) (Emphasis added.)*

The approved Development Agreement identifies and allows for the review of:

1. An amendment of the current Fifth Amendment to the Amended Peak 7 & 8 Master Plan.
  - a. A clarification of the definition of Guest Services in the Master Plan is requested to provide that the existing and future non-income producing space not to be treated as density or mass. This would include patrol and first aid facilities, in addition to the employee lockers, public restrooms, storage areas, and lift and lift personnel facilities provided for in the Master Plan with the 2013 amendment.
  - b. Transfer up to 18 SFEs of Residential (1,200/SFE) and 1.3 SFEs of Commercial (1,000/SFE) pursuant to the Intergovernmental Agreement concerning transfer of development rights between the Town and Summit County. *(15.38 residential TDRs and 1.3 commercial TDRs are proposed with this application)*
2. Allow commencement of infrastructure work to begin in 2016, prior to the issuance of a building permit in 2017.
3. Reduce the Master Plan Parking Requirement of 1.0-parking space per unit to 0.85-spaces per unit.
4. Add a level of parking with a deck above the existing Stables lot without incurring negative points associated with the structure and added parking (Staff notes, a variance to the Cucumber Creek Preventative Management Area will still be required.).
5. Planning Commission review of the timing of any permit renewal, relocation and ultimate demolition of the existing Sprung Structure #1 (Breck Sports) and Sprung Structure #2 (Kid's Kastle).
6. Public Benefit - \$30,000 as Public Benefit to a defined area of need in Cucumber Gulch.

### Staff Comments

As this is the initial review of this proposal, this report will cover some key elements of the development. We will have additional information at the next hearing. This report will review:

- **9-1-19-39A: Policy 39 (Absolute) Master Plan**
  - How this proposal fits with the Master Plan's
    - § View Corridors
    - § Overall density fit
- **9-1-19-6A: Policy 6 (Absolute) Building Height and 9-1-19-6R: Policy 6 (Relative) Building Height (6/R):**
  - Building height compared to previously approved Building 804
- **9-1-19-20R: Policy 20 (Relative) Recreation Facilities**

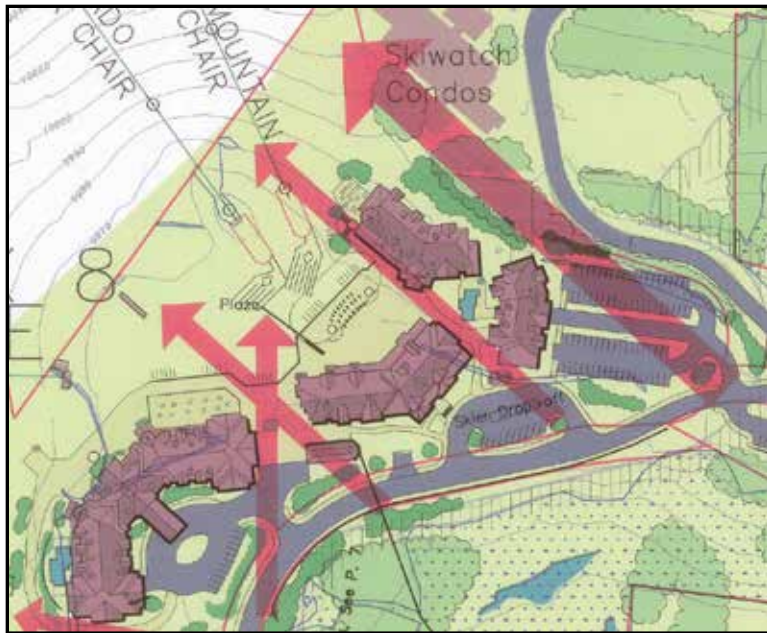
- Public Amenity Ice Rink
- **9-1-19-18A: Policy 18 (Absolute) Parking and 9-1-19-18R: Policy 18 (Relative) Parking:**
  - Parking
- **9-1-19-16A: Policy 16 (Absolute) Internal Circulation, 9-1-19-16R: Policy 16 (Relative) Internal Circulation and 9-1-19-17A: Policy 17 (Absolute) External Circulation:**
  - Vehicular circulation concept (more detail at next hearing)
- **9-1-19-36A: Policy 36 (Absolute) Temporary Structures:**
  - Sprung Structures renewals and replacement

Future hearings will cover these other Policies:

- 9-1-19-2A: POLICY 2 (Absolute) Land Use Guidelines
- 9-1-19-3R: POLICY 3 (Relative) Compliance with Density/Intensity Guidelines
- 9-1-19-4R: POLICY 4 (Relative) Mass
- 9-1-19-5R: POLICY 5 (Relative) Architectural Compatibility
- 9-1-19-7R: POLICY 7 (Relative) Site and Environmental Design
- 9-1-19-8A: POLICY 8 (Absolute) Ridgeline and Hillside Development
- 9-1-19-9R: POLICY 9 (Relative) Placement of Structures
- 9-1-19-13R: POLICY 13 (Relative) Snow Removal and Storage
- 9-1-19-15R: POLICY 15 (Relative) Refuse
- 9-1-19-18R: POLICY 18 (Relative) Parking
- 9-1-19-19A: POLICY 19 (Absolute) Loading
- 9-1-19-22R: POLICY 22 (Relative) Landscaping
- 9-1-19-24R: POLICY 24 (Relative) Social Community
- 9-1-19-25R: POLICY 25 (Relative) Transit
- 9-1-19-27R: POLICY 27 (Relative) Drainage
- 9-1-19-31R: Policy 31 (Relative) Water Quality
- 9-1-19-35A: Policy 35 (Absolute) Subdivision

