



Town Council Work Session
Tuesday, March 11, 2025, 3:00 PM
Town Hall Council Chambers
150 Ski Hill Road
Breckenridge, Colorado

THE TOWN OF BRECKENRIDGE CONDUCTS HYBRID MEETINGS. This meeting will be held in person at Breckenridge Town Hall and will also be broadcast live over Zoom. Join the live broadcast available by computer or phone: <https://us02web.zoom.us/j/82918442465> (Telephone: 1-719-359-4580; Webinar ID: 829 1844 2465).

If you will need special assistance in order to attend any of the Town's public meetings, please notify the Town Clerk's Office at (970) 547-3127, at least 72 hours in advance of the meeting.

- I. US FOREST SERVICE PRESENTATION - VOLPE CENTER STUDY UPDATE (3:00-3:45PM)**
US FOREST SERVICE PRESENTATION- VOLPE CENTER STUDY UPDATE
- II. PLANNING COMMISSION DECISIONS (3:45-3:50PM)**
PLANNING COMMISSION DECISIONS
- III. LEGISLATIVE REVIEW (3:50-4:00PM)**
ORDINANCE APPROVING THE LITTLE DAISY LEASE RENEWAL (FIRST READING)
RESOLUTION CONSENTING TO A SUMMIT COUNTY HOUSING AUTHORITY APPLICATION
TO CIRSA (RESOLUTION)
- IV. MANAGERS REPORT (4:00-4:30PM)**
PUBLIC PROJECTS UPDATE
MOBILITY UPDATE
SUSTAINABILITY UPDATE
HOUSING UPDATE
OPEN SPACE UPDATE
COMMITTEE REPORTS
BRECKENRIDGE EVENTS COMMITTEE
- V. OTHER (4:30-4:45PM)**
HOUSING HIGHLIGHTS AND COMMUNITY ENGAGEMENT CAMPAIGN OVERVIEW
- VI. PLANNING MATTERS (4:45-6:00PM)**
BUILDING ENERGY CODE AMENDMENTS UPDATE
RUNWAY NEIGHBORHOOD- BUDGET UPDATES AND PHASING

Memo

To: Town Council
From: Duke Barlow, Open Space & Trails Manager
Date: 3/5/2025 (for 3/11/2025 work session)
Subject: US Forest Service Presentation- Volpe Center Study Update

Town Council Goals (Check all that apply)

- | | |
|---|---|
| ☒ More Boots & Bikes, Less Cars | ☒ Leading Environmental Stewardship |
| ☐ Deliver a Balanced Year-Round Economy | ☐ Hometown Feel & Authentic Character |
| ☐ Organizational Need | |

Summary

Included in the packet is the current draft of the Access Plan Recommendations for the southern Tenmile component of the Camp Hale Continental Divide National Monument (CHCDNM). This version was reviewed by BOSAC, through the lens of the [2023 Open Space & Trails Master Plan](#), during their February 17, 2025 meeting. BOSAC unanimously recommended the Access Plan Recommendations, with continued integration of community and stakeholder feedback, and movement towards the United States Forest Service (USFS) National Environmental Policy Act (NEPA) analysis, tentatively scheduled to begin in summer 2025.

Background

On October 12, 2022, President Joe Biden designated Camp Hale and nearby portions of the Tenmile Range as the CHCDNM. In May 2024, Summit County Open Space (Summit County) and Town staff, partnering with the USFS, engaged Volpe National Transportation Systems Center (Volpe) to develop an Access Plan and Management



Framework for the southern Tenmile portion of CHCDNM. The primary access points to CHCDNM in the Upper Blue Basin are the Blue Lakes, Quandary Peak, McCullough Gulch, and Spruce Creek trailheads. The goal of this effort, which is partially funded by a Colorado Parks and Wildlife State Trails Planning Grant, is to create documents that outline a plan for equitable and sustainable visitation and accommodate the high demand for access in this area. These plans will also help support the cohesive implementation and long-term maintenance of the recommended project components. Since spring 2024, Summit County, USFS, and staff have worked with Volpe to engage additional stakeholders (including homeowners in proximity to CHCDNM trailheads), collect and analyze user data, and develop and revise drafts of the Access and Management Framework Plans.

Public outreach/engagement

Residents near the Quandary and Spruce Creek trailheads were invited to participate in virtual engagement sessions in late July 2024 during which they were able to ask questions and offer feedback to the proposed concepts of the Access Plan draft. In October 2024,

Volpe, Summit County, and USFS facilitated a stakeholder workshop in which updated Access Plan recommendations were reviewed by representatives of the Town of Blue River, Colorado Springs Utilities, BOSAC, Summit County Open Space Advisory Council (OSAC), Breckenridge Tourism Office (BTO), Summit Huts, Colorado Fourteeners Initiative

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Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

(CFI), Friends of the Dillon Ranger District (FDRD), and Town staff. Subsequent revisions of the Access Plan and an initial draft of the Management Framework document have been reviewed by OSAC and BOSAC in early 2025. Summit County is currently conducting a mailed, electronic survey to all homeowners in proximity to the CHCDNM trailheads of the current Access Plan recommendations. This survey closes on March 14, 2025. Additional public outreach opportunities are key components of the planned USFS NEPA analysis of the components of the Access Plan recommendations, tentatively scheduled to begin in summer 2025.

Financial Implications

Since 2012, the Town and Summit County have invested a combined \$1,995,660 in land acquisitions on and around the trailhead access points to CHCDNM. The expectation, as outlined as a guiding principle of the Management Framework draft, is that “the entity that owns the land should own the facilities, when applicable”. For the Town, this primarily comprises any planned improvements and amenities at the Quandary trailhead.

Further, the Town has committed to continue to subsidize the Quandary shuttle program in 2025, with a maximum contribution of \$30,000. The Town’s Quandary shuttle contributions for 2023 and 2024 amounted to \$18,610 and \$13,765, respectively. Should shuttle operations expand to include Spruce Creek, as recommended as an adaptive management consideration in the Access Plan, the Town could potentially incur an increase to its shuttle subsidy. However, implementation of such an expansion would require the Town’s approval.

Finally, another stated guiding principle of the Management Framework draft is “The Town of Breckenridge should provide parking for shuttle customers”. This parking is currently provided by the Town, at no cost to shuttle customers, in the South Gondola parking garage.

Equity Lens

Staff consulted the Equity Lens through the development of the CHCDNM Access Plan and determined that continuing to provide an affordable shuttle service to Quandary and McCullough Gulch is a key component as it maintains access to these public lands for all users. Currently, all Summit County residents can use the shuttle free of charge while visitors are required to pay \$7 for use of the shuttle. A future goal of the shuttle program, detailed in the Access Plan, is for trailhead parking revenue to offset shuttle operations expenses to the extent that shuttle services are free for all users.

Another means of reducing the financial barrier to access the CHCDNM is the free trailhead parking pass program, which made passes available for reservation through all Summit County library branches. This program began in 2023 and experienced an 118% increase in use in 2024. Staff and Summit County recommend continuing this program in the future.

Staff Recommendation

Staff recommend the Town Council review the CHCDNM Access Plan and corresponding user data and provide staff with specific feedback on the proposed plan. Further, staff request guidance as to whether Town Council is comfortable with supporting further analysis of the recommendations of the Access Plan through a USFS NEPA process. Staff, along with representatives from USFS and Summit County, will be available Tuesday to answer questions.

Southern Tenmile Range of Camp Hale Continental Divide National Monument Access Planning

Breckenridge Town Council

March 11, 2025



Agenda

- Project Overview
- Work Thus Far
- Access Plan
Recommendations
- Next Steps

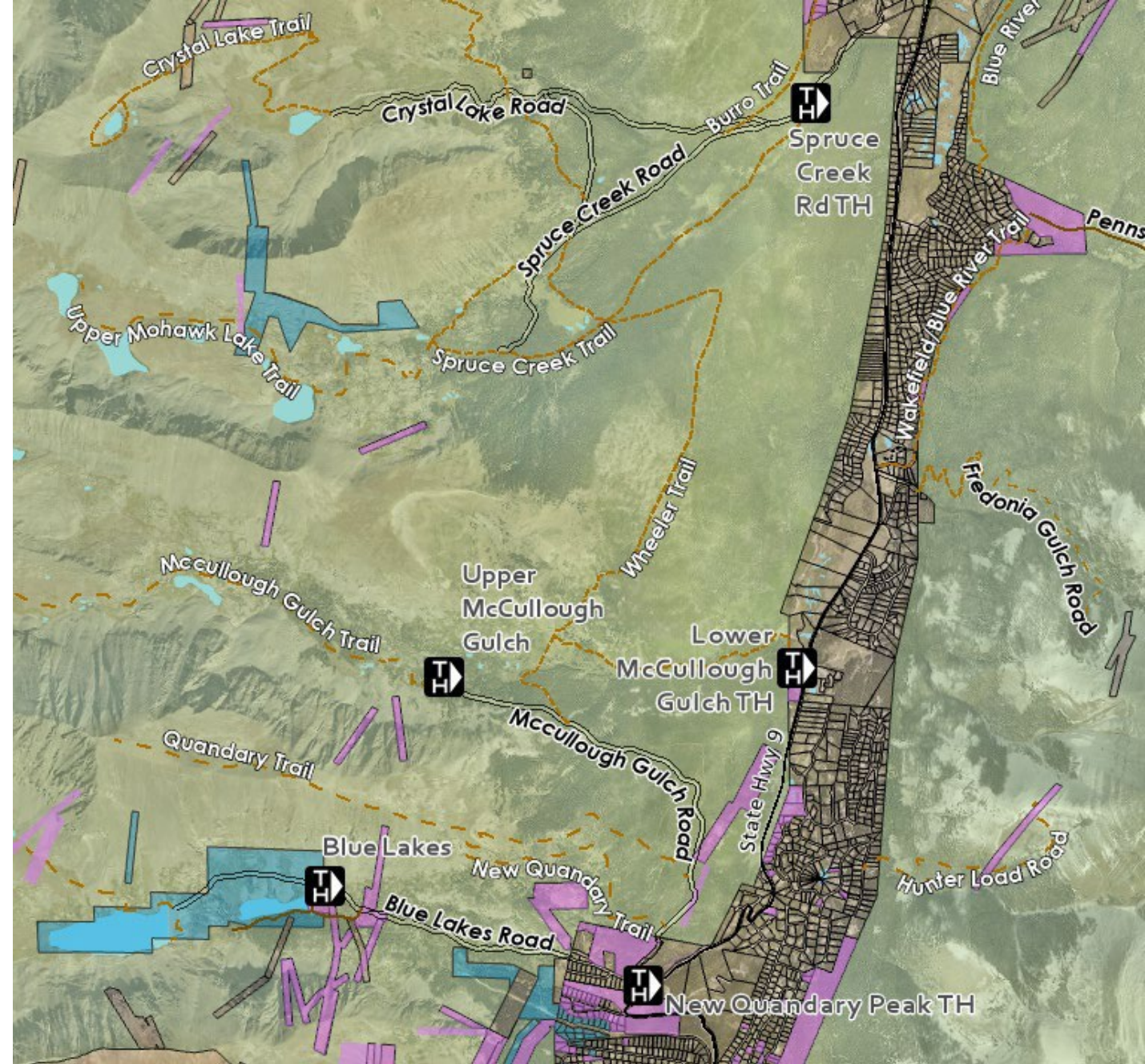


Project Overview



Project Area

Southern Tenmile Area





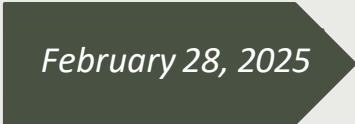
Project Objectives

- Reduce traffic and parking impacts on residents.
- Balance increased visitation with sustainable management – environmentally, financially, and otherwise.
- Create appropriate levels of amenities that are right-sized for the level of visitation.
- Provide equitable access as well as clear and consistent messaging.
- Continue to coordinate effectively across jurisdictional boundaries.
- Maintain emergency management access.

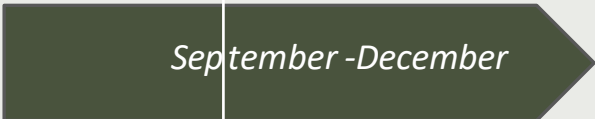
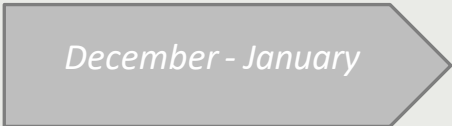
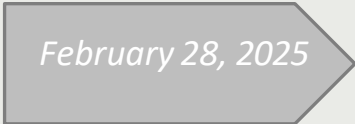
Work Thus Far



Project Overview

Task	Spring 2024	Summer 2024	Fall/Winter 2024
Stakeholder Engagement			
Data Collection and Analysis			
Access Plan Development and Review			
Management Framework and Plan			
Final Deliverables			

Access Plan Development

Task	Spring 2024	Summer 2024	Fall/Winter 2024
Stakeholder Engagement	 <i>May - June</i>		
Data Collection and Analysis		 <i>June - August</i>	
Access Plan Development and Review			 <i>September - December</i>
Management Framework and Plan			 <i>December - January</i>
Final Deliverables			 <i>February 28, 2025</i>



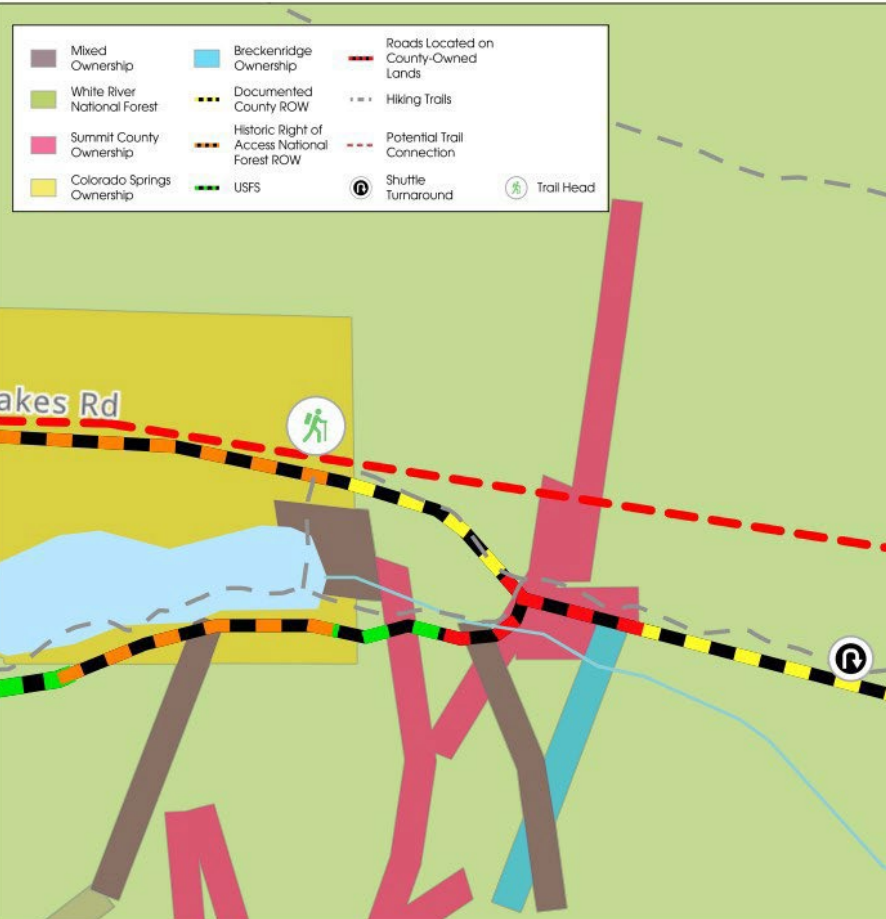
Stakeholder Workshop

October 9, 2024



Stakeholder Workshop

Blue Lakes Trail Head

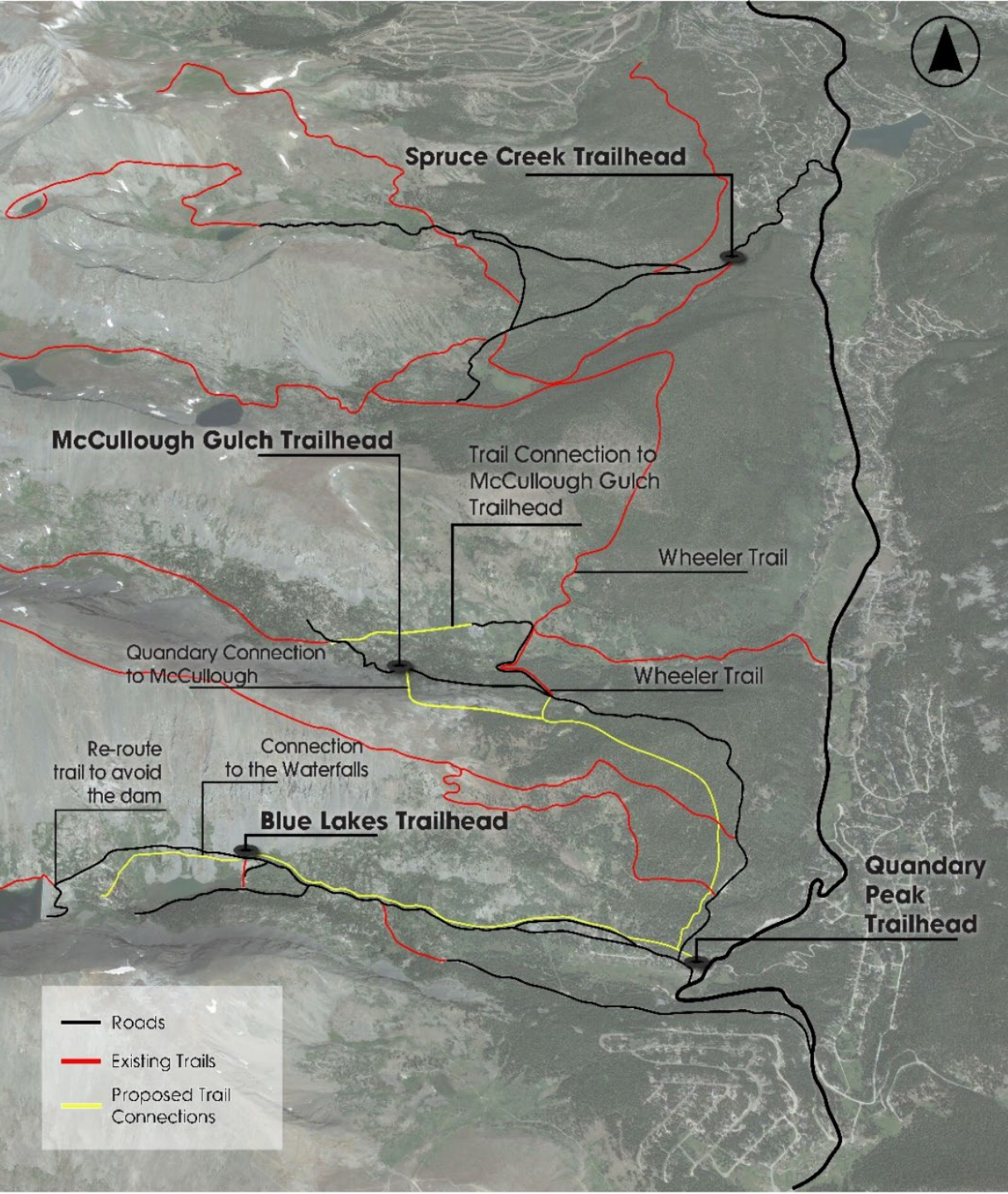


Concept Option	Neighborhood Preferences	Land Rules and Regulations Considerations	Cost Level (\$-\$\$\$\$)	Status
Parking				
Add delineators (i.e. hoses) between existing lot spaces.	Endorse	-	\$	Recommend
Implement reservation system.	Mixed Feedback	-	-	Recommend (coordinate with CSU and USFS)
Shuttle				
Create new shuttle route from Quandary Peak Parking Lot to halfway up Blue Lakes Road and add connector trail.	Mixed Feedback	-	\$\$\$	Do not recommend
Create new shuttle route from Quandary Peak Parking Lot to Blue Lakes parking lot.	Mixed Feedback	-	\$\$\$	Do not recommend
Trail Connections				
Maintain status quo.	-	-	-	-
Improve trail connections to provide direct access to the waterfall.	Concerns	-	\$\$\$	Recommend
Develop trail connection from Quandary Peak parking lot to Blue Lakes parking lot.	Mixed feedback	-	\$\$\$	Further analysis required
Facilities				
Improve existing signage for improved wayfinding.	-	-	\$	Recommend
Add permanent or portable restroom.	-	-	\$\$	Recommend

1. Which recommendations do you support?
2. What are your concerns with the recommendations you do not support?
3. What else should we consider when managing visitor access to this location?

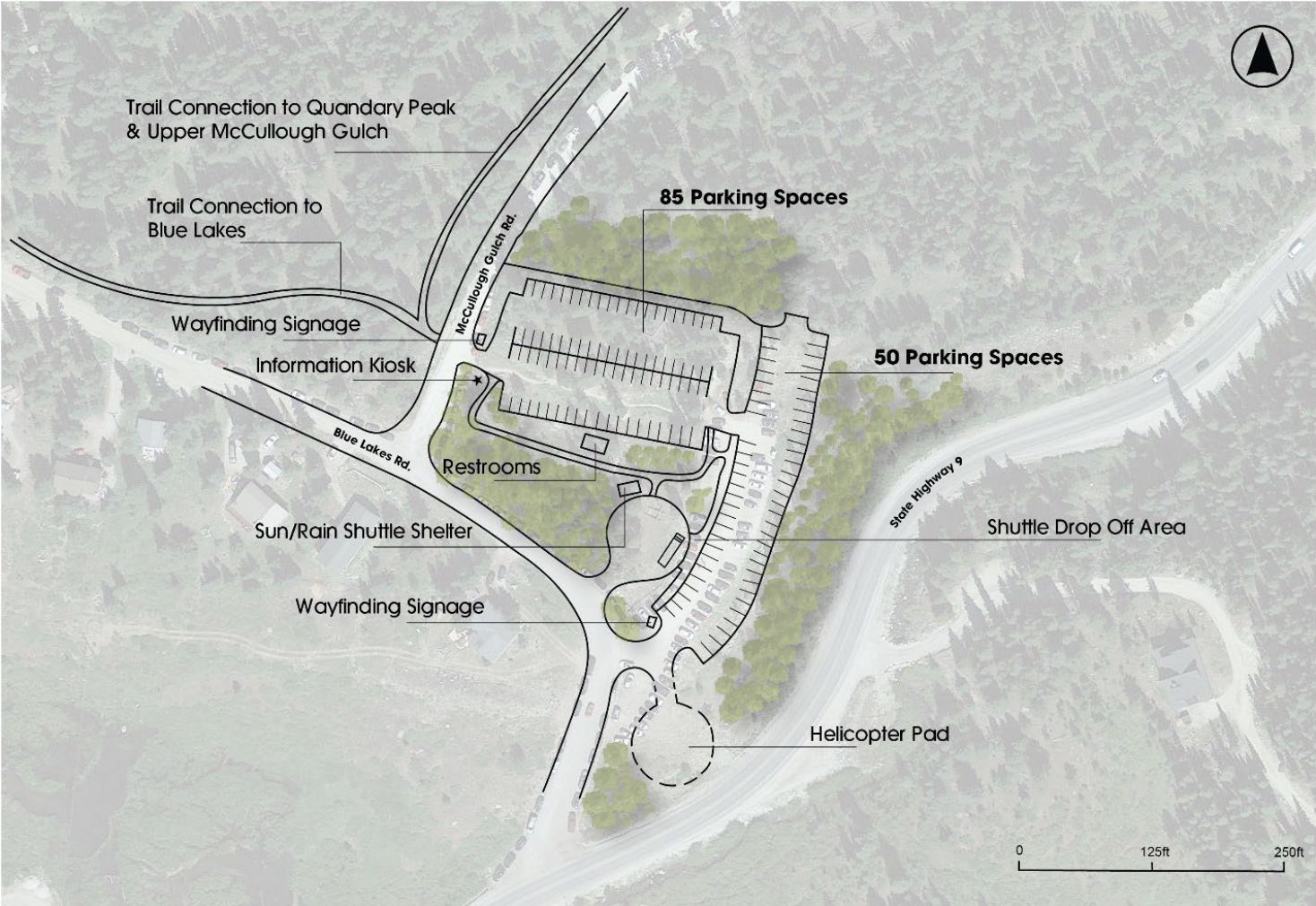
Access Plan Recommendations





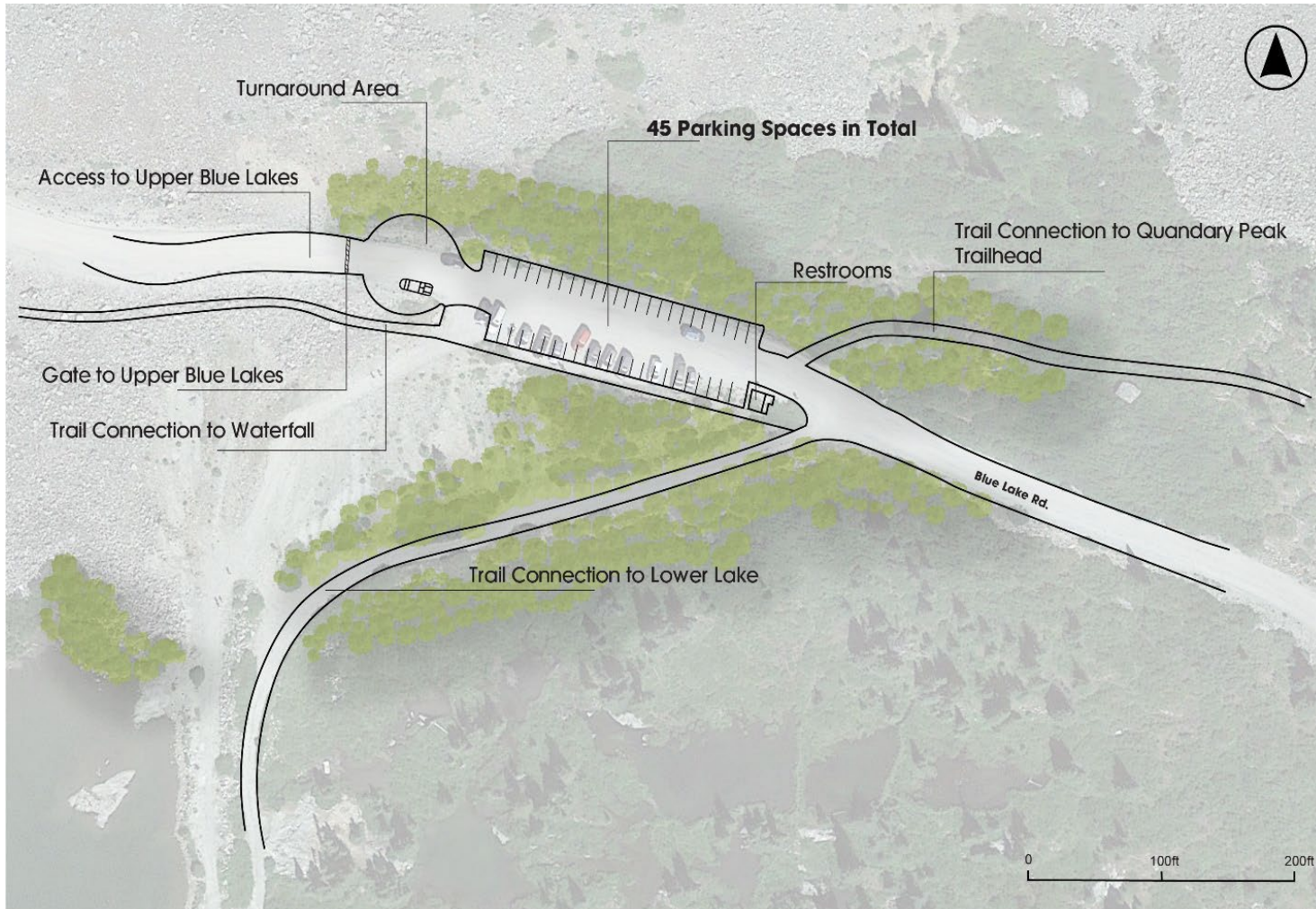
Southern Tenmile Region Network Map

Quandary Peak Trailhead



	Concept Components
1	Pave existing lot and add delineators (i.e., striping) between spaces.
2	Expand parking onto Aspen Springs Lot 1 and Lot 2.
3	Continue Breckenridge to Quandary shuttle.
4	Adjust shuttle routes, times, and frequency based on parking lot and visitor capacity.
5	Develop trail connection from parking lot to official trail.
6	Add signage, a vault toilet, a shelter, and an informational kiosk.
7	Continue to restrict roadside parking.

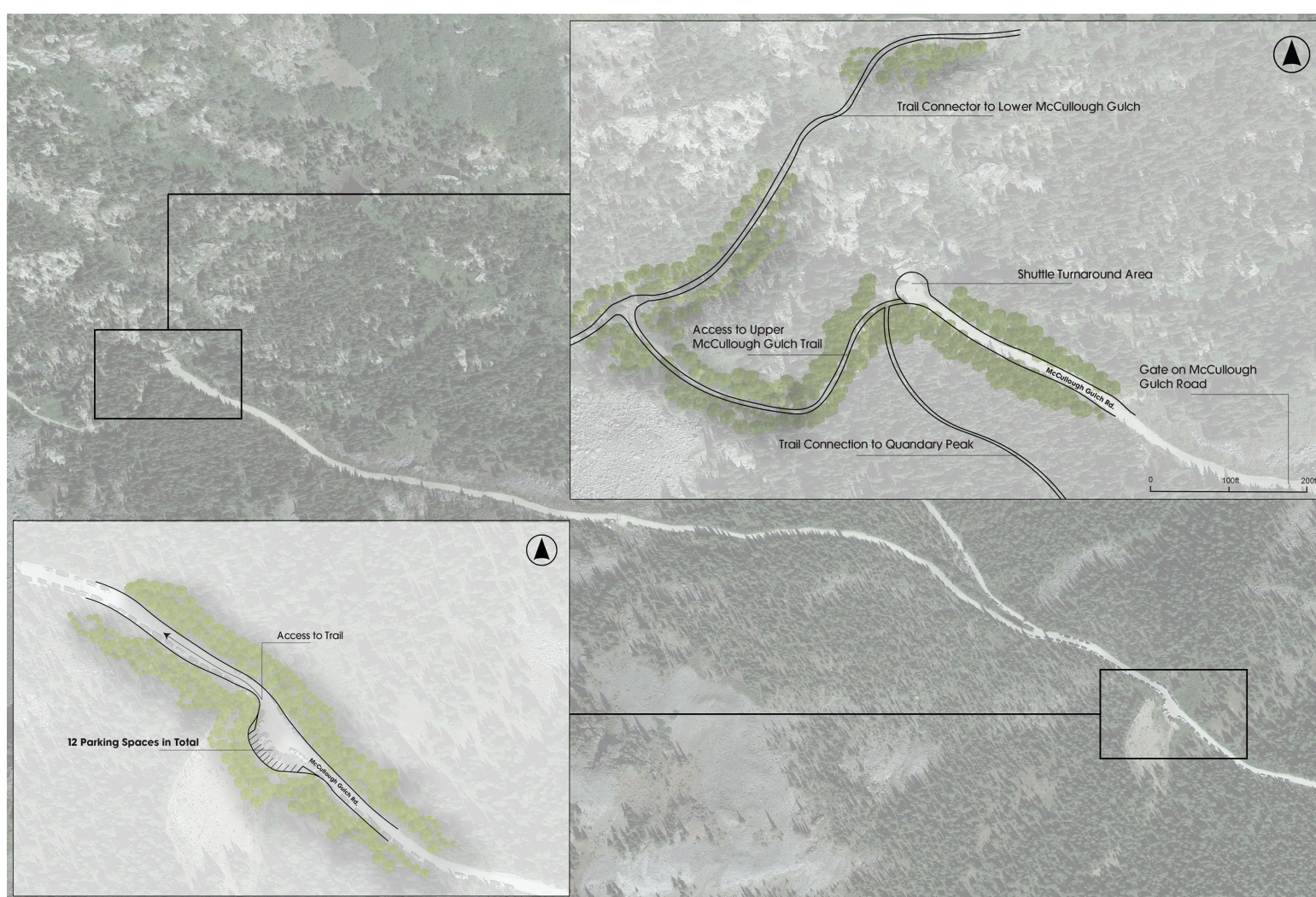
Blue Lakes Trailhead



Concept Components

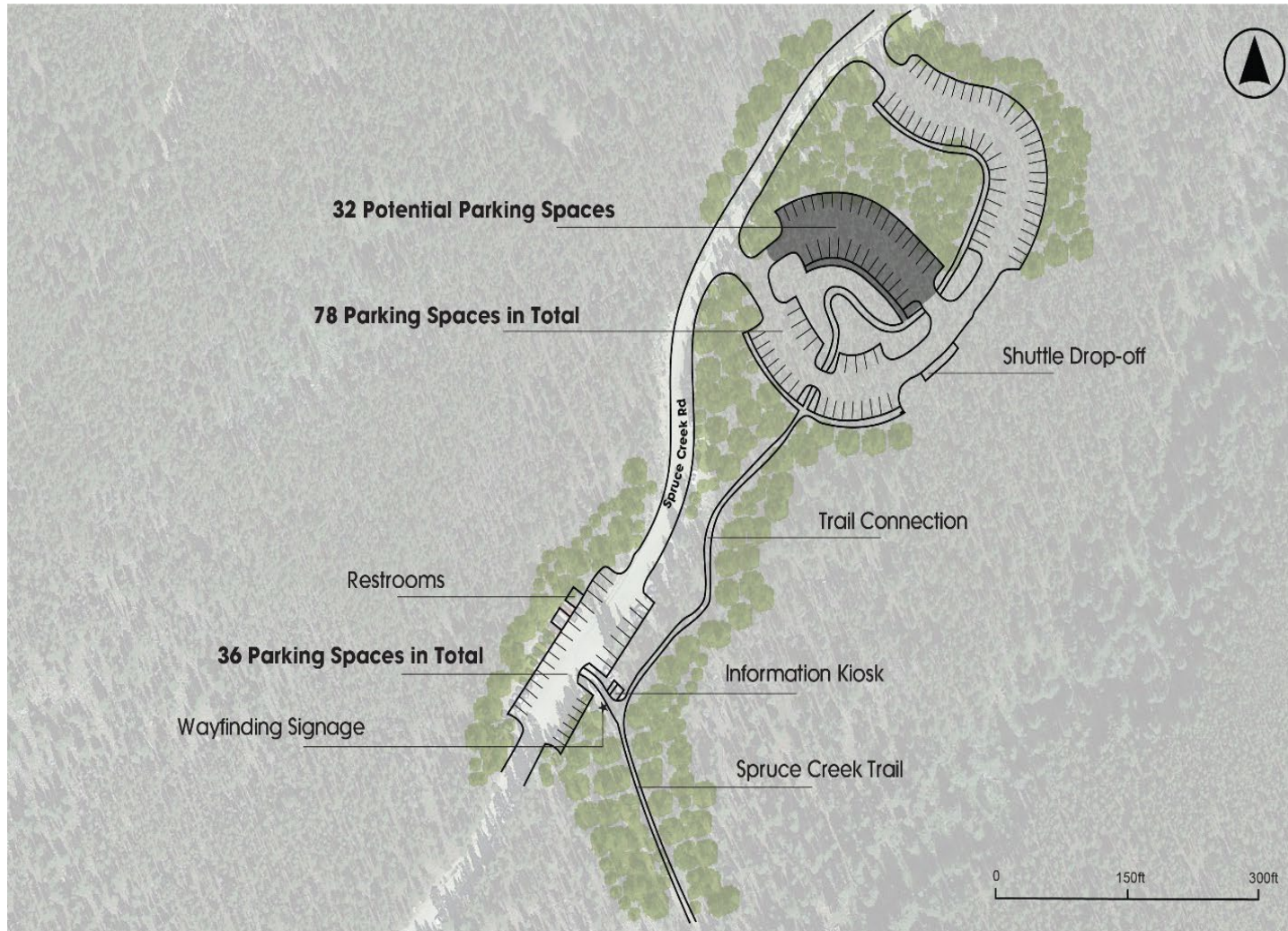
- 1 Optimize parking lot configuration and add delineators (i.e. hoses) between parking spaces.
- 2 Establish sustainable, system trails and close social and duplicate trails to protect resources and provide direct access to the waterfall and Upper Blue Lakes trail.
- 3 Develop trail connection from Quandary Peak parking lot to Blue Lakes parking lot.
- 4 Improve existing signage for improved wayfinding.
- 5 Add permanent or portable restroom.
- 6 Restrict roadside parking outside of the official parking lot.
- 7 Assess spur roads (CR857 and 858) for closure to vehicular traffic.

