



Planning Commission Regular Meeting

Tuesday, March 18, 2025, 5:30 PM

Town Hall Council Chambers

150 Ski Hill Road

Breckenridge, Colorado

The indicated times are intended only to be used as guides. The order of projects, as well as the length of the discussion for each project, is at the discretion of the Commission. We advise you to be present at the beginning of the meeting regardless of the estimated times. For further information, please contact the Planning Department at 970-547-3160.

I. CALL TO ORDER, ROLL CALL (5:30PM)

- A. LOCATION MAP
- B. APPROVAL OF MINUTES
- C. APPROVAL OF AGENDA

II. PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES (NON-AGENDA ITEMS ONLY; 3-MINUTE LIMIT PLEASE) (5:35PM)

III. CONSENT CALENDAR (5:40PM)

- A. BEAVER RUN SUMMER 2025 CONFERENCE AND EVENTS TENTS (EM), 620 VILLAGE RD, PL-2025-0039

IV. TOWN PROJECTS (5:45PM)

- A. DRIVING RANGE NETTING (EM), 200 CLUBHOUSE DR, PL-2024-0505

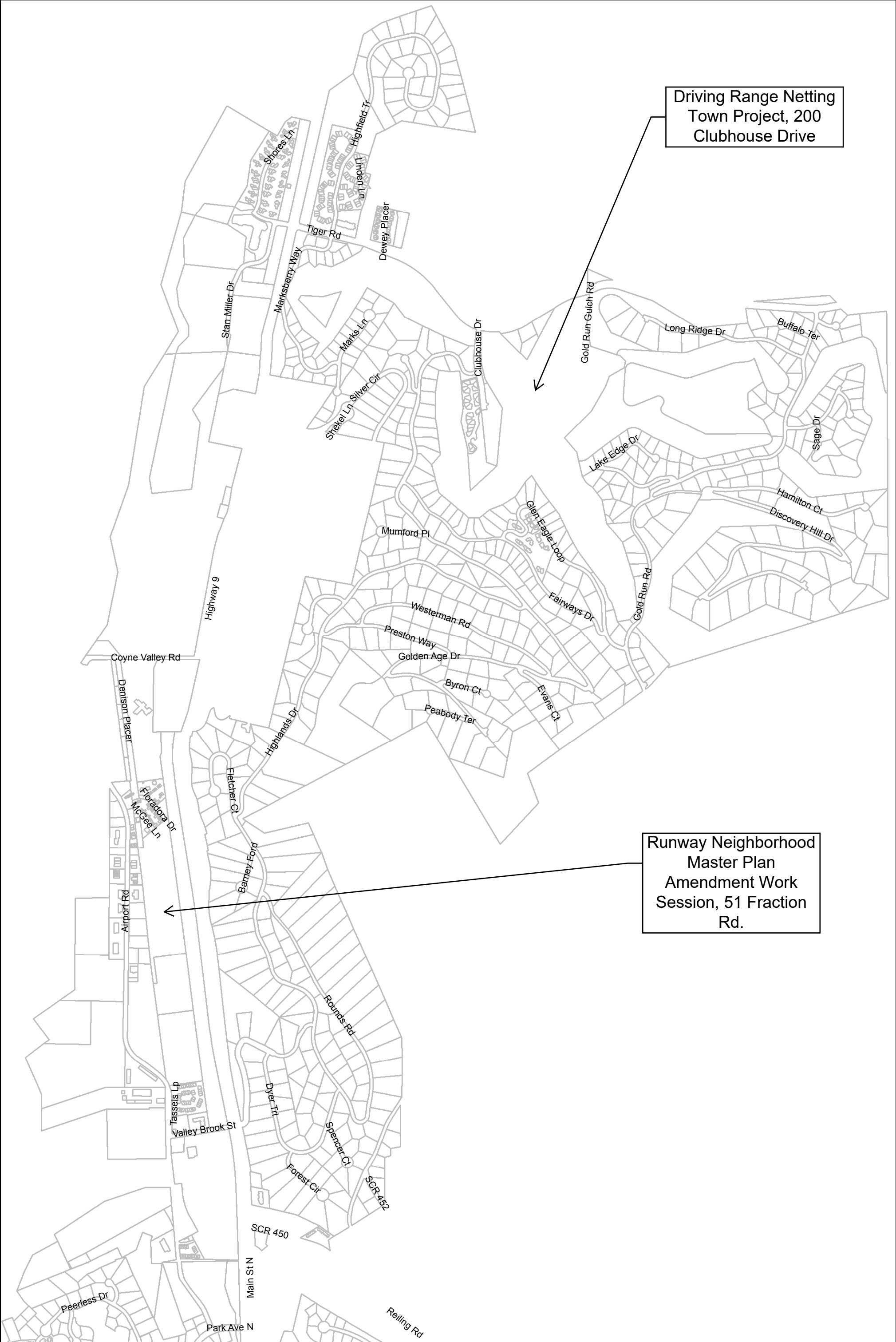
V. WORK SESSIONS (6:15PM)

- A. RUNWAY NEIGHBORHOOD MASTER PLAN AMENDMENT WORK SESSION (AB) 51 FRACTION ROAD; PL-2025-0011

VI. OTHER MATTERS (6:45PM)

- A. TOWN COUNCIL SUMMARY

VII. ADJOURNMENT (7:00PM)



Driving Range Netting
Town Project, 200
Clubhouse Drive

Runway Neighborhood
Master Plan
Amendment Work
Session, 51 Fraction
Rd.



Breckenridge South



Beaver Run Summer
2025 Conference and
Event Tents, 620 Village
Rd.