• **Master Plan Illustrative Drawings:**

View Corridors from Ski Hill Road right of way per Master Plan:



The applicants have placed the proposed building as depicted below:



In plan, Staff believes the view corridors have been preserved as illustrated in the Master Plan. However, there is an upper level bridge proposed between the Grand Colorado at Peak 8 Building (now under construction) and the proposed Grand Colorado at Peak 8 East Building. The architect has provided a street level view of the bridge to help identify any impacts to the view corridor between the two buildings:





While this bridge (above arrow) provides an obstructed view corridor from across the street (impacts might be greater the closer one is to the bridge, Staff believes the proposed bridge is low enough to not impact the majority of the view corridor depicted on the Master Plan. Does the Commission concur?

**Overall density and fit per Master Plan**

**9-1-19-3R: POLICY 3 (Relative) Compliance with Density/Intensity Guidelines and 9-1-19-4R: POLICY 4 (Relative) Mass** (further detail at future hearing):

As described above, the applicants are proposing to transfer additional density to the project site. First we compared the approved densities for Building 804 to this application:

	804	Grand Colorado at Peak 8 East Building
Density	85,201 SF	95,585 SF
Mass*	82,320 SF	131,784 SF
Height	78-feet	69.5-feet

\*At the time of this writing, Staff does not have detail on the above/below grade mass calculations for this building.

The mass of the building shows the largest difference between the two buildings. Per the 5<sup>th</sup> Master Plan Amendment having ski school and other guest services do not count towards density or mass. Mass can impact the overall size of the building regardless of the density. The general massing of this building compared to the Master Plan illustration is similar. Reviewing the fit of the project and the preservation of the view corridors, Staff believes the additional mass abides with Sheet 7 of the 2005 Master Plan.

Knowing that additional density is to be transferred to the base area, the applicants provided a study to analyze the total overall *remaining* density that Vail Resorts could use at the last remaining building site

(the “Administrative Lot”) to the east. The master plan shows three buildings 3.5 to 4.5 stories tall below.

Administrative Lot per Sheet 7 of the 2005 Master Plan:



The density (at 1,200 SF/SFE) depicted by these buildings is estimated at a maximum of 93 SFE. The projected remaining density available for development of this area is about 79 SFE.

Mass numbers were also computed in the study. (Staff notes that any mass overage associated with the Peak 8 Properties, LLC developments does not count against the remaining mass for Vail Resorts Development Company. Any mass overages less than 5% do not assess negative points and are associated only with the application, not the Master Plan.)

Staff believes the remaining 79 SFEs could fit similarly to how the Master Plan buildings are depicted. We welcome any Commissioner comments.

**Building Height (6/A & 6/R):** The Master Plan stipulates that “Toward the ends of the Peak 8 Base area the buildings will be lesser in height and density as compared to the center or core of the Peak 8 Base.” One Ski Hill Place is 76-feet tall while this building is 66.5-feet tall.

As specified in the Master Plan, and per Land Use District 39, building heights are recommended at 5-stories. Per the Development Code, the first two stories are counted as 13-feet tall each and subsequent stories are each counted at 12-feet. Hence, a 5-story multi-family building will have a height of 62 feet, measured to the mean (mid-point between ridge and eave) of the roof to the proposed grade below. In addition, the relative portion of this policy allows this height to be exceeded with negative points being incurred: (2) *Outside The Historic District:*

a. *For all structures except single-family and duplex units outside the historic district: Negative points under this subsection shall be assessed based upon a project's relative compliance with the building height recommendations contained in the land use guidelines, as follows:*

-5 points	<i>Buildings that exceed the building height recommended in the land use guidelines, but are no more than one-half (1/2) story over the land use guidelines recommendation.*</i>
<b>-10 points</b>	<b><i>Buildings that are more than one-half (1/2) story over the land use guidelines recommendation, but are no more than one story over the land use guidelines recommendation.</i></b>
-15 points	<i>Buildings that are more than one story over the land use guidelines recommendation, but are no more than one and one-half (1 1/2) stories over the land use guidelines recommendation.</i>
-20 points	<i>Buildings that are more than one and one-half (1 1/2) stories over the land use guidelines recommendation, but are no more than two (2) stories over the land use guidelines recommendation.</i>
	<i>Any structure exceeding two (2) stories over the land use guidelines recommendation will be deemed to have failed absolute policy 6, building height.</i>
	<i>b. For all structures except single-family and duplex units outside the historic district: Additional negative or positive points may be assessed or awarded based upon the planning commission's findings of compliance with the following:</i>
<b>1 x (-1/+1)</b>	<b><i>1. It is encouraged that buildings incorporate the <u>uppermost story density into the roof of the structure, where no additional height impacts are created.</u> *</i></b>
<b>1 x (-1/+1)</b>	<b><i>2. Buildings are encouraged to provide broken, interesting <u>roof forms that step down at the edges.</u> Long, unbroken ridgelines, fifty feet (50') or longer, are discouraged.</i></b>

*\*Highlight added*

The original Peak 7&8 Master Plan allows the applicant to establish natural grade with the development at the base of Peak 8 since Ski Hill Road, the parking lots, driveways and the Bergenhof were placed into the natural hillside destroying the slope with new cut and fill. Once finished grade is established then building height is measured the same way as described in the Development Code.

The height of a building as measured from any point from within a building’s foundation or around a building’s foundation perimeter to a point directly below.