McCullough Gulch Trailhead



	Concept Components
1	Establish a new parking lot at the existing shuttle turnaround and integrate into an area-wide reservation system.
2	Relocate shuttle turnaround point to trailhead and upgrade gate to be automatic.
3	Improve Upper McCullough Gulch Trail to the popular destinations at the waterfall and first lake in order to protect resources and assist with wayfinding.
4	Develop trail connection from the end of Lower McCullough Gulch trail.
5	Develop trail connection from Quandary Peak via the Wheeler trail.
6	Add signage at the trailhead.
7	Continue to restrict roadside parking outside of the official parking lot.

Spruce Creek Trailhead



	Concept Components
1	Add delineators between spaces.
2	Create a new 78 space parking lot in the area below the existing trailhead, with the potential to add an additional 32 parking spaces.
3	Integrate parking spaces in an area-wide reservation system.
4	Restrict roadside parking through physical barriers.
5	Consider implementing a new Breckenridge to Spruce Creek shuttle route.
6	Improve Spruce Creek and Mohawk Lake Trails to accommodate high use, protect resources, and assist with wayfinding.
7	Add better signage, picnic tables, permanent restrooms, transit shelter, trash cans, and CHCDNM informational kiosk.

Management Framework



Guiding Principles

1. Management shall be adaptive; Actions will be continually evaluated and adjusted.
2. Future management decisions will be made collaboratively between the partners.
3. Management actions should focus on providing trails and infrastructure that accommodates high use while protecting natural resources, especially sensitive and undisturbed areas.
4. Partners shall continue to seek opportunities to provide free, or more economical, visitor access.
5. The entity that owns the land should own the facilities, when applicable. Amenities on Colorado Springs Utilities lands are the key exception.
6. The USFS and County will continue to engage Colorado Springs Utilities.

Guiding Principles

7. The USFS should oversee the management of the backcountry areas and activities (e.g., camping, hunting), and the County and Town of Breckenridge should be responsible for providing access from the front country to the backcountry.
8. The USFS should lead new trail implementation, improvement and hardening of existing trails, and long-term trail maintenance.
9. The County should lead and maintain current shuttle operations and contracts.
10. The Town of Breckenridge should provide parking for shuttle customers.
11. The system should be self-sustaining in such that revenue from fees should cover the costs of operating a reservation system, public transportation, trailhead facility and trail maintenance, and enforcement.
12. When possible, all fees, parking, and shuttle reservations should be consolidated under one website and operator and managed by one entity.

Management Scenarios – Federal Lands Recreation Enhancement Act

- **EXAMPLES** - Vail Pass and Hanging Lake
- **TIME** - Requires approximately two years post-NEPA decision
- **REVENUE** - 80% of revenue to be retained at the forest level.
- **FEES** - Changes to fee structure require re-submittal to the USFS Regional Fee Advisory Board.
- **STAFFING** - USFS will need to hire more staff to manage the area.

Management Scenarios - Concessionaire

- **TIME** - Around one year to implement; requires post-NEPA prospectus development, bid review, and special use permitting.
- **REVENUE** - Concessionaire(s) keeps all revenue; heavy maintenance work can be accomplished in lieu of paying fees.
- **FEES** - Concessionaires make decisions on fees, not the partners.
- **STAFFING** - Concessionaire provides all staff and oversight.

Management Scenarios – SUP to Local Gov't

- **EXAMPLES** – Town/County Golden Horseshoe Trails management, Frisco Peninsula Recreation Area
- **TIME** - No prospectus required; post-NEPA decision a permit can be issued quickly.
- **REVENUE** - Parties would likely agree to a percent of revenue returned to the site for maintenance work performed by the permittee.
- **FEES** - Permittee determines fee structure
- **STAFFING** - Permittee will need to hire staff and/or contractors.

Next Steps



Next Steps

- Continue to revise Access Plan Recommendations
 - Stakeholder feedback
 - Community feedback- Summit County Open Space survey of nearby residents, closing mid-March
- NEPA, using final version of Access Plan as guiding document
 - USFS process, tentatively scheduled to begin Summer 2025

Questions?



Access Plan

Southern Ten-Mile Range - Camp Hale-Continental Divide National Monument Access Planning Effort



Prepared by the U.S. Department of Transportation Volpe Center for Summit County, the U.S. Forest Service White River National Forest, and the Town of Breckenridge

January 2024

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Introduction

This document details an Access Plan for the Southern Tenmile Region of the Camp Hale-Continental Divide National Monument (CHCDNM). This Access Plan builds off the stakeholder engagement and data analysis phases and includes an overview of the project, concepts for each trailhead areas, and next steps.

Project Overview

Soaring visitation rates of approximately 190,000 annual visits have created a pressing need for a collaborative, multi-jurisdictional planning effort in the Southern Tenmile Range of the White River National Forest (WRNF). This region, encompassing Quandary Peak, McCullough Gulch, Blue Lakes, and Spruce Creek, is experiencing a significant strain on its existing infrastructure (trails, trailheads, roads, etc.) due to increased visitor traffic. The CHCDNM designation is anticipated to further elevate visitor numbers, potentially exacerbating existing issues related to access, limited parking, and inadequate trailhead and trail facilities. Many of the existing trails were not designed to accommodate high user volumes, raising concerns about resource sustainability and visitor safety.

In response to these challenges, Summit County Open Space and Trails (County), in partnership with the Town of Breckenridge and U.S. Forest Service (USFS) WRNF, engaged the support of the U.S. Department of Transportation Volpe Center (Volpe). This collaborative planning effort aims to identify site-specific management actions, desired infrastructure improvements, long-term maintenance solutions, and sustainable funding options with the goal of establishing a plan to more sustainably manage high use recreation access in the area.

Project Objectives

Throughout the access plan development process, the project team is considering several key objectives:

- **Visitation:** Need to better manage existing high use and prepare for anticipated increased visitation.
- **Trailhead Facilities:** Assess facility needs and infrastructure at each trailhead to accommodate existing and future use.
- **Traffic Management:** Develop strategies to address traffic and parking congestion around trailheads, particularly in residential areas, to improve public safety.
- **Sustainability:** Consider environmentally and financially sustainable solutions for infrastructure and management practices.
- **Access:** Provide a variety of different access opportunities to the area for visitors and provide clear and consistent messaging.
- **Jurisdictional Collaboration:** Continue effective coordination across jurisdictions.

Trailhead and Trail Concepts

In this phase of work, the project team built upon previous stakeholder engagement and data analysis by soliciting additional feedback from the larger stakeholder group at an in-person workshop at the Summit County Housing Authority on October 9, 2024. Attendees included representatives from the County – including the County’s Open Space Advisory Council, USFS WRNF, Town of Breckenridge, Town of Blue River, Blue River Board of Trustees, Colorado Springs Utilities, Friends of the Dillon Ranger District, Colorado Fourteeners Initiative, Breckenridge Tourism Office, and Summit Huts Association.

Considering their feedback, the project team synthesized the information collected throughout the project into a cohesive, holistic vision for visitor access and use management in the Southern Tenmile Region. These concepts aim to provide trail and trailhead infrastructure that can sustainably accommodate the high demand for access in this area from an environmental and financial standpoint. Anticipated ownership and management responsibilities and estimated operational and construction costs for the concept components are detailed in a separate management framework document. Figure 1 below provides an overview of the project area and trail networks. The components are discussed further in the sections below.

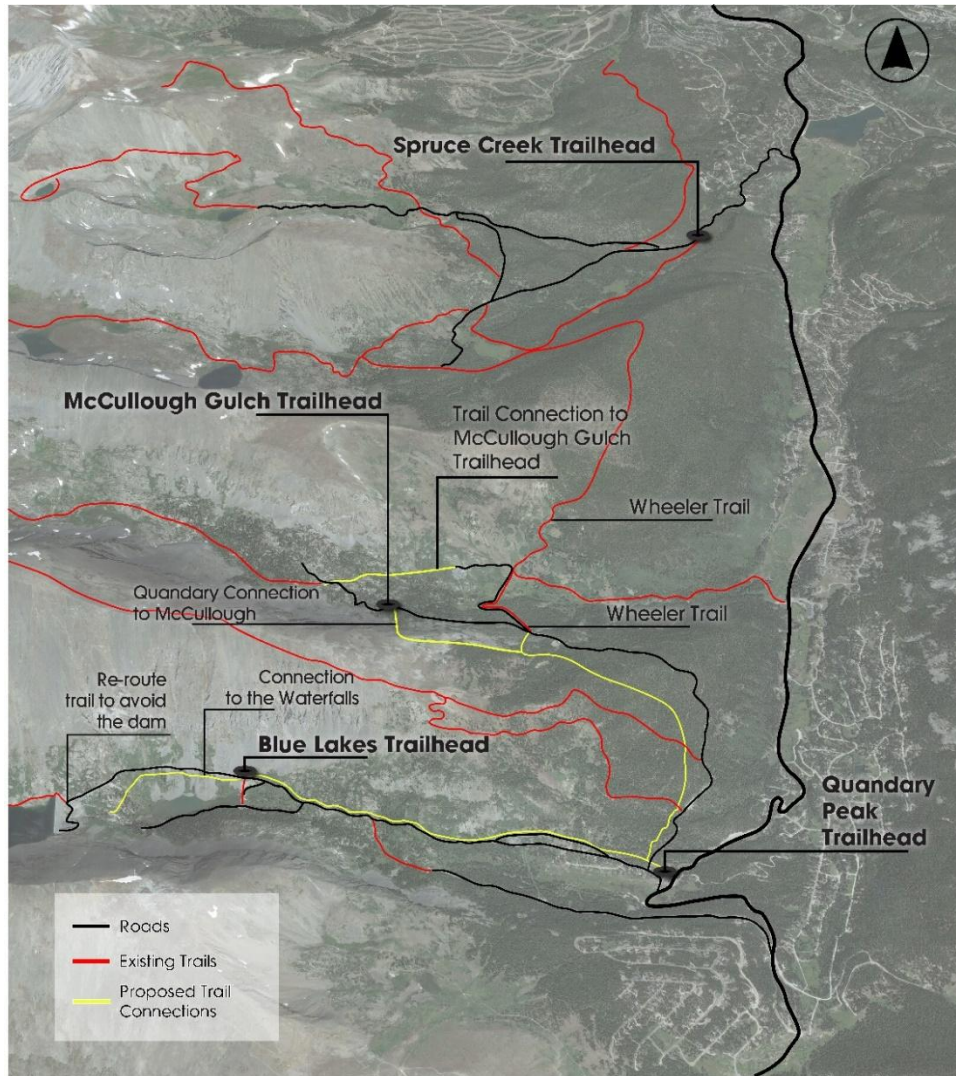


Figure 1. Southern Tenmile Region Trail and Roads Network Map

Quandary Peak Trailhead

Based on the previously described analyses, the project team recommends the Quandary Peak concept components detailed in Figure 2 and Table 1.

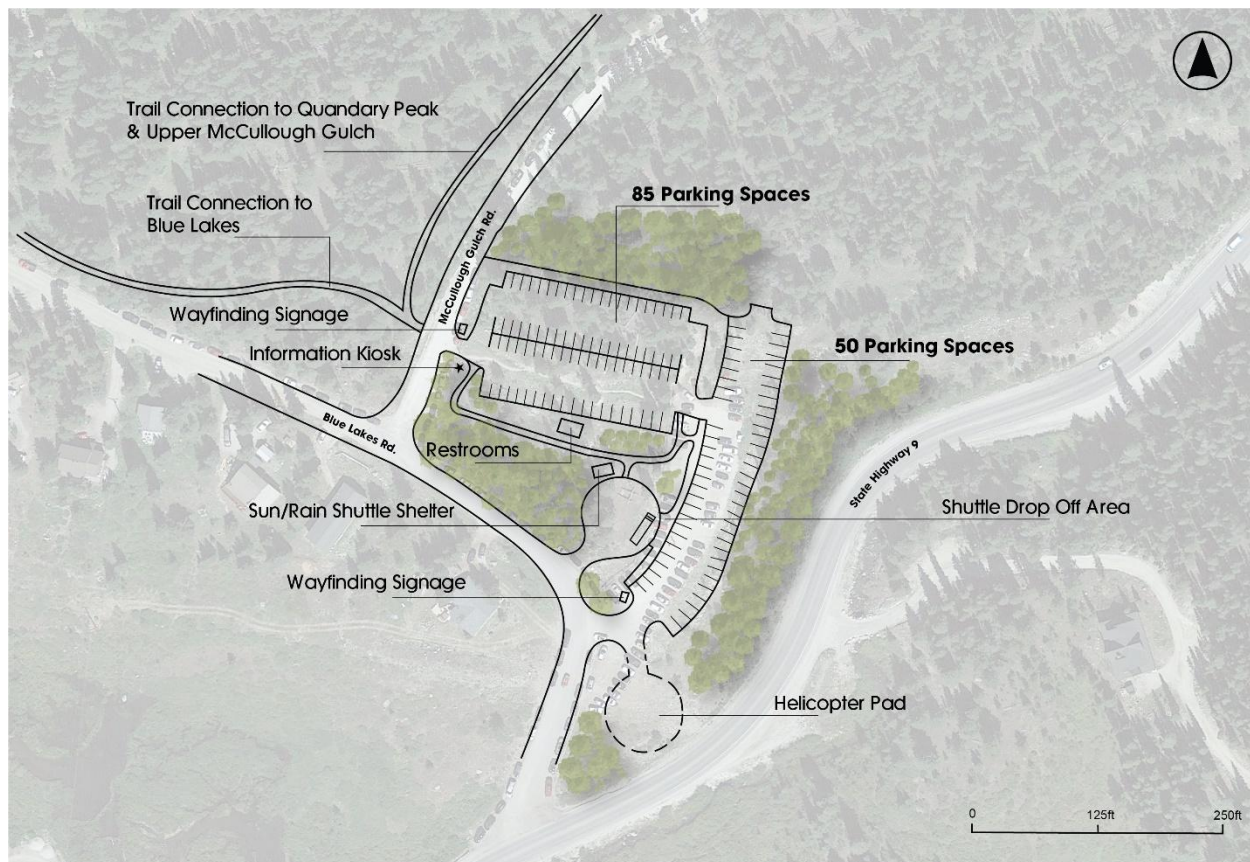


Figure 2. Quandary Peak Trailhead Access Plan Concept

The project team recommends paving the existing parking lot and adding striping to delineate the parking spaces. This will allow plowing in the winter and maximize the number of cars that can fit in the parking lot. The project team also recommends expanding the parking lot onto the Northern side of Aspen Springs Lots 1 and 2, which would maintain a buffer between the neighbors and parking. The proposed design would increase parking capacity from 67 spaces currently to a total of approximately 135 parking spaces of which approximately 15-25 would be for visitors wishing to hike McCullough Gulch or Blue Lakes. This estimate is based on 2024 parking and reservation data, assuming 2.2 people/car paired with target visitation levels for each destination served by this trailhead. It is possible that the larger parking lot might support a reduction in the Breckenridge to Quandary Peak shuttle service on weekdays; shuttle service optimization will be considered in the next steps of this effort. The project team also recommends considering designating some parking spaces for oversized vehicles and tour buses.

Expanding the parking lot to Aspen Springs Lot 3 would have a significant cost associated, and the McDill neighbors had concerns about expanding parking in that direction; therefore, the project team does not recommend expanding onto Lot 3 at this time.

Based on overwhelming positive responses, the project team suggests continuing the Breckenridge to Quandary Peak and Upper McCullough Gulch shuttle service and parking reservation system. The McDill neighborhood residents support the continued operation of the shuttle system due to a noticeable reduction in traffic and congestion in the area.

In 2024, Summit County and the Town of Breckenridge subsidized the Quandary Peak and McCullough Gulch shuttle service by approximately 11% (\$27,000 of the \$250,000 total cost). The remaining funds were generated through shuttle ticket sales (\$7 for non-residents), parking reservations at Quandary Peak, and a small enforcement credit. In 2024, shuttle tickets generated approximately \$50,000 in revenue. Summit County should consider making this shuttle service *self-sustaining and free* for all users in the future by increasing parking revenue at Quandary Peak. Making the shuttle free will improve equitable access to the Southern Tenmile Region.

By increasing the number of parking spaces as outlined above, parking revenue could fund the entire cost of the shuttle service by averaging approximately \$2,700 per day (for example, 130 full day reservations per day, at \$21). This estimate assumes the same 2024 shuttle contract cost and season length, and it does not consider revenue that could be generated by Upper McCullough Gulch or Blue Lakes parking reservation systems. See Appendix A for more details about shuttle costs. Further analysis will be required to optimize service routes, times, and frequencies in coordination with potential shuttle service to Spruce Creek trailhead, as well as parking reservation options and costs.

The project team also recommends developing a clear trail connection from the Quandary Peak parking lot and shuttle stop to the official start of the Quandary Peak Trail. Currently the connection between the parking lot and the trail is not clear, and wayfinding should be implemented concurrently. As the anchor trailhead of the project area, additional signage should be installed including area maps, CHCDNM information, and safety guidelines. Any additional signage should be installed in coordination with the USFS guidelines, Town of Breckenridge's signage plan, and the Colorado Fourteeners Initiative. A vault toilet and sun/rain shelter for passengers should also be constructed.

Table 1. Summary of Quandary Peak Trailhead Concept Components

	Concept Component
1	Pave existing lot and add delineators (i.e., striping) between spaces.
2	Expand parking onto Aspen Springs Lot 1 and Lot 2.
3	Continue Breckenridge to Quandary shuttle.
4	Adjust shuttle routes, times, and frequency based on parking lot and visitor capacity.
5	Develop trail connection from parking lot to official trail.
6	Add signage, a vault toilet, a shelter, and an informational kiosk.
7	Continue to restrict roadside parking.

Based on a planning-level estimate, the total cost for these components is **\$1,750,000 to \$2,620,000**. Refer to Appendix B for a detailed breakdown of projected material, engineering, and construction costs.

Blue Lakes Trailhead

The project team recommends the Blue Lakes concept components detailed in Figure 3 and Table 2.

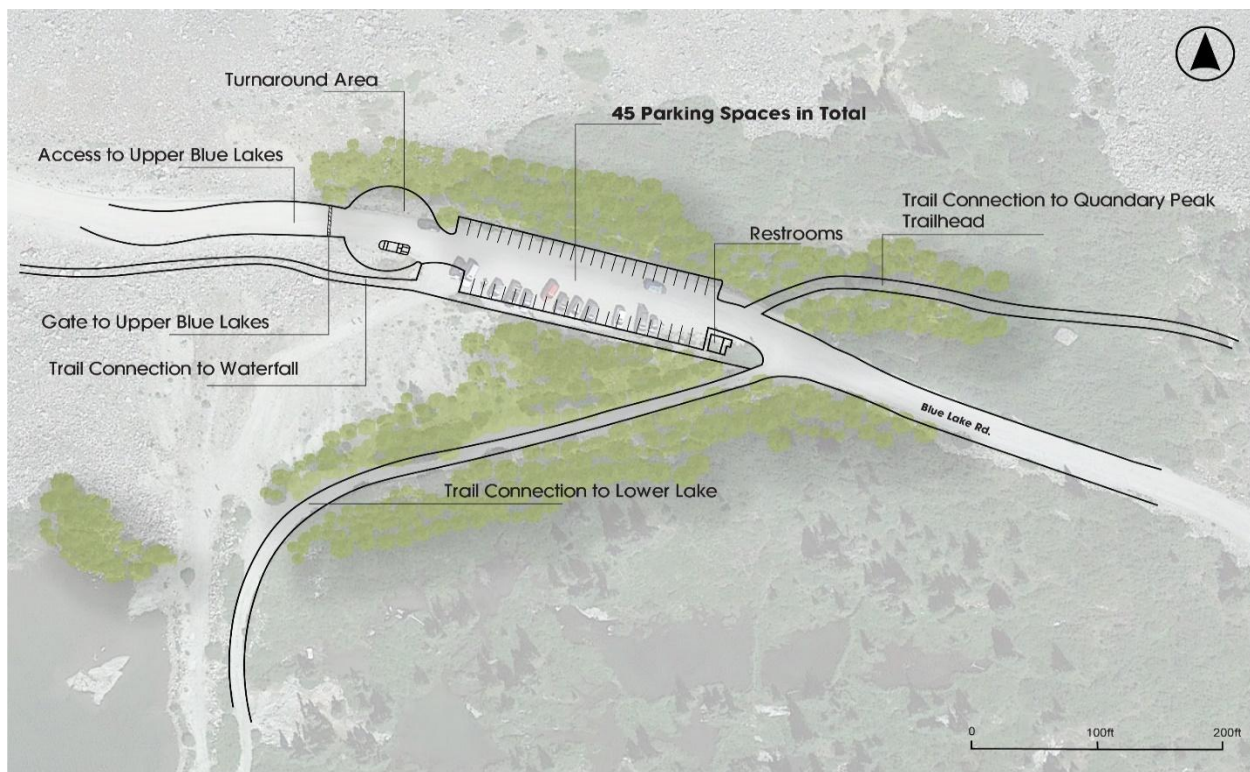


Figure 3. Blue Lakes Trailhead Access Plan Concept

The project team recommends expanding the parking lot footprint and formalizing the configuration of the existing parking spaces (i.e., head-in on both sides). The expanded parking lot would fit approximately 45 vehicles, increasing the capacity of the existing lot by approximately 20 spaces and allowing for a 22-foot drive aisle through the middle of the parking area. The project team also recommends adding a vehicle turnaround area before the gate to Upper Blue Lakes; this turnaround combined with no parking signage and enforcement are intended to ensure traffic has a location to turn around without blocking the gate to the CSU facilities at Upper Blue Lake. Signage along Blue Lakes Road should inform drivers of the condition of the road and the lack of oversized vehicle parking and turn around in this location.

Formalization of the parking area and turn-around will cross boundaries between USFS and Colorado Springs Utilities (CSU) land; therefore, a permit, license, or parking easement from CSU would be necessary. This expansion and license would also require a clearly defined management strategy that would address Utilities concerns about source water protection, access, and security, as well as formal approval by the Colorado Springs City Council. The project team also recommends delineating the parking spaces with hoses in the summer season to ensure maximum capacity. See Appendix C for an example of how hoses can be used to delineate parking spaces.

A future expansion of the Lower Blue Lake reservoir might impact the project area in the future, but it is unknown when the expansion would occur and to what degree it would impact the surrounding area. The project team suggests taking an adaptive management approach at Blue Lakes due to

this uncertainty; if the reservoir expansion will inundate the existing parking lot or trails, the project team suggests exploring other locations along Blue Lakes Road for a Blue Lakes parking lot.

The project team suggests that the management partners consider a parking reservation system at Blue Lakes, if necessary. Implementing a reservation system would help manage high levels of visitation and limit the number of cars driving up the precarious Blue Lakes Road at one time, reducing traffic and potential road conflicts. The partners must explore the feasibility of implementing a parking reservation system with the current land ownership and given the enforcement necessary to ensure vehicles without a reservation do not park in the lot. Implementing a parking reservation is not the preferred approach currently, because the project team does not want to displace users. However, a parking reservation system could be implemented adaptively if traffic levels and behavior changes.

The project team does not recommend creating a shuttle connection from Quandary Peak parking lot to Blue Lakes parking lot. Blue Lakes Road is narrow, steep, and rough, and a special shuttle bus would be required. Further, according to the license plate data analysis, many visitors stay at Blue Lakes for a short duration, and therefore implementing a full shuttle connection is probably not worth the resources and costs; a short (1-2 hour) parking reservation is better suited for this visitation type.

The project team also recommends designating Blue Lakes as an official trailhead and establishing official trail connections from the trailhead to the waterfall and to the Upper Blue Lakes Trail (which starts at the Upper Reservoir) in a way that avoids potentially causing damage to Colorado Springs Utilities water infrastructure or impeding their access to its water infrastructure. There are currently numerous social trails and duplicate routes from the Blue Lakes Trailhead to the waterfall and Upper Reservoir and the project team recommends establishing sustainable, system trails and closing social trails and duplicate routes to minimize environmental disturbance. Colorado Fourteeners Initiative has funding to implement trail maintenance on the Upper Blue Lakes trail in 2025, which will help to protect known rare plants in the area and keep users on an established route,

For visitors who do not want to drive and use the suggested parking reservation system, the project team recommends creating a trail connection from Quandary Peak parking lot to the Blue Lakes parking lot. For a car-less experience, visitors could take the Breckenridge to Quandary Peak trailhead shuttle and then walk approximately one mile on the new trail up to Blue Lakes. This connection would also provide an enhanced experience for those hiking the more technical West Ridge to East Ridge loop on Quandary Peak by eliminating the need to hike on Blue Lakes Road from the Quandary Peak Trailhead when approaching the West Ridge.

Parking and camping along County and Forest Service spur roads below the lower lake have significant resource impacts and present challenges for access management. The project team recommends assessing these routes for closure to vehicular traffic to preserve the riparian environment and eliminate unmanaged parking and camping opportunities. Access for private landowners to the south of the lower Blue Lake must also be maintained if these closures are effectuated.

To better share information with visitors about the menu of access options, the project team also recommends adding clear wayfinding and informational signage, including signage on Blue Lakes Road forbidding oversized vehicles at the trailhead. The project team also recommends providing a permanent or portable restroom at the trailhead.

Table 2. Summary of Blue Lakes Trailhead Concept Components

	Concept Component
1	Optimize parking lot configuration.
2	Add delineators (i.e., hoses) between parking spaces.
3	Establish sustainable, system trails and close social and duplicate trails to protect resources and provide direct access to the waterfall and Upper Blue Lakes trail.
4	Develop trail connection from Quandary Peak parking lot to Blue Lakes parking lot.
5	Improve existing signage for improved wayfinding.
6	Add permanent or portable restroom.
7	Restrict roadside parking outside of the official parking lot.
8	Assess spur roads (CR857 and 858) for closure to vehicular traffic

Based on a planning-level estimate, the total cost for these components is **\$1,980,000 to \$2,980,000**. Refer to Appendix B for a detailed breakdown of projected material, engineering, and construction costs.

McCullough Gulch Trailhead and Trail

The project team recommends the McCullough Gulch concept components detailed in Figure 4-6 and Table 3.

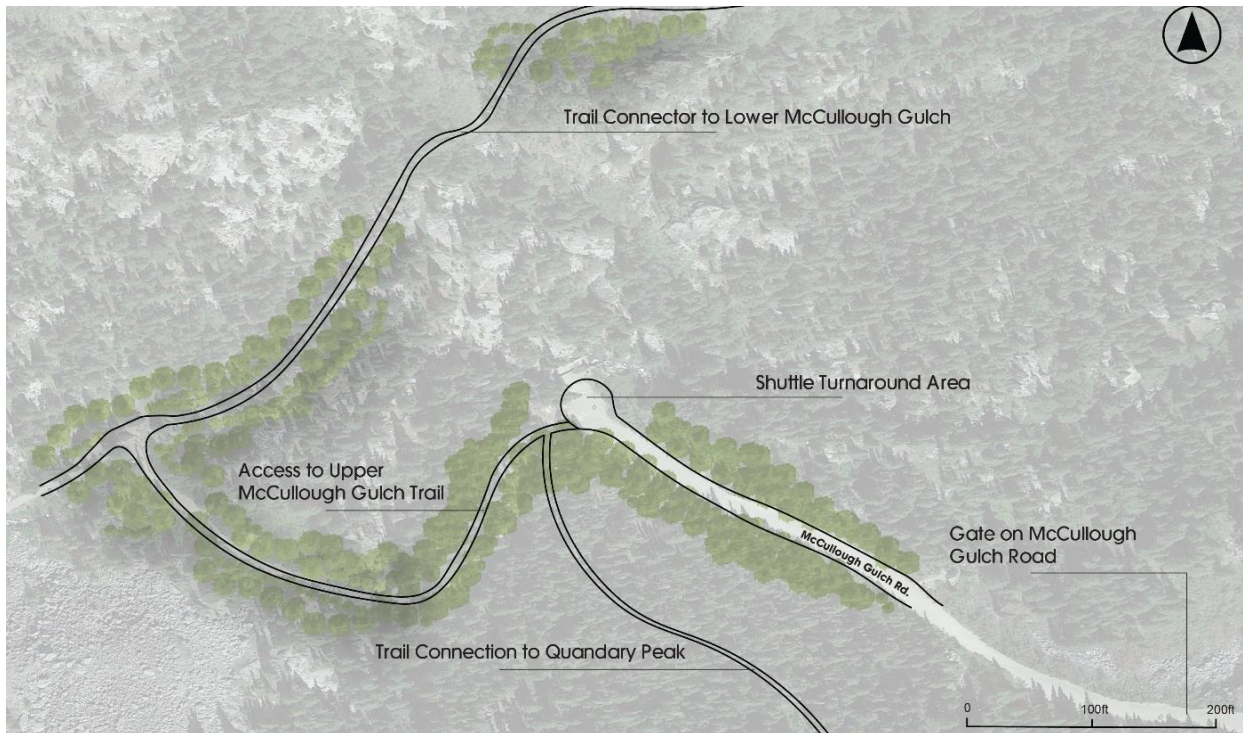


Figure 4. McCullough Gulch Trailhead Access Plan Concept (Trailhead)

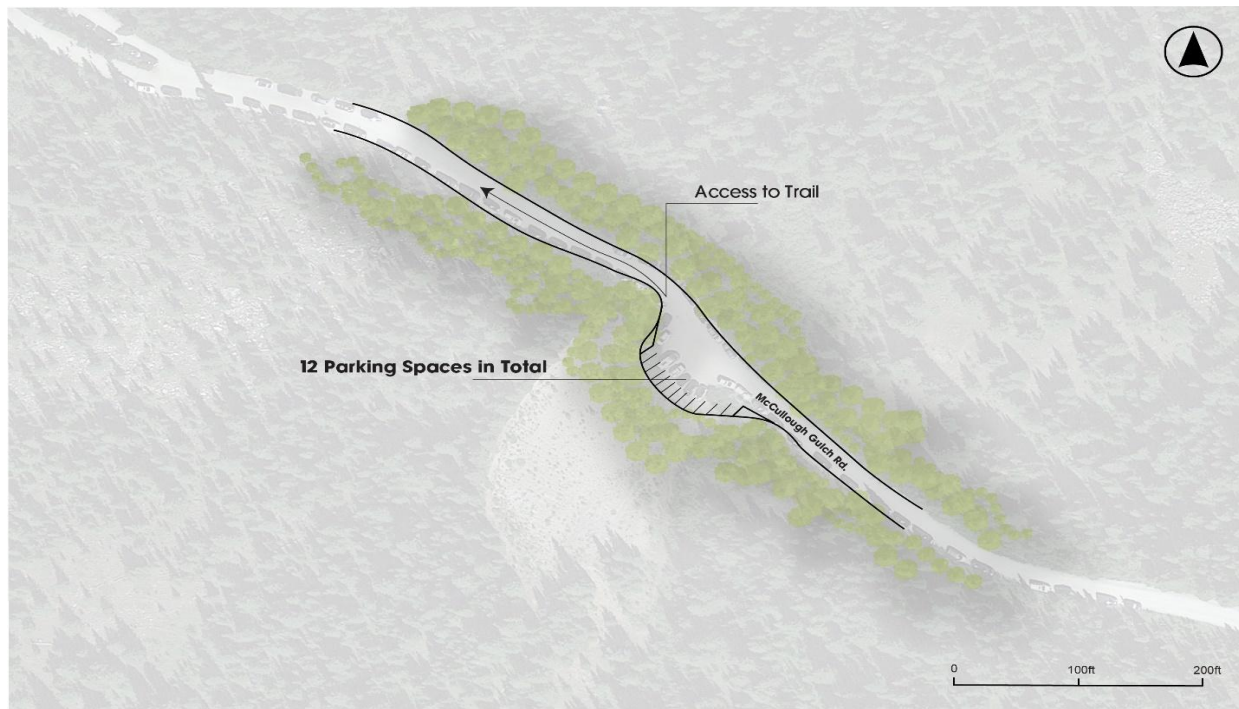


Figure 5. McCullough Gulch Trailhead Access Plan Concept (Parking Lot)

The project team recommends creating a new Upper McCullough Gulch gravel parking lot with approximately 12 spaces delineated with hoses at the current Upper McCullough Gulch shuttle turnaround location and integrating the parking spaces into the existing Quandary Peak reservation system. This officially designated trailhead would create an additional separate parking access point for Upper McCullough Gulch visitors and generate revenue to support the shuttle system. It would also increase capacity for this trail, bringing back visitors displaced when direct access to the trailhead became limited. The parking lot would also provide access for visitors wishing to hike Upper McCullough Gulch in the offseason after the shuttle system stops running. Creating a parking lot at this location would be less expensive and impactful to the forest, as compared to the parking lot locations considered near campsites four and five. This parking lot would also be significantly closer (within ½ mile) to the trailhead which is a notable improvement from the Quandary trailhead parking lot which is 2 miles away; this would better justify the cost of building and maintaining a new parking lot. It would need to be coupled with continued roadside parking enforcement to be effective.

In coordination with this new parking lot, the project team recommends shifting the Upper McCullough Gulch shuttle turnaround location to the start of the Upper McCullough Gulch Trail. Initial topographic and spatial analysis suggests that this is feasible, and dropping visitors right at the trail will improve the visitor experience. To allow for shuttle access to the trail beyond the existing gate, the project team recommends upgrading the gate to be automatic and solar powered (with a solar array). The shuttles, CSU, and the County Sheriff's Office could all have clickers to automatically open the gate. The gate would also need to have a simple, keyed or combination lock manual override option to ensure continuous access. Retaining the manual gate and providing the shuttle drivers with access, or removal of the gate and additional enforcement are alternatives to the automated gate. The goal of the new parking area and relocated shuttle turnaround is to get users off McCullough Gulch Road and as close to the trailhead as possible. In any scenario, the

gate should be relocated to the junction of CR851 and CR852 to prevent public traffic from going beyond this point since turnaround at the current gate location is undesirable.

Trail improvements to the McCullough Gulch Trail must accompany improvements to access points. Partners will aim to improve approximately 1.5 miles of the McCullough Gulch trail from the junction with McCullough Gulch Road to White Falls and the first lake (Figure 6) to sustainably accommodate high use. The designed and managed use for this trail will be hiker/pedestrian and provide a continuous and obvious tread to improve wayfinding confidence and help protect resources. This trail should include frequent route identification signage, route markers, resource protection signage, and destination signage, all of which are needed in this area to accommodate high levels of use. Social trails will be closed, and the destination will be well defined to minimize resource damage and new social routes. Above White Falls and the lake, the trail tread will be maintained at a lower level to provide a more natural and challenging experience.

The project team also recommends improving trail connections to the Upper McCullough Gulch trail, including adding a trail connection from the western terminus of Lower McCullough Gulch trail to the Upper McCullough Gulch trail. Visitors and residents could connect to Upper McCullough Gulch via the Lower McCullough Gulch trail, which has free parking, and it would fill a gap in the Southern Tenmile region trail network. The Summit Stage stop at the Lower McCullough Gulch trailhead provides free, alternative access to this area and a formalized trail connection from Lower to Upper McCullough would incentivize this route for hikers looking for an extended experience that does not require parking reservations.

The project team also recommends further exploring the creation of a trail connection to the Upper McCullough Gulch trail from the Quandary Peak trail via part of the Wheeler trail. This trail would eliminate the need for visitors to walk on McCullough Gulch Road to access the trail. Finally, the project team recommends assessing spur roads (CR 852 and FR 477.1) and dispersed campsites in the area for alternative management or closure to ensure comprehensive access management.

To better share information with visitors about the menu of access options, the project team also recommends adding clear wayfinding and informational signage.

Table 3. Summary of McCullough Gulch Trailhead Concept Components.

	Concept Component
1	Establish a new parking lot at the existing shuttle turnaround and integrate into an area-wide reservation system.
2	Relocate shuttle turnaround point to trailhead.
3	Upgrade gate to be automatic and solar powered.
4	Improve Upper McCullough Gulch Trail to the popular destinations at the waterfall and first lake in order to protect resources and assist with wayfinding
5	Develop trail connection from the end of Lower McCullough Gulch trail.
6	Develop trail connection from Quandary Peak Trailhead via the Wheeler trail.
7	Add signage at the trailhead.
8	Continue to restrict roadside parking outside of the official parking lot.

Based on a planning-level estimate, the total cost for these components is **\$1,530,000 to \$2,290,000**. Refer to Appendix B for a detailed breakdown of projected material, engineering, and construction costs.