With this submittal, the height of the tallest portion of this building 69’-6”, measured to the mean to finished grade below. This is more than one-half (1/2) story over but no more than one story over the land use guidelines recommendation of 62-feet. As a result, negative ten (-10) points will be shown on the final Point Analysis.

As noted above, positive points may be awarded to buildings that show broken, interesting roof forms that step down at the edges and for providing density in the roof forms. Reviewing the enclosed elevation, Staff believes the building does not effectively step down at the edges enough to warrant the positive one (+1) point. We believe for the size of this building, the stepping should be more pronounced. Does the Commission concur?

Additionally, there is some density shown in the roof forms. This is best seen on the Composite Exterior Elevation sheets A301 and A302. Staff believes this design could be awarded positive one (+1) point for this design. Does the Commission agree?

**9-1-19-20R: Policy 20 (Relative) Recreation Facilities:** 3 x (-2/+2) *The community is based, to a great extent, on tourism and recreation; therefore, the provision of recreational facilities, both public and private, is strongly encouraged. Each residential project should provide for the basic needs of its own occupants, while at the same time strive to provide additional facilities that will not only be used for their own project, but the community as a whole. Commercial projects are also encouraged to provide recreational facilities whenever possible. The provision of recreational facilities can be on site or off site, public or private. (Ord. 9, Series 2006)*

The drawings are showing an outdoor public ice rink (and retail skate rental shop) at the Plaza Level of the plans. This would be available to the general public, patrons on the mountain and the guests in the condo-hotels. Staff will discuss the logistics of the type of patrons and the parking at the next hearing.

The most recent precedent we have regarding this policy was for positive three (+3) points for:

- The Pinewood II development for a new single track trail (open to the community) and outdoor gathering place for the residents.
- Xcel/Public Service Co. Substation Expansion (PL-2015-0024) Proposed trail dedication identified in the Town Trails Master Plan
- Lincoln Park at the Wellington Neighborhood Phase II, Master Plan (7th Master Plan Amendment of Wellington Neighborhood Master Plan) (PC# 2014038) Dedication of open space and public trail system throughout neighborhood

Earlier projects that were awarded positive six (+6) points were the Town of Breckenridge Indoor Ice Arena, Town of Breckenridge Whitewater Park, and the Peak 9 Quicksilver Lift Relocation/Replacement.

Based on past precedent, we believe this would qualify as a recreational facility as described above and could be awarded positive three (+3) points. Does the Commission concur?

**9-1-19-16R: Policy 16 (Relative) Internal Circulation and 9-1-19-17A and Policy 17 (Absolute) External Circulation:** This policy addresses pedestrian circulation, separation of systems and delivery areas.

Public Works Staff has many concerns regarding the proposed circulation which is further outlined in a memo from Public Works Staff attached to this report.

Per Policy 17:

*D. Pedestrian Circulation: Development and installation of pedestrian systems which integrate with existing and future town pedestrian systems and with the systems of adjacent developments is required.*



*This will include the provision of sidewalks, where required, and the provision of pedestrian walkways pursuant to the town trails plan.*

The plans are showing a new sidewalk along the south edge of Ski Hill Road connecting One Ski Hill Place to the Grand Colorado at Peak 8 entry. Emergency access and deliveries have been well separated at either end of the plan, but the skier drop off, ski area buses, ski school drop off are shown along Ski Hill Road in a series of driveways that might be confusing for the visitor and could lead to pedestrian/vehicular/bus conflicts. Staff believes at this review, due to the conflicting circulation around this portion of the site, negative points would be awarded under Policy 16R.

Staff is working with the applicant on a possible revision to this plan. We will have more information at the next hearing.

Additionally, the plans are showing a second level to the Stables Parking lot to accommodate the needs of the Grand Colorado functions beyond what the Master Plan and Development Code require. To safely access the developed lots across the street, a tunnel is proposed beneath Ski Hill Road, however details have not yet been provided. We will have more information at the next hearing.