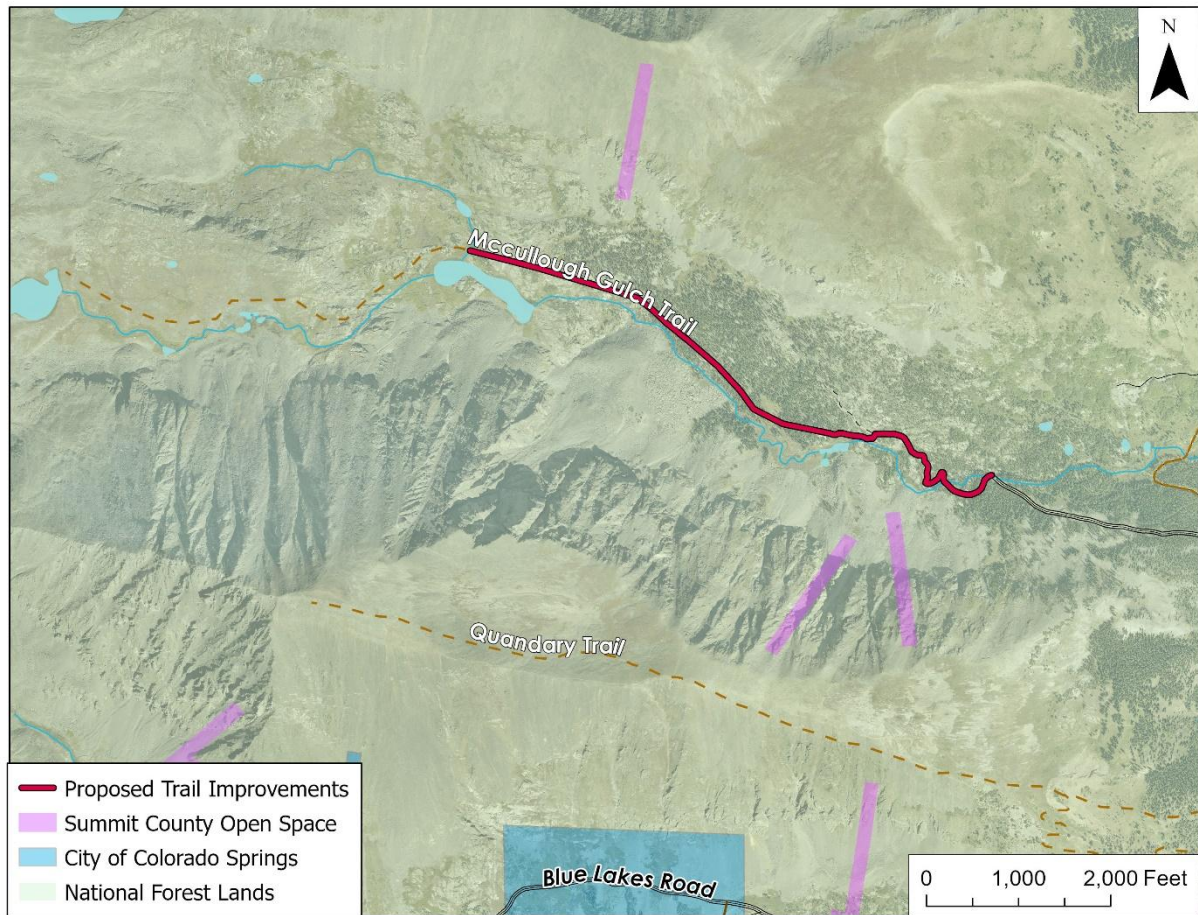


Figure 6. McCullough Gulch Trail Improvements

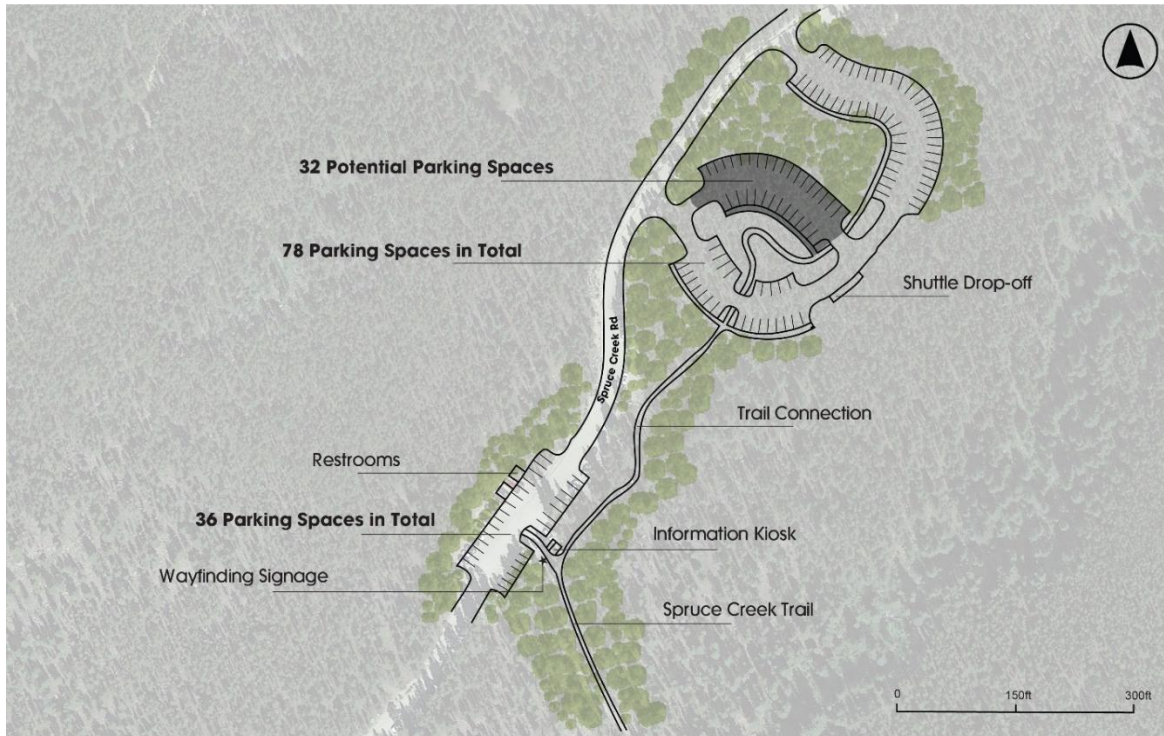


Figure 7. Spruce Creek Trailhead Access Plan Concept

Spruce Creek Trailhead

The project team recommends the Spruce Creek concept components detailed in 7 and 8 and Table 4.

The project team recommends creating a new Spruce Creek parking lot to the northeast of the current trailhead parking lot and suggests taking a phased construction approach at this trailhead to respond to changes in parking demand, illustrated in Figure 6. The new parking lot would create 78 new spaces, bringing the total number of parking spaces at this trailhead to 114. This is within the 80-120 parking spaces capacity range estimated by the managing partners. This estimate is based on June – September 2024 average weekend traffic, assuming a 3.5-hour turnover. If the managing partners choose to construct the middle lobe of the parking lot (shaded) in the future, this would be done in conjunction with closing the current 36-space TH parking lot, for a total of 110 parking spaces consolidated in the new TH lot. This area has already been cleared of trees and is relatively flat. The project team recommends delineating the existing parking lot with hoses during the summer months, which will improve the number of cars that can park near the trailhead and mitigate unsafe and illegal parking along the road. The project team also recommends designating approximately twenty of these parking spaces for overnight visitors and Summit Huts users, as well as space for oversized vehicles such as school busses and RV's.

Data from July 2024 showed that on average weekends over 275 cars parked at Spruce Creek Trailhead throughout the day. Creating a parking lot as described above, coupled with establishing a reservation system and enforcing no parking regulations along Spruce Creek Road, will represent a reduction in peak traffic and parking volumes compared to current peak levels. Further, to reduce traffic and dust generation on Spruce Creek Road, the project team recommends further studying

the feasibility of implementing dust abatement measures, radar speed signs and flashing beacons, and increased speeding enforcement in the neighborhoods along Spruce Creek Road.

The project team does not recommend road improvements beyond the Spruce Creek trailhead and recommends that this portion remain accessible to 4x4 vehicles only. Partners must continue to monitor usage of dispersed campsites and informal parking areas along Spruce Creek Road past the formal and managed trailhead. Adaptive management, including the potential to manage under a reservation system or close dispersed campsites and informal parking areas, should be considered for the future if parking in these areas becomes a problem.

In addition to these parking lot improvements, the project team recommends integrating the parking spaces into a single parking reservation system with the Quandary Peak and McCullough Gulch trailhead parking lots to reduce traffic on Spruce Creek Road and generate revenue to support a new Breckenridge to Spruce Creek shuttle route.

As the popularity of this trailhead continues to grow, creating a shuttle connection could help accommodate increased visitation more sustainably. Representatives from the Breckenridge Tourism Office also noted that there is high demand for trails that are accessible by shuttle from Breckenridge. The project team estimated that running a shuttle from Breckenridge to Spruce Creek trailhead would cost approximately \$125,000 for peak-season operations from 8 am to 4 pm, which is consistent with the hourly rate charged for the 2024 Breckenridge-Quandary shuttle. To cover these costs, daily parking revenue at Spruce Creek should average approximately \$1,400. This could be achieved by having approximately 110 average daily parking space reservations at a cost of \$13 during the shuttle operating season. Please refer to Appendix A for more detailed shuttle analysis information. The managing partners should weigh the costs of providing, with the need for a shuttle service, after increasing the number of parking spaces. Limited weekend shuttle service may sufficiently meet visitors' access needs in combination with increased parking.

To better share information with visitors about the menu of access options to the Spruce Creek trailhead, the project team recommends adding clear wayfinding and informational signage. The management team could explore adding real-time parking availability signage that could be displayed at the entrance to Spruce Creek Road and in Breckenridge. This would help reduce the number of cars that unnecessarily drive up Spruce Creek Road. The project team also recommends adding a permanent restroom, a trash can, and a small shelter to protect visitors from the elements while waiting for the shuttle.

Like McCullough Gulch, trail improvements must accompany improvements to access points at Spruce Creek. Partners will aim to improve approximately 3.5 miles of the Spruce Creek trail to the popular destinations at Continental Falls and Mowhawk Lakes (Figure 8) to sustainably accommodate high use. The designed and managed use for this trail will be hiker/pedestrian and provide a continuous and obvious tread to improve wayfinding confidence and help protect resources. This trail should also include frequent route identification signage, route markers, resource protection signage, and destination signage, all of which are needed in this area to accommodate high levels of use. Social trails will be closed, and the primary destination will be well defined to minimize resource damage and new social routes. Above the Mohawk Lakes, the trail tread will be maintained at a lower level to provide a less developed and more natural experience for those looking for a more primitive experience.

Table 4. Summary of Spruce Creek Trailhead Concept Components

	Concept Option
1	Add delineators between spaces.
2	Create a new 78 space parking lot in the area below the existing trailhead, with the potential to add an additional 32 parking spaces.
3	Integrate parking spaces into an area-wide reservation system.
4	Restrict roadside parking through physical barriers.
5	Consider implementing a new Breckenridge to Spruce Creek shuttle route.
6	Improve Spruce Creek and Mohawk Lake Trails to accommodate high use, protect resources and assist with wayfinding
7	Add better signage, picnic tables, permanent restrooms, transit shelter, trash cans, and CHCDNM informational kiosk.

Based on a planning-level estimate, the total cost for these components is **\$1,340,000 to \$2,010,000**. Refer to Appendix B for a detailed breakdown of projected material, engineering, and construction costs.

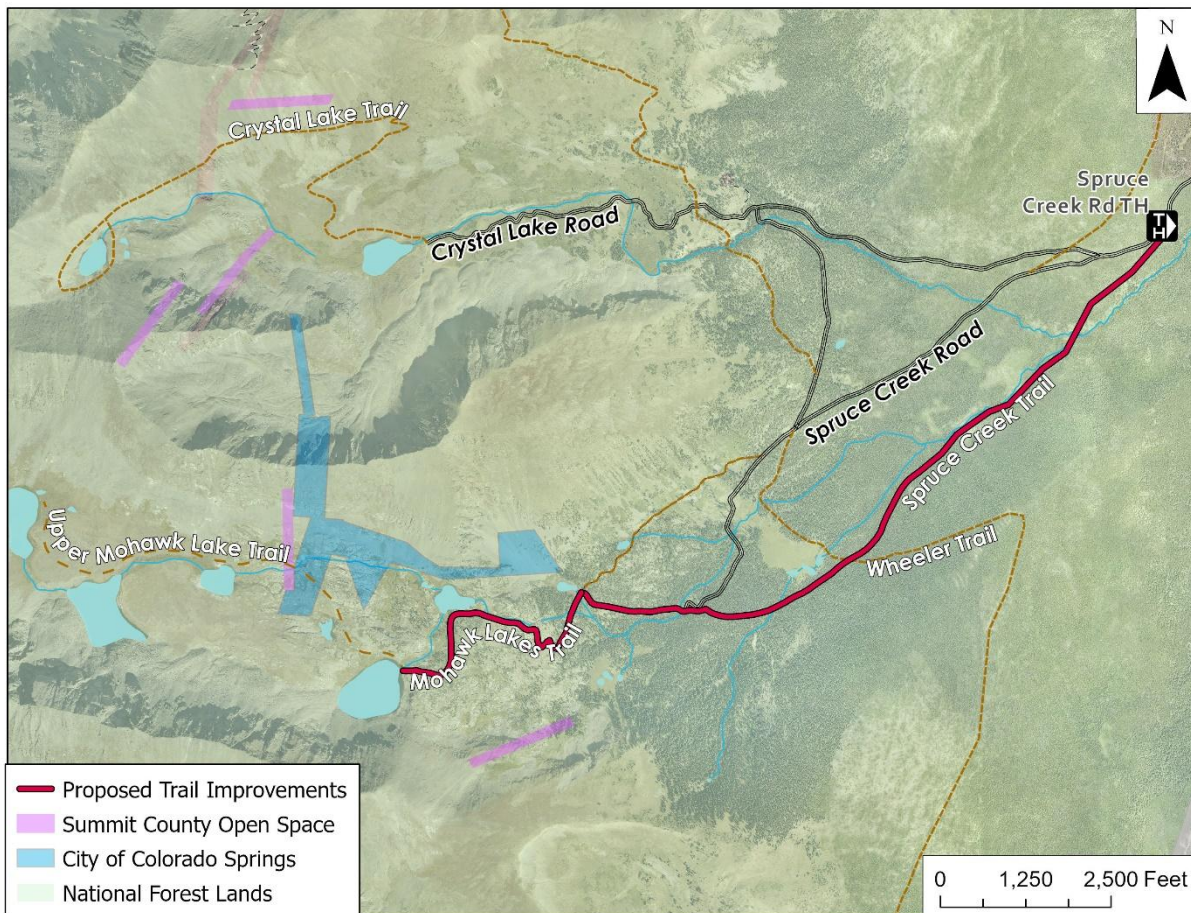


Figure 8. Spruce Creek and Mohawk Lakes Trail Improvements

Next Steps

Summit County and the Town of Breckenridge will engage their Open Space Advisory Councils, and the USFS will engage CSU, to gather additional feedback on the Access Plan, discuss management commitments, and identify sources of potential funding. This input will be reflected in the final Access Plan.

Additionally, while synthesizing the previous analyses into this Access Plan, the project team identified several items for further group discussion and analysis.

- **Management Framework:** In support of the concepts provided in this plan, the next phase of work will focus on developing a management framework that outlines the administrative and long-term development, operations, and maintenance responsibilities of all involved landowners as well as the funding mechanisms and potential agreements that will allow for cooperative management. This framework will also include a discussion of parking enforcement, parking reservation system consolidation, and site capacity.
- **Shuttle Operations:** The project team conducted a cursory analysis of the historical shuttle passenger and operations data as part of this project to determine the feasibility of continuing the Quandary Peak/McCullough Gulch shuttle service and establishing the Spruce Creek shuttle service. Further analysis will be needed to optimize shuttle service frequencies and operating seasons, while creating a self-sustaining funding source through parking reservations.
- **Trail Alignments:** Before implementation, the partners will need to determine the optimal trail alignments for the recommended Quandary Peak parking lot to Quandary Peak trail, the Quandary Peak to Blue Lakes trail, the Lower to Upper McCullough Gulch trail, the Upper Blue Lakes Trail reroute to avoid the Blue Lakes dam, and the Blue Lakes waterfall connector trail. In addition, the partners will need to decide upon the trail improvements that provide improved access to the most popular destinations at McCullough Gulch and Spruce Creek. All alignments must consider sensitive communities and populations of plants and wildlife, and should seek to minimize disturbance to sensitive natural resources. Alignments should also be routed away from all CSU infrastructure, including McCullough and Quandary Tunnels, to the greatest degree possible, to minimize security concerns and protect infrastructure.

Appendices

Appendix A

See attached Shuttle Analysis Excel document.

Appendix B

See attached Cost Analysis Excel document.

Appendix C



Figure 6. Fire hoses in the Coconino National Forest are used for delineating parking spaces.

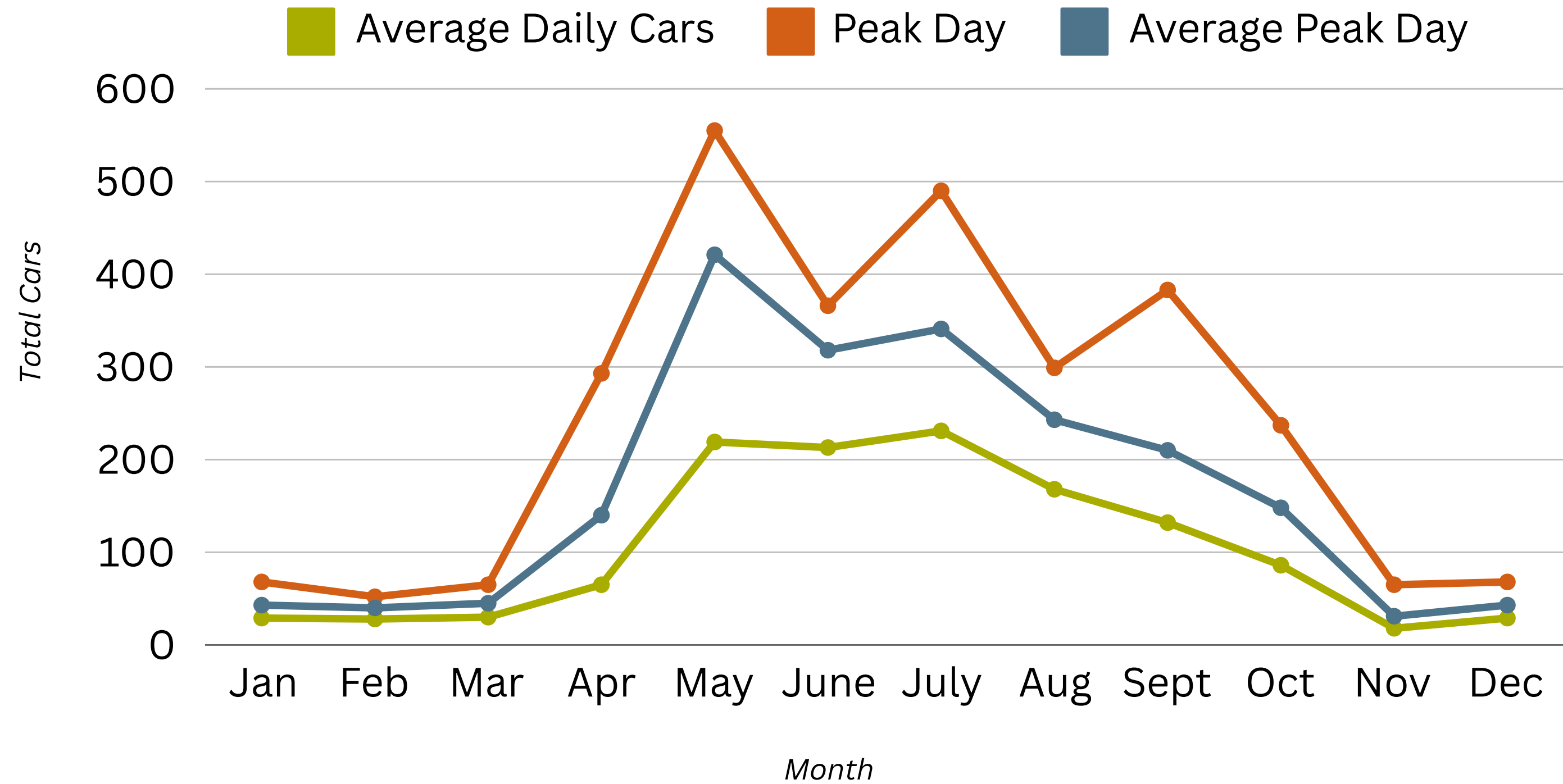
Spruce Creek Road

Vehicle Counter

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Total Cars Per Month	706	790	906	1,963	6,795	6,389	7,169	5,203	3,954	2,675	546	894
Average Number of Cars Per Day	24	28	30	65	219	213	231	168	132	86	18	29
Peak Day (Max Number of Cars in One Day)	55	52	65	293	555*	366	490	299	383	237	65	68
Average Number of Cars on Top 10 Peak Days	36	40	45	140	421	318	341	243	210	148	31	43
Average Cars on Weekdays Monday - Friday	22	24	28	72	197	215	209	134	101	67	12	25
Average Cars on Weekends Saturday - Sunday	29	38	36	47	287	208	299	240	207	144	31	36

**Peak detections in May might be higher due to the location of the counter (i.e., it is inferred that a car might have parked in front of the counter which inflated the total). The counter was moved at the end of May to prevent future issues.*

Spruce Creek Road



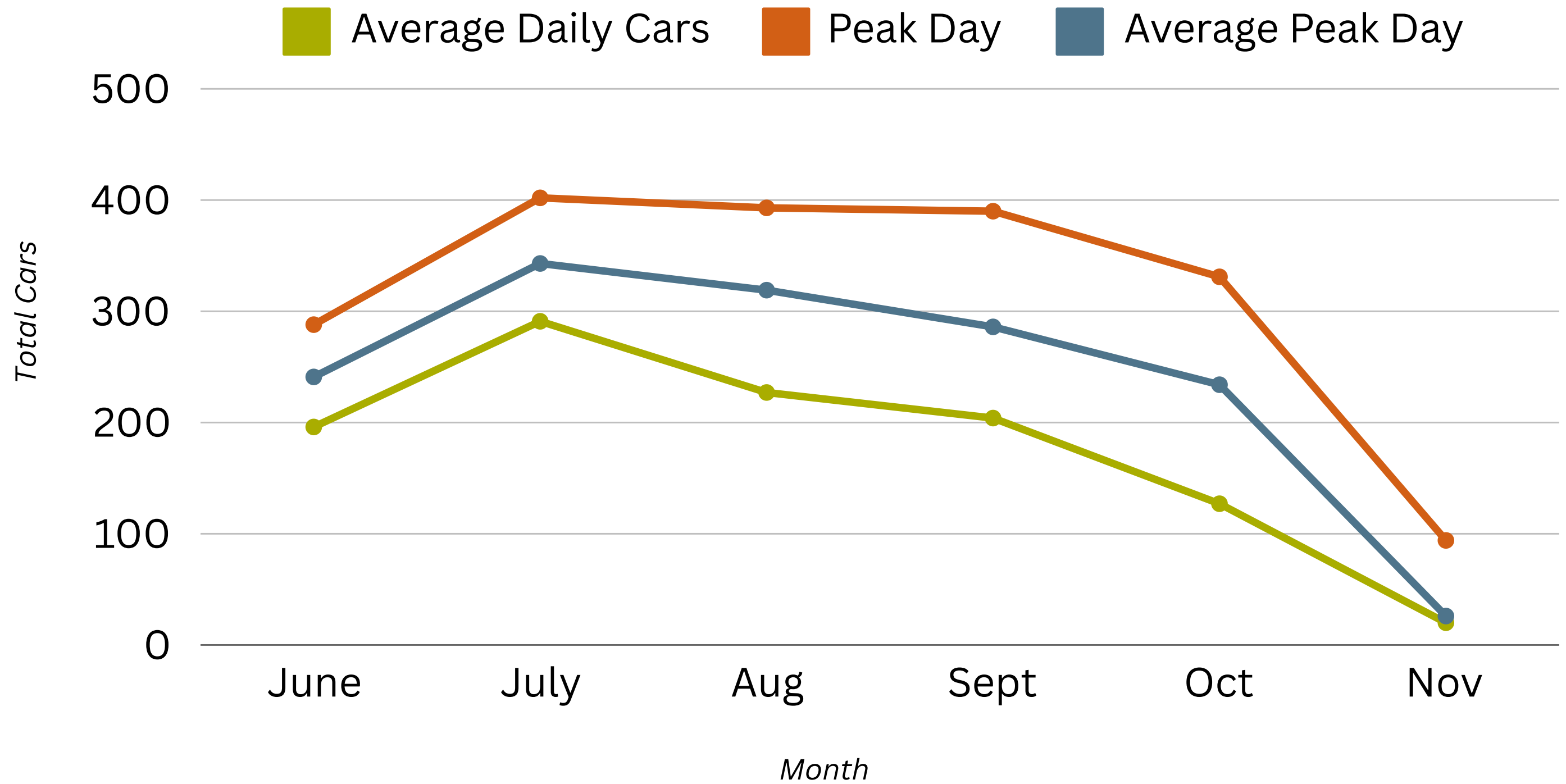
Blue Lakes Road

Vehicle Counter

	June	July	August	September	October	November
Total Cars Per Month	5,882	9,029	7,038	6,131	3,938	416
Average Number of Cars Per Day	196	291	227	204	127	20
Peak Day (Max Number of Cars in One Day)	288	402	393	390	331	94
Average Number of Cars on Top 10 Peak Days	241	343	319	286	234	26
Average Cars on Weekdays Monday - Friday	180	270	199	166	117	7
Average Cars on Weekends Saturday - Sunday	258	325	284	288	227	30

Blue Lakes Road

Vehicle Counter



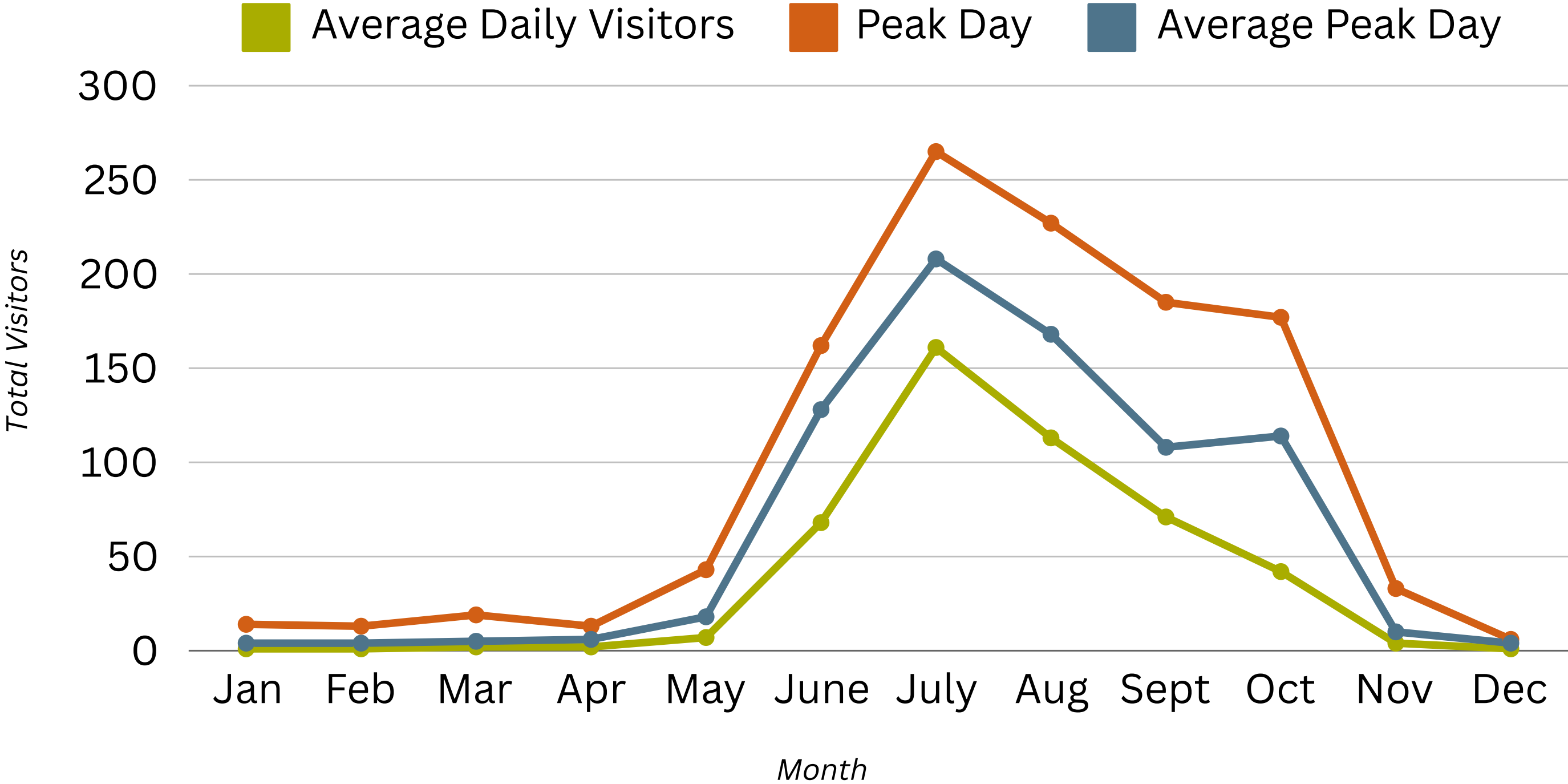
McCullough Gulch Trail

Trail Counter

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Total Visitors Per Month	36	37	65	74	202	2,026	4,977	3,494	2,125	1,289	110	43
Average Number of Visitors Per Day	1	1	2	2	7	68	161	113	71	42	4	1
Peak Day (Max Number of Visitors in One Day)	14	13	19	13	43	162	265	227	185	177	33	6
Average Number of Visitors on Top 10 Peak Days	4	4	5	6	18	128	208	168	108	114	10	4
Average Visitors on Weekdays Monday - Friday	1	0	1	2	5	57	153	97	57	45	2	1
Average Visitors on Weekends Saturday - Sunday	1	3	4	5	10	88	186	145	103	93	7	3

McCullough Gulch Trail

Trail Counter



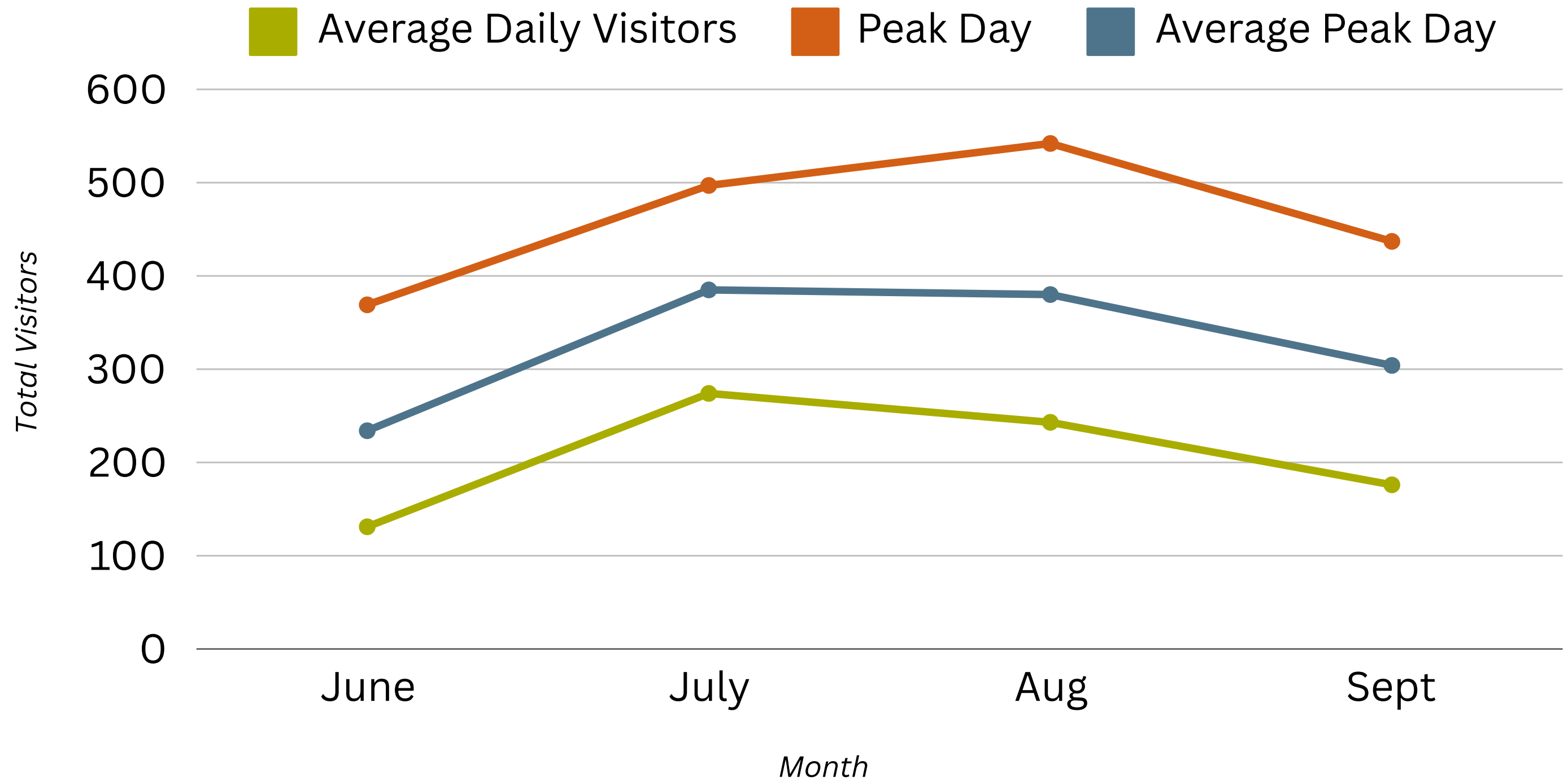
Quandary Peak Trail

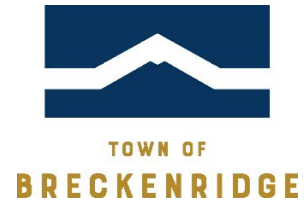
CFI's Trail Counter

	Jun	Jul	Aug	Sept
Total Visitors Per Month	3,921	8,489	7,521	5,266
Average Number of Visitors Per Day	131	274	243	176
Peak Day (Max Number of Visitors in One Day)	369	497	542	437
Average Number of Visitors on Top 10 Peak Days	234	385	380	304
Average Visitors on Weekdays Monday - Friday	115	248	189	126
Average Visitors on Weekends Saturday - Sunday	184	355	357	301

Quandary Peak Trail

CFI's Trail Counter





Memo

To: Breckenridge Town Council Members
From: Mark Truckey, Director of Community Development
Date: March 5, 2025
Subject: Planning Commission Decisions of the March 4, 2025 Meeting

DECISIONS FROM THE PLANNING COMMISSION MEETING, March 4, 2025:

CLASS A APPLICATIONS: None.

CLASS B APPLICATIONS:

1. [Village at Breckenridge Master Sign Plan Amendment and Variance Request, 535 S. Park Avenue, PL-2024-0507:](#)
A proposal to amend the existing master sign plan (MSP) for the Village at Breckenridge to provide a newly formatted, comprehensive signage plan that proposes additional directional and wayfinding signage for tenants, reallocates sign area allotments for several buildings, and proposes two (2) new gateway entrance monuments. Additionally, this proposal requests two (2) variances from the Town Code for 1) exceeding the limitations of height and count for freestanding signs, 2) proposing two (2) gateway entrance monument archway over two (2) pedestrian accesses. *Approved, see second memo.*

CLASS C APPLICATIONS: None.

TOWN PROJECT HEARINGS: None.

OTHER: None.



Memo

To: Breckenridge Town Council
From: Clif Cross, Planner II
Date: March 4, 2025 (For March 11, 2025 Meeting)
Subject: The Village at Breckenridge HOA Master Sign Plan Amendment and Variance Request, Final Hearing (Class B Minor, PL-2024-0507)

A Final Hearing for the Village at Breckenridge HOA Master Sign Plan, located at 535 South Park Ave, was held by the Planning Commission on March 4, 2025. The application proposes to amend the existing master sign plan (MSP) for the Village at Breckenridge to provide a newly formatted, comprehensive signage plan that proposes additional directional and wayfinding signage for tenants and guests. The proposal requests two (2) variances from the Town Code for 1) exceeding the limitations of height and count for freestanding signs, 2) proposing two (2) gateway entrance monument archways over two (2) pedestrian accesses. See specific information below:

1. [9-15-20\(D\) Freestanding Signs](#). The applicant is proposing more than one freestanding sign, and the signs proposed are taller than ten feet (10').
2. [Policy 47 \(Absolute\) Fences, Gates And Gateway Entrance Monuments](#). The applicant is proposing two (2) archways over the western and eastern pedestrian accesses.

The Planning Commission supported the reaffirmation of the variance requests because of the unique circumstances at the Village at Breckenridge, including its use as a public portal to Peak 9, its unusual size, and the pedestrian/vehicle conflicts in this area. The development permit and variance was approved by a 7-0 vote of the Commission.

[Link to the Village at Breckenridge Master Sign Plan Report](#)

Staff will be available at the meeting to answer any questions.



Imperial Hotel (Parcel 4) and
Cucumber Gulch Preserve
Preventative Maintenance Area
(PMA) Variance Request, 1599
Ski Hill Road

Village at Breckenridge
Master Sign Plan, 535 S.
Park Avenue

PLANNING COMMISSION MEETING

The regular meeting was called to order at 5:30 pm by Chair Guerra.

ROLL CALL

Mike Giller	Mark Leas	Allen Frechter	Matt Smith
Ethan Guerra	Elaine Gort	Susan Propper	

APPROVAL OF MINUTES

With no changes, the February 18, 2025 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

With no changes, the March 4, 2025 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

Elaine Walton, 201 Royal Tiger Road:

Weisshorn neighborhood: Breckenridge has a resource that is often overlooked, which generates a lot of revenue and has minimum impact on services, and that is second-home residential. I am speaking today about the restrictions on buildings in the Weisshorn. It sounds like people don't like homes that are bigger than their own. The bigger the home, the bigger the wallet, meaning those people bring revenue to Breckenridge. It is discriminatory, which exposes the Town to potential litigation. Apply these restrictions throughout the town if they are so great, not just to the Weisshorn. Legislate for the community, not for one individual who doesn't like seeing a big home. The historic preservation of this neighborhood is from the 1970s and that is not applied to lighting and is not applied consistently throughout the town.

FINAL HEARINGS:

1. Village at Breckenridge Master Sign Plan and Variance Request (CC), 535 S. Park Avenue, PL-2024-0507:

Mr. Cross presented a proposal to amend the existing master sign plan (MSP) for the Village at Breckenridge to provide a newly formatted, comprehensive signage plan that proposed additional directional and wayfinding signage for tenants, reallocates sign area allotments for several buildings, and proposes two new gateway entrance monuments. Additionally, this proposal requests two variances from the Town Code for 1) exceeding the limitations of height and count for freestanding signs, and 2) proposing two gateway entrance archways over two pedestrian accesses.

Commissioner Questions / Comments:

There were no questions of staff or the applicant and no applicant presentation. No public comment was heard.

Mr. Frechter: I would be supportive of the applicant bringing a separate application for a variance to allow banners for wayfinding since wayfinding is so important in this area.

Mr. Leas: I was not here for the preliminary, so I'm kind of jumping into this. It looks like a good proposal. I want to make one comment, which is graphic design and typography is an art form, and the advance of computers has allowed young graphic designers who either don't have the training or don't have the sensibility about that art form to create designs and it's a distortion.

Ms. Propper made a motion to approve the Village at Breckenridge Master Sign Plan and Variance Request, seconded by Ms. Gort. The motion passed 7 to 0.

PRELIMINARY HEARINGS:

1. Imperial Hotel, BGV Parcel 4 (SVC), 1599 Ski Hill Road, PL-2024-0475:

Ms. Crump presented a proposal to construct a mixed-use hotel, condominium, townhome, and commercial development at the base of Peak 8, "The Imperial Hotel & Private Residences." The project will consist of 36 hotel units, 59 condominium units with 76 lock-offs (23 whole ownership with 22 lock-offs and 36 fractional ownership with 54 lock-offs), and 9 townhome units. The project will include guest amenities and commercial areas: resort guest services, market, restaurant, bar, commercial kitchen, pools and spas, arcade, theaters, etc. Space is also allocated to provide administrative offices for Vail Summit Resorts, Inc. (VSRI) and program area for the Breckenridge Outdoor Education Center (BOEC). Parking will be located in an underground garage. The project also includes required drainage improvements and infrastructure to maintain water quality within the Cucumber Gulch Preserve and Preventative Management Area (PMA). The following specific questions were asked of the Commission:

1. Does the Commission have any concerns regarding the materiality of majority glass amenity structures?
2. Does the Commission agree with the staff recommended positive two (+2) points for landscaping?
3. Does the Commission agree with approving a variance that allows a commercial kennel pet fence enclosure that exceeds the Policy 47 regulations of 54" tall and 400 square feet in size?
4. Does the Commission agree with the staff recommended updated preliminary point analysis?
5. Does the Commission agree the project is ready for a final hearing?
6. Does the Commission have additional comments?

Commissioner Questions / Comments:

Ms. Gort asked for clarification on the location of the elevators and egress in those areas.

Mr. Leas: Are you saying that this applicant would not have the ability to cross the property line with the tieback? Are they going to get an easement for their tiebacks? (Ms. Crump: The easement is for One Ski Hill Place to access the Lot 4 property. The applicant is not proposing an easement for their own tiebacks.)

Mr. Frechter: The previous staff report stated that the Master Plan allowed for 5 stories and there are parts of the building greater than 5 stories. (Ms. Crump: That was not an absolute policy and they are getting 10 negative points for exceeding that height. It is a relative requirement of the Master Plan.) Mr. Frechter: I looked at the submittal from 2024 and I did not see anything about building height in there other than the height cannot exceed a gable on One Ski Hill Place. (Ms. Crump: One of the subsections on height has the information on the number of stories. The absolute policy was that it could not exceed the east cross gable on One Ski Hill Place.) Mr. Frechter: So, in summary, there is an absolute height, which this does not exceed, and there is a relative height, which this does exceed and is receiving negative 10 points for. We have to follow what is in the agreements and code. (Ms. Crump: The public comments received indicate a way of calculating the height that is not based in the development code.)

Ms. Gort: How will the dog fence work with snow? (Ms. Crump: I assume that it will be hand shoveled.)

Mr. Smith: Does the dog park snow removal count in the snowstack calculations? (Ms. Crump: That is a question for the applicant. I don't see it in the calculations.) Mr. Smith: Are there any engineering reports showing that the existing tiebacks would not be compromised by the proposed improvements? (Shannon Smith, Town Engineer: We have not received any such analysis.) (Ms. Crump: The applicant is still researching this.)

- Ms. Propper: The geodesic domes seem different than what we have considered in the past. I think there should be some analysis under Policy 5 Absolute about how metal exterior elements have to be painted. (Ms. Crump: Non-reflective painted metal is allowed and painting would be required for any proposed metal. The design is incomplete currently and so the applicant does not know the materials in detail yet. Mr. Kulick: There is limited precedent next door with a solarium over the aquatics area at One Ski Hill Place. That one is not visible from the front but it is very prominent from the rear on the ski slope side.) Ms. Propper: These are freestanding, correct? (Staff confirmed.) Ms. Propper: What will they be used for? (Ms. Crump: Heated common area space and a spa.)
- Mr. Leas: Have all the issues that were raised by Mr. Himmelstein's letter been addressed, not just the height? And does staff respond in writing? (Ms. Crump: Staff does not always respond in writing, but the comments were forwarded to the Commission.) Mr. Leas: I want to make sure that he feels he has been heard. (Ms. Crump: Staff does not have a concern with the other comments.) (Mr. Kulick: The letter did bring staff's attention to the tiebacks, which we forwarded to Engineering.) Mr. Leas: Is the applicant going to bring a physical materials board? (Ms. Crump: We don't always do that but for this large project we can if the applicant is amenable.) Mr. Leas: I suggest adding in the staff report, "that would have been allowed," in the Item History section to clarify the building sentence. I would like to add that Mr. Giller and I both objected to the Davis Vantage Pro2 system's positive points and that was not a settled matter as it was stated in the staff report. Finally, has the Council discussed the EV points? (Ms. Crump: For large commercial projects the EV points discussion has not come up.) Mr. Leas: How many EV chargers are proposed and are they getting points? (Ms. Crump: The current code says they are eligible for points and that is what they are subject to. They would be required to provide 2 EV chargers and 20% EV capable for this project, so 4 total EV chargers for which they will receive positive two points.)
- Mr. Giller: Did the applicant provide any alternatives to the geodesic domes? (Ms. Crump: There are other hangout spaces on site in the form of open-air gondola-like structures.)
- Mr. Leas: Where would those domes fall in the elevations vis-à-vis the townhomes? (Ms. Crump: The upper-level decks of the townhomes are at a similar elevation to that area.)
- Mr. Giller: The faux stone retaining walls, is there any precedent for that? (Ms. Crump: Not that I'm aware of.) (Mr. Kulick: There is precedent for stamped concrete to mimic stone. I'm not sure about applied facing. The development agreement waived the provisions of Policy 7/R, which deals with retaining wall materials. There may be some precedent for this type of material, but with the waiver on materiality it's probably a moot question.)
- Mr. Guerra: My comments were covered by Mr. Frechter's questions, plus we would like to know what is in the tieback easement for the next hearing.

Applicant, Graham Frank, BGV: Vail Resorts holds the rights to the temporary shoring easement. We are working with Vail to vacate that temporary shoring easement. We would not do anything to compromise what's existing. We can bring the evidence of the vacated easement at the next hearing. Regarding building height, we provided renderings from Bill Anderson's back deck to him, and he was satisfied. Regarding the dog park fence, we would maintain that by shoveling. There is a snow storage area shown at the end of the dog park, which we would shovel toward Ski Hill Road. On materiality, materials boards will be provided at the next hearing. On the Davis weather system, at Grand Colorado alone that system saved 39 metric tons of CO₂ emissions just last year. This is the most advanced system on the market. Regarding the geodesic domes, we are trying to create outdoor experiences with the limited snowmelt, that people can go and use without having snowmelt. The intentionality is to have it feel like a winter

wonderland. You're going outside but you're not "in the elements" while staying in the confines of the snowmelt and energy codes.

Applicant, Bill Campie, DTJ Design: I do not think the geodesic domes will be visible from the pedestrian level. These are more in a private courtyard than a public environment. We can provide an additional rendering to illustrate that. Because we want them to feel like you're outdoors, they're going to be a transparent environment. More materials would be contrary to that concept. These have been built all over the world. It's not too different from One Ski Hill Place. It's smaller and less visible than the type of structure that is at One Ski Hill Place.

Mr. Leas: How are you going to heat the geodesic domes? (Mr. Campie: They will be heated, but they're not fully designed. They will have a full MEP system connected to the building system.) Mr. Leas: What I'm hearing is that you haven't figured it out yet but I trust that you will. Your current intention is to use all natural stone veneers, with the exception of the south and east retaining walls. (Mr. Frank: Yes. The parallel you would use would be where Vail Resorts did the climbing wall, that is a similar product.) Mr. Leas: I'm confused about your circulation plan and why staff gave you positive three points for it. I'm looking at the extensive risers, which are excessive. How are you going to get the people up from BOEC? There's nothing in the IBC that speaks to landings, but prudent design says you should go 7-9 risers, then have a landing, then continue with your stairs. It does not seem, with the exception of the risers on the side where we have 46 of them, that anyone has taken that into consideration. Then I'm looking at the narrow access right above Rip's Ride and the area is already very narrow and I'm concerned how you're going to get skiers out through the funnel and I'm concerned as to why anybody on staff thought that was an improvement worthy of 3 points. (Mr. Frank: The people from the BOEC come out from that patio area and traverse directly to the snow, not on stairs and not on risers. The slope is 2-4% to the snow. It's available to all the occupants of the building. For the general public, it was of paramount importance to provide a stairway to Ski Hill Road in the Master Plan process, and the proposed location for that access is what was decided as it made the most sense and that connectivity does not exist today.) (Mr. Campie provided clarification for the location to add to Mr. Frank's description.) (Mr. Kulick: We have a pretty extensive past precedent for awarding points for public access easements on private property. With the adjacent neighborhood getting access to the mountain with this plan that is where the points come from.) Mr. Leas: My problem is with the other end. The Council wanted better access than what is there now. This may be better access but not good access.

Ms. Gort: Is it a pinch point for any parent who has a kid getting in and out of that building? I'd like to see more detail on how people are going to get in and out of that building to the snow and back. (Mr. Frank: It would be synonymous with our existing access at Grand Colorado, which has more people than this building would. We think it's sufficient and provides three different routes, one via elevator, one via ramp, and one via snowmelted stairs.)

Mr. Leas: It might help to have Bill do a section showing that corner and how the different levels relate to the snow. It's confusing. At the end of the day, you are the guys who have to sell these, but if you could illustrate it for us and make us comfortable with the proposal moving forward that would be helpful.

Mr. Giller: The geodesic domes are interesting and I appreciate the experience. Are you locked into the geodesic, igloo look? (Mr. Campie: We always take feedback from this group. Our preference is to create that romantic outdoor igloo experience. The more it starts to

- feel like a building, the less it breaks down the barrier for indoor/outdoor.) Mr. Giller: I appreciate that and better understand the design basis.
- Mr. Frechter: Will the back patio be reserved for guests and owners where the pools are? (Mr. Frank: Outside the restaurant will be public all the way to where the fence is. There will be a fence around that private area to allow beginner skier circulation and cat movement. And a pool fence separating the public area and building guests.)
- Mr. Leas: Is there a bridge going over that area from the townhomes? (Mr. Frank confirmed.)
- Mr. Frechter: Is the bus stop still there for employees? (Ms. Smith: No, we use the turnaround in front of One Ski Hill Place.)
- Mr. Guerra: Show the width of the stairs in the pinch point so we can see it better. (Mr. Campie: We looked at the width of stairs on other Peak 8 projects to confirm the right size for this but we can come back with additional dimensions.)

The hearing was opened to public comment.

Richard Himmelstein, 6 Peak 8 Place: I am representing One Ski Hill Place tonight. East Peak 8 hotel, the Town was really diligent and required public presentations and got good sound feedback. I'm concerned because that hasn't happened with this project. We missed the first hearing because we weren't properly noticed. The One Ski Hill Place view corridor is important and is in the Master Plan. This project doesn't meet those standards that we've agreed to. They've gone so fast, they haven't really worked with us. We're not going to support it. There's supposed to be a 47-foot setback in the Master Plan for the view corridor. Anyone who's ever seen a dog park, it's generally 80-100 decibels and it's not going to meet the Town noise ordinance. We want to support the project but we want to meet with the developer and this project as it stands we can't support it.

Jim Kogan, Owner at One Ski Hill Place: I'm a dog person and owner; I am strongly opposed to the commercial kennel being between the buildings. The owners bought their condos to enjoy the mountains and the fresh air, not the dog feces smell and the barking. There's a place for kennels but I don't think this is it.

Lindsey Stapay: There needs to be more community input, seeing this as the last 15 years as an avid skier with small children, some of these resorts are not as accessible. That's why we're asking for better understanding about the circulation. We've seen too many stairs in other areas and bathrooms two floors down. This needs to be discussed in a community format further.

Jane Hamilton, Four O'clock Subdivision: I wanted to see if you could expand on the construction phasing, which will last 5-6 years. How do you want those Four O'clock subdivision people to get there during construction? There is a pedestrian access easement for that subdivision, how will that work? (Mr. Frank: During construction, it will be a large hole that you cannot traverse. You will need to go down to the sidewalk. In the first phase, we provide that uphill stair access as we work on the building and complete phase one.)

Mr. Leas: No one is asking for that. They can go above with protection with a construction fencing. (Mr. Frank: We can't commit to being able to provide safe access through the site during construction, but that access will be provided down to the sidewalk.) I come from the city where they dig huge holes and people are still able to walk on the streets. (Mr. Frank: We cannot commit to access through construction. The safe place to go would be down to the sidewalk and either up the escalator or the stairways that will be provided in the first phase.) Mr. Leas: That is inappropriate. (Mr. Frank: You asked me about the townhomes. The Four O'Clock Subdivision will retain access above.)

Ms. Hamilton: I want to point out that we know that there is an easement that goes behind those three properties directly behind the development site. You can access that from above. Right now those three home sites that are directly behind the development, there are at least 40 people daily that travel to the ski area just for those three homes. That 10-foot pedestrian easement is there.

The public comment period was closed.

Mr. Giller:

1. Mr. Campie did a nice job explaining the design and I encourage quality materials.
2. Yes.
3. Yes.
4. Yes.
5. Yes.
6. This is a handsome design, a good-looking building, and very compliant.

Mr. Leas:

1. For the small number, I have no concerns at this time.
2. Yes.
3. Yes. This answer does not speak to whether there is going to be a kennel.
4. I don't agree. Our point system is intended to reward actions we want to encourage and penalize those we don't. I don't think this Commission should be awarding points for things applicants are going to do anyway. I think the Davis system is a great system but the developer is going to do it anyway because they're going to save money, so it makes no sense to give points away for things people are going to do anyway. I don't agree with the four points for the Davis weather system.
5. I think we still have some questions; assuming those questions and the material board can be addressed at the final hearing I think we're probably ready for that.

Ms. Propper:

1. I have concerns about the geodesic domes. I appreciate the protrusion at One Ski Hill Place that is a glass structure, but with all our emphasis on natural materials, we're creating a precedent for glass structures.
2. Yes.
3. I understand that a commercial facility needs a larger space, although I'm mindful about the public comments. I'd be interested in another way to do it.
4. Yes.
5. Yes.

Mr. Smith:

1. I have no concerns.
2. I do not agree on the positive 2 points on the landscaping. The artificial turf in the dog run negates any positive landscaping even though the rest of the landscaping is nice. The dog run brings it down.
3. That kind of rolls into the structure being 5 times the allowable size for the dog park. The fence height I don't have an issue with.
4. I don't agree with the landscaping points. I agree with Mr. Leas about the positive 4 points. I think it's easy to mask cost savings with environmentally friendly initiatives. It's great to do so but to hide behind the wall of being green to save money is somewhat disingenuous.
5. Yes.

Ms. Gort:

1. I think it adds an artistic flair and is mountain-y. I am in favor of them.
2. Yes.
3. After hearing the comments I'm curious what you're going to do for noise control. I am in favor of the fence height and size waiver.
4. Yes. I agree with the weather monitor points because this is a property that should have snowmelt. At least it's being used to offset the negative points for snowmelt.
5. I think we're close, I want to see more details of egress and other visuals and on the dog park. Reach out to your neighbors a little bit.

Mr. Frechter:

We're judges and we're limited by the agreements and the development code. I can empathize with a lot of the public comments, but they might be better placed with Town Council. An 83-step public access, I think that access is only going to be used by people going down not up. People are going to get off the bus at the transit center and go where the gondola is.

1. The domes are going to be really hot in the summer. I agree that a gondola-like structure might be just as interesting.
2. Yes.
3. I agree with the fence size but I would ask the applicant to consider some of the concerns of your neighbors. Maybe the kennel could be moved to the roadside or something.
4. Ms. Gort made a good point and Mr. Leas made a comment that we shouldn't be so limiting on public snowmelt use. Something for us to consider in a code update is to allow fewer than 4 points to be possible since in this case that's a lot of points.
5. Yes.

Mr. Guerra:

The public comment made some good points on the noise and potential snow. We are judging on the code and can't really address some things directly.

1. We've got precedent in One Ski Hill Place next door so I don't really have a problem with the proposal.
2. Yes.
3. Yes. Reiterating the public comment on that.
4. You guys are going to put in the weather monitoring system anyway. I agree with the point analysis I just wanted to bring that up.
5. Yes.

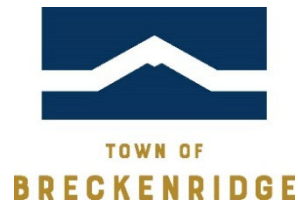
OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 7:47 pm.

Ethan Guerra, Chair



Memo

To: Town Council
From: Duke Barlow, Open Space & Trails Manager
Date: 3/5/2025 (for 3/11/2025)
Subject: Ordinance Approving the Little Daisy Lease Renewal (First Reading)

Town Council Goals (Check all that apply)

- | | |
|--|--|
| ☐ More Boots & Bikes, Less Cars | ☐ Leading Environmental Stewardship |
| ☐ Deliver a Balanced Year-Round Economy | ☐ Hometown Feel & Authentic Character |
| ☒ Organizational Need | |

Summary

Per Town code, the Town Council is required to review and approve by ordinance any long-term leases (longer than one year) for all Town-owned facilities other than the Breckenridge Professional Building. Attached, for Town Council review and approval, is a residential lease for the property at 500 Prospect Gulch Road (commonly referred to as “Little Daisy”) with a term of five years. Passage of the ordinance approving this lease would meet an organizational need.

Background

The Town acquired the Little Daisy Lode property for \$1,837,381 on March 6, 2024, to preserve open space and secure public land access. This 5.16-acre parcel is located in French Gulch and includes two inhabitable structures that rely on solar energy. The Town inherited an existing lease with tenants, which was renewed for one year. Staff have since conducted a thorough inspection of the property, installed a new septic system, and compiled a list of future improvement projects which prioritize health and safety. It should be noted that, now that the new septic system has been installed, the structures are habitable and meet state law requirements for leased residential property. The improvements to be made will generally improve the safety, efficiency, and livability of the residence. Proposed lease revisions include extending the term to five years, allowing the tenants to conduct certain improvements themselves, conditions for snow plowing, a prohibition of using the garage as a living space, an annual 3% rent increase, and an option for the tenants to terminate the lease with notice.

[Section 1-11-4](#) of the Breckenridge Town code requires that the Town Council approve by ordinance any real estate leases longer than one year. (The exception to this portion of the code applies to the Town-owned Breckenridge Professional Building in which leases up to three years in length may be approved administratively).

Public outreach/engagement

Purchase of the property and the correlating management of the structures and respect for existing tenants was discussed on multiple occasions with BOSAC and Council in 2024. Discussion of the proposed lease renewal and extension occurred during the Town Council’s February 25, 2025 work session.

Financial Implications

As part of the purchase of the property, the Town was credited \$125,000 from the seller as an inspection resolution relating to the potential costs of necessary repairs identified through the pre-purchase inspection process. Replacement of the septic system, while not complete, is projected to cost approximately \$60,000. The prioritized list of improvement projects is estimated to total \$21,500. This results in an approximate \$43,500 surplus from the inspection resolution credit, which funds can be targeted toward anticipated major repairs to aging elements such as the home roof and solar energy system. The \$1,825 monthly residential rental rate, with the 3% annual escalator, is reasonable given the significant, unique challenges related to the property.

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Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

Equity Lens

Staff consulted the Equity Lens through this process and determined that renewing the residential lease with the existing tenants provides an opportunity to maintain a reliable housing option for members of our local workforce who have proven themselves to be caretakers of the property. We have not identified any disparate impacts and believe continuing to rent this property to members of the local workforce allows the Town to build trust within the community.

Staff Recommendation

Staff recommend the Town Council approve the ordinance on first reading. Staff will be available to answer any questions.

COUNCIL BILL NO. ____

Series 2025

AN ORDINANCE APPROVING A LEASE OF THE LITTLE DAISY LODGE TO JUSTIN THIEDE AND KATE KERNS.

WHEREAS, the Town owns the real property commonly known as the Little Daisy Lodge ("Property") located at 500 Prospect Gulch Road, Breckenridge, Colorado; and

WHEREAS, the Town desires to lease the Property to Justin Thiede and Kate Kerns (hereinafter referred to as "Tenants") for residential use; and

WHEREAS, the Town and Tenants desire to enter into a five-year lease for the Property, in order to provide consistency and certainty for both the Town and Tenants; and

WHEREAS, Section 1-11-4 of the Breckenridge Town Code requires that any lease of Town-owned real property the term of which is longer than one year must be approved and authorized by ordinance;

WHEREAS, the renewal of the Lease will be automatic unless one of the parties provides written notice to the other that the party does not want to renew the Lease; and

WHEREAS, to the extent any additional action by the Town is needed to fulfill the terms of the Lease or otherwise effectuate the intent of the Lease, the Town Manager is authorized to take such action.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF BRECKENRIDGE, COLORADO:

Section 1. Town Council hereby approves the Lease between the Town of Breckenridge and Tenants, a copy of which is attached hereto as **Exhibit 1A**.

Section 2. This ordinance shall be published and become effective as provided by Section 5.9 of the Breckenridge Town Charter.

INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED PUBLISHED IN FULL this 11th day of March 2025. A Public Hearing shall be held at the regular meeting of the Town Council of the Town of Breckenridge, Colorado on the 25th day of March, 2025, at 7:00 P.M., or as soon thereafter as possible in the Municipal Building of the Town.

TOWN OF BRECKENRIDGE, a Colorado
municipal corporation

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By: _____
Kelly Owens, Mayor

ATTEST:

Helen Cospolich, CMC,
Town Clerk

Residential Lease Agreement

THIS LEASE AGREEMENT (hereinafter referred to as the "Agreement") made and entered into this _____ day of April, 2025, by and between the Town of Breckenridge, 150 Ski Hill Rd., Breckenridge, Colorado 80424 (hereinafter referred to as "Landlord") and Justin Thiede and Kate Kerns, PO Box 2693, Breckenridge, CO 80424 (hereinafter referred to as "Tenants").

WITNESSETH:

WHEREAS, Landlord is the fee owner of certain real property being, lying and situated in Summit County, Colorado, such real property having a street address of 500 Prospect Gulch Road, Breckenridge, CO 80424.

WHEREAS, Landlord is desirous of leasing the Premises, in its current condition ("Condition of Premises"), to Tenants upon the terms and conditions as contained herein; and

WHEREAS, Tenants are desirous of leasing the Premises, in its current condition, from Landlord on the terms and conditions as contained herein;

NOW, THEREFORE, for and in consideration of the rent, the covenants and obligations contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto hereby agree as follows:

- 1. TERM.** Landlord leases to Tenants and Tenants lease from Landlord the Leased Premises together with any and all appurtenances thereto, for a term of five years, such term beginning April 7, 2025 and ending at 12 o'clock midnight on April 6, 2030. Should Tenants desire to terminate this Lease prior to April 6, 2030, Tenants shall provide 90 days written notice to Landlord. Rent shall be prorated to reflect tenancy through the 90th day from the date notice is provided, regardless if Tenants cease to occupy the Leased Premises prior to that date.
- 2. RENT.** The total rent for the term hereof is \$1825.00 payable on the 1st day of each month of the term. All such payments shall be made to Landlord at Landlord's address as set forth in the preamble to this Agreement on or before the due date and without demand. The rent shall escalate 3% annually for each year of the Term.
- 3. DAMAGE DEPOSIT.** Upon execution of this agreement, Tenants shall deposit with Landlord the sum of \$1825.00, receipt of which is hereby acknowledged by Landlord, as security of any damage caused to the Premises during the term hereof. Such deposit shall be returned to Tenants, without interest, and less any set off for damages to the Premises upon the termination or expiration of this Agreement as set forth in Section 1 above.
- 4. LEASED PREMISES.** Landlord shall lease to Tenants the real property located at 500 Prospect Gulch Road, Breckenridge, CO 80424; provided, however, the Landlord shall have nonexclusive access to the garage for use and storage of equipment and/or vehicles. For the avoidance of doubt, the garage may not be used as livable space and may only be used for the storage of Tenants' and Landlord's storage of equipment and/or vehicles. Tenant and Landlord shall cooperate in the use of the garage so that both parties have reasonable use of the space.
- 5. USE OF PREMISES.** The Premises shall be used and occupied by Tenants and Tenants' immediate family, exclusively, as a private single-family dwelling; provided however, that the Tenants may operate their crafting business from the Leased Premises. Tenants shall not allow any other person, other than

12. ROUTINE MAINTENANCE AND SPECIAL REPAIRS; RULES. Tenants will, at their sole expense, keep and maintain the Premises and appurtenances in good and sanitary condition and repair during the term of this Agreement and any renewal thereof. Without limiting the generality of the foregoing, Tenants shall:

- (a) Not obstruct the driveways, sidewalks, courts, entry ways, stairs and/or halls, which shall be used for the purposes of ingress and egress only;
- (b) The access road to the Leased Premises is not plowed from the point of the intersection between Gold Run Gulch Road and Prospect Gulch Road. Per the existing Conditional Use Permit for Plowing with Summit County, if Tenant chooses to plow the road Tenant shall leave 4 inches of base snow coverage to accommodate recreational use on Prospect Gulch Road.
- (c) Keep all windows, glass, window coverings, doors, locks and hardware in good, clean order and repair;
- (d) Not obstruct or cover the windows or doors;
- (e) Not leave windows or doors in an open position during any inclement weather;
- (f) Not hang any laundry, clothing, sheets, etc. from any window, rail, porch or balcony nor air or dry any of same within any yard area or space;
- (g) Not cause or permit any locks or hooks to be placed upon any door or window without the prior written consent of Landlord;
- (h) Keep all air conditioning filters clean and free from dirt;
- (i) Keep all lavatories, sinks, toilets, and all other water and plumbing apparatus in good order and repair and shall use same only for the purposes for which they were constructed. Tenants shall not allow any sweepings, rubbish, sand, rags, ashes or other substances to be thrown or deposited therein. Any damage to any such apparatus and the cost of clearing stopped plumbing resulting from misuse shall be borne by Tenants;
- (j) And Tenants' family and guests shall at all times maintain order in the Premises and at all places on the Premises, and shall not make or permit any loud or improper noises, or otherwise disturb other residents;
- (k) Keep all radios, television sets, stereos, phonographs, etc., turned down to a level of sound that does not annoy or interfere with other residents;
- (l) Deposit all trash, garbage, rubbish or refuse in the locations provided therefor and shall not allow any trash, garbage, rubbish or refuse to be deposited or permitted to stand on the exterior of any building or within the common elements;
- (m) Abide by and be bound by any and all rules and regulations affecting the Premises or the common area appurtenances thereto which may be adopted or promulgated by the Condominium or Homeowners' Association having control over them.
- (n) Keep all smoke and Carbon monoxide alarms operational.

- (o) Refrain from using microwave, electric space heater, toaster, and other electrical devices that produce heat or have heavy demand on the solar system and its batteries.
- (p) Appliances such as the washer/dryer and as much as possible, the well pump, should only operate during full sun or when the generator is on.
- (q) Winterize the house, garage, and utilizes prior to any extended periods of absence away from the Premises.
- (r) In addition to the foregoing, Tenants shall be responsible for maintaining the existing solar system and its batteries, including checking battery water and equalizing, per recommendations in **Exhibit B**.

13. MAJOR REPAIRS.

- a) Landlord is responsible for major repairs; provided, Tenants shall provide the Landlord prompt notice of a major repairs by written notice to Landlord within 30 days of discovering the damage. During the term of the Lease, Landlord shall have access to the Leased Premises upon 24 hours advance written notice to Tenants of the date and time of schedule repairs, which shall only take place during normal business hours between 8 am and 5 pm Monday through Friday, unless the Parties agree in writing otherwise.
- b) Notwithstanding repairs in accordance section 13. a, during the term of the Lease, Landlord will be removing the old septic system and remediating the area where it was located. All work connected with the removal of the old septic system, including grading and revegetation of the area, is Landlord's responsibility.

14. DAMAGE TO PREMISES. In the event the Premises are destroyed or rendered wholly untenable by fire, storm, earthquake, or other casualty not caused by the negligence of Tenants, this Agreement shall terminate from such time except for the purpose of enforcing rights that may have then accrued hereunder. The rental provided for herein shall then be accounted for by and between Landlord and Tenants up to the time of such injury or destruction of the Premises, Tenants paying rentals up to such date and Landlord refunding rentals collected beyond such date. Should a portion of the Premises thereby be rendered untenable, the Landlord shall have the option of either repairing such injured or damaged portion or terminating this Lease. In the event that Landlord exercises its right to repair such untenable portion, the rental shall abate in the proportion that the injured parts bears to the whole Premises, and such part so injured shall be restored by Landlord as speedily as practicable, after which the full rent shall recommence and the Agreement continue according to its terms.

15. INSPECTION OF PREMISES. Landlord and Landlord's agents shall have the right at all reasonable times during the term of this Agreement and any renewal thereof to enter the Premises for the purpose of inspecting the Premises and all buildings and improvements thereon. And for the purposes of making any repairs, additions or alterations as may be deemed appropriate by Landlord for the preservation of the Premises or the building. Landlord and its agents shall further have the right to exhibit the Premises and to display the usual "for sale", "for rent" or "vacancy" signs on the Premises at any time within forty-five (45) days before the expiration of this Lease. The right of entry shall likewise exist for the purpose of removing placards, signs, fixtures, alterations or additions, but do not conform to this Agreement or to any restrictions, rules or regulations affecting the Premises.

- 16. SUBORDINATION OF LEASE.** This Agreement and Tenants' interest hereunder are and shall be subordinate, junior and inferior to any and all mortgages, liens or encumbrances now or hereafter placed on the Premises by Landlord, all advances made under any such mortgages, liens or encumbrances (including, but not limited to, future advances), the interest payable on such mortgages, liens or encumbrances and any and all renewals, extensions or modifications of such mortgages, liens or encumbrances.
- 17. TENANTS'S HOLD OVER.** If Tenants remains in possession of the Premises with the consent of Landlord after the expiration of the 5 year Term of this Agreement, a new tenancy from month-to-month shall be created between Landlord and Tenants which shall be subject to all of the terms and conditions hereof except that rent shall then be due and owing at the then applicable annual Rate and except that such tenancy shall be terminable upon fifteen (15) days written notice served by either party.
- 18. SURRENDER OF PREMISES.** Upon expiration of the term hereof, Tenants shall surrender the Premises in as good a state and condition as they were at the commencement of this Agreement, reasonable use and wear and tear thereof and damages by the elements excepted.
- 19. ANIMALS/PETS.** Tenants shall be prohibited from having or maintaining any animals or pets on the property.
- 20. QUIET ENJOYMENT.** Tenants, upon payment of all of the sums referred to herein as being payable by Tenants and Tenants' performance of all Tenants' agreements contained herein and Tenants' observance of all rules and regulations, shall and may peacefully and quietly have, hold and enjoy said Premises for the Term hereof.
- 21. INDEMNIFICATION.** Tenants agree to indemnify and defend the Town, its officers, employees, insurers, and self-insurance pool against all liability, claims, and demands, on account of injury, loss, or damage, including, without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement, to the extent that such injury, loss, or damage is caused by:
- (a) the negligence or intentional wrongful act of Tenants or Tenants' invitees, representatives or agent; or
 - (b) breach of this Agreement,
- except to the extent such liability, claim or demand arises through the negligence or intentional wrongful act of the Town, its officers, employees, or agents, or Town's breach of this Agreement. To the extent indemnification is required under this Agreement, Tenants agree to investigate, handle, respond to, and to provide defense for and defend against, any such liability, claims, or demands at its expense, and to bear all other costs and expenses related thereto, including court costs, expert witness fees, and attorney fees.
- 22. LIMITATION ON LIABILITY.** Notwithstanding anything to the contrary contained herein, Landlord shall not be liable or responsible to the Tenants for any consequential, incidental, or punitive damages incurred by Tenants as a result of the Condition of the Premises. Tenants furthermore acknowledge that the structures on the property are in need of repair and are assuming the risk of any injury to Tenants or their invitees for the Condition of the Premises including any known Routine Maintenance, Special Repairs, or Major Repairs, regardless of whether any such claim arises under or results from contract, negligence, or strict liability of the Tenants whose liability is being waived hereby. Tenants accept total responsibility for any and all damages of any kind which may result from the use of the Leased

- 16. SUBORDINATION OF LEASE.** This Agreement and Tenants' interest hereunder are and shall be subordinate, junior and inferior to any and all mortgages, liens or encumbrances now or hereafter placed on the Premises by Landlord, all advances made under any such mortgages, liens or encumbrances (including, but not limited to, future advances), the interest payable on such mortgages, liens or encumbrances and any and all renewals, extensions or modifications of such mortgages, liens or encumbrances.
- 17. TENANTS'S HOLD OVER.** If Tenants remains in possession of the Premises with the consent of Landlord after the expiration of the 5 year Term of this Agreement, a new tenancy from month-to-month shall be created between Landlord and Tenants which shall be subject to all of the terms and conditions hereof except that rent shall then be due and owing at the then applicable annual Rate and except that such tenancy shall be terminable upon fifteen (15) days written notice served by either party.
- 18. SURRENDER OF PREMISES.** Upon expiration of the term hereof, Tenants shall surrender the Premises in as good a state and condition as they were at the commencement of this Agreement, reasonable use and wear and tear thereof and damages by the elements excepted.
- 19. ANIMALS/PETS.** Tenants shall be prohibited from having or maintaining any animals or pets on the property.
- 20. QUIET ENJOYMENT.** Tenants, upon payment of all of the sums referred to herein as being payable by Tenants and Tenants' performance of all Tenants' agreements contained herein and Tenants' observance of all rules and regulations, shall and may peacefully and quietly have, hold and enjoy said Premises for the Term hereof.
- 21. INDEMNIFICATION.** Tenants agree to indemnify and defend the Town, its officers, employees, insurers, and self-insurance pool against all liability, claims, and demands, on account of injury, loss, or damage, including, without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement, to the extent that such injury, loss, or damage is caused by:
- (a) the negligence or intentional wrongful act of Tenants or Tenants' invitees, representatives or agent; or
 - (b) breach of this Agreement,
- except to the extent such liability, claim or demand arises through the negligence or intentional wrongful act of the Town, its officers, employees, or agents, or Town's breach of this Agreement. To the extent indemnification is required under this Agreement, Tenants agree to investigate, handle, respond to, and to provide defense for and defend against, any such liability, claims, or demands at its expense, and to bear all other costs and expenses related thereto, including court costs, expert witness fees, and attorney fees.
- 22. LIMITATION ON LIABILITY.** Notwithstanding anything to the contrary contained herein, Landlord shall not be liable or responsible to the Tenants for any consequential, incidental, or punitive damages incurred by Tenants as a result of the Condition of the Premises. Tenants furthermore acknowledge that the structures on the property are in need of repair and are assuming the risk of any injury to Tenants or their invitees for the Condition of the Premises including any known Routine Maintenance, Special Repairs, or Major Repairs, regardless of whether any such claim arises under or results from contract, negligence, or strict liability of the Tenants whose liability is being waived hereby. Tenants accept total responsibility for any and all damages of any kind which may result from the use of the Leased

Premises. It is the Tenants' intention to hold harmless the Landlord for any injury or damage sustained by Tenants or anyone else, regardless of cause, while using the property.