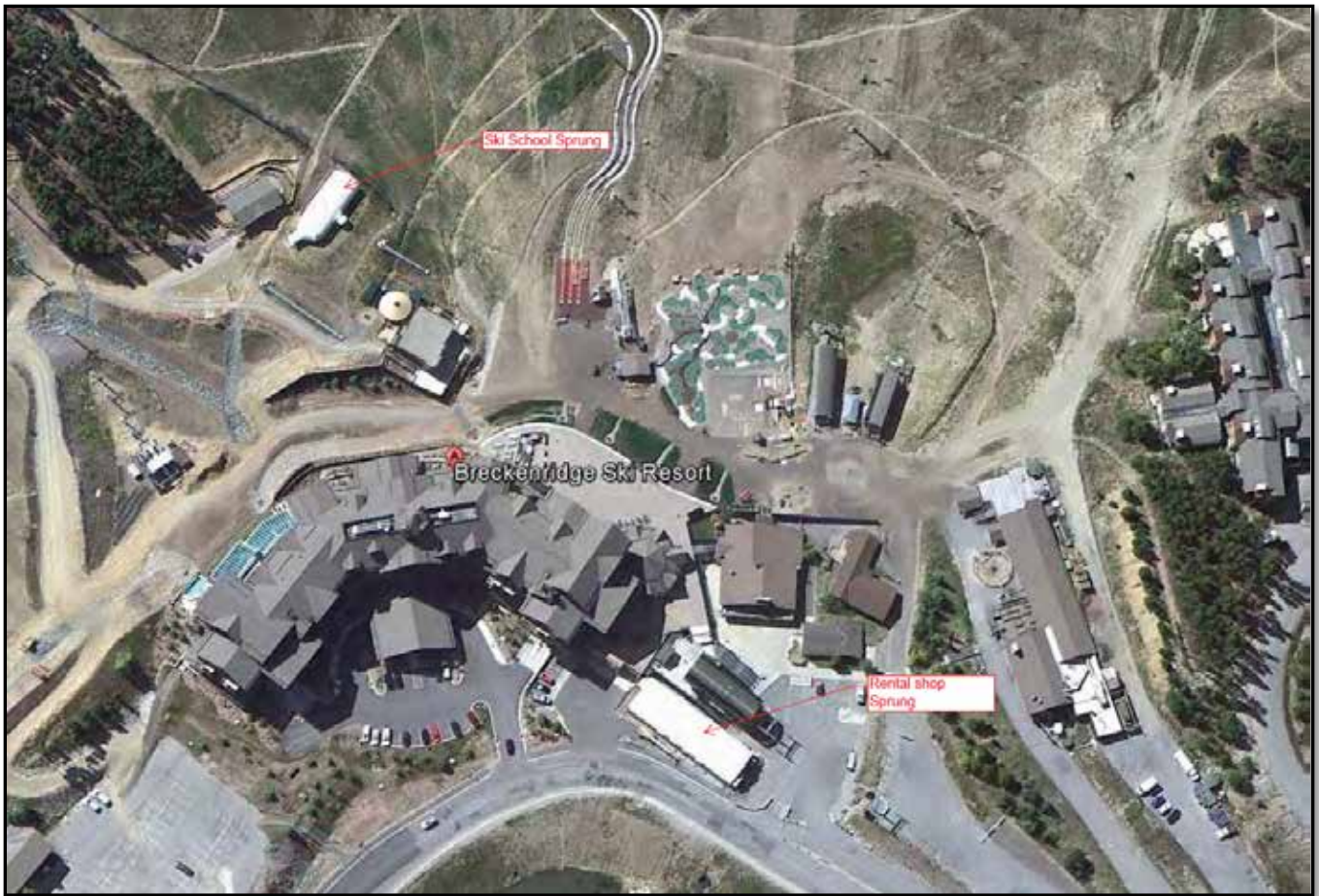
In all, 70 additional parking spaces are proposed to be added at the base of Peak 8. Staff has expressed concerns as to the impact of *increasing* rather than *reducing* individual vehicular trips along Ski Hill Road. When the Town was negotiating the proposal for the gondola, the goals of the Breck Connect Gondola as presented to Town Council were to:

- “Reduce Traffic on Ski Hill Road & Park Avenue”;
- Be a “Component of an Integrated Transit Plan”; and
- Provide an “efficient Method to Transport Guests”.

Additionally, the Master Plan states: *“The impact of parking will be minimized by locating all residential parking spaces underneath the buildings, with some surface parking available for employees and guests.”* We question the need to provide additional parking, beyond what is required, at the base of Peak 8 when the gondola was provided to reduce this need and the Master Plan sought to minimize the need. We will have more information at the next hearing.

**9-1-19-36A: Policy 36 (Absolute) Temporary Structures:**

There are two permitted sprung structures at the Peak 8 Base area that currently meet the provisions of this policy - below:



The Development Agreement stipulated that the Rental Shop Sprung Building and the Ullr Building may be removed prior to issuance of a building permit during site infrastructure improvements. To accommodate the needs of these two facilities after their removal, the applicants are asking, on behalf of the owners (VRDC), to submit for development permits, obtain Planning Commission and Town Council approval for new temporary buildings in appropriate locations. Staff has not yet received any submittal.

Additionally, the applicants, on the behalf of the owners, will be processing an extension to the current Kids Kastle Sprung Structure (PC#2013103 - set to expire on April 12, 2017) to allow it to remain until these functions can be relocated into the new Grand Colorado at Peak 8 East Building at Certificate of Occupancy. So, there is a set “trigger” for the relocation and ultimate removal of the sprung structures associated with this development. Staff has no concerns with the timing. These applications will be presented to the Planning Commission for review.

### **Staff Recommendation**

Staff believes this application is off to a good start. The building appears to fit into the Master Plan criteria. The added density does not appear to impact the master plan for any future development. Staff would like to return at the next hearing and provide more detail and discussion on the policies listed at the beginning of the report.

We have received public comment from a noticed property owner (attached). We have the following questions for the Commission:

1. Does the Commission have any concerns regarding the view corridors as depicted compared to those of the Master Plan?
2. Does the Commission have any concerns about the proposed TDRs and their impact on the remaining Administration Lot shown on the Master Plan?
3. Does the Commission have additional concerns regarding internal and external circulation and do you support negative points under Policy 16R?
4. Does the Commission believe the building roof forms step down at the ends enough to warrant positive points?
5. Does the Commission support awarding positive one (+1) point for providing density in the roof forms?
6. Would the Commission support awarding positive three (+3) points for the ice rink as a Recreational Facility?

We also welcome any additional comments.

## Memorandum

**TO:** Planning Commission  
**FROM:** Public Works Staff  
**DATE:** July 29, 2015  
**RE:** Grand Colorado Peak 8 East Building

Public Works Staff has reviewed the preliminary plan submittal for the Grand Colorado Peak 8 East Building. These plans have generated many questions regarding transit service, traffic circulation and impacts, as well as the construction phasing of the Ski Hill Road improvements. Staff anticipates working closely with the applicant in the coming weeks to work through and answer many of the questions and concerns discussed below.

### **Ski Hill Rd Improvements**

As part of this project, the elevation of Skill Hill Road will be raised to provide for adequate grades for driveway connections. A large retaining wall approximately 100 ft long and ranging from 6 ft to 19 ft tall will be constructed on the east side of Ski Hill Rd adjacent to Cucumber Gulch. Staff will require final construction plans, staging plans, and traffic control plans detailing the proposed work on Ski Hill Rd prior to a final hearing.

### **Transit**

The Transit circulation and function as shown has raised many questions with Staff. As submitted, it is unclear how many buses total are accommodated in the transit area and if this is a decrease from the number of buses currently able to stage at Peak 8. Staff also requests that an area at the Peak 8 base be designated for a hotel shuttle stop.

In 2009, with the Gondola Lot Master Plan, VRDC communicated that charter buses would be accommodated at Peak 7 or Peak 8 once the Gondola Lots development occurs. Staff would like the charter bus staging area to be clearly indicated at the Peak 7/8 base or other suitable location within town. Town Staff is concerned with the safety of large charter buses negotiating Ski Hill Rd in winter conditions.

### **Vehicular Traffic**

The Town has worked to reduce the number of vehicles trips on Ski Hill Rd for reasons of both congestion and safety, most notably with its partnership in the gondola project. This project raises questions whether vehicular trips on Ski Hill Rd will be increasing, and Staff requests an updated traffic study to determine the impact, if any, to Ski Hill Rd.

The number of proposed driveway cuts for the projects is excessive and the spacing does not appear adequate for a commercial and transit area. Staff will work with the applicant to create a more favorable driveway configuration.

## **Parking**

At this time, it is unclear to Staff whether the proposed development increases, decreases, or matches the parking numbers described in the most recent traffic study submitted to the Engineering Department in 2002. The parking worksheet provided on sheet A001 indicates only 10 new on-site parking spaces and 60 new spaces on the Stables Lot garage are being proposed with this new project. However, the plans also show 9 additional parking spaces at the North Building that were not approved with the North Building.

Staff is also unsure how this new parking count combines with the existing spaces in the Stables Lot, Grand Colorado North, One Ski Hill Place, and the Peak 7 developments to equate to the 230 day-skier parking spots described in the 2002 Traffic Study presented for the approved 2002 Amended Master Plan for Peaks 7/8. Staff is requesting an update to the traffic study that tracks all of the existing parking and proposed future parking for both Peaks 7&8 and also requests that the study include a description of proposed employee parking for all businesses operating on Peak 7&8. Public Works Staff does not support any increase in parking over what is the minimum required or previously approved in the Master Plan, whichever yields fewer parking spots.

## **Drainage**

Staff requests that an updated drainage report be submitted detailing that the proposed detention and water quality facilities meet the Town standards. A report detailing the requirements of groundwater interception and infiltration will also need to be provided.

**From:** [Richard Himmelstein](#)  
**To:** [Mosher, Mike](#)  
**Cc:** [Jeff Progar](#); [Robert Tobor](#); [Lou Cirillo \(lcirillo\)](#); [Jim Stilwell](#); [Joe Bower](#); [Victoria Himmelstein](#); [roman@breckenridgeskiwatch.com](mailto:roman@breckenridgeskiwatch.com); [Nancy Pierce](#); [skneller@wyoming.com](mailto:skneller@wyoming.com)  
**Subject:** Fwd: Remainder of Tract C "804 Building"  
**Date:** Tuesday, July 28, 2015 7:25:19 PM  
**Attachments:** [Screen Shot 2015-07-28 at 5.46.31 PM.png](#)  
[Screen Shot 2015-07-28 at 5.45.39 PM.png](#)

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Hi Mosh,

Thanks for meeting with me regarding the "804" building plans. My feedback is below:

1) Pedestrian and traffic congestion is a huge problem/concern.

#### **Pedestrian Issues:**

1. Breckenridge Ski Mountain ("BSR") employees are often dropped off at One Ski Hill Place ("OSHP") , where they block traffic as they unload their ski equipment, and their driver circles thru OSHP. BSR employees are further dropped off all along Ski Hill Road and OSHP's loading area (where the vehicle turns around). Again, these are not quick stops as they unload their ski equipment. I believe that the plans show a designated "circle" drop off location to allow BSR and skiers to be dropped off? If so, this "circle" drop off location needs to be designed in a such a manner that it is more efficient than being dropped off anywhere else.
2. OSHP employees currently park on the Stable's lot. How many employees? It changes depending on the time of year. Employees currently walk to/from the Stables lot on both sides of the street, crossing in various locations. This creates a rather chaotic pedestrian flow.
3. SkiWatch Condos have numerous guests that walk on SkiWatch Drive to Ski Hill Road. Often, it is large parties of 5 or more. Since there is no sidewalk, they often walk in middle of the road (side by side). In winter, cars often have a hard time avoiding pedestrians because of the steep pitch (i.e., cars are sliding down the road towards the pedestrians). Note: many guests coming to SkiWatch do not have snow tires and get stuck on SkiWatch Drive. This causes even more pedestrians to be out and about. There are no sidewalks on SkiWatch or Ski Hill Road until one gets to OSHP. I highly recommend that a sidewalk be added for SkiWatch drive (on Grand Colorado's property). This could easily be done before the installation of landscaping. The Grand Colorado already has a sidewalk and ski easement (starting after the North building as one walks towards the ski mountain). As such, this sidewalk addition should not be too costly and will really help increase safety and significantly improve the pedestrian traffic/flow. Side note, I have an agreement with Grand Colorado wherein they are to install rock boulders along SkiWatch Drive (on the Peak Eight Place's side of the street).
4. We desperately need a sidewalk on Ski Hill Road. Preferably, sidewalks should be on both sides of the street (until one gets to OSHP) since there are so many curb cuts on the proposed building side of the Grand Colorado (mountain side). Buses are very intimidating. As such, if pedestrians can use a sidewalk on the opposite side (i.e., Cucumber Creek), it will really help the pedestrian experience. I recommend that the sidewalk connect with the sidewalk at the bridge leading to Peak 7 and SkiWatch Drive. This would complete a pedestrian path/loop for both Peak 7 and Peak 8. I can imagine guests from the Grand Lodge (on Peak 7) walking to the base of Peak 8 for the restaurants, fun park and other amenities afforded to them.