- 23. INSURANCE.** Tenants shall obtain, at Tenants' sole expense, any fire, theft or casualty insurance protection desired by Tenants with respect to Tenants' personal property, which is located on the property. Landlord shall have no liability for the loss or destruction of such personal property.
- 24. DEFAULT.** If Tenants fail to comply with any of the material provisions of this Agreement, other than the covenant to pay rent, or of any present rules and regulations or any that may be hereafter prescribed by Landlord, or materially fail to comply with any duties imposed on Tenants by statute, within seven (7) days after delivery of written notice by Landlord specifying the non-compliance and indicating the intention of Landlord to terminate the Lease by reason thereof, Landlord may terminate this Agreement. If Tenants fail to pay rent when due and the default continues for seven (7) days thereafter, Landlord may, at Landlord's option, declare the entire balance of rent payable hereunder to be immediately due and payable and may exercise any and all rights and remedies available to Landlord at law or in equity or may immediately terminate this Agreement.
- 25. LATE CHARGE.** In the event that any payment required to be paid by Tenants hereunder is not made within seven (7) days of when due, Tenants shall be charged a fifty (\$50.00) dollar late fee, in addition to the rent due hereunder.
- 26. ABANDONMENT.** If at any time during the term of this Agreement Tenants abandon the Premises or any part thereof, Landlord may, at Landlord's option, obtain possession of the Premises in the manner provided by law, and without becoming liable to Tenants for damages or for any payment of any kind whatever. Landlord may, at Landlord's discretion, as agent for Tenants, relet the Premises, or any part thereof: for the whole or any part thereof, for the whole or any part of the then unexpired term, and may receive and collect all rent payable by virtue of such reletting, and, at Landlord's option, hold Tenants liable for any difference between the rent that would have been payable under this Agreement during the balance of the unexpired term, if this Agreement had continued in force, and the net rent for such period realized by Landlord by means of such reletting. If Landlord's right of reentry is exercised following abandonment of the Premises by Tenants, then Landlord shall consider any personal property belonging to Tenants and left on the Premises to also have been abandoned, in which case Landlord may dispose of all such personal property in any manner Landlord shall deem proper and Landlord is hereby relieved of all liability for doing so.
- 27. ATTORNEYS' FEES.** Should it become necessary for Landlord to employ an attorney to enforce any of the conditions or covenants hereof, including the collection of rentals or gaining possession of the Premises, Tenants agree to pay all expenses so incurred, including a reasonable attorneys' fee.
- 28. RECORDING OF AGREEMENT.** Tenants shall not record this Agreement on the Public Records of any public office. In the event that Tenants shall record this Agreement, this Agreement shall, at Landlord's option, terminate immediately and Landlord shall be entitled to all rights and remedies that it has at law or in equity.
- 29. GOVERNING LAW; VENUE.** This Agreement shall be governed, construed and interpreted by, through and under the Laws of the State of Colorado. Venue for any disputes shall be in the courts of Summit, County, Colorado.
- 30. SEVERABILITY.** If any provision of this Agreement or the application thereof shall, for any reason and to any extent, be invalid or unenforceable, neither the remainder of this Agreement nor the application of

the provision to other persons, entities or circumstances shall be affected thereby, but instead shall be enforced to the maximum extent permitted by law.

- 31. BINDING EFFECT.** The covenants, obligations and conditions herein contained shall be binding on and inure to the benefit of the heirs, legal representatives, and assigns of the parties hereto.
- 32. DESCRIPTIVE HEADINGS.** The descriptive headings used herein are for convenience of reference only and they are not intended to have any effect whatsoever in determining the rights or obligations of the Landlord or Tenants.
- 33. CONSTRUCTION.** The pronouns used herein shall include, where appropriate, either gender or both, singular and plural.
- 34. NON-WAIVER.** No indulgence, waiver, election or non-election by Landlord under this Agreement shall affect Tenants' duties and liabilities hereunder.
- 35. MODIFICATION.** The parties hereby agree that this document contains the entire agreement between the parties and this Agreement shall not be modified, changed, altered or amended in any way except through a written amendment signed by all of the parties hereto.
- 36. NOTICE.** Any notice required or permitted under this Lease or under state law shall be deemed sufficiently given or served if sent by United States certified mail, return receipt requested, addressed as follows:

If to Landlord to:

Town of Breckenridge
P.O. Box 168
150 Ski Hill Road
Breckenridge, Colorado 80424

Attn: Keely Ambrose, Town Attorney
Telephone number: (970) 547-3117

If to Tenants to:

Justin Thiede & Kate Kerns
PO Box 2693
Breckenridge, Colorado 80424

Justin Thiede: (970) 333-1200
Kate Kerns: (970) 485-4006

37. ADDITIONAL PROVISIONS; DISCLOSURES

Propane tanks get filled on move out; Propane shares adjusted at that time.

As to Landlord this _____ day of _____, 2025.

LANDLORD:

Sign:_____ Print: _____ Date:_____

As to Tenants this _____ day of _____, 2025.

TENANTS (Tenants”)::

Sign:_____ Print: _____ Date:_____

TENANTS (Tenants”)::

Sign:_____ Print: _____ Date:_____

Exhibit A
Improvement Project List

Litte Daisy Project List			
Project	Reference	Cost	Permit
Smoke detectors/CO Dectotors	Main Home Report (MHR) #14	1,000.00	No
GFCI outelts and protectieve electrical wiring	MHR # 15	1,500.00	Yes
Remove cross connection of water drain pipe	MHR # 1	3,500.00	Yes
Interior hand rail	MHR # 3/ COS 5.4, 12.3	2,500.00	Potential
Interior guard rails	MHR #6,#7/ COS 12.3	2,500.00	No
Exterior decks hand Rails & guard rails	MHR #8 ,#9 / COS page 5 & 6 1.4	10,000.00	Yes
Install lags in rim joist/post in ground	COS report page 5, 1.2	400.00	No
Window glazing/ Tape	MHR #10	100.00	No
Remove living accommodations in garage	Safety hazard	OST	No
Remove tree leaning on house	Safety hazard for structure	OST	No
Cantilever beam	COS report page 29, 12.2	?	?
Water testing		?	No
	Total	21,500.00	

500 Prospect Gulch

Site visit notes related to report from COS Inspections Report ID: 20231211-0500 Prospect Gulch-Road

Main Home - In addition to notes and recommendations from report, please see additional -

- 1) Water quality and multiple cross connections noted. Water cistern with multiple pipes connected located on third floor (master bedroom and office location). Atmospheric vented water heater is located in open closet that freely communicates with these spaces. Noted staining on sinks, fixtures and bathtub indicate dissolved solids in water supply. Water conditioning unit has been bypassed and current tenant indicated this unit has not been functional for an extended period of time.

Recommendation - Remove all direct cross connections per 2018 IRC P2902 \$1,500. Isolate water heater in sealed room with adequate combustion air per 2018 IRC M2005.2 \$3,500. The water filtration consists of three cartridge type sediment filters. These are not sufficient if certain dissolved solids, organics and/or bacteria are present. Water testing should be done \$1,500.

Filtration and water conditioning should be provided based on results \$3,500.

- 2) Multiple riser stairway from master bedroom too steep, should be rebuilt with rise and run according to IRC Section R311.7.S. Fairly major structural revisions/accommodation will have to be made to allow for this \$7,500.
- 3) Handrails (too large of a diameter for small hands) and guardrails (too large of gaps, toddlers could slip through) on stairs and rails from master bedroom are all non-compliant and currently present a safety hazard. See 2018 IRC Sections R311.7.8 and R312.1 please \$2,500.

Recommendation - Reconstruct these areas to code.

- 4) The two-riser stairway from kitchen to living room has one riser at 7 1/4" and one riser at 8 1/2". These risers can

only vary 3/8" and both should be less than 7 3/4" per 2018 IRC Section R311.7.5.1, this is a major trip and fall, risk/item \$2,500.

- 5) There is an over 7" open slot beside this two-riser stair mentioned above between the two floors, kitchen vs living room. This slot is only allowed to be 4" so toddlers do not slip through per 2018 IRC Section R311.7.5.1, last sentence \$1,500.

Recommendation - Reconstruct these areas to code.

- 6) Stairway to basement is pretty good, its handrails and guardrails and open risers are not.

Recommendation - Reconstruct its handrails, guardrails and open risers to code \$2,500.

- 7) Interior balcony guardrails have openings over 4" where toddlers could slip through. It is approximately ten feet straight down to the basement/walk out levels concrete floor below. Guards should be made to comply with 2018 IRC Section R312.1 \$2,500.

Recommendation - Reconstruct balcony guardrails to code.

- 8) Exterior decks/balconies guardrails are not to code, per 2018 IRC Section 312.1. There is more than a 4" gap throughout all of them. A simple wire system could be retrofitted to remedy the issue most affordably.

Recommendation - Retrofit wire fencing to outsides of log guardrails throughout \$2,500.

- 9) Master bedroom deck has no guardrails on its edges to prevent falling approximately 10' to the rough grade below.

Recommendation - Construct code worthy guardrails around edges of master deck \$5,000.

- 10) Glazing in hazardous locations per 2018 IRC Section R308.

Recommendation - Provide tempered glazing or safety window film that meets Impact Test per 2018 IRC Section R308.3.1 on low window in elevated bedroom up from far corner of living room \$750.

- 11) Wood stove on lower and upper level and associated vent piping are near combustible construction.

Recommendation - Install appliances and venting per manufacturer specifications \$750.

- 12) Gas stove on lower walk-out level with exhaust installed directly below operable window.

Recommendation - Construct window so that it is permanently fixed closed \$750. Refer to manufacturer installation instructions and 2018 IRC M1504.3.

- 13) One permanent automatic heat source installed.

Recommendation - Depending on interpretation, the code does not require automatic heating in habitable spaces, it is our recommendation that a permanent and automatic thermostatically controlled heat source be installed to meet minimum heating requirements per 2018 IRC Section R303.10 \$12,500.

- r4) Smoke and Carbon Monoxide Detectors non-compliant throughout home. Cheap retro fitted battery type units are all failing.

Recommendation -Install interconnected wireless Bluetooth type smoke detectors per 2018 IRC Section R314 in sleeping rooms, habitable spaces and near cooking appliances. Install interconnected wireless Bluetooth type CO detectors per 2018 IRC Section R315 and CRS38- 45-102 \$1,500.

- 15) Electrical wiring is not protected from physical damage. GFCI in Bathroom not working. Wirenuts exposed, box and fixture were removed and left in dangerous condition.

Recommendation- Protect NM cable per 2023 NEC Section 334.15 with code worthy sleeves or chases. Test all GFCI outlets and repair as needed. Ensure all wiring is terminated in box per 2023 NEC section 300 \$1,500.

- 16) Clothes dryer venting is missing. Install proper clothes dryer venting per Section M1502.1 of the Exhaust Systems Chapter of the 2018 IRC.

Recommendation - Install new code worthy vent \$1,500.

General Recommendations for Main Home Structure - Follow all recommendations from COS report and additional recommendations previously noted in this report.

Total Estimate \$66,000 (with 20% added for inaccuracies and oversights)

500 Prospect Gulch

Site visit notes related to report from COS Inspections Report ID: 20231211-0500 Prospect Gulch-Road

Detached Garage Structure- In addition to notes and recommendations from report, please see additional -

- 1) Back-up generator installed with solar equipment (solar panels on roof- rack mounting undetermined) including battery storage. This is the main power system for the property. Noted 2000 gallon (2 ea. lpg tanks on site - these serve back-up generator, hot water heater, free standing gas stove and oven w/ cooktop). Backup generator exhaust is piped through wall - assuming installation of equipment unknown - but currently this application presents a health hazard to occupants in the garage area and the habitable space on the second floor.

Recommendation - Install back-up generator and associated equipment per 2023 NEC Section 445, including batteries per 2023 NEC Section 480, in a manufacturer approved and code approved location \$7,000. This recommendation should be followed whether the space above the garage remains habitable or is converted to storage. (Follow generator manufacturer installation instructions. Hydrogen is a byproduct of battery charging and should be done in a controlled environment as recommended by the solar/generator/battery manufacturer installation instructions and guidelines)

- 2) Stairs are non-compliant and currently present a safety hazard. 2018 IRC Section R311.7

Recommendation - Stairs are non-compliant and should be removed \$750 and or re-built to code \$2,500. If space above is converted to storage, my recommendation is to remove the stairs and install a fire rated attic ladder that will interface with the minimum 1/2" gypsum board required for fire protection of floors per 2018 IRC R302.13 \$750.

- 3) The habitable space above is not separated from garage per code. 2018 IRC Table R302.6

Recommendation - Habitable space above is not separated from garage per 2018 IRC section R302.6 and should be either 1) altered to storage and fire protect the garage floor with ½" minimum gypsum board \$750 **or** 2) construct new stairs, fire rated ceiling with 5/8 type x gypsum board and fire rated separation door per 2018 IRC section R302.5.1 \$5,000.

- 4) Wood stove on lower and upper level and associated vent piping are near combustible construction and **may** exceed manufacturer specifications.

Recommendations- Install appliances and venting per manufacturer specifications \$750.

- 5) Composting toilet in habitable space above garage.

Recommendation - Remove water closet if space is converted to storage \$250. If habitable space is to remain, install a water closet that meets minimum code requirements per 2018 IRC Section P2712 \$2,500.

- 6) No running water (hot or cold) and proper sanitary drainage to habitable space.

Recommendation - Convert space to storage and remove all habitable space use and convert to storage \$750. If habitable space is to remain, code approved Sanitation per 2018 IRC Section R306 should be installed to provide running water and sanitary drainage. 1) Individual Water Supply and Sewage Disposal per 2018 IRC Section P2602.1 2) Hot water required per 2018 IRC Section P2801.1 \$5,000.

- 7) No permanent automatic heat source installed.

Recommendation - Depending on interpretation, code does not require automatic heating in habitable spaces, if the space does not convert to storage, it is our recommendation that a permanent and automatic thermostatically controlled heat source be installed to meet minimum heating requirements per 2018 IRC Section R303.10 \$6,250.

- 8) Deck guardrails on apartment above garage non-compliant. A simple wire system could be retrofitted to remedy the issue most affordably.

Recommendation - Provide guards per 2018 IRC Section R312.1. Retrofit wire fencing to outsides of log guardrails \$750.

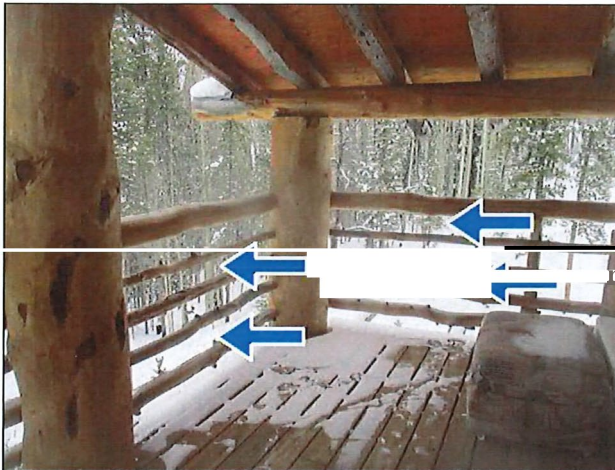
- 9) Smoke and Carbon Monoxide Detectors non-compliant. Cheap retro fitted battery type units are all failing.

Recommendation- Install interconnected wireless Bluetooth type smoke detectors per 2018 IRC Section R314 in sleeping rooms, habitable spaces and near cooking appliances. Install interconnected wireless Bluetooth type CO detectors per 2018 IRC Section R315 and CRS 38-45- 102 \$750.

General Recommendations for Detached Garage Structure - May want to remove Habitable space. Follow all recommendations from COS report and additional recommendations previously noted in this report.

Total Estimate Remove Apartment/Storage Only \$22,500 (with 20% added for inaccuracies and oversights)

Total Estimate Leave Habitable Space Upstairs Intact \$36,500 (with 20% added for inaccuracies and oversights)



1.4 Rail spacing.



1.4 Install guardrail.

2. Garage

2.3 Ceiling

There is livable space above garage. There is no 5/8" drywall on garage ceiling for required fire separation. There is not a 20 minute rated door between livable space and garage. Stairs and railings do not meet today's standards. Have qualified contractor correct for occupant safety.

5. Basement/Structure

5.4 Basement Stairway

Install grippable handrail for occupant safety.

Space between balusters/rungs/railings could be hazardous to a small child. Recommend upgrading. Today's standards call for smaller openings throughout.

Have qualified contractor repair the above items for occupant safety.



5.4 Rail spacing.

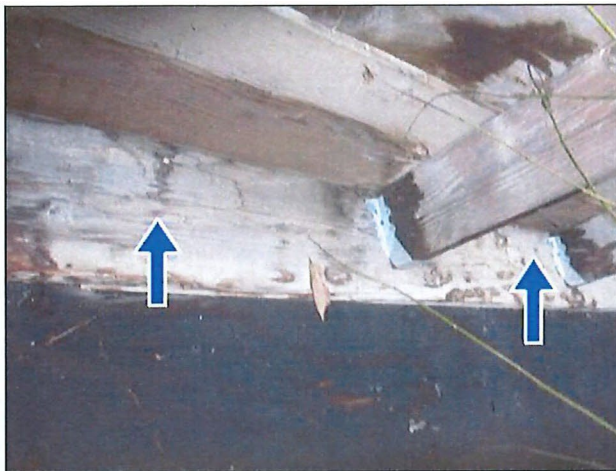


5.4 Install grippable handrail.

5.10 Post

Posts are bearing on wood timbers, concrete pad is typical. Have qualified contractor correct for proper use.

0500 Prospect Gulch Road



1.2 Install lags in rim joist.



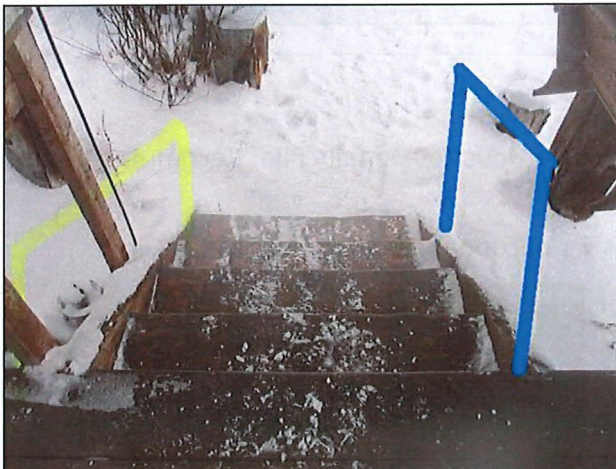
1.2 Post in ground.

1.4 Railing

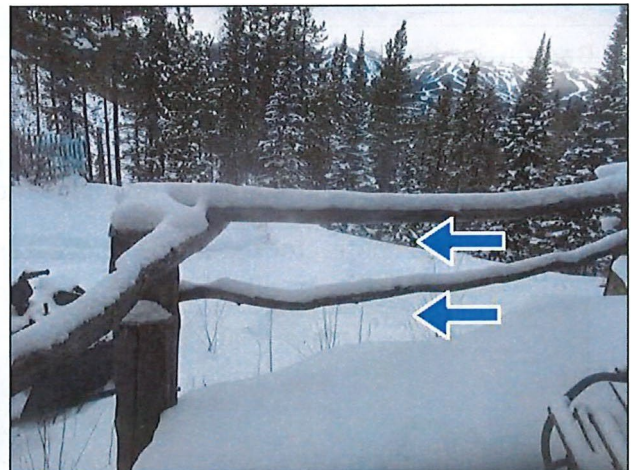
(1) Space between balusters/rungs/railings could be hazardous to a small child. Recommend grading. Today's standards call for smaller openings throughout.

Install grippable handrail as required for safety on all exterior stairs with 4 risers or more. Install guardrails on upper deck.

Have qualified contractor correct the above items for occupant safety.



1.4 Install grippable handrail.



1.4 Rail spacing.

Install grippable handrail for occupant safety.

Stairs do not meet today's standards.

Space between balusters/rungs/railings and stair treads could be hazardous to a small child. Recommend upgrading. Today's standards call for smaller openings.

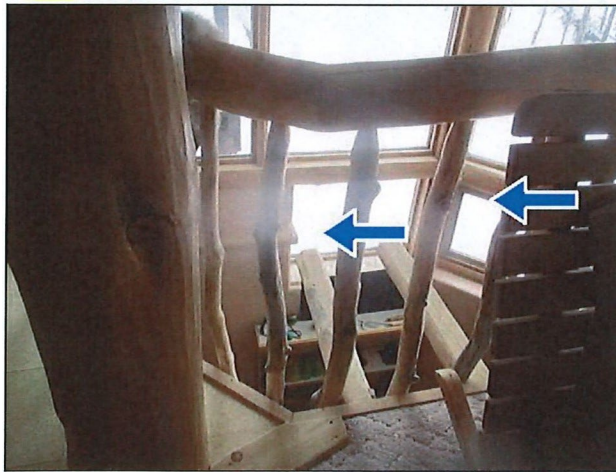
Have qualified contractor correct the above items for occupant safety.



12.3 Steep stairs.



12.3 Rail spacing and install grippable handrail.



12.3 Rail spacing.

12.4 Window

Type: Casement, Wood, Fixed, Thermal, Sliding

Comments:

There is evidence of prior moisture on window frames, casings and sills, most likely from condensation which is typical in this environment. Keep all wood surfaces sealed to prolong life expectancy.

House contains windows with thermal seals. These seals can crack or break at anytime. Check all seals again during walk through to ensure the seals are not cracked. At times it is difficult to detect moisture between panes due to lighting, barometric and humidity levels. No moisture detected between panes at time of inspection.

12.5 Door

There are water marks in places, dry at time of inspection. Ask existing owner for history.

Upper bedroom beam is spliced with cantilever beam below supporting splice, not typical. Have qualified contractor evaluate and advise. Does not appear to be settling.



12.2 Water marks.



12.2 Water marks.

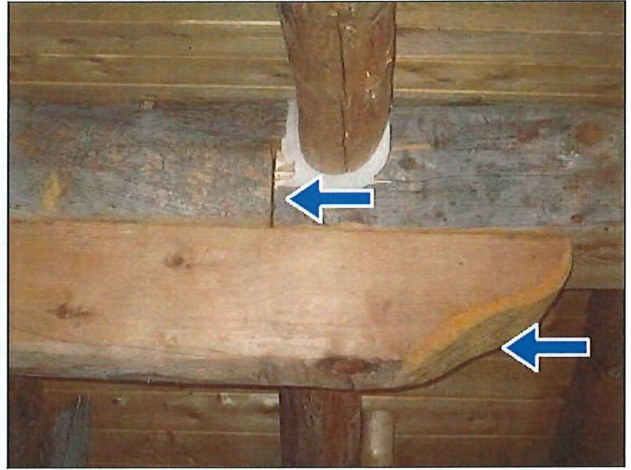


Exhibit B Recommended Maintenance for Solar

From the previous owner: The Premises uses only solar power from the sun shining during the day. Batteries store excess power for use when cloudy or at night.

Please refrain from using microwave, electric space heater, electric pop corn popper, toaster, and other electrical devices that produce heat or have heavy demand.

Washer/dryer, and as much as possible the well pump, should only operate during full sun or when the generator is on.

Important! The solar batteries put off hydrogen gas above 56V charging.

This can be from the sun or generator.

Hydrogen is odorless tasteless explosive gas.

Crack doors to allow hydrogen gas to escape, either when sun is charging or genset.

Batteries perform best, however when they are 70 deg.

Solar panels charge best when they are cold.

Can run genset for short time by programming run time to whatever, then it will go to float and can shutoff generator manually.

Check Batter water monthly before Equalize.

Equalize every 3 months or as needed.

Charge controller charges batteries with solar panels.

Inverter charges batteries with generator.

Both have equalize setting 61.9 Bulk 58 Float 54.

Do not equalize with charge controller/solar.

To equalize with generator:

Press [] button for R button (I)

Turn on 60 amp breaker on generator

Turn inverter green button to EQ, it should be for 2 hours & go to float, turn generator off & set generator green button to off

Colorado Energy Systems 970.456.5234 Glenwood Springs

Ian - cell 303.817.7789

Dave - cell 970.948.1183



Memo

To: Town Council
From: Shannon Haynes, Town Manager
Date: March 3rd, 2025 (for 3/11/2025 Council meeting)
Subject: Resolution Consenting to Summit Combined Housing Authority (SCHA) Participation in the Colorado Intergovernmental Risk Sharing Agency (CIRSA)

Town Council Goals (Check all that apply)

- | | |
|--|--|
| ☐ More Boots & Bikes, Less Cars | ☐ Leading Environmental Stewardship |
| ☐ Deliver a Balanced Year-Round Economy | ☐ Hometown Feel & Authentic Character |
| ☒ Organizational Need | |

Summary

The Summit Combined Housing Authority (SCHA) would like to utilize the Colorado Intergovernmental Risk Sharing Agency (CIRSA) for insurance purposes. The CIRSA General Counsel has determined that SCHA is eligible and as a non-municipal member they must have the sponsorship/consent of a current member municipality. It is Staff's recommendation that the Town of Breckenridge sponsor SCHA's participate in CIRSA.

Background

The Towns of Breckenridge, Frisco, Silverthorne, Dillon, and Keystone, and Summit County Government (SCG), are the members of SCHA. Though operated under the umbrella of SCG, SCHA is responsible for providing their own liability insurance. SCHA has contracted private insurance in the past and would like to contract with CIRSA for insurance going forward.

Public outreach/engagement

No public outreach or engagement is needed.

Financial Implications

The Town as a member of SCHA contributes funding towards operational costs. There are no additional costs and no risks or burdens for the Town based on this resolution.

Equity Lens

While the Equity Lens is difficult to apply in this situation, Town staff do look to the lens for guidance and to evaluate decisions as they support and advise SCHA in their work.

Staff Recommendation

Staff recommends Council adopt the attached Resolution consenting to SCHA participate in CIRSA. Staff will be available at the March 11th Council meeting to answer any questions.

1 RESOLUTION NO. ____

2
3 Series 2025

4
5 **A RESOLUTION CONSENTING TO PARTICIPATION BY THE SUMMIT**
6 **COMBINED HOUSING AUTHORITY IN THE COLORADO**
7 **INTERGOVERNMENTAL RISK SHARING AGENCY**

8 WHEREAS, the Town of Breckenridge ("Town") is a member of the Colorado
9 Intergovernmental Risk Sharing Agency ("CIRSA"), a public entity self-insurance pool
10 providing property/casualty coverage, workers' compensation coverage, or both, to its
11 members; and

12 WHEREAS, the Summit Combined Housing Authority ("SCHA") is a public entity
13 as said term is defined in C.R.S. Section 24-10-103.5 (other than the state, a county, a
14 city and county, or a school district); and

15 WHEREAS, the Town has in effect with SCHA an intergovernmental agreement
16 for the provision of one or more functions, services, or facilities lawfully authorized to
17 both the Town and SCHA; and

18 WHEREAS, SCHA has made application for membership in CIRSA; and

19 WHEREAS, the Town desires to consent to SCHA's membership in CIRSA.

20
21 **NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE**
22 **TOWN OF BRECKENRIDGE, COLORADO:**

23
24 **Section 1.** The Town Council of the Town of Breckenridge hereby consents to
25 participation by SCHA in CIRSA.

26 **Section 2.** A copy of this Resolution shall be forward to SCHA and to CIRSA.

27 **Section 3.** This resolution is effective upon adoption.

28 RESOLUTION APPROVED AND ADOPTED this ____ day of ____, 2025.

29
30 TOWN OF BRECKENRIDGE

31
32
33
34 By: _____
35 Kelly Owens
36

1 ATTEST:
2
3
4
5

6 _____
7 Helen Cospolich, CMC,
8 Town Clerk

9 APPROVED IN FORM
10
11
12
13

14 _____
15 Town Attorney Date
16
17
18
19



Memo

To: Town Council
From: Shannon Smith, Town Engineer
Date: 3/5/2025 (for 3/11/2025 work session)
Subject: Public Projects Update

Kingdom Park Ballfield Pavillion Improvements

The Ballfield Pavillion project looks to improve the space between the two artificial turf fields from the recreation path to the east to the parking lot to the west. The project scope includes demolishing the existing restroom and pavilion structure, re-grading the site to meet ADA requirements, constructing a new restroom and shade structure, installing batting cages, improving viewing and seating locations, and creating a safer vehicular entry to the parking lot.

Proposed Project Scope Increase: Town staff is recommending the removal of the existing playground equipment, located adjacent to the south ballfield, be added to the 2025 project. Upon additional investigation, it has been found that the playground does not meet all current safety standards and there is failure of some of the play features due to the aging plastic. Removing the playground equipment will also allow for a more direct ADA pathway to the south ballfield to be constructed in phase one of the project. The design team and staff are proposing to install artificial turf in the playground area until there are funds available to install a new play structure.

Schedule: The design team is currently progressing the design to include feedback from Town Staff regarding operations, maintenance, and value engineering. A public outreach event is being led by Recreation staff on Tuesday, March 4 from 5:30 to 6:30pm at the Recreation Center. A contractor is anticipated to be selected in March and construction is anticipated to begin in June.

Budget: The 2025 CIP has a current budget placeholder of \$1,000,000 for the project. As discussed at previous work sessions, a significant budget increase is expected due to the need to demo and replace the existing restroom facility and the direction to move the shade structure into the first phase of the project. Cost estimating will be completed by the contractor for Council review and approval prior to awarding a construction contract.

Project Funding	
2024 CIP (design)	\$300,000
2025 CIP (construction)	\$1,000,000
TOTAL Funding	\$1,300,000

Question for Council: Does Council agree with increasing the scope of the project and removing the existing playground structure in phase one of the project?

Broken Lance Culvert Bridge and Drainage Project

This large infrastructure project in the Warrior’s Mark neighborhood includes replacing aging culverts that pass the Blue River under Broken Lance Drive with a single-span concrete culvert bridge, replacing water mains, constructing a seepage diversion trench to divert groundwater from the road subgrade, storm sewer installation, bus stop improvements, and reconstruction of the roadway.

Schedule: The contractor, Schofield Excavation, is currently reviewing the project plan set to incorporate any needed changes, additions, or value-engineering deductions to the final construction documents. A final unit-price contract was awarded to the contractor in February.

Staff is developing online resources for residents and planning to host in-person meetings to share information about the project. Negotiations are ongoing with property owners where temporary and permanent easements are needed for the project.

Budget: The project includes funding from the Capital Fund and Water Utility Fund.

Project Funding	
Prior Years Budget Rollover	\$850,000
2025 CIP	\$6,650,000
2025 Water Fund CIP	\$3,916,000
TOTAL Funding	\$11,416,000

Asphalt and Concrete Repair Project

The asphalt and concrete repair project is an annual project that funds large roadway repairs, generally using a 2" mill and asphalt overlay or full-depth reconstruction when required, and concrete replacement including curb, gutter, sidewalks, and curb ramps. Proposed repair locations for the 2025 project include N. French Street between Park Avenue and Main Street, S. French Street between Washington Avenue and Jefferson Avenue, Washington Avenue, the Main Street/Park Avenue roundabout, Highwood Circle, Settlers Drive, Willow Lane, Red Feather Road, and Tomahawk Lane. Concrete work will include damaged concrete adjacent to the asphalt repairs including upgrades to curb ramps to meet ADA standards, the sidewalk in from of La Cima Mall, and other locations as budget allows.

Schedule: Work is scheduled to begin May 1, 2025 (weather permitting). Columbine Hills Construction has been awarded the project.

Budget: The project includes funding from the Capital Fund for the asphalt and concrete repairs, as well as funding reserved for upgrades to ROW infrastructure for ADA compliance.

Project Funding	
2025 CIP- Asphalt & Concrete	\$3,000,000
2025 CIP- ADA Compliance	\$300,000
TOTAL Funding	\$3,300,000

Blue River Pathways: Corridor Structure Design

The Riverwalk Corridor Structures Design Project includes a feasibility study and design of underpasses and bridges for key crossings of the recreation path in the downtown corridor. Per the master plan, the crossings being considered are Watson Avenue and Ski Hill Road, the Ice House bridge replacement, and an additional pedestrian bridge connecting the Gaymon Cabin to the rec path near the North Gondola Lot. The feasibility and schematic design phases of the project will inform the constructability of different structure types and allow for the prioritization of future capital projects. At the Town's discretion, selected locations could be brought to full design or omitted from the project. To achieve the project goals of increasing safety and creating a connected bikeway/shared use path through the downtown corridor, all crossing locations will need improvements and the Ice House bridge will need to be replaced. The new pedestrian bridge at the Gaymon Cabin is considered the lowest priority for implementation of the project goals.

Budget:

This project is funded through a Colorado Department of Transportation Multimodal Option Fund (MMOF) grant with a 50% local funding match requirement. While the MMOF funds awarded for the project were pass-through federal

American Rescue Plan Act (ARPA) funds, in August 2024 the Joint Budget Committee of the General Assembly and Governor's Office made the decision to refinance most of the state's remaining ARPA with state funds "to protect the State of Colorado from having the funds return to the federal government either through lapse, reversion, or changing policies and legislation" through House Bill 2024-1466. The funding for this project was included in the refinancing measure of this bill.

Project Funding	
2024 CIP	\$675,000
MMOF CDOT Grant	\$675,000
TOTAL Funding	\$1,350,000



Memo

To: Town Council
From: Mobility Staff
Date: 3/5/2025 (for 3/11/2025 work session)
Subject: Mobility Update

Free Ride Update:

Ridership for February trended slightly higher than the same period last year, with year to date off by 2.2%. The Green route is seeing incredible growth at Vista Verde, Gold Run Nordic Center, and Shores Lane. The Trolley route is seeing strong ridership at the Ice Rink, Blue River Plaza, and The Atrium. The Gold Express route has a notable decline in ridership, and the data shows it has dropped significantly at the downhill stops on Ski Hill Road while their corresponding uphill stops are still flat. The decreases at downhill stops are Peak 7, Gold Camp, and the Nordic Center. This trend may indicate riders are finding alternative methods to travel into town but still utilizing the Free Ride for the uphill return trip.