#### **Traffic Issues:**

1. The "T" bar grill and Rock Resorts @ OSHP don't have enough space to properly function. Vail Resorts fenced of the one parking wing on the "P" level of OSHP. Accordingly, the 8 parking places no longer can be used and are now used by the "T" bar and Rock Resort. It is my understanding that OSHP HOA signed a lease with Vail Resorts that Rock Resorts' bellman have to park OSHP cars somewhere offsite when there is overflow, since there is now less parking on site. I was told that the one location that the bellman can take OSHP cars to is the Stable's lot.
2. The delivery docks for OSHP often are problematic. Cars try to use it as a turn around. Vehicles are often parked in it making it harder for the trucks to navigate backing into one of the loading docks. I am unsure whose vehicles they are. I assume it's employees working at the T-bar. I am attaching two pictures showing six vehicles, a bobcat, and a trailer parked there as of today, July 28, 2015. Truckers have a very difficult time trying to back up into these delivery docks (because of the angle). Trucks come up from Park Ave. and then have to back up into a crazy angle (which I estimate to be approximately 135 degrees) to stop at the loading dock doors. The trucks end up having to use the entire width of Ski Hill Rd to accomplish this difficult task. I have seen trucks attempting to back up multiple times causing traffic to be backed up on Ski Hill Road in both directions. The plans show the

Grand Colorado to use these same delivery docks. Having more than one truck arrive at a time only compounds the situation. I am highly concerned in that the loading docks are already interfering with traffic on Ski Hill Road (when only OSHP is using them).

3. Vehicles need a means to do a simple "U" turn. Currently, vehicles use OSHP; OSHP loading docks, the bus departure point; the 15 minute lot; Stables parking entry before gate, SkiWatch intersection to make "U" turns. Further, vehicles often make "U" turns right on Ski Hill Road (in various spots).
4. Service vehicles - One Ski Hill Place has lots of service vehicles for numerous repairs that are needed on a regular basis. These service vehicles are often large and use a tremendous number of the parking spaces. Has this issue been addressed with the Grand Colorado?
5. Cars will use the Peak Eight Place circle or the very top of Ski Watch Drive as a "cell phone lot" for picking up their friends getting done skiing.
6. Once in a while I even get a knock on my door at 19 Peak Eight Place (because someone cannot find their way to Peak 7). I believe this happens because their navigation still shows the road for Peak 7 coming up Ski Watch Dr.
7. I am respectfully requesting that the "Statement Sign" as you enter Peak 8, per the Master Plan, be installed at this time. We have more density, now proposed and under construction, then what the Master Plan showed for the entire base of Peak 8 (which includes the Vail Resorts Administrative building). You may also want to consider similar signage as one enters Peak 7. Finally, I recommend signage before SkiWatch Drive showing that Peak 7 is "straight" ahead (so visitors don't get "lost" on SkiWatch Dr).

**Other comments:**

1. I am glad that you indicated that Ski Hill Road will be raised during this phase of construction. In winter, so many cars cannot make the steep hill by the Stables parking lot. They often back up and keep trying to no avail.
2. The upper portion of SkiWatch drive asphalt is in a deteriorated state. Grand Colorado recently paved the lower portion. Vail Resorts has numerous tractor trailers and dump trucks, on a regular basis, accessing the BSR from the top of SkiWatch Dr. Further, the Grand Colorado uses the upper portion of asphalt when they access their construction site from SkiWatch Drive. The Grand Colorado continually has their dump trucks, cement trucks, bulldozers on the upper portion of SkiWatch Drive directly contributing to this deteriorated asphalt. These heavy construction vehicles go all the way to the top of SkiWatch Drive since that is the only place for them to turn around. The Grand Colorado even dumped tons of stone at the very top of SkiWatch drive and then had their bulldozer bring it down to their construction site. They were using the bucket on the bulldozer scraping/trying to pick up the rocks that had spilled. Rocks end up on the asphalt and vehicles, including their heavy construction vehicles, ride over the stones. I can provide numerous pictures, should you need them for documentation purposes. In any event, my specific request is that you have the applicant agree to pay for repaving of the entire SkiWatch Drive. I am further respectfully requesting that they pave it thick enough to handle heavy commercial traffic long term (since Vail Resorts will continue to use it with fully loaded dump trucks and other big rigs).
3. Can planning suggest a specific date wherein the kid's castle and ski rental building and all other temporary buildings must be physically removed (they are not counting these areas as part of their square footage...and they look bad). Further, the ski rental shop constantly has vehicles blocking the road, as customers load and unload ski equipment. Note, there is signage stating "No parking". But no one pays attention to it. In fact, I sometimes see cars parked two wide, making it a dangerous situation (and impossible for the traffic to flow in both directions on Ski Hill Road ).
4. Parking deck and other spaces that have heat melt - can planning insist that these areas be calculated as part of the development project and get negative assessment points. They should not be able to simply make this part of the Breckenridge Master Mountain Associate ("BMMA"), and have the BMMA collectively pay for their heat melt in perpetuity. In other words, the need for heat melt is a direct consequence of this development. The Grand Lodge on Peak 7 should be used (from a precedent standpoint) to determine the amount of heat melt that can be allocated to the BMMA. Digressing, were the decks/patio to the original phases of the Grand Colorado (that have heat melt) calculated to determine negative assessment points? I would hope that only areas that are accessible (and used truly equally) by the general public are allowed to be transferred to the BMMA. Can planning request the applicant to show what is being transferred to the BMMA for the heat melt (for all phases of the Grand Colorado)? And, kindly confirm that whatever is remaining gets charged negative points.
5. How high is the proposed parking deck for the Stable's parking lot? In other words, please ensure that this parking deck/structure doesn't negatively impact views (of Baldy Mountain) and the feeling of the area as one drives by or walks by;
6. How many SFEs will be needed for this project? How many SFE's currently exist? What percentage of available SFEs will be used for this project?
7. It is still my contention that the first phase of the Grand Colorado is much taller than the plans showed. I would like to respectfully request that the plans, for this phase, be fully detailed so as there isn't any confusion on the actual height of the building.

Thanks again for your time.

Regards,

Richard B. Himmelstein  
PO Box 8946  
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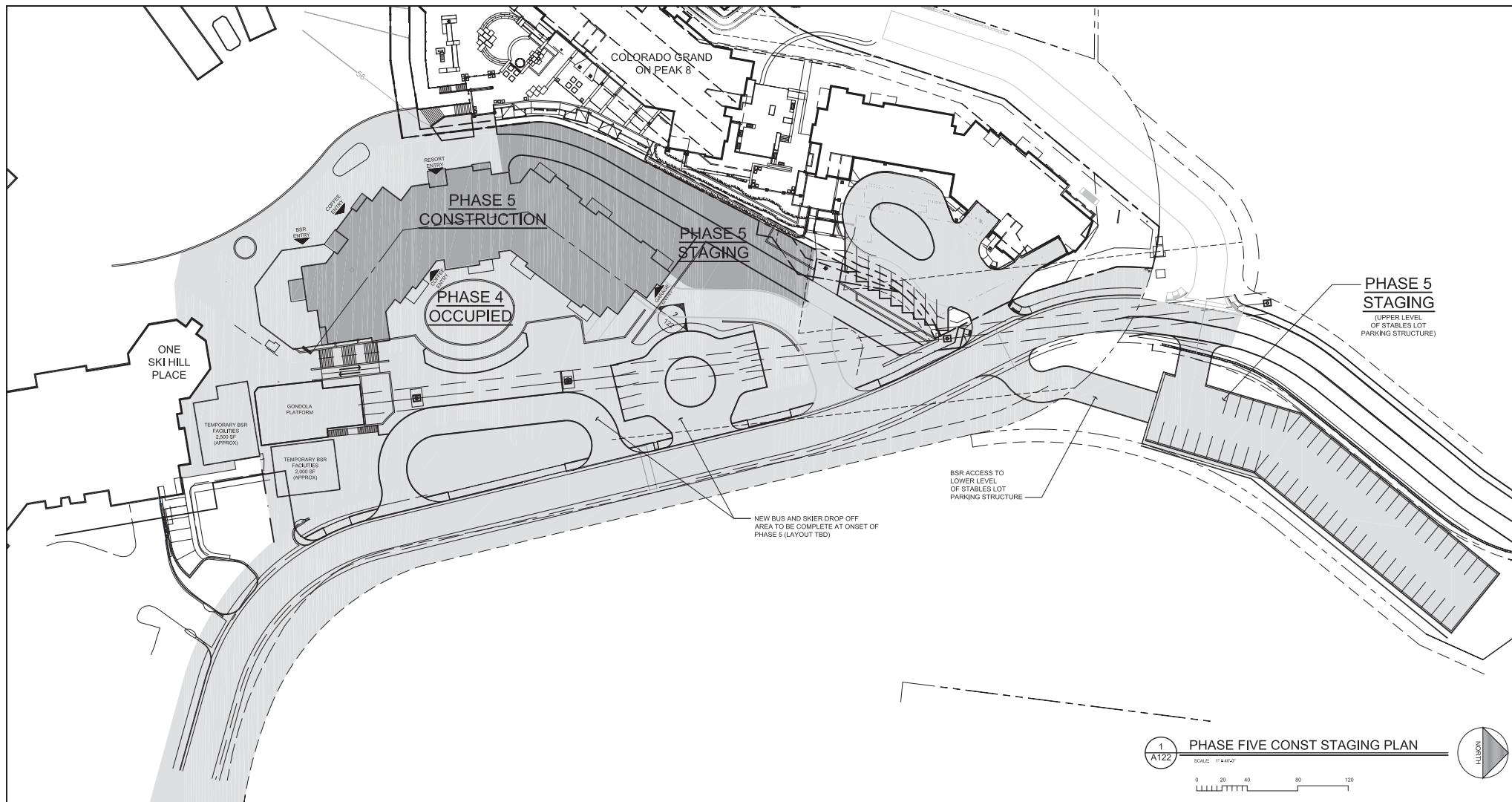