Route	February				YTD			
	Feb '25	Feb '24	+/-	%	2025	2024	+/-	%
Gold	7,129	8,402	-1,273	-15.2%	13,923	17,565	-3,642	-20.7%
Green	10,015	3,759	6,256	166.4%	19,909	8,453	11,456	135.5%
Brown	71,367	75,246	-3,879	-5.2%	144,962	154,594	-9,632	-6.2%
Trolley	9,441	7,777	1,664	21.4%	20,418	16,933	3,485	20.6%
Purple A	12,032	13,850	-1,818	-13.1%	24,212	26,956	-2,744	-10.2%
Yellow	72,119	70,755	1,364	1.9%	140,389	147,068	-6,679	-4.5%
Purple B	10,418	10,581	-163	-1.5%	20,603	21,370	-767	-3.6%
TOTALS	192,521	190,370	2,151	1.1%	384,416	392,939	-8,523	-2.2%

Aligning with the closure of the Beaver Run chairlift on April 13th, the Free Ride will transition to our summer service schedule on April 14th. This closure moves the bus stops from the upper parking lot of Beaver Run to the street adjacent. This schedule adjustment times well with our seasonal staff plans to depart. The summer offering will look like this:

- Grey on 20-minute headways
- Purple A and B all day/night (this is a change from last summer)
- Trolley 8am to 8pm
- Gold operated by the Free Ride all day/night (this is a change from previous years when BSR operated the Gold route during their summer operating hours)
- Green on 30-minute headways, adding the Vista Verde 2 stop and returning to the Transit Center via Highway 9 instead of Valley Brook and Airport Road where we see the least number of alightings. This route will now stop at the Highway 9 Summit Stage stop for the Rec Center

Parking:

Digital renderings of the two new international parking “P” signs to be installed at the South Gondola Garage:



In the month of February, **South Gondola Garage** saw an average of 616 parking sessions per day, this is 64% of its total capacity of 958. This is a 4% increase over January, there is also a slight increase in length of stay month over month. We did note a slight decrease in Multi Zone Parking Sessions month over month, but the data for the two months did not come through as an apples-to-apples comparison, so we will work on that for the next update. New this month is a chart showing violation numbers:

Town of Breckenridge Parking - South Gondola Garage



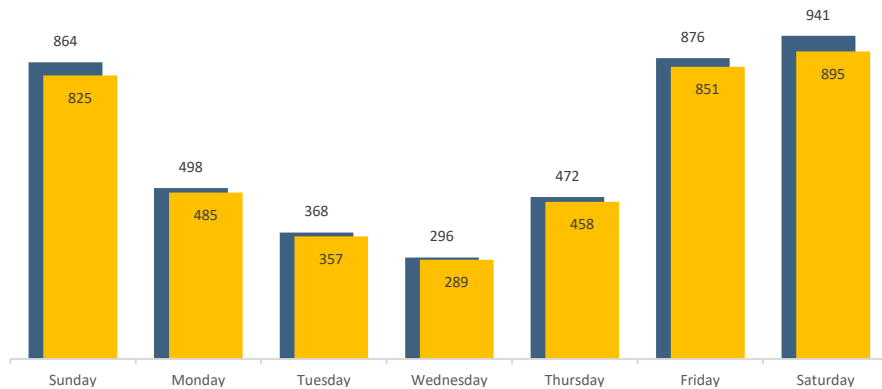
OPTIMAL SPACE UTILIZATION ANALYSIS

February 2025

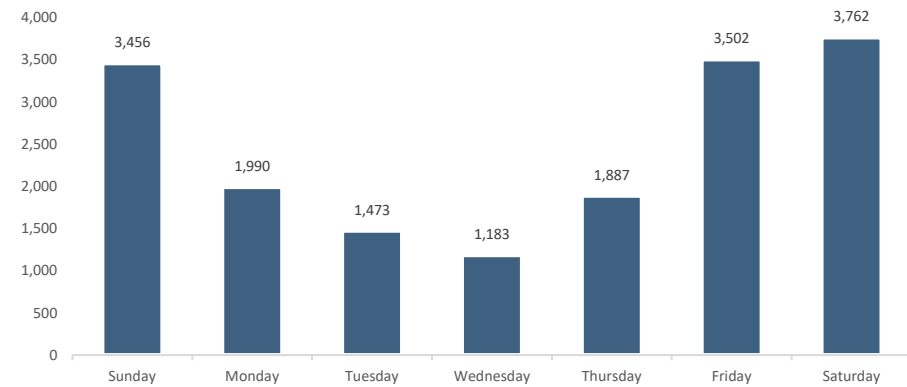
Parking Sessions

Total parking sessions	17,253
Total Distinct Visitors	13,728
Average Daily Parking Sessions	616

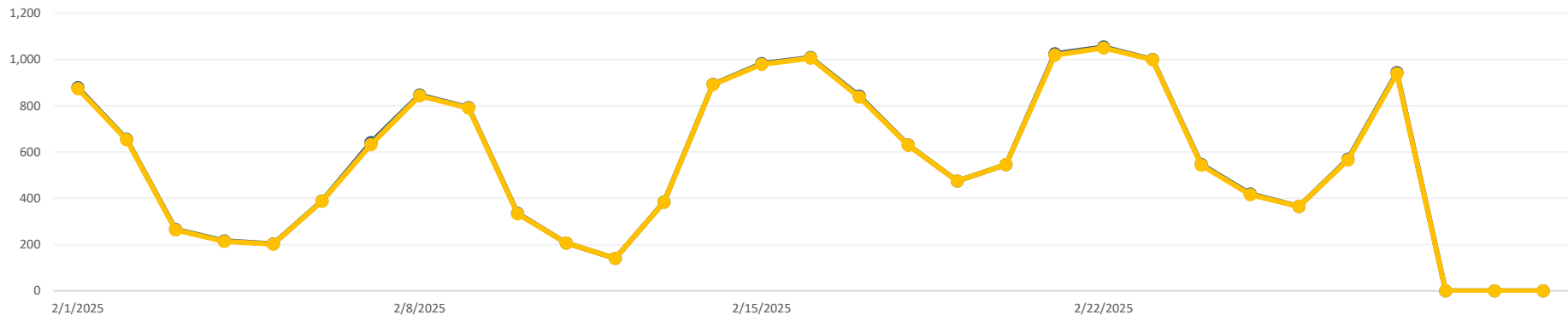
Average Parking Sessions Count and Average Distinct Visitors Count by Day of Week



Total Parking Sessions by Day of Week
All sessions in period by day of week



All Parking Sessions and Distinct Visitors by Date



* Customer Operational Purposes Only - Adjustments for Credit Card Authorizations and Bank Reconciliations will be made separately

Town of Breckenridge Parking - South Gondola Garage



OPTIMAL SPACE UTILIZATION ANALYSIS

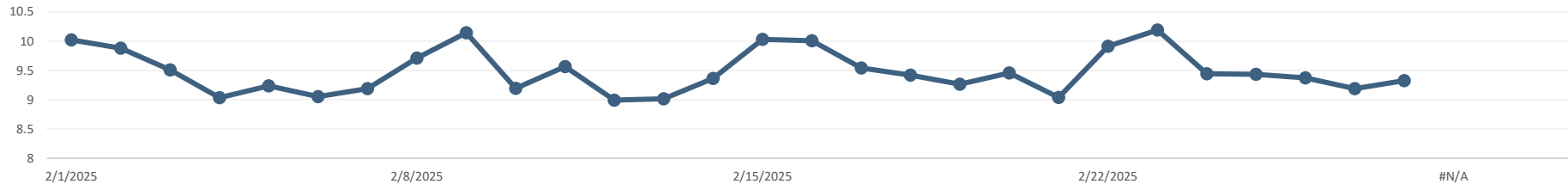
February 2025

Duration and Time

Average Duration of parking Sessions (hrs)

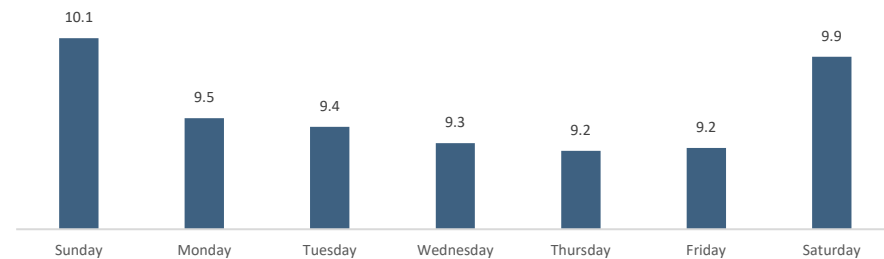
10

Average Duration of parking Sessions (hrs)

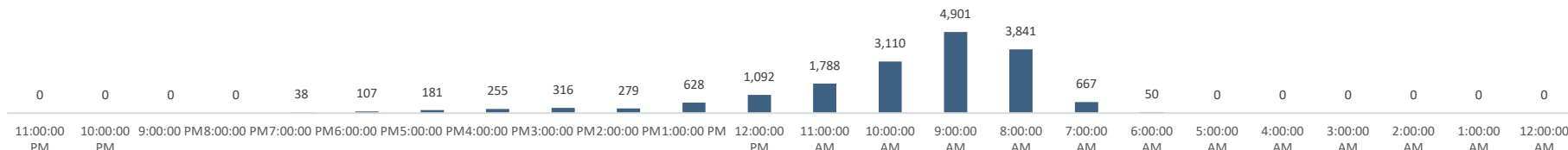


What Time Visitors Arrive by Day of Week							
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
12:00:00 AM	0	0	0	0	0	0	0
1:00:00 AM	0	0	0	0	0	0	0
2:00:00 AM	0	0	0	0	0	0	0
3:00:00 AM	0	0	0	0	0	0	0
4:00:00 AM	0	0	0	0	0	0	0
5:00:00 AM	0	0	0	0	0	0	0
6:00:00 AM	20	3	0	2	2	2	21
7:00:00 AM	221	39	27	23	32	94	231
8:00:00 AM	961	379	301	189	291	543	1,177
9:00:00 AM	1,153	485	380	293	425	876	1,289
10:00:00 AM	492	488	300	240	450	820	320
11:00:00 AM	145	273	220	207	335	523	85
12:00:00 PM	186	130	99	104	150	236	187
1:00:00 PM	120	79	31	53	62	138	145
2:00:00 PM	44	29	26	19	33	49	79
3:00:00 PM	47	33	33	19	39	71	74
4:00:00 PM	39	22	29	23	39	48	55
5:00:00 PM	17	18	17	8	19	46	56
6:00:00 PM	8	8	9	3	8	43	28
7:00:00 PM	3	4	1	0	2	13	15
8:00:00 PM	0	0	0	0	0	0	0
9:00:00 PM	0	0	0	0	0	0	0
10:00:00 PM	0	0	0	0	0	0	0
11:00:00 PM	0	0	0	0	0	0	0

Average Parking Session Duration by Day of Week (hrs)



What Time Visitors Arrive



* Customer Operational Purposes Only - Adjustments for Credit Card Authorizations and Bank Reconciliations will be made separately

Town of Breckenridge Parking - South Gondola Garage



OPTIMAL SPACE UTILIZATION ANALYSIS

February 2025

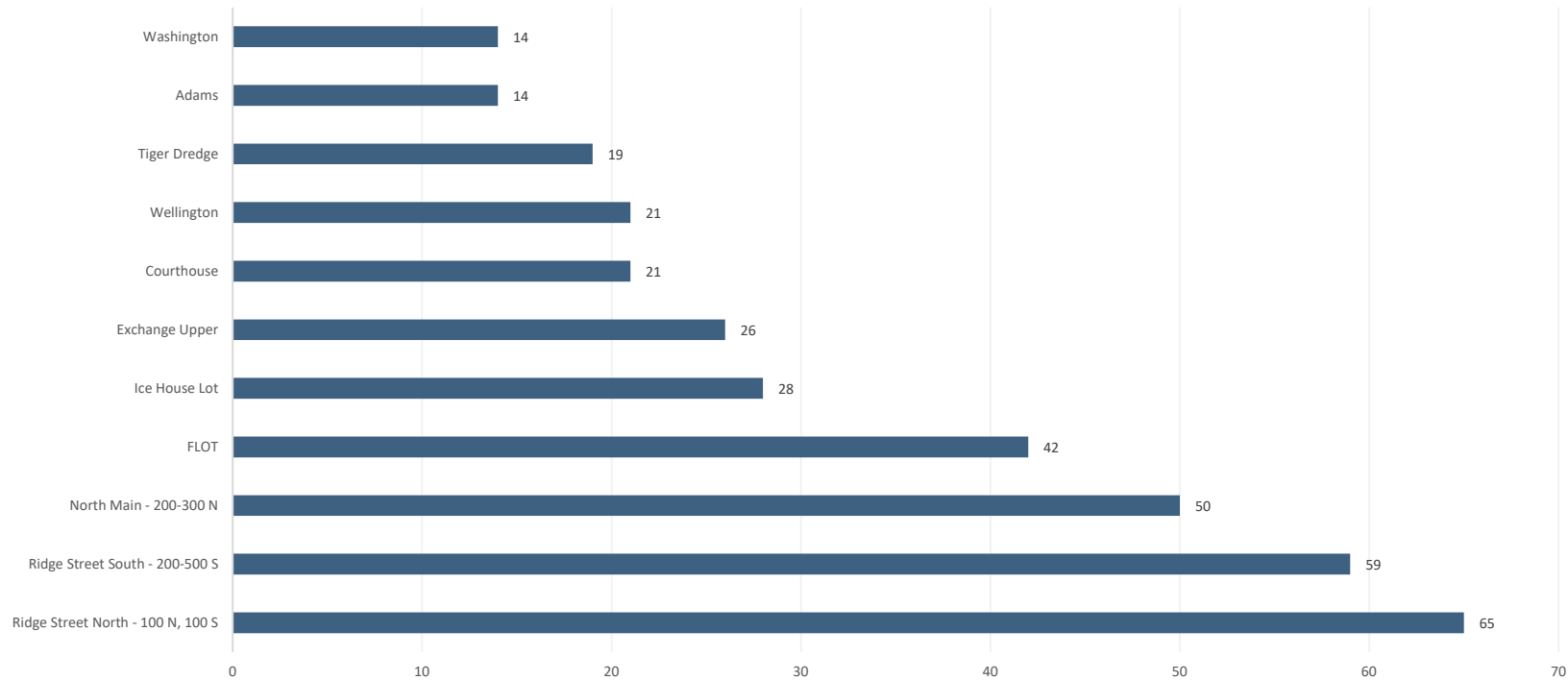
Multi Parking Session Visitors

Multi Parking Sessions SGG

722

*Of all visitors who parked in SGG, how many parked in another zone the same day

South Gondola Garage Visitors also visited these zones in the same day



* Customer Operational Purposes Only - Adjustments for Credit Card Authorizations and Bank Reconciliations will be made separately

Town of Breckenridge Parking - South Gondola Garage

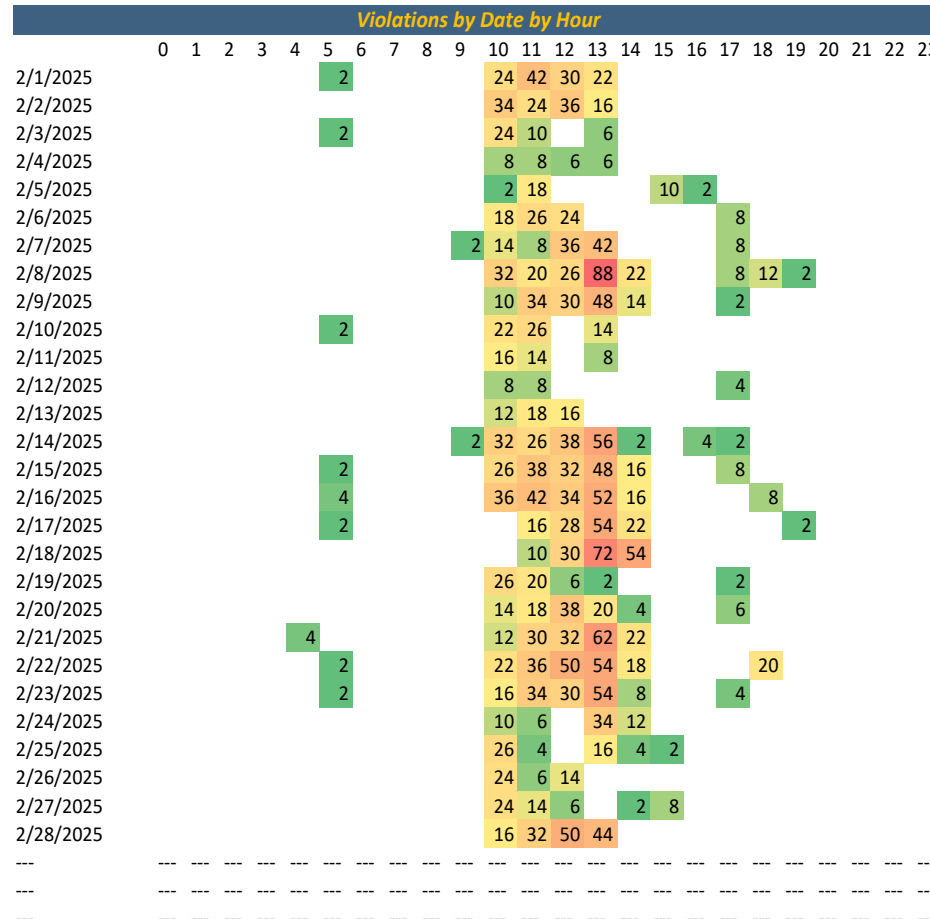


OPTIMAL SPACE UTILIZATION ANALYSIS

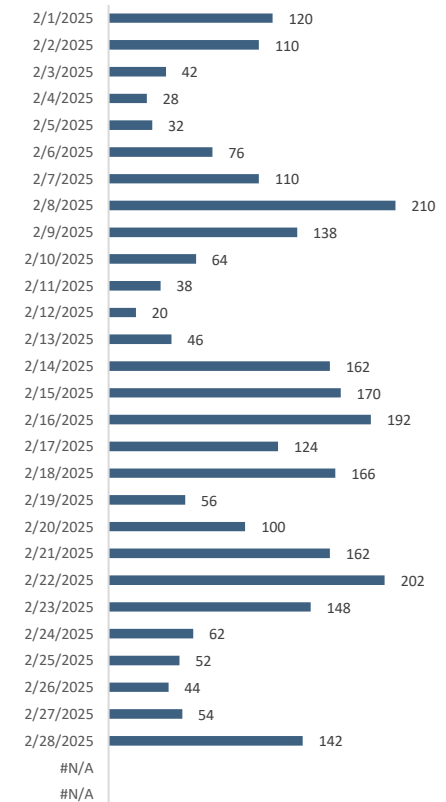
February 2025

Violations

Total Violations	2,870
Distinct Violators	1,387
Repeat Violators	1,387



Violations by Date





Memo

To: Town Council
From: Sustainability Staff + Building Staff
Date: 3/11/25
Subject: Sustainability Update

Materials Management

Plastics

Staff met with members of the Starbucks Government Affairs and Public Policy division. It was a productive conversation, and the Breckenridge location is now compliant with the Town's Plastic Reduction Ordinance. Staff will continue conducting weekly audits of businesses and provide resources and technical assistance as necessary.

PAYT/URO

Staff continue to identify properties without recycling services and are scheduling site visits as needed. HC3 is scheduling meetings with haulers in advance of the June 1st deadline to ensure compliance and help align communications with the public on URO requirements for their commercial customers. Meetings are scheduled the week of March 17th.

Energy

Motion to intervene in Xcel's *Mountain Energy Project* PUC filing

Staff is finalizing the scope of work with Synapse Energy, the consultant assisting the Mountain Communities Coalition with the PUC proceeding for the Mountain Energy Project (MEP). In addition, the first procedural review of the MEP application occurred on February 26th during which the proceeding was assigned to Commissioner Gilman instead of the Administrative Law Judge. This indicates a level of complexity and interest by the Commission to review this proceeding closely instead of assigning it to staff. The next step is for Commissioner Gilman to rule on the intervention motions and other procedural issues including timeline.

Building Energy Code

The Chief Building Official will be providing an update to Council on the contractor kick off and other details of the energy code adoption at the March 11th work session.

Mobility

E-Delivery Pilot

The E-Delivery pilot has continued reducing the volume of large delivery trucks in the downtown core. Recently, US Foods was added as a participating distributor into the pilot program and began routing their trucks to the dock on Monday, March 3rd. 106West continues to evaluate opportunities for additional distributors to participate in the program, where capacities allow.

At staff's request, 106West has begun backhauling cardboard from certain retail stores in the downtown area, diverting those materials from the shared material management enclosures and taking them to a dedicated cardboard roll-off adjacent to the dock. The goal of this effort is to see if we can divert enough cardboard from the shared enclosures, to be able to downsize the recycling and trash containers in order to create space to add compost dumpsters. Town staff will be monitoring the enclosures over the next 6 weeks to determine if this approach worked or not.

The Colorado Circular Communities (C3) grant, formerly the Recycling Resources and Economic Opportunity (RREO) grant, recently opened for applications. This grant, authorized by HB24-1449 provides money from fees paid by solid waste disposal at Colorado landfills. The Town is putting together a proposal to assist with the operations and equipment of the E-Delivery and Material Management program. Staff believes there is a good story to be told regarding the circularity of bringing food and beverage product into town and capturing packaging for recycling on the backend while reducing GHGs from large truck transportation.

Summit Stage
April 24th, 2024
Transit Board Meeting

Notes from current meeting:

- A representative from CMC made public comment requesting the board consider transportation options between the CMC campuses in the county. Information about the X-Flyer was given to the community member and Stage staff will discuss if there are any further ideas to increase service between the two campuses.
- The Transit Operations Center project is progressing as scheduled with groundbreaking as early as early summer 2025. Project costs have increased slightly, the BOCC approved the project be built as designed.
- Microtransit- A final recommendation for the pilot program was brought to the board. The board approved the pilot be rolled out in the Dillon/Silverthorne area. This recommendation will be taken to the BOCC for final approval and contract signing. The pilot will be for 1 year, with check-ins quarterly to adjust as needed. The BOCC member representing Breckenridge stated they believed the pilot would be most successful in Breckenridge and felt that Breckenridge is being “punished” for investing in the Breck Free Ride. While supportive of the recommended pilot, they did want to make the above statement.

Ridership:

- Total January 2025 fixed-route ridership was 159,265. A 6.3% increase from January 2024 ridership of 149,870.
- Ridership changes by Route January 2025 vs. January 2024:

Route	% Difference (Gain / Loss)
Breckenridge - Frisco	9.4%
Frisco - Silverthorne	-3.5%
Copper - Frisco	23.3%
Keystone/Dillon/Silverthorne	7.5%
SMF (X-Flyer)	10.8%
Boreas Pass Loop	25.4%
Free Ride Purple Contract	-4.2%
Silverthorne Loop	3.1%
Wilderness Loop	-8.9%
Blue River Commuter	-77.7%
Lake County Commuter	-15.1%
Park County Commuter	27.5%
Total	6.3%



TRANSIT DEPARTMENT

970.668.0999 ph | 970.668.4165 f
www.SummitStage.com

0222 County Shops Rd. | PO Box 2179
Frisco, CO 80443

AGENDA

Summit County Transit Board Meeting

8:15am Wednesday, February 26th, 2025

In Person at the Senior Center, Loveland Room, 83 Nancy's Place Frisco, CO 80443

Breakfast Items Provided

I. Welcome and Introductions

II. Approval of Minutes

Motion____ 2nd____ Approved____ Rejected____

III. Agenda Changes

Motion____ 2nd____ Approved____ Rejected____

IV. Recognition of Guests and Public Comment

V. Monthly Update Items

- a. Financial Report and Sales Tax Information (Chris Lubbers) 5 minutes
- b. Operations Report (Alex Soto) 5 minutes

VI. Agenda Items

- a. Project Update – Transit Operations Center (Chris Lubbers) 10 minutes
- b. Planning Update (Ann Findley) 45 minutes
 - i. *Action Item* Proposed Microtransit Pilot Area (Dillon/Silverthorne)
 - ii. Microtransit Operations and Communication Plan

VII. Adjournment

Motion____ 2nd____ Approved____ Rejected____

SUMMIT COUNTY TRANSIT BOARD MONTHLY MEETING

Wednesday, December 11, 2024, 8:15 a.m.

SUMMARY MINUTES

I. CALL TO ORDER

The monthly meeting of the Summit County Transit Board on Wednesday, December 11, 2024, was called to order by Chris Lubbers, Transit Director at 8:15 a.m.

II. ROLL CALL

Board Members present and answered to the roll call were:

Matt Hulsey (remotely) Chair – Town of Breckenridge
Becky Bowers - Upper Blue Basin (At Large Member)
Tony Camarata (remotely) – Arapahoe Basin Ski Resort
Tom Daugherty – Town of Silverthorne
John DeBee (remotely) – Town of Blue River
Katrina Doerfler - Lower Blue Basin (At Large Member)
Tyler Fielder – Breckenridge Ski Resort
Cindi Gillespie (remotely) – Copper Mountain Ski Resort
Kyle Hendricks – Town of Dillon
Brayden Hicks – Keystone Ski Resort
Lindsay Hirsh– Town of Keystone
Susan Juergensmeier– Snake River Basin (At Large)
Carol Kerr– Town of Keystone
Eric Mamula – Summit County
Chris McGinnis – Town of Frisco

Guests present: Miriam Garcia, Mountain Dreamers, Summit Cove; Sebastian Lora and Emily Yates, (remotely) Via Transportation.

Staff present: Chris Lubbers, Transit Director; Donald Overbeek, Shift Supervisor; Ann Findley, Planner and Vivian Pershing, Admin.

III. APPROVAL OF MINUTES AND AGENDA

The minutes from the October 30, 2024 Summit County Transit Board monthly meeting and December 11, 2024 meeting agenda were reviewed. Kyle Hendricks moved to approve the minutes and agenda, second by Tom Daugherty. Motions carried.

IV. RECOGNITION OF GUESTS AND PUBLIC COMMENTS

Guests were recognized and welcomed.

V. MONTHLY UPDATE ITEMS

A. Financial Report

Chris Lubbers discussed the Transit Financial Summary and Budget Report in detail, regarding current revenue, labor, administration/office, capital and fleet replacement, operation and maintenance, safety,

training and recognition along with beginning and ending fund balances. A budget statement of current and previous year operating revenue and expenses for expended year-to-date to November 30, 2024, Sales Tax Analysis since August and available budget percentages were given. Financial Report was approved.

B. Operations and Maintenance Reports

Donald Overbeek discussed the Transit Operations Summary in detail, focusing on bus operator staffing, training, recruiting efforts, and safety metrics. November fixed-route passenger counts, and ridership changes by route indicated a 0.7% increase, primarily in Copper Mountain, Lake and Park County Commuters and Breckenridge/Boreas Pass Loop and Frisco routes. Guests per hour were 16-29 for Town-to-Town routes, 12 average for Town-to-Resort routes, 8-12 for Residential routes and 8.4 average for Commuter routes. Mountain Mobility/Para Transit guests have increased 9.7%. Maintenance technician staffing, work orders, bus and para transit availability, in and out of contract availability percentages, warranty issues, road calls, costs, preventative maintenance, bus performance (bus mileage and age), parts availability and budget impact were reviewed. The Operations and Maintenance Reports were approved unanimously by the board present.

C. Planning Update

Ann Findley reported on progress of plans with a micro transit app, name and community zones. Sebastian Lora and Emily Yates of Via, the micro transit operator, mentioned turnkey details regarding implementation, software, driver training, fleet management and micro transit benefits of increased ridership. Eric Mamula moved to prioritize workforce for micro transit, second by Katrina Doerfler. Motion passed.

D. Agenda Items

Mr. Lubbers tabled for next meeting on the discussion of Board advocacy and representation of underserved, transit-dependent neighborhoods, as well as progress being made on an RTA establishment for the Nov. 2026 election with the scope bringing growth in ridership and a broader view of resources for Summit County to include roads, bridges and improvement districts.

VI. ADJOURNMENT

The meeting was adjourned at 9:50 a.m.

Summit Stage Ridership

Fixed Routes

	Fixed Routes												
	January 2024 and 2025 Compared						% change	January 2024 and 2025 Y-T-D					
	2024			2025			2024 to	2024			2025		
	Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour	2025	Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour
Town-To-Town Routes:			T-T std. = 22			T-T std. = 22				T-T std. = 22			T-T std. = 22
Breckenridge-Frisco	27,447	808.6	33.9	29,470	808.6	36.4	7.4%	36,627	785.3	46.6	29,470	808.6	36.4
Frisco-Silverthorne	18,276	496.0	36.8	17,633	496.0	35.6	-3.5%	22,592	480.5	47.0	17,633	496.0	35.6
T-T Subtotal	45,723	1304.6	35.0	47,103	1304.6	36.1		59,219	1,265.8	46.8	47,103	1,304.6	36.1
Town-To-Resort Routes:			T-R std. = 22			T-R std. = 22				T-R std. = 22			T-R std. = 22
Copper Mountain-Frisco	20,849	699.5	29.8	25,697	699.5	36.7	23.3%	21,831	542.5	40.2	25,697	699.5	36.7
Keystone/Dillon/Silverthorne	29,921	850.3	35.2	32,165	850.3	37.8	7.5%	44,317	741.8	59.7	32,165	850.3	37.8
SMF Total	6,031	638.1	9.5	6,683	638.1	10.5	10.8%	6,031	638.1	9.5	6,683	638.1	10.5
T-R Subtotal	56,801	2187.9	26.0	64,545	2187.9	29.5		72,179	1,922.4	37.5	64,545	2,187.9	29.5
Residential Routes:			Res std. = 14			Res std. = 14				Res std. = 14			Res std. = 14
Boreas Pass Loop	11,718	392.7	29.8	14,697	392.7	37.4	25.4%	14,272	351.3	40.6	14,697	392.7	37.4
Purple (Free Ride contract)	10,628	542.5	19.6	10,185	542.5	18.8	-4.2%	12,909	542.5	23.8	10,185	542.5	18.8
Silverthorne Loop	6,365	303.2	21.0	6,561	303.2	21.6	3.1%	6,306	287.7	21.9	6,561	303.2	21.6
Wilderness Loop	7,358	294.5	25.0	6,703	294.5	22.8	-8.9%	8,395	294.5	28.5	6,703	294.5	22.8
Res Subtotal	36,069	1532.9	23.5	38,146	1532.9	24.9		41,882	1,476.0	28.4	38,146	1,532.9	24.9
Commuter Routes:			Com std. = 10			Com std. = 10				Com std. = 10			Com std. = 10
Blue River Commuter	3,526	67.2	52.5	787	67.2	11.7	-77.7%	2,105	83.7	25.1	787	67.2	11.7
Lake County Commuter	3,221	390.6	8.2	2,735	390.6	7.0	-15.1%	3,147	260.4	12.1	2,735	390.6	7.0
Park County Commuter	4,128	254.2	16.2	5,264	254.2	20.7	27.5%	3,419	105.5	32.4	5,264	254.2	20.7
Com Subtotal	10,875	712.0	15.3	8,786	712.0	12.3		8,671	449.6	19.3	8,786	712.0	12.3
Misc. Fixed Route Subtotal	402	0.0	n/a	685	0.0	n/a		402	0.0	n/a	685	0.0	n/a
FIXED ROUTE TOTALS	149,870	5,737.4	26.1	159,265	5737.4	27.8	6.3%	182,353	5,113.8	35.7	159,265	5,737.4	27.8

Mountain Mobility/Para Transit

	January 2024 and 2025 Compared							January 2024 and 2025 Y-T-D						
	2024			2025					2024			2025		
	Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour			Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour
PARATRANSIT TOTALS	385	396.0	1.0	10	396.0	0.0	-97.4%	385	396.0	1.0	10	396.0	0.0	
GRAND TOTAL	150,255	6,133.4	24.5	159,275	6,133.4	26.0		182,738	5,509.8	33.2	159,275	6,133.4	26.0	

CDOT Quarterly Report Data

Fixed Route	149,794	5025.4
Commuter	8,786	712.0

Snow Sculptures 1/25 & 1/26

Special Bus to Employee Housing 1/30

Summit Stage Ridership

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Misc Fixed Route Jan - ice sculptures

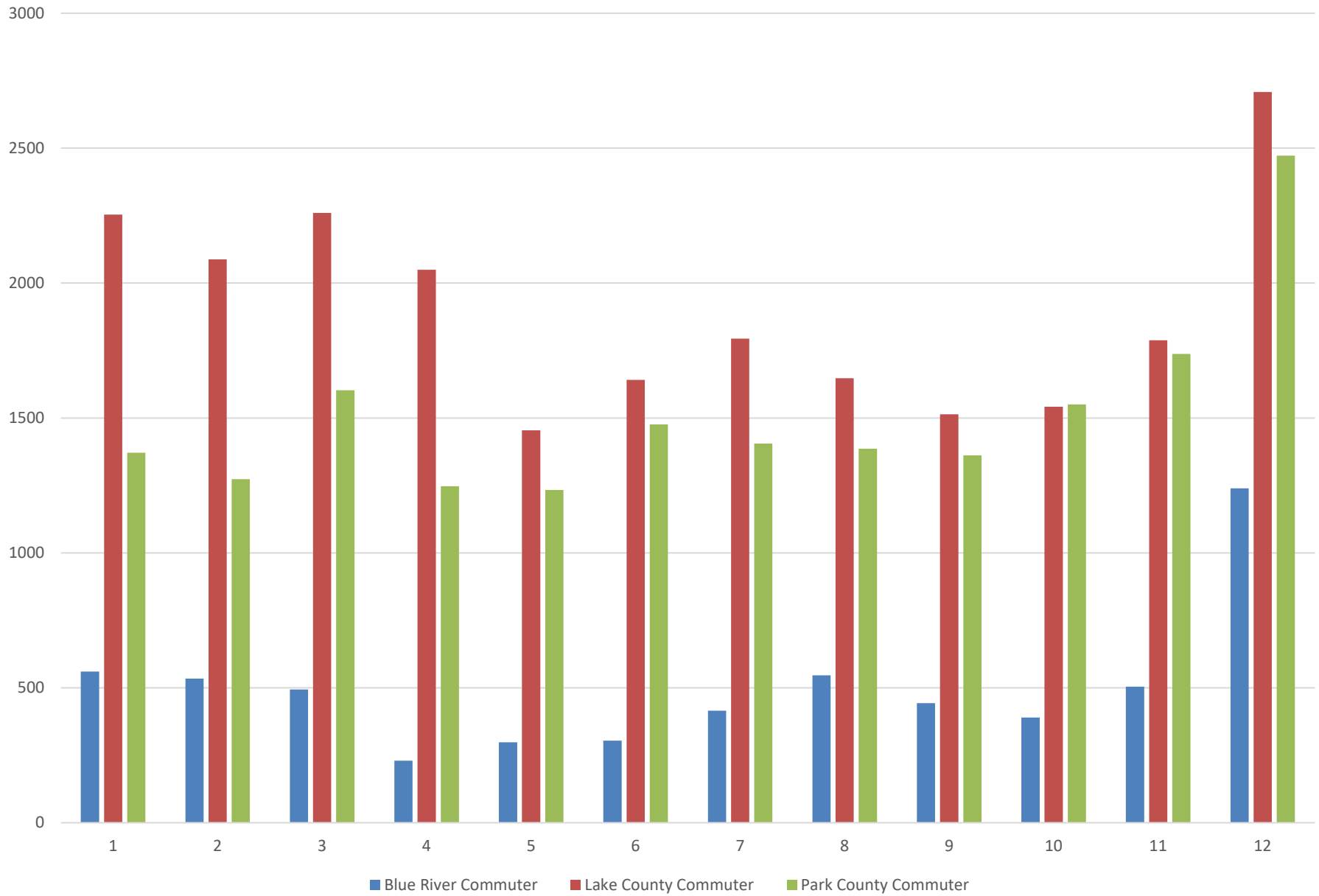
Summit Stage Ridership

Monthly Hours:	January	February	March	April	May	June	July	August	September	October	November	December
Town to Town Routes												
Breckenridge-Frisco	808.6	756.4	808.6	921.7	1240.0	1200.0	1240.0	1240.0	1200.0	1240.0	1200.0	1240.0
Frisco-Silverthorne	496.0	464.0	496.0	482.5	503.8	487.5	503.8	503.8	487.5	503.8	487.5	503.8
Swan Mtn. Express	36.2	33.8	36.2	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Town to Resort Routes												
Copper Mountain-Frisco	699.5	658.5	699.5	715.0	945.5	915.0	945.5	945.5	915.0	945.5	915.0	945.5
Keystone-Silverthorne	850.3	795.5	850.3	1072.9	1625.3	1572.9	1625.3	1625.3	1572.9	1625.3	1572.9	1625.3
SMF: Breck-Key	439.2	410.8	439.2	323.8	0.0	0.0	0.0	0.0	0.0	0.0	323.1	715.6
SMF: Key-Abasin	198.9	186.1	198.9	145.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SMF Total	638.1	596.9	638.1	469.6	0.0	0.0	0.0	0.0	0.0	0.0	323.1	715.6
Residential Routes												
Boreas Pass Loop	392.7	367.3	392.7	446.6	599.3	580.0	599.3	599.3	580.0	599.3	580.0	599.3
Purple (Free Ride contract)	542.5	507.5	542.5	520.0	542.5	525.0	542.5	542.5	525.0	542.5	525.0	542.5
Silverthorne Loop	303.2	283.6	303.2	353.4	489.2	473.4	489.2	489.2	473.4	489.2	473.4	489.2
Wilderness Loop	294.5	275.5	294.5	345.0	480.5	465.0	480.5	480.5	465.0	480.5	465.0	480.5
Commuter												
Blue River Commuter	67.2	62.8	67.2	65.0	67.2	65.0	67.2	67.2	65.0	67.2	46.8	26.9
Lake County Commuter	390.6	365.4	390.6	378.0	390.6	378.0	390.6	390.6	378.0	390.6	378.0	390.6
Park County Commuter	254.2	237.8	254.2	246.0	254.2	246.0	254.2	254.2	246.0	254.2	246.0	254.2
Misc. Fixed Route	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit	396.0	401.0	462.0	411.9	422.7	433.8	488.6	474.8	450.6	470.4	413.4	460.3

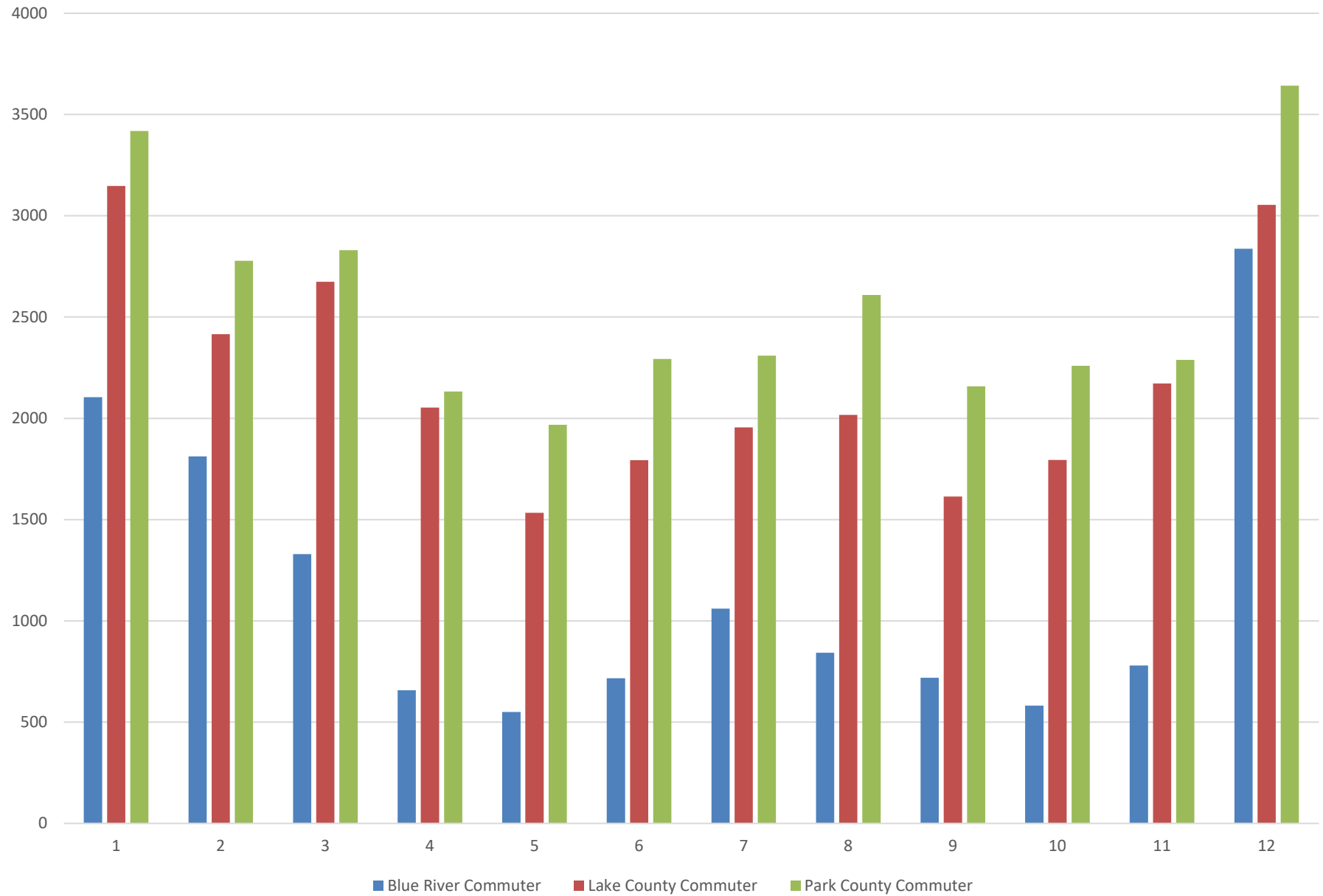
Year to Date Hours:	February	March	April	May	June	July	August	September	October	November	December
Town to Town Routes											
Breckenridge-Frisco	1565.0	2373.6	3295.3	4535.3	5735.3	6975.3	8215.3	9415.3	10655.3	11855.3	13095.3
Frisco - Silverthorne	960.0	1456.0	1938.5	2442.3	2929.8	3433.6	3937.4	4424.9	4928.7	5416.2	5920.0
Swan Mtn. Express	70.0	106.2	133.0	133.0	133.0	133.0	133.0	133.0	133.0	133.0	133.0
Town to Resort Routes											
Copper Mountain-Frisco	1358.0	2057.5	2772.5	3718.0	4633.0	5578.5	6524.0	7439.0	8384.5	9299.5	10245.0
Keystone-Silverthorne	1645.8	2496.1	3569.0	5194.3	6767.2	8392.5	10017.8	11590.7	13216.0	14788.9	16414.2
SMF: Breck-Key	850.0	1289.2	1613.0	1613.0	1613.0	1613.0	1613.0	1613.0	1613.0	1936.1	2651.7
SMF: Key-Abasin	385.0	583.9	729.7	729.7	729.7	729.7	729.7	729.7	729.7	729.7	729.7
SMF Total	1235.0	1873.1	2342.7	2342.7	2342.7	2342.7	2342.7	2342.7	2342.7	2665.8	3381.4
Residential Routes											
Boreas Pass Loop	760.0	1152.7	1599.3	2198.6	2778.6	3377.9	3977.2	4557.2	5156.5	5736.5	6335.8
Purple (Free Ride contract)	1050.0	1592.5	2112.5	2655.0	3180.0	3722.5	4265.0	4790.0	5332.5	5857.5	6400.0
Silverthorne Loop	586.8	890.0	1243.4	1732.6	2206.0	2695.2	3184.4	3657.8	4147.0	4620.4	5109.6
Wilderness Loop	570.0	864.5	1209.5	1690.0	2155.0	2635.5	3116.0	3581.0	4061.5	4526.5	5007.0
Commuter											
Blue River Commuter	130.0	197.2	262.2	329.4	394.4	461.6	528.8	593.8	661.0	707.8	734.7
Lake County Commuter	756.0	1146.6	1524.6	1915.2	2293.2	2683.8	3074.4	3452.4	3843.0	4221.0	4611.6
Park County Commuter	492.0	746.2	992.2	1246.4	1492.4	1746.6	2000.8	2246.8	2501.0	2747.0	3001.2
Misc. Fixed Route	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit	797.0	1259.0	1721.0	2143.7	2577.5	3066.1	3540.9	3991.5	4461.9	4875.3	5335.6
											2023 Total Hours
											85591.4

Misc Fixed Route Jan - Ice sculptures; April & May Students to Silco; June BBQ

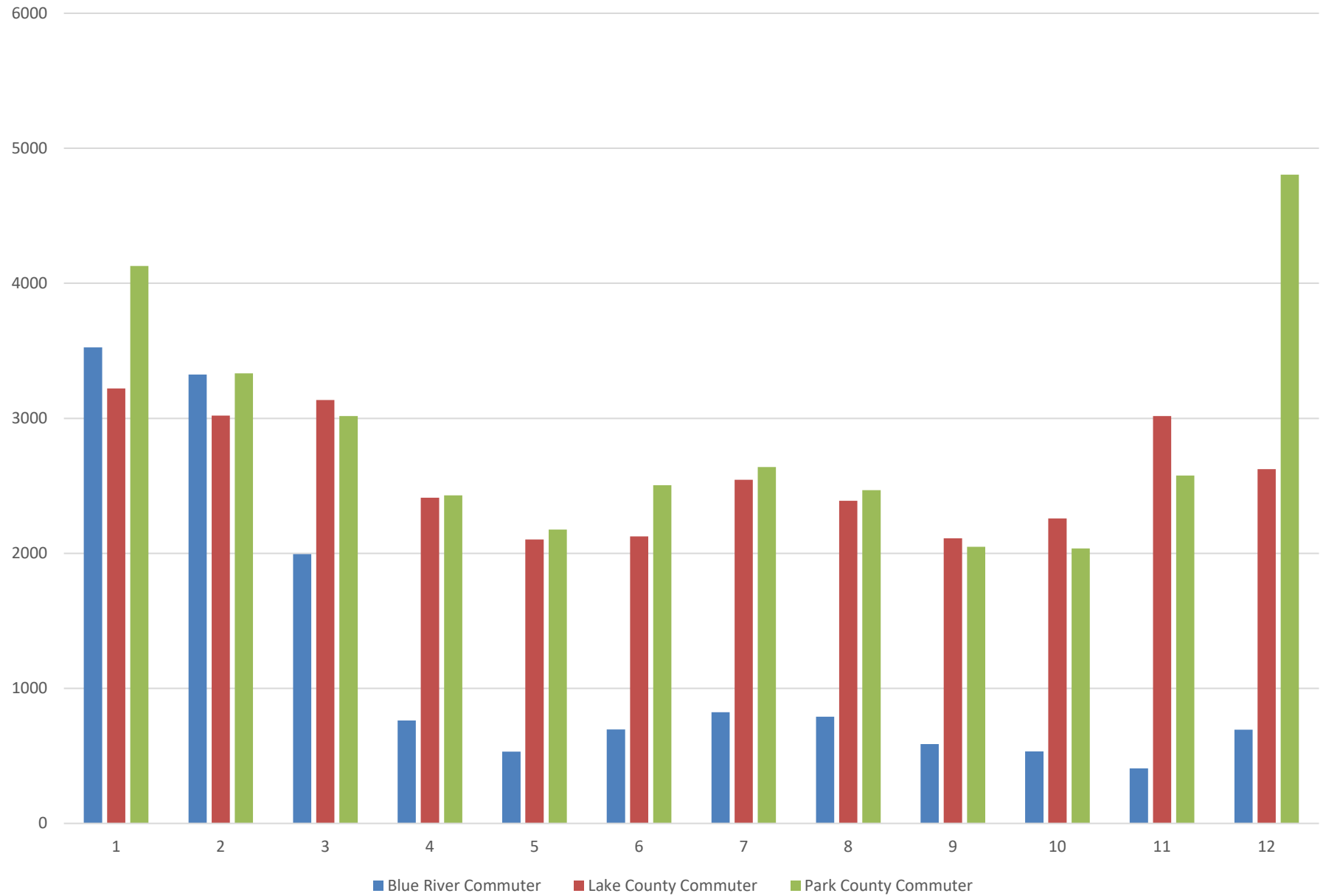
Lake County, Blue River & Park County 2022



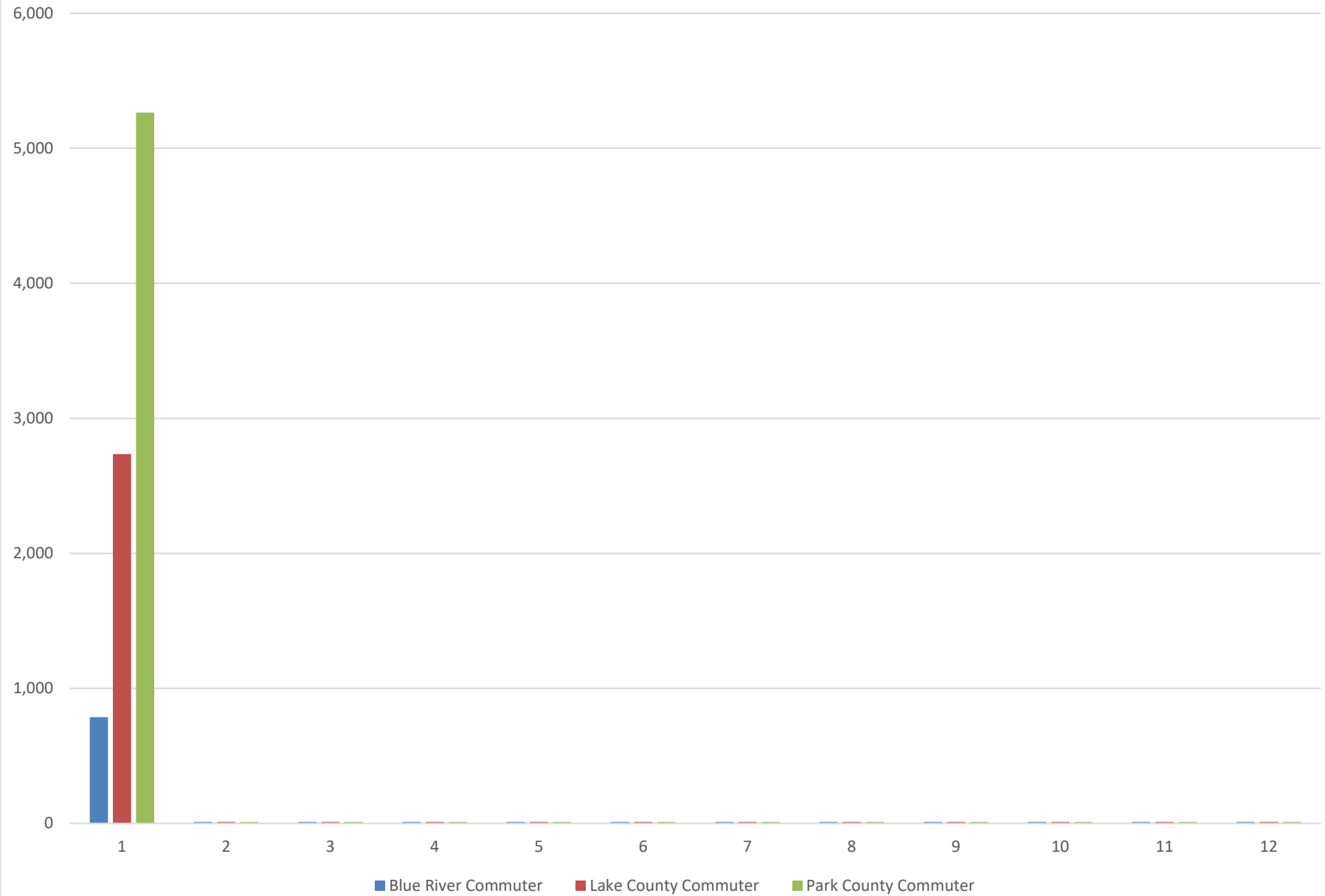
Lake County, Blue River & Park County 2023



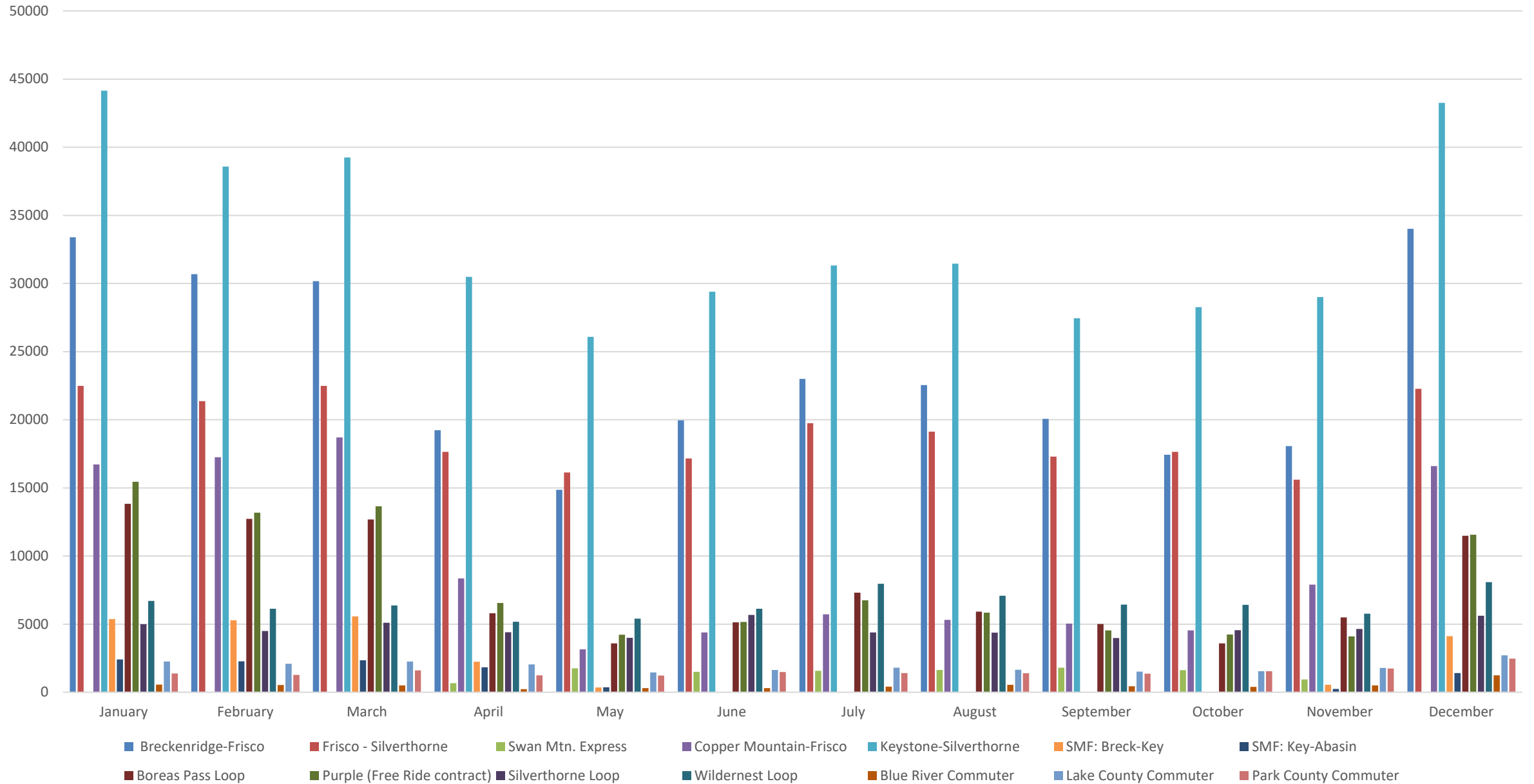
Lake County, Blue River & Park County 2024



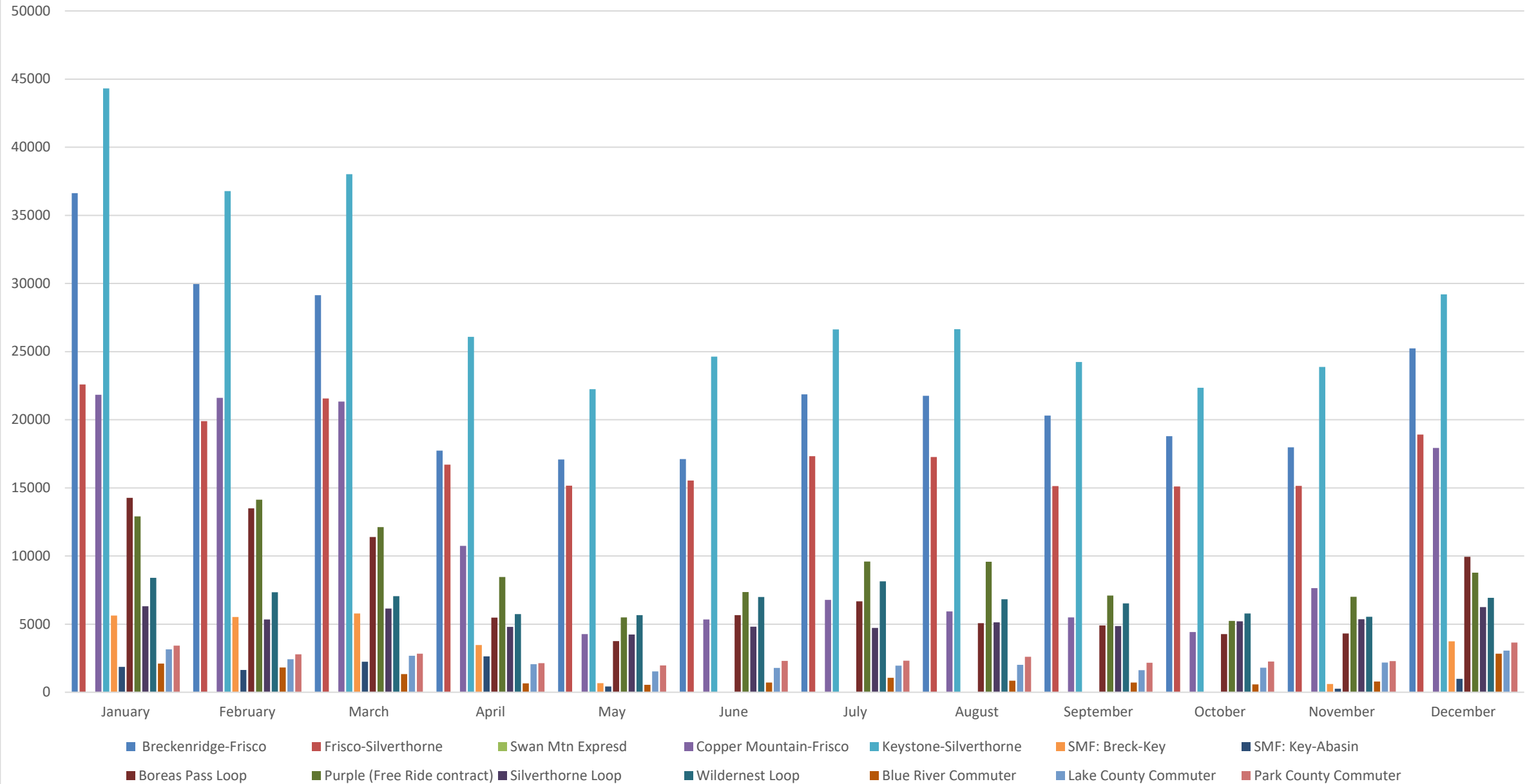
Lake County, Blue River & Park County 2024



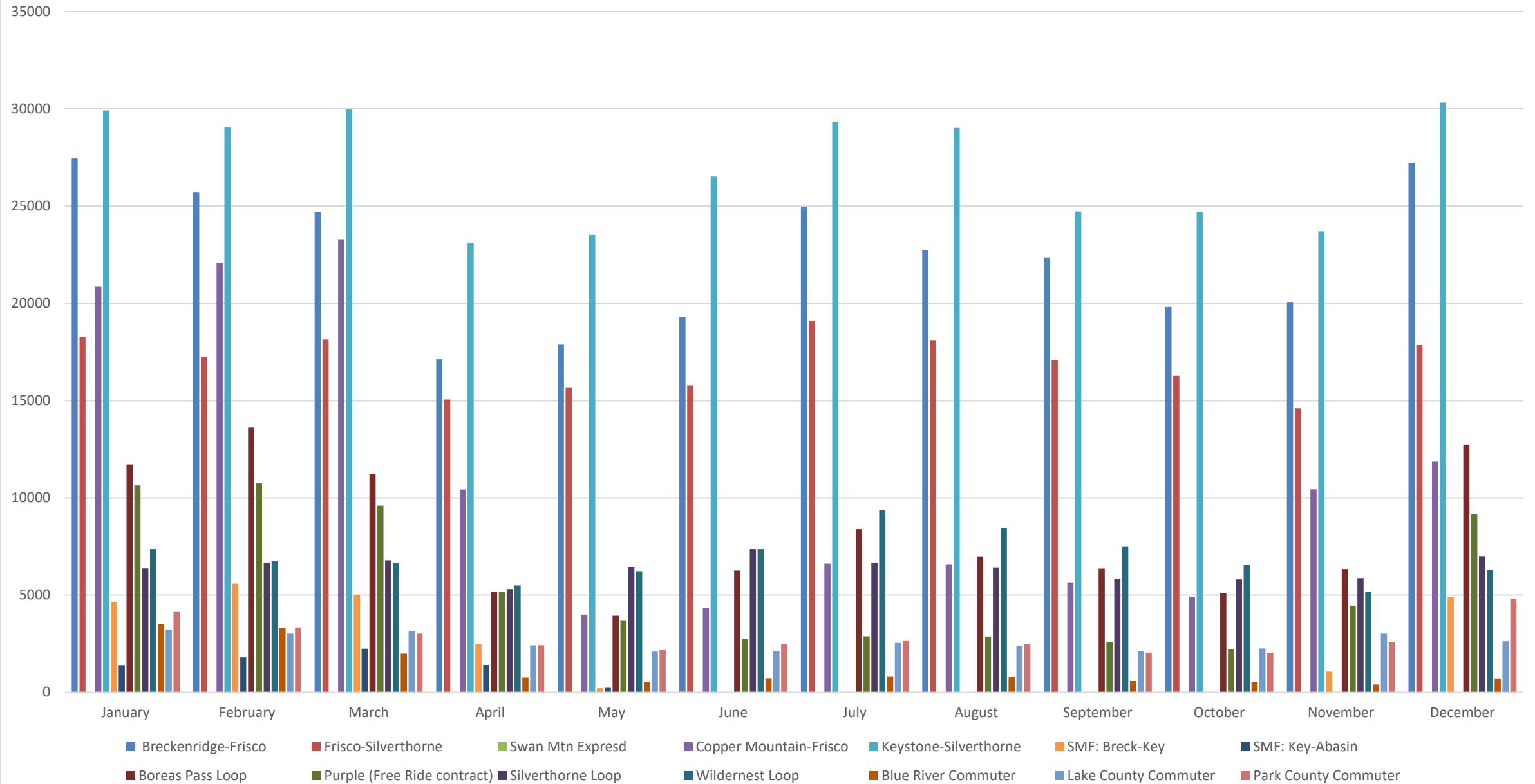
Monthly Comparison 2022



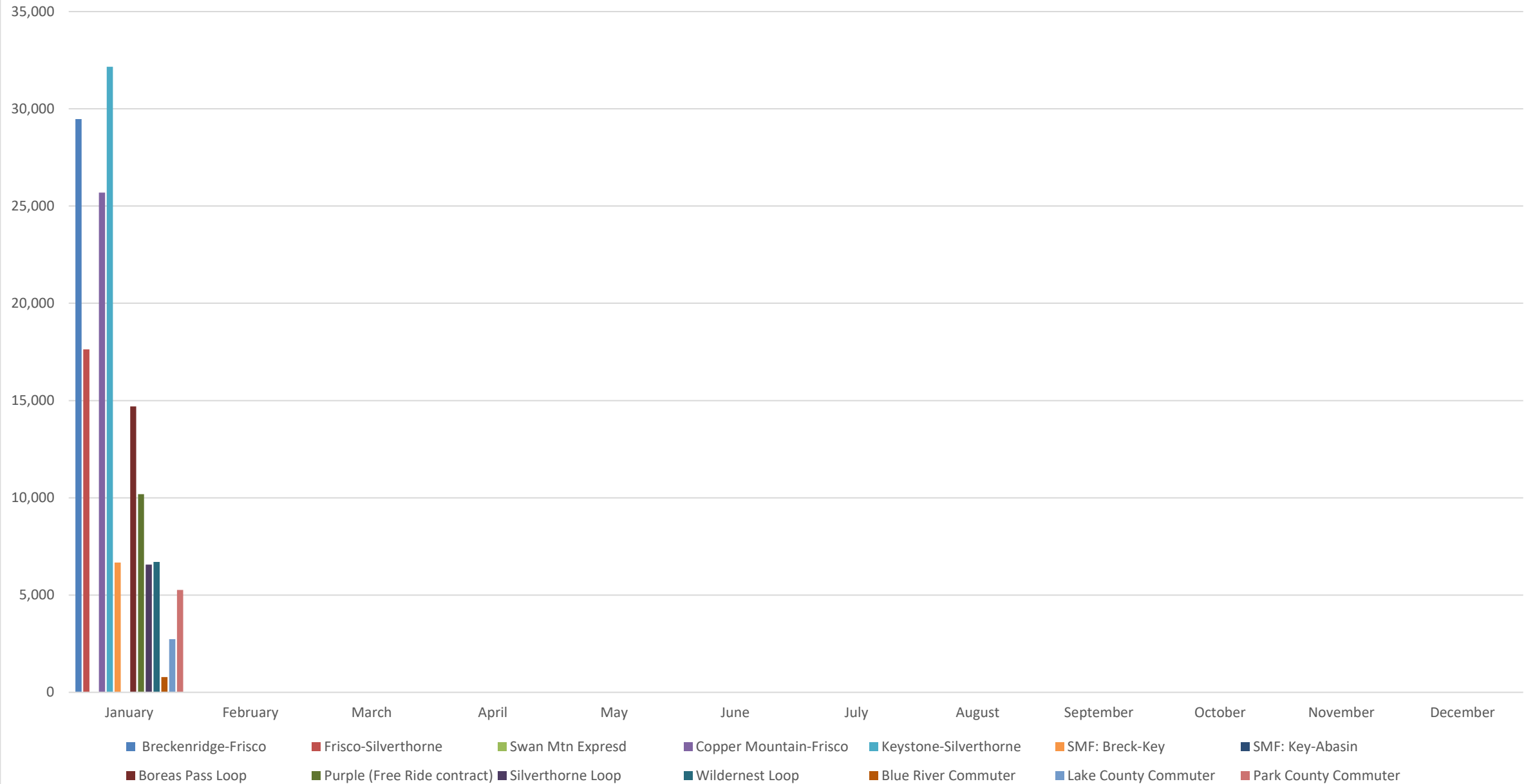
Monthly Comparison 2023



Monthly Comparison 2024



Monthly Comparison 2024



Summit Stage Operations Report February 26, 2025, Transit Board Meeting

Operations Summary

- ❖ We hired and trained 26 Drivers in 2024. However, we processed over 70 new applications.
 - This was a huge lift for the team
- ❖ We have 8 operators currently in training
- ❖ We have 5 perspective operators attending the March 12th NEO
- ❖ We currently have 62 fulltime drivers to cover 65 full time shifts
- ❖ We have 3 operators currently on FMLA
- ❖ We currently have from 4 to 7 open shifts per day
 - That is 28-49 open shifts per week covered by overtime
 - Much of this is due to the number of trainees we have
 - Last week (Feb 18 – Feb 24) there were 33 shifts covered by overtime
 - Currently averaging 29 overtime shifts per week
- ❖ Still having good luck with the new Electric Gilligs
 - Depending on the day they can be seen on the Frisco /Silverthorne, Keystone, and Copper loops

SHOP REPORT

- ❖ Kevin currently is staffed with 9 mechanics
 - 1 Mechanic short
- ❖ 82% of PMs were completed in January
- ❖ All bus contract availability 81%; targeting 85% to 90%, according to contract



Summit Stage Transit Operations and Fleet Charging Facility Update

February 26, 2025



Agenda

- Project Overview
- Transit Operations and Fleet Charging Renderings
- Final GMP Overview
- Budget Allocation
- Timeline of Key Milestones
- Employee Housing Overview
- Employee Housing Renderings
- Housing Costs Increase
- Budget Recommendation and Path to Budget
- Next Steps

Project Overview

The Transit Facility will consist of 3 Levels at with an estimated gross square footage of 76,097 located on Parcel 12 of the County Commons

- **Electrification Infrastructure:** The facility will provide the necessary infrastructure to support the electrification of the Summit Stage fleet, enabling a transition to more sustainable transportation.
- **Office Space:** The third floor will offer additional office space to accommodate the growing operational needs of the Summit Stage.
- **Employee Housing:** Includes the incorporation of 10 employee housing units, addressing workforce housing needs.
- **Rooftop Solar Panel Array:** A solar panel array will be installed on the rooftop, contributing to the facility's sustainability and energy efficiency.

Project Team

- Owners Rep – Artaic Group
- Architect – D2C Architects
- CM/GC – JHL Constructors
- Engineer – Kimley – Horn







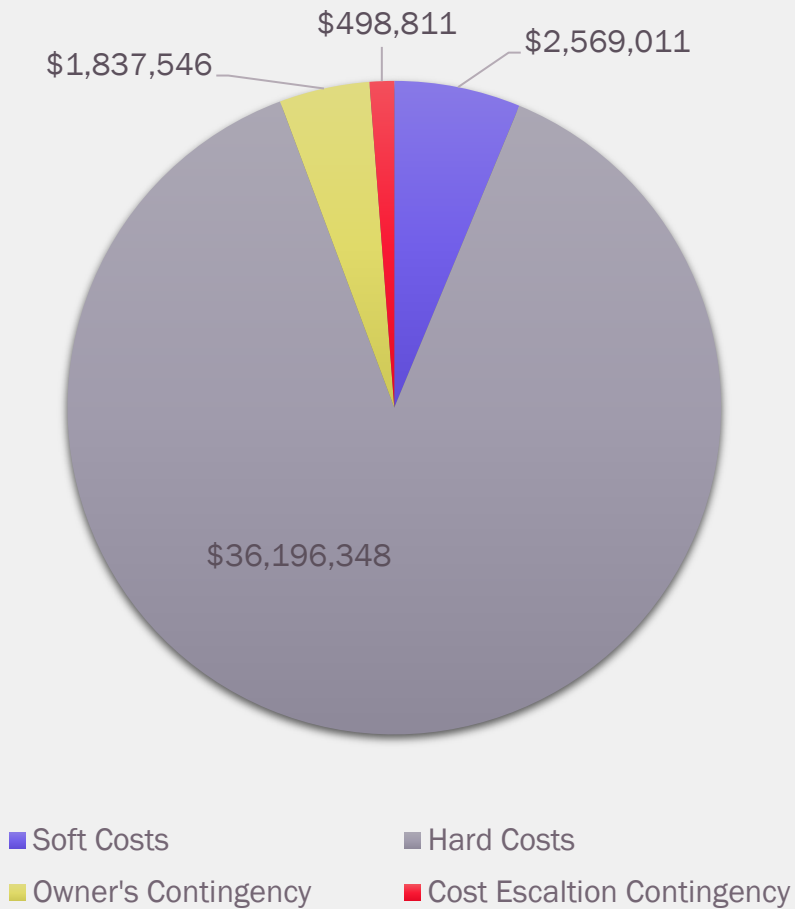


Budget Allocation

Allocation Overview

- Total budget for the Transit and Fleet Operations project is \$43,457,171 (Excluding Housing)
- Construction Budget \$36,196,348
- FTA Grant Contribution (80%) \$34,765,7364
- County Contribution (20%) \$8,691,434

Budget Distribution for Transit Operations Project



Timeline of Key Milestones



Housing Update

Within Walking & Biking Distance

- Nordic Center
- Frisco Library
- Marina
- Hospital
- Main Street Frisco

Nearby Trails for Connectivity

- Tenmile Rec Path
- Blue River Bikeway

Transit Employee
Housing Site

Housing Overview

Key Points

- Ten One Bedroom Units
 - Two one-bedroom units can be converted into a two-bedroom utilizing a shared door
- In-unit washer and dryers
- Heating and air conditioning
- Additional storage on level one

Design Considerations

- **Precast Structure**
 - **Noise Reduction**
 - Precast significantly reduces the impact of noise transmission
 - **Fire Protection**
 - Reduces fire risks compared to wood or steel structures, improving occupant safety and meeting stringent fire codes.
 - **Energy Efficiency**
 - Helps maintain stable indoor temperatures, reducing energy consumption for heating/cooling.
- **Separate Entrance**
 - Tenants will be able to enter through a separate entrance from transit operations creating a work / life separation







Cost Increase

- CDOT/FTA is providing grant funding for the transit building, since federal funds cannot be used for housing, CDOT/FTA required clear cost separation to ensure compliance. To achieve this, the design team was instructed to allocate appropriate percentages of shared construction elements to the housing budget, ensuring that federal dollars are not inadvertently spent on housing.
- **Allocated Increases to the Housing Budget:**
 - Concrete: 10%
 - Electrical: 5%
 - Elevator: 20%
 - Plumbing: 10%

Budget Comparison

Cost Category	Original Cost	Revised Cost	Cost Increase
Total Project Budget	\$ 4,670,000.00	\$ 4,840,000.00	\$ 170,000.00
Construction Budget	\$ 3,400,000.00	\$ 4,012,670.00	\$ 612,670.00
Cost Per Unit	\$ 467,000.00	\$ 484,000.00	\$ 17,000.00
Cost Per Square Foot	\$ 563.00	\$ 584.00	\$ 21.00

Budget Options

- **Option A** – Increase The Project Budget \$170,000
- **Option B** – Shell and Core Two of the Ten Units – Estimated Savings of \$250,000
 - Keeps the project within budget, eliminating the need for additional funds
 - Future completion of the two units may be more expensive due to rising construction costs
- **Option C** – Removal of Housing Scope
 - Drives cost increases to Transit construction, increasing the County contribution
 - Sunk Costs – Costs to Date \$316,206

Next Steps

- Discuss options for Housing Costs
- Approval of GMP for Transit and Housing
- Ten Mile Planning Commission – Site Plan Approval
- Building Permit Approval
- Site Mobilization

Questions?