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 970 453 0444



1 PHASE FIVE CONST STAGING PLAN  
 SCALE: 1" = 40'0"

www.matthewstatsarchitects.com

grand colorado  
 on peak 8  
 east building

breckenridge, colorado

PROJECT # 1505

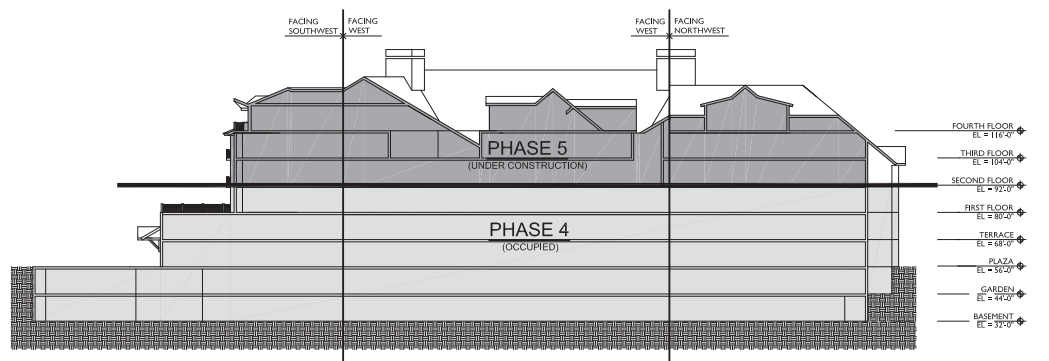
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ISSUE:

TOB planning	12 June 2015
	16 July 2015

STAGING PLAN NOTES

- BOUNDARY AND TOPOGRAPHICAL SURVEY INFORMATION OBTAINED FROM BASELINE SURVEYS LLC, BRECKENRIDGE, COLORADO. VERIFY IN FIELD.
- NO PERMANENT STAGING OR PARKING SHALL OCCUR IN THE TOWN RIGHT OF WAY.
- ANY DIRT TRACKED ONTO THE PUBLIC ROAD SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE.
- A PROJECT CONTACT PERSON IS TO BE PROVIDED TO THE TOWN PUBLIC WORKS DEPARTMENT PRIOR TO THE ISSUANCE OF THE BUILDING PERMIT.
- ALL DISTURBANCE SHOWN ON THIS PLAN SHALL CONFORM TO FUTURE CONSTRUCTION DISTURBANCE AREAS FOR FUTURE PHASES OF THIS PROJECT. IN THE EVENT THAT SUCH FUTURE PHASES ARE NOT BUILT, ALL DISTURBED AREAS SHALL BE REVEGETATED WITH A MINIMUM OF 2 INCHES TOPSOIL, SEED AND MULCH.
- TEMPORARY EROSION CONTROL MEASURES TO INCLUDE SILT FENCE AND STRAW BALES, SHALL BE COORDINATED BY CONTRACTOR IN FIELD AND APPROVED BY OWNER, PROJECT CIVIL ENGINEER, AND TOWN STAFF. REFER TO EROSION CONTROL AND GRADING DETAILS (SHEET C18 & C18).
- REFER TO CIVIL DRAWINGS FOR TOPOGRAPHICAL INFO.
- GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR STAGING OF CONSTRUCTION TO AFFORD THE MOST FLEXIBLE LAYOUT FOR MATERIALS, TRAILERS, PORT-O-LETS, AND THE LIKE. THIS PLAN IS CONCEPTUAL IN NATURE AND WILL BE MODIFIED IN THE FIELD BY CONTRACTOR.
- ANY STAGING ISSUES (SUCH AS PARKING, DELIVERIES, MATERIAL STORAGE, AND THE LIKE) WHICH CAN NOT BE ACCOMMODATED ON SITE SHALL BE ACCOMMODATED OFF SITE. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL STAGING PER MUNICIPAL DEVELOPMENT CODE, APPLICABLE CODE AUTHORITIES AND REQUIRED SAFETY MEASURES.



2 PHASE SECTION facing WESTWARD  
 SCALE: 1" = 30'0"

PLAN LEGEND

- UNDER CONSTRUCTION
- OCCUPIED
- NOT IN SCOPE

PROJECT PHASING SCHEDULE

PHASE	PROPOSED CONSTRUCTION START	SUBSTANTIAL EXPANSION OF STRUCTURE	PROPOSED OCCUPANCY
INFRASTRUCTURE	SPRING 2016	N/A	N/A
4	SPRING 2017	FALL 2018	FALL 2019
5	SPRING 2017	FALL 2018	FALL 2020

PHASE FIVE  
 CONSTRUCTION  
 STAGING

A122



































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grand colorado  
 on peak 8  
 east building  
 breckenridge - colorado  
 PROJECT # 1505

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EXTERIOR  
 PERSPECTIVES  
 A320



VIEW #3 - FROM SKI HILL  
 FACING 804 SKI SIDE  
 3  
 A320  
 SCALE: NTS



VIEW #1 - FROM SKI HILL ROAD  
 FACING WEST  
 1  
 A320  
 SCALE: NTS



VIEW #4 - FROM SKI HILL ROAD  
 FACING SOUTH  
 4  
 A320  
 SCALE: NTS



VIEW #2 - FROM CHAIR 5  
 FACING PLAZA  
 2  
 A320  
 SCALE: NTS

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## existing view corridor studies between OSHP + GC8 East

grand colorado on peak 8 east building . breckenridge . colorado





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## projected view corridor studies between OSHP + GC8 East

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## projected view corridor studies between GC8 + GC8 East

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