Conclusion

Sales Tax Report December and Year End 2024

Good morning all, we are pleased to release the sales tax data for December 2024, lodging tax data for Quarter 4 of 2024, and annual data for both sales and lodging tax.

December is a significant collection month, with nearly twice as much in collections as less impactful months. While 2024 started strong in the Spring, subsequent months tapered and ended lower than 2023. December collections followed this trend and were below December 2023 collections, causing annual 2024 collections to also fall short of prior years.

The County's December sales tax collections were down 37.0% compared to 2023, and year to date collections are down 25.2% compared to 2023. As our expectations were a reduction of approximately 1/3 in sales tax in 2024 from the loss of Keystone, negative swings greater than 33% are unfavorable, and negative swings less than 33% are favorable. Including Keystone, December sales tax collections were down 5.6% and year to date collections are down 1.9% compared to 2023.

Mass transit collections are not subject to the same passthrough agreement and all collections within the county are fully retained. Mass transit tax collections for the month were down 4.5% compared to 2023, with year to date 2024 collections down 0.8% compared to 2023.

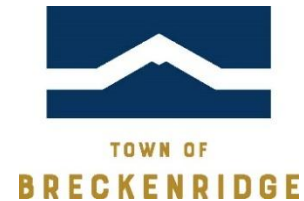
To temper these results slightly, it is worth looking back and remembering these decreases come after a period of significant growth over the last half decade. 2024 sales tax collections including Keystone are down slightly from a record high in 2023. The decrease in sales tax collections due to the incorporation of Keystone is represented in orange below.

Here is the link to the detailed file: <https://1drv.ms/x/c/f3d595754ca1995f/ERDnOc6xk1NOj3zeCA9OTmEBJTSxRspueWKUHPR-PrZUKQ?e=7vpH4h>

Current Year (2025)

Previous Year (2024)

ACCOUNT DESCRIPTION	ORIGINAL APPROPRIATION	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% USED	ORIGINAL APPROPRIATION	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% USED
MASS TRANSIT TAX	(19,300,000)	(19,300,000)	(5,133)	(19,294,867)	0%	(19,300,000)	(19,300,000)	(2,113,842)	(17,186,158)	11%
TREASURER'S FEES	610,350	610,350	-	610,350	0%	175,000	175,000	-	175,000	0%
TRANSP SVC REV - LAKE	(120,000)	(120,000)	-	(120,000)	0%	(270,000)	(270,000)	-	(270,000)	0%
TRANSP SVC REV-PARK	(100,000)	(100,000)	-	(100,000)	0%	(100,000)	(100,000)	-	(100,000)	0%
GRANT REVENUE	(41,375,000)	(41,375,000)	-	(41,375,000)	0%	(38,315,993)	(38,315,993)	-	(38,315,993)	0%
ADVERTISING FEES	(100,000)	(100,000)	(32,017)	(67,983)	32%	(100,000)	(100,000)	-	(100,000)	0%
SALE OF ASSETS	-	-	-	-	-	-	-	-	-	-
MISC REVENUE	-	-	-	-	-	-	-	-	-	-
RENTAL INCOME	(40,000)	(40,000)	-	(40,000)	0%	(21,303)	(21,303)	-	(21,303)	0%
INTEREST REVENUE	(1,025,000)	(1,025,000)	-	(1,025,000)	0%	(300,000)	(300,000)	-	(300,000)	0%
Revenue Total	(61,449,650)	(61,449,650)	(37,150)	(61,412,500)	0%	(58,232,296)	(58,232,296)	(2,113,842)	(56,118,454)	4%
SALARY REGULAR	7,074,135	7,074,135	363,538	6,710,597	5%	5,761,571	5,761,571	352,302	5,409,269	6%
SALARY TEMPORARY	68,000	68,000	3,654	64,346	5%	50,000	50,000	4,045	45,955	8%
TRAINING PAY	15,000	15,000	567	14,433	4%	10,000	10,000	1,449	8,551	14%
VEHICLE ALLOWANCE	-	-	-	-	-	-	-	-	-	-
CRISP	844,906	844,906	41,533	803,373	5%	687,840	687,840	39,442	648,398	6%
RETIREMENT	211,579	211,579	10,336	201,243	5%	172,247	172,247	9,822	162,425	6%
HEALTH INSURANCE	916,183	916,183	39,626	876,557	4%	594,175	594,175	24,814	569,361	4%
MEDICARE TAX	113,203	113,203	6,123	107,080	5%	83,543	83,543	5,684	77,859	7%
UNEMPLOYMENT TAX	15,614	15,614	833	14,781	5%	11,523	11,523	789	10,734	7%
WORKMENS COMP	150,000	150,000	-	150,000	0%	300,000	300,000	-	300,000	0%
EMPLOYER 457 DEF COMP	42,316	42,316	2,067	40,249	5%	34,449	34,449	1,964	32,485	6%
OVERTIME	650,000	650,000	57,487	592,513	9%	460,000	460,000	36,676	423,324	8%
PAYROLL REIMBURSEMENT	-	-	-	-	-	-	-	-	-	-
Labor Total	10,100,936	10,100,936	525,765	9,575,171	5%	8,165,348	8,165,348	476,988	7,688,360	6%
OFFICE SUPPLIES	10,000	10,000	290	9,710	3%	10,000	10,000	513	9,487	5%
ADMINISTRATION	965,732	965,732	65	965,667	0%	812,535	812,535	812,535	-	100%
PROFESSIONAL ASSISTANCE	332,000	332,000	510	331,490	0%	332,000	332,000	8,801	323,199	3%
TELEPHONE	10,000	10,000	543	9,457	5%	10,000	10,000	537	9,463	5%
POSTAGE/FREIGHT	1,500	1,500	2	1,499	0%	100	100	4	96	4%
ADVERTISING/LEGAL NOTICES	60,000	60,000	-	60,000	0%	60,000	60,000	810	59,190	1%
PRINTING	4,000	4,000	-	4,000	0%	11,000	11,000	-	11,000	0%
Administration/Office Total	1,383,232	1,383,232	1,410	1,381,822	0%	1,235,635	1,235,635	823,200	412,435	67%
BUILDINGS	47,651,000	47,651,000	-	47,651,000	0%	46,568,000	46,568,000	565	46,567,435	0%
IMPR OTHER THAN BLDGS	-	-	1,448	(1,448)	-	-	-	-	-	-
BUSES/TRANSIT EQUIP	8,703,000	8,703,000	-	8,703,000	0%	6,171,280	6,171,280	60,454	6,110,826	1%
Capital and Fleet Replacement Total	56,354,000	56,354,000	1,448	56,352,552	0%	52,739,280	52,739,280	61,019	52,678,261	0%
BUILDING REPAIRS	45,000	45,000	7,630	37,370	17%	15,000	15,000	394	14,606	3%
BUS STOPS	20,000	20,000	-	20,000	0%	20,000	20,000	-	20,000	0%
EQUIPMENT REPAIRS	15,000	15,000	-	15,000	0%	15,000	15,000	394	14,606	3%
FUEL, OIL & ANTIFREEZE	900,000	900,000	78,926	821,074	9%	770,986	770,986	74,144	696,842	10%
MAINTENANCE CONTRACTS	175,000	175,000	2,440	172,560	1%	230,000	230,000	1,990	228,010	1%
OPERATING SUPPLIES	70,000	70,000	739	69,261	1%	55,000	55,000	4,676	50,324	9%
PURCHASED TRANSPORTATION	6,370,000	6,370,000	-	6,370,000	0%	497,760	497,760	-	497,760	0%
RENTAL PAYMENTS	7,200	7,200	1,200	6,000	17%	7,200	7,200	1,200	6,000	17%
REPAIR & MAINTENANCE	2,800,000	2,800,000	198,135	2,601,865	7%	2,400,000	2,400,000	199,152	2,200,848	8%
ROAD SAND & SALT	1,000	1,000	-	1,000	0%	1,000	1,000	-	1,000	0%
UTILITIES	170,000	170,000	-	170,000	0%	200,000	200,000	1,481	198,519	1%
Operation and Maintenance Total	10,573,200	10,573,200	289,069	10,284,131	3%	4,211,946	4,211,946	283,433	3,928,513	7%
SAFETY	13,500	13,500	-	13,500	0%	5,000	5,000	2,678	2,322	54%
INSURANCE/BONDS	205,000	205,000	-	205,000	0%	150,000	150,000	-	150,000	0%
Safety and Insurance Total	218,500	218,500	-	218,500	0%	155,000	155,000	2,678	152,322	2%
DUES & MEETINGS	30,500	30,500	-	30,500	0%	30,500	30,500	18,841	11,659	62%
EDUCATION & TRAINING	10,000	10,000	-	10,000	0%	10,000	10,000	686	9,314	7%
EMPLOYEE RECOGNITION	30,000	30,000	-	30,000	0%	20,000	20,000	786	19,214	4%
TRAVEL/TRANSPORTATION	12,000	12,000	59	11,941	0%	10,000	10,000	1,396	8,604	14%
UNIFORM ALLOWANCE	17,000	17,000	-	17,000	0%	17,000	17,000	1,690	15,310	10%
Uniforms, Training and Recognition Total	99,500	99,500	59	99,441	0%	87,500	87,500	23,400	64,100	27%
Revenue Total	(61,449,650)	(61,449,650)	(37,150)	(61,412,500)	0%	(58,232,296)	(58,232,296)	(2,113,842)	(56,118,454)	4%
Expenses Total	22,375,368	22,375,368	816,303	21,559,065	4%	13,855,429	13,855,429	1,609,699	12,245,730	12%
Grand Total			779,153					(504,144)		
Capital and Fleet Replacement Total	56,354,000	56,354,000	1,448	56,352,552	0%	52,739,280	52,739,280	61,019	52,678,261	0%
Estimated Ending Fund Balance	34,855,454									
Effect on Fund Balance This Period	780,601									



Memo

To: Town Council
From: Jon Dorr- Assistant Director of Recreation
Date: 3/5/25 (for 3/11/25 work session)
Subject: Breck Events Committee

The Breckenridge Events Committee met on March 5, 2025. Below you will find the meeting minutes and a link to the SEPA calendar. The Breckebeiner was reviewed with positive feedback and some potential improvements for 2026. BEC finalized the 4th of July discussion on placing the timeframe of the circus performance in the late afternoon. There are no additional items of note.

Minutes
Breckenridge Events Committee
Wednesday, March 5, 2025
Right event, right time, right result

Attending: Michele Chapdelaine, Jeff Edwards, Marika Page, Jon Dorr, Lucy Kay, Tony Cooper, Dave Feller, Neal Kerr, Karlie McLaughlin, Tamara Nuzzaci Park, Jill Desmond, Dave DePeters, Ken Miller, Cait McCluskie, Jacqueline Stone, Carter Nelson

Guests: Sarah Wetmore, Becca Reniers, Majai Bailey, Melissa Andrews, Mike McCormack, Mike Pasquarella

- I. Jeff Edwards called the meeting to order at 9am.**
 - a The Committee Chair took roll call.
 - b A motion was made to approve Feb 5, 2025, meeting minutes.
 - **M/S/P**
- II. Upcoming Events**
 - a **4.5.25 Imperial Challenge – Breck Rec**
 - Rec Center has taken over the event from MavSports. Low impact with minimal support needs.
 - b **5.21.25 SHS High School Graduation Parade**
 - c **5.31.25 Town Clean Up Day**
 - d **6.6.25 Town Party – Breck Create @ RWC 4-9pm**
 - Planning for same structure as prior years.
 - e **6.13-15.25 Breck Pride – BTO @ RWC**
 - Planning for the same footprint as last year. Community gathering that Saturday.

III. Review Past Events

a The Breckebeiner 2/15-2/16 @ the Gold Run Nordic Center

- Event went smoothly with no issues. Winter duathlon (run/ski) and winter triathlon (run/bike/ski) served as Team USA qualifying events for World Championships.
- Some discussion on direction of event going forward and how to service more of the local community vs. just the triathlon community.

IV. General Updates and Discussion

a July 4, 2025

- Goal to stay within the existing event time frame of re-opening Main Street by 6pm, with the Circus activation happening on Main Street roughly 4:30 – 5:30, and the NRO Concert starting at 6pm.
- Business Survey Results – results did not provide a definitive answer in terms of direction from the business community.
 - 24% of 147 open ended comments mentioned fireworks.
 - Animation Investment: Negative sentiment comments nearly equaled positive comments
 - There is no consensus in either direction on closing Main St. over a Friday, 4th of July
- Some discussion around adding evening animation for the America 250 - Colorado 150 “Sesquicentennial” celebrations next year.

b 20th Anniversary of Breck History

- In celebration of its 20th anniversary, Breck History is looking to connect with the 250/150 'Sesquicentennial' celebrations. They are exploring collaboration opportunities to incorporate a historical component into existing events.

c FYI - Wednesday, June 25, 50th Anniversary of Fatty's Restaurant. Potential celebration TBD.

d Discussion about a Matchstick Productions movie premiere—possibly tying it into Wake Up Breck. Vail Resorts will take the lead.

e Breck Create is moving forward with SPARK for BIFA 2025, with a production team site visit planned for mid-April. Discussions are ongoing about its connection to the Dark Skies initiative. Public announcement of SPARK March 12.

f Integration between Breck Epic and Breck Bike Week. Putting more emphasis on programing aimed at junior and women and tech expo in town.

V. Next BEC Meeting, Wednesday, April 2, 2025

VI. The meeting adjourned at 9:47am.

The Breckenridge Events Committee evaluates events against four strategic goals:

- **Build Business** - An event designed to drive revenue for greater business community.
- **Branding/Media** - An event designed to draw external media (national & international) promoting the Breckenridge brand.
- **Fundraising** - An event designed to raise awareness and funding for a non-profit organization's mission.
- **Resident Focused** - An event designed specifically for residents vs. an event more broadly marketed to visitors and residents.



Memo

To: Town Council
From: Communications and Engagement Division and Housing Department
Date: February 27, 2025 (for March 11, 2025 work session)
Subject: Housing Highlights and Education Communication Plan

Town Council Goals (Check all that apply)

- | | |
|--|---|
| ☐ More Boots & Bikes, Less Cars | ☐ Leading Environmental Stewardship |
| ☐ Deliver a Balanced Year-Round Economy | ☒ Hometown Feel & Authentic Character |
| ☒ Organizational Need | |

Summary

The Communications and Engagement Division has been working with the Town's Housing Department to create a public communication plan highlighting the work and success of the Town's commitment to workforce housing and to help educate community members on housing initiatives. Included in this packet is an outline of the communications plan that staff plans to implement over the next couple of months.

Background

The Town's Housing Department developed a five-year workforce housing blueprint in 2022 outlining programs like Housing Helps and Buy Downs to support community members in purchasing homes and adding to the deed restricted inventory of homes for members of the local workforce. Since then, the department has expanded housing options with projects such as Stables Village and Vista Verde I & II. To further benefit the community, staff recognizes the value of showcasing the department's progress and successes while educating residents about available housing programs intended to increase ownership options and rental opportunities.

Public outreach/engagement

The Communications Division and Housing Department have created a communications plan (included in this packet) outlining the public outreach and engagement ideas and methods that will be used to highlight the Town's housing projects and successes, and to educate community members about housing programs.

Financial Implications

Any costs associated with this public outreach effort would be assumed by the existing Communications budget.

Equity Lens

The Communications and Community Engagement Division uses the Equity Lens when creating all communications and marketing initiatives. We strive to connect with and involve our whole community and ensure all community members have the ability to benefit from our housing programs. In addition to educating our community, we see our communication and outreach plans as a way to build trust.

Staff Recommendation

Staff is seeking feedback from Council and approval to move forward with the outlined communications plan.

Campaign Objectives

- Celebrate Housing Success Stories: Share community wins, program successes, and individual testimonials to build trust and awareness.
- Showcase Upcoming Housing Projects: Highlight the initiatives and developments of the Town of Breckenridge Housing Department.
- Educate the whole Community: Provide clear and accessible information on available housing programs and how residents can navigate them. Collaborate on Educational Resources: Partner with the Summit Combined Housing Authority to expand housing education efforts. Partner with local real estate agencies to help community members understand the homebuying process.

Target Audiences

- Breckenridge Community: To help guide the narrative around the Town's accomplishments and highlight how our programs have supported the community.
- First-Time Homebuyers: Those looking to purchase their first home and need guidance on available programs.
- Homeowners: Residents who may benefit from buy-down programs, deed restrictions, refinancing options, or selling their current unit to upgrade/downsize to a different workforce unit.
- Renters: Individuals interested in transitioning to homeownership or learning about housing stability resources.

Campaign Messaging

Highlighting Success & Progress:

- Housing Department Achievements: Key milestones and successes.
- Updates on Housing Helps & Buy-Down Programs: Tracking impact and growth.
- Community Testimonials: Stories from residents who have benefited from housing initiatives.

Education-Focused Topics:

- Housing Helps & Buy-Down Programs: Understanding available financial assistance.
- How to Enter a Housing Lottery: Work with SCHA to create and promote a step-by-step guide. Send all questions to SCHA.
- Deed Restrictions Explained: Work with SCHA for consistent messaging. Send all questions to SCHA.
- Down Payment Assistance and Other Resources for Securing Homeownership: Send all questions to SCHA.
- Summit County Housing Resources: Navigating local programs.

Tactics

- Videos: Short, engaging clips explaining housing programs and success stories.
- Webinars: Virtual sessions with housing experts answering community questions.
- Social Media Spotlights: Posts featuring testimonials, FAQs, and program updates.

- Blog Posts/Website: Informational content providing deep dives into housing topics.
- In-Person Workshops: Interactive sessions for community members.
- Employer-Hosted Workshops: Partnering with local businesses to educate employees on housing resources.
- Print Advertorials or larger content ads: Local newspapers, magazines and glossy publications.

Timeline (Monthly Marketing/Communication Focus)

February 2025

Community Feedback Gathering: Survey questions posted on social media and Facebook groups to understand community housing concerns and interests.

March 2025

Present the finalized marketing plan and strategy to the Breckenridge Town Council for approval and feedback. Begin “Successes” marketing.

April 2025

Successes and Highlights

May 2025

Successes and Highlights

June 2025

Successes and Highlights

July 2025

Education: Housing Helps

August 2025

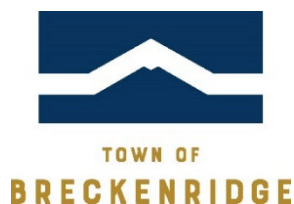
Education: Buy-Downs

September 2025

Education: Homeowner Resources (in partnership with SCHA)

October 2025

Education: Lottery Step-by-Step (in partnership with SCHA)



Memo

To: Town Council
From: Rick Fout, Chief Building Official
Date: For 3/11/2025
Subject: New Energy Code Adoption – 2024 IECC

Town Council Goals (Check all that apply)

- | | |
|--|---|
| ☐ More Boots & Bikes, Less Cars | ☒ Leading Environmental Stewardship |
| ☐ Deliver a Balanced Year-Round Economy | ☐ Hometown Feel & Authentic Character |
| ☐ Organizational Need | |

Summary

The Town of Breckenridge has accepted a grant from the Colorado Energy Office (CEO) to facilitate the adoption of the 2024 International Energy Conservation Code (IECC), along with the State of Colorado Model Electric Ready and Solar Ready Code. TOB must have the new Energy Code in effect by late October 2025 per the grant's required timing. Strategic amendments to the code are being considered by TOB that could include aligning with the upcoming required State of Colorado's Low Energy and Carbon Codes (LECC). The LECC is required to be adopted by early to mid-2027 in Breckenridge. With Sustainability goals, as well as the needs of our community and citizens, in mind TOB is looking at amendments that accomplish this without putting an undue burden on our local community, contractors, and design professionals. We are also considering amendments that would increase energy efficiency of existing buildings and existing systems as well.

Background

The Town of Breckenridge adopts new Building Codes with local amendments every six years (including Commercial and Residential for Energy, Building, Mechanical and Plumbing) and reference codes for Fire, Fuel Gas, and Accessibility to name a few. These codes are published by the International Code Council (ICC) every three years. The neighboring jurisdictions are on the same general timeline as Breckenridge and now it's time for Breckenridge, Summit County, and Frisco to start working on the new code adoptions. For Breckenridge, the Energy code will be first. The current adopted codes are the ICC 2018 Codes for all three jurisdictions. The 2024 ICC Codes are the most current codes and will ultimately align with the neighboring jurisdictions, as well as the State of Colorado.

Public outreach/engagement

Through a collaborative effort, Breckenridge Building and Sustainability Divisions are hosting an initial New Energy Code Adoption Roundtable for community members, contractors, and design professionals at the Breckenridge Community Center/library on March 13th. We will have Shaunna Mozingo with Mozingo Code Group as guest speaker to present a power point presentation on significant changes and comparisons from current codes to the 2024 IECC. Furthermore, we have roundtable meetings scheduled for all stakeholders once a month from April through August, with additional trainings still being scheduled. There will be more to come on those dates as we progress.

Workforce development Scholarship: As part of the Energy Code grant, the Town has developed a workforce development scholarship program to assist in continuing education, training, and equipment purchases for contractors interested in advancing their knowledge on energy codes, green building science, energy ratings, heat pumps, beneficial electrification, and more.

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

Equity Lens

Staff plans to have all media, including signage and advertising, available in English and Spanish.

Financial Implications

As noted above, the Town has received a grant to facilitate the public process and adoption of the new Codes. Financial impacts to the Town will be limited to staff time devoted to adopting the new codes. These codes will in cases create additional construction expenses relating to constructing more energy efficient buildings (e.g., more insulation). Because the codes will result in more energy efficient buildings, we expect the long-term energy costs to homeowners and business owners will be reduced.

Staff Recommendation

The March 13th outreach meeting to designers, contractors, and the public is intended to provide basic information on the upcoming changes. Subsequent meetings will partly focus on local amendments that the Town may wish to make, to address issues such as requiring additional efficiencies in buildings that exceed a certain square foot threshold (expected to be part of the State's LECC codes that the Town will be required to adopt).

The information provided here is intended to be an update for the Council. No action is required from the Council at this time.



Memo

To: Town Council
From: Laurie Best, *Housing Director* and Melanie Leas, *Project Manager*
Date: 2/24/2025 (for 3/11/2025 work session)
Subject: Runway Neighborhood-Budget Updates and Phasing

Town Council Goals (Check all that apply)

- | | |
|---|---|
| ☒ More Boots & Bikes, Less Cars | ☒ Leading Environmental Stewardship |
| ☒ Deliver a Balanced Year-Round Economy | ☒ Hometown Feel & Authentic Character |
| ☐ Organizational Need | |

Summary

The purpose of this work session is to provide follow-up information to the Council regarding issues discussed at the December 10th work session and the overall Town subsidy, project phasing, accessory dwelling units (ADUs), and other miscellaneous elements of the proposed Runway Neighborhood. The goal is to receive direction from the Council which will enable staff to continue moving forward with the Master Plan and prepare for the first phase of civil work to begin this summer. The next steps in preparation for ground break is to finalize the civil plans and obtain the infrastructure permit, transfer a portion of the property for the first phase to the developer, approve a Guaranteed Maximum Price (GMP), establish the deed restriction, and execute the development contract for the first phase. We expect all of this to be presented to Council for consideration in May.

Background

During the Runway work session on December 10, 2024, the Council reviewed three site plan options and chose the option that included 148 units—45 townhomes, 42 duplexes, and 61 single-family homes, with the possibility of accessory dwelling units (ADUs) on some of the single-family home sites. This plan represented a variety of housing types with a moderate per-acre density that still efficiently utilizes the limited land base. The plan included phased buildout over at least five years, with the first units delivered as early as 2027 and continuing through 2030. The projected subsidy for that option was almost \$40M. At that time, staff indicated the team would refine the civil plans to get better pricing and return to Council for a work session to review the subsidy, the ADUs, the phasing, timing, and other details.

General Phasing Details:

Staff has worked with the developer on a phasing plan which includes two phases of civil/infrastructure work with the first phase starting this summer (2025). The first phase is proposed as the northern portion of Block 11, and will include approximately 9.5 acres of the 17-acres to accommodate approximately 81 homes (30 townhomes, 20 duplexes, and 31 single family homes). The civil work will include grading, installation of utilities, and completion of Floradora Drive from Blue 52 up to and through Fraction Road to Airport Road. Once this work starts (following the conclusion of the ski season), public access to Block 11 from Blue 52 and Airport Road will not be available (access from Blue 52 has never been available to Block 11). Staff has coordinated with transit, public works, engineering, etc. to transition the existing uses to other locations and will ensure adequate messaging to the general public in advance of the closure. It should also be noted that the Town will still retain access to the southern tract of Block 11 through Breck Terrace for limited Town-specific use. For the developer to obtain financing and the required State permits, the Town will need to transfer ownership of the first infrastructure tract to the developer before they can mobilize and initiate utility installation. Vertical construction is intended to start late 2026 with foundations and is planned to move from north to south. Some infrastructure and some vertical construction will be underway simultaneously as they move from north to south. The developer will need to receive approval from the Town before moving onto the second phase of civil sometime in 2027.

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Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

Overall, the infrastructure/civil starts in summer of 2025, vertical construction starts in late 2026, second phase of infrastructure (if approved by the Town) starts in 2027 and first homes should be delivered in winter 2027 with 30+/- delivered each year 2027 through 2031. Staff is working with the developer to finalize the boundaries of the civil phases and the precise timing of the vertical development which will be presented at our next Council update.

The project budget and Town subsidy is discussed below, but it should be noted that the Town will have another opportunity prior to any construction start or contract/project approval to review the final GMP. The development team will continue to work with staff, and their subs and vendors to minimize the subsidy and will have a final number for discussion with the Council sometime in May. Staff has also worked through the current development budgets and believe all opportunities for value engineering cost savings has been exhausted, but there are issues in this memo that could impact the final number, so the discussion today will help the team to finalize the subsidy.

Due Diligence / Market Risk:

Having recently completed Stables Village, there were several lessons from that project that have impacted our pre-development process at Runway, particularly in regard to the early planning, site analysis, and due diligence. Our goal is to proactively mitigate the risks for this development. Over the past year, staff collaborated closely with the development team and potential subcontractors to conduct thorough site analyses, including soil and environmental assessments. Additional site-specific testing will be performed before finalizing the GMP for the infrastructure contract. This work can be done once the Master Plan is approved and locations are confirmed. We do not expect soil issues similar to those encountered at the Stillson site.

Through the Stables Village project, we have gained confidence in the development team and appreciate that 75% of the team consists of local firms that have now worked together for two years. The team is responsive and has produced a very high-quality project utilizing efficient construction methodology including panelization that reduces costs. The local subs and vendors are responsive and make it easy to troubleshoot and resolve challenges that inevitably arise. The team has spent considerably more time in the pre-development/site evaluation phase and has completed more refined civil plans so cost estimating is more accurate. This pre-development planning also includes working with Upper Blue Sanitation District to coordinate utilities in shared easements. It should also be noted that proceeding with two distinct phases provides the Council will the opportunity to evaluate key factors—such as unit mix, home sales absorption, costs, and market conditions, etc. (and make changes if necessary) before proceeding with the second phase/build out of the neighborhood. This approach offers the flexibility needed to successfully complete a multi-year project, like this one, which is expected to span six years.

The balance of this memo includes staff recommendation on the budget, including recommendation on sales prices, deed restriction lights, ADUs, as well as an overview of the next steps. Town Council input on these issues will enable staff and the development team to continue to progress with budget refinements heading toward the development of a final GMP.

Financial Implications

During the last budget cycle, the projected Town subsidy for the Runway development, including infrastructure and gap funding, was \$24.1 million over a three-year time span for 80-100 units. In a subsequent Town Council meeting in November the Council preferred a more efficient use of the property by increasing units. In December, staff brought options for 148 units with the potential of ADUs which updated the projected subsidy to close to \$40 million over a five-year time frame. The developer has worked diligently to reduce costs through value engineering. However, we believe that the only way to significantly lower this figure would be to compromise on some elements of the plan, particularly the net zero component or to increase the sale prices. Unfortunately, neither of these options would result in a development that meets our community's needs or aligns with our long-term goals, so we have prepared two options for your consideration:

Option 1: A \$46 million subsidy over 5 years, which includes net zero and offers the majority of units with initial price points between \$351K and \$680K.

Option 2: A \$50 million subsidy over 6 years, which also includes net zero and features more affordable price points, with initial pricing ranging from \$351K to \$620K. These price points would save buyers on average \$400/month in mortgage costs.

Both options are described in the attached Exhibit. Under either option there would be single family residences that have price points exceeding the maximums identified above (see Light Deed Restriction Units discussion below).

In considering the increased project subsidy, Housing and Finance staff reviewed the Housing proforma and the impact on the Town's KPI cashflow. Given what we know today, the updated project cost will negatively impact the Town's 2029 KPI cashflow by \$26 million. In order to retain the Town's targeted break even cashflow of \$135 million staff will evaluate opportunities to reduce expenditures, including a recommendation to pause the Town's Buy Down program while we are building new for sale units. A pause in the Buy Down program will provide \$13M over five years that can be put towards the Runway development.

Staff recommends Option 2 as we believe the Runway development is one of the last opportunities for the Town to provide affordable housing that allows renters to transition into homeownership. This project will also help growing families move into larger homes, possibly opening up other existing deed restricted units, and should alleviate overcrowding, and reduce the number of cost burdened households. Both options include some higher priced single-family homes that will help subsidize the entry level prices, creating a truly mixed-income neighborhood.

It should be noted that we have secured approximately \$2M in grants and are awaiting to hear back from another \$2M grant that staff presented to DOLA last March 4th. Staff will continue pursuing further funding opportunities, including additional grants and Prop 123 funding, to help reduce costs while also ensuring any funding does not limit the Town's ability to manage the development in a way that supports our community and meets our goals.

Both options are based on the developers preliminary pricing for infrastructure which is based on good civil plans and assumes vertical costs based on the Stables Village model. The pricing also reflects contingency carried across the project for potential increases due to changing economic conditions.

Deed Restriction Light:

Staff is proposing the inclusion of a dozen larger single-family units with a deed restriction light to help achieve lower price points for other units within the subdivision and to support a true mixed income neighborhood. These units are included in both options. We believe this approach will contribute to the diversity of the neighborhood, allowing us to include workforce families who can afford slightly higher prices but still wish to reside in a real local's community. This strategy also helps address the "missing middle" demographic, balancing affordability with opportunities for increased homeownership. We will further discuss this with the Housing Committee and bring a recommendation to the next meeting in March.

ADU Policies:

Staff believes that ADUs can be a very important element of the Runway Neighborhood to provide some affordable rental units and to provide some income to homeowners. We are proposing that ADUs are available for construction on 44 of the single-family homes. This ADU approach would be at the homeowner's expense but rough ins for plumbing and electrical would be thoughtfully included during initial construction. The homeowner would also be provided with a plan set that can be used for permitting as part of their purchase. Because the homeowner would be responsible for the build-out costs, we do not believe owners should be required to rent the ADU, however if the owner chooses to rent, we would set a maximum rental rate and employment requirements based on our rules and regulations. The costs incurred would be considered capital improvement expense so a portion of the costs can be recouped at time of resale.

Public outreach/engagement

Previous demand in the Stables Village neighborhood showed that we received over 700 applications across all four lotteries for 61 units. This information demonstrates a high demand for townhomes, duplexes, and single-family homes. We expect to complete the neighborhood next summer and have good socioeconomic diversity in the homeowners. To make sure the Runway development is inclusive and accessible, the housing team is working closely with our social equity and marketing teams and the SCHA. Outreach will remain ongoing to involve the entire community, with more detailed information provided as the project scope is further refined and finalized. We hope to host a project kickoff/information session early to inform potential buyers with what they need to prepare for homeownership.

Equity Lens

The proposed unit mix best meets the community needs since it provides roughly one-third of each unit type while catering to different household sizes and income levels. This neighborhood is envisioned as a place where residents can transition into larger units as their families grow or downsize as their needs change, with resales continuing to be

determined through a lottery system. The primary goal of this neighborhood is to offer a diverse range of housing options at various initial price points to meet the needs of our community with units as low as \$350K and as high as \$850K, but with a focus on the \$450-680K price points. We expect to include income testing in the lowest priced units to ensure they serve the target population.

As we engage in communication and outreach, we will use the Equity Lens to ensure we reach all our community members. As we have in the past, we will continue to involve members of the community to maximize inclusivity and buy-in with our lottery and sale processes.

Staff Recommendation

Staff recommends moving forward with civil work this summer to implement Option 2 once Council has reviewed and approved the final GMP/subsidy with the development contract. We are currently working with engineering to finalize all infrastructure details across the entire site in tandem with the master planning process. Next steps include the approval of the Master Plan, finalizing the design of the infrastructure, finalizing a guaranteed maximum price, drafting the deed restriction, executing an infrastructure contract with the developer, and subdivision/conveyance of the first phase property. We intend to present documents and budgets for review in May.

Questions:

Does the Council support moving forward with staff recommendation on Option 2 with a phased construction over 6 years and ground break this summer?

Does Council support including higher priced units with a modified / light deed restriction to help offset cost and provide a mixed income neighborhood? If so, staff will return with more specific information on the terms of this deed restriction.

Does Council agree with the staff recommendation regarding the approach for ADUs?

Are there any other miscellaneous comments or questions?

OPTION 1

Unit Type	Sale Price	Target Household Size and Income
Townhome - 2 bedroom (no garage)	\$ 351,000.00	2 person - \$104,000
Townhome - 3 bedroom (no garage)	\$ 450,000.00	3 person - \$110,000
Duplex - 3 bedroom (1 car garage)	\$ 620,000.00	3 person - \$145,000
Single Family - 3 bedroom (1 car garage)	\$ 680,000.00	3 person - \$158,000
Single Family - 3 & 4 bedroom average (2 car garage)	\$ 850,000.00	
Single Family - 4 bedroom modified (2 car garage)	\$ 1,050,000.00	
<i>Average Sales Price*</i>	\$ 525,250.00	
Revenue	96,426,310	
Vertical Construction	112,701,986	
Net Zero Construction	9,472,000	
Grant Funding	5,250,000	
Infrastructure	26,726,277	
GAP Funding	20,222,676	
	Total Subsidy	46,948,953
Subsidy per Unit	317,223	
Vertical Construction Cost per SF	\$ 365	

OPTION 2

Unit Type	Sale Price	Target Household Size and Income
Townhome - 2 bedroom (no garage)	\$ 351,000.00	2 person - \$104,000
Townhome - 3 bedroom (no garage)	\$ 450,000.00	3 person - \$110,000
Duplex - 3 bedroom (1 car garage)	\$ 575,000.00	3 person - \$133,000
Single Family - 3 bedroom (Cottage) (1 car garage)	\$ 620,000.00	3 person - \$145,000
Single Family - 3 / 4 bedroom (2 car garage)	\$ 850,000.00	
Single Family - 4 bedroom modified (2 car garage)	\$ 1,050,000.00	
<i>Average Sales Price*</i>	\$ 499,000.00	
Revenue	92,757,503	
Vertical Construction	112,701,986	
Net Zero Construction	9,472,000	
Grant Funding	5,250,000	
Infrastructure	26,726,277	
GAP Funding	23,891,483	
	Total Subsidy	50,617,760
Subsidy per Unit	342,012	
Vertical Construction Cost per SF	\$ 365	

Note: Lower price of \$45,000 = \$250/month less in mortgage costs
Lower Price of \$60,000 = \$400/month less in mortgage costs