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

Planning Commission Staff Report

Subject: Beaver Run Summer 2025 Conference and Events Tents
(Class C Minor; PL-2025-0039)

Proposal: To install a main tent (40'x100' = 4,000 sq. ft.), a food service/kitchen tent (20'x40' = 800 sq. ft.), an entryway tent (10'x10' = 100 sq. ft.) and a walkway/connector tent from main tent to the service/kitchen tent (10'x10' = 100 sq. ft.) for use during the summer only. The tent will provide additional space for on-site conferences and functions. This tent has been used previously with the same design and location.

Address: 620 Village Road

Legal Description: Beaver Run Resub, Lots 3A and 3B

Project Manager: Ellie Muncy, Planner I

Date: March 10, 2025 (For meeting of March 18, 2025)

Applicant/Owner: Beaver Run Resort HOA

Land Use District: 23: Residential: 20 UPA and Commercial: 1:3 FAR

Site Conditions: The site is a flat, paved parking lot adjacent to the existing Beaver Run Conference Center. There are not any significant development constraints.

Adjacent Uses: North: Cedars Condominiums South: Forest Service / Ski Area
East: Forest Service / Ski Area West: Beaver Run Condominiums

Item History

The conference and events tent has been permitted and installed in this location since 1994. The last Development Permit for the tent was issued on April 9, 2024 (PL-2024-0067), which expired September 30, 2024.

Staff Comments

Policy 36 (Absolute) Temporary Structures: The Breckenridge Development Code requires that Temporary Tents for Private Events abide with Development Code provision: 9-1-19-36A: Policy 36 (Absolute) *Temporary Structures*, adopted in 2015 and amended in 2017. Staff has analyzed the application as it relates to Policy 36 below:

F. Temporary Tents for Private Events: ...

(2) Special Rules For Temporary Tents Located Upon Certain Properties: Temporary tents may be allowed for the following properties if authorized by a class C development permit, subject to the following terms and conditions. For properties that are subject to this subsection F(2), the provisions of subsection F(1) of this section do not apply.

a. This subsection F(2) applies only to temporary tents to be erected on the following categories of properties: hotel/lodging/inn and condominium properties. For this subsection F(2) to apply a

property must contain a minimum of four (4) acres, or have a minimum of fifty (50) residential single-family equivalents of approved and developed density.

The property is 6.18 acres. Additionally, the Beaver Run Resort has 678,644 sq. ft. of mixed use density on-site and therefore is well over the minimum (50) residential SFE requirement. Staff does not have any concerns.

b. A temporary tent shall be used solely in connection with the holding of a private event;

The proposed use of the tent is for private events held by Beaver Run Resort. Staff does not have any concerns.

c. At the option of the applicant, either:

1. One temporary tent permit per calendar year may be issued per property for a maximum duration of one hundred fifty (150) consecutive days; or

2. Two (2) temporary tent permits per calendar year may be issued per property for a maximum duration of forty five (45) consecutive days each;

The applicant is requesting a single permit for 122 days of use. The tent is proposed to be erected on June 1st and removed no later than September 30th, 2025.

d. Temporary tents authorized under this subsection F(2) may only be erected after the close of the ski season at the Breckenridge Ski Resort and before start of the next ski season at the Breckenridge Ski Resort;

Breckenridge Ski Resort has announced the closing date for the 2024-2025 season as Sunday, May 11th, 2025. The tent is to be erected on June 1st, after the closure of the Breckenridge Ski Resort, so the skier parking in the location of the temporary tent will not be needed.

e. No temporary tent approved pursuant to this subsection F(2) may exceed five thousand five hundred (5,500) square feet in size; and

The total area of the proposed tents and walkway ramp is 5,000 square feet and is below the 5,500 square foot maximum. Staff has no concerns.

f. A temporary tent may not be placed in a location that will interfere with approved circulation on the subject property, or be located on required parking or landscaping.

The tents are proposed to be placed on the south edge of the Beaver Run Conference Center parking lot, adjacent to the United States Forest Service access easement and Breckenridge Ski Resort. The main tent is oriented lengthwise northeast to southwest. The conference and events tent is proposed in the same location it has been permitted and installed since 1994. The application has been referred to the Red, White and Blue Fire Department, who also require a Tent Permit to ensure life-safety concerns and emergency service access and structural requirements are met prior to the tent being erected. Staff does not have any concerns.

(3) Conditions of Approval: Without limitation, the conditions of approval of a development permit issued under this subsection F may include, if determined to be appropriate by the director or the planning commission:

a. Proper upkeep of the temporary tent; and

b. The requirement that the permittee provide a monetary guarantee to the town, in a form acceptable to the town attorney, ensuring the complete removal of the temporary tent, site cleanup, and site revegetation, when the permit expires without being renewed, or is revoked.



Tent as erected in 2023.

Staff does not expect any issues with upkeep or removal of the temporary tent, site cleanup, or revegetation. The site is completely hardscaped and has been cleaned after tent removal in previous years.

Point Analysis: The proposal meets all Absolute policies of the Development Code. Staff does not find any reason to assign positive or negative points to this application under any Relative policies.

Staff Action

The Community Development Department has approved the Beaver Run Summer 2025 Conference and Events Tent, PL-2025-0039, located at 620 Village Road, with the attached Findings & Conditions.

TOWN OF BRECKENRIDGE

Beaver Run Summer 2025 Conference and Events Tents
620 Village Road
Beaver Run Resub, Lots 3A and 3B
PL-2025-0039

FINDINGS

1. The project is in accordance with the Development Code and does not propose a prohibited use.
2. The project will not have significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives, which would have less adverse environmental impact.
4. This approval is based on the staff report dated **March 10, 2025** and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and approved on **March 25, 2025** by the Town Council as to the nature of the project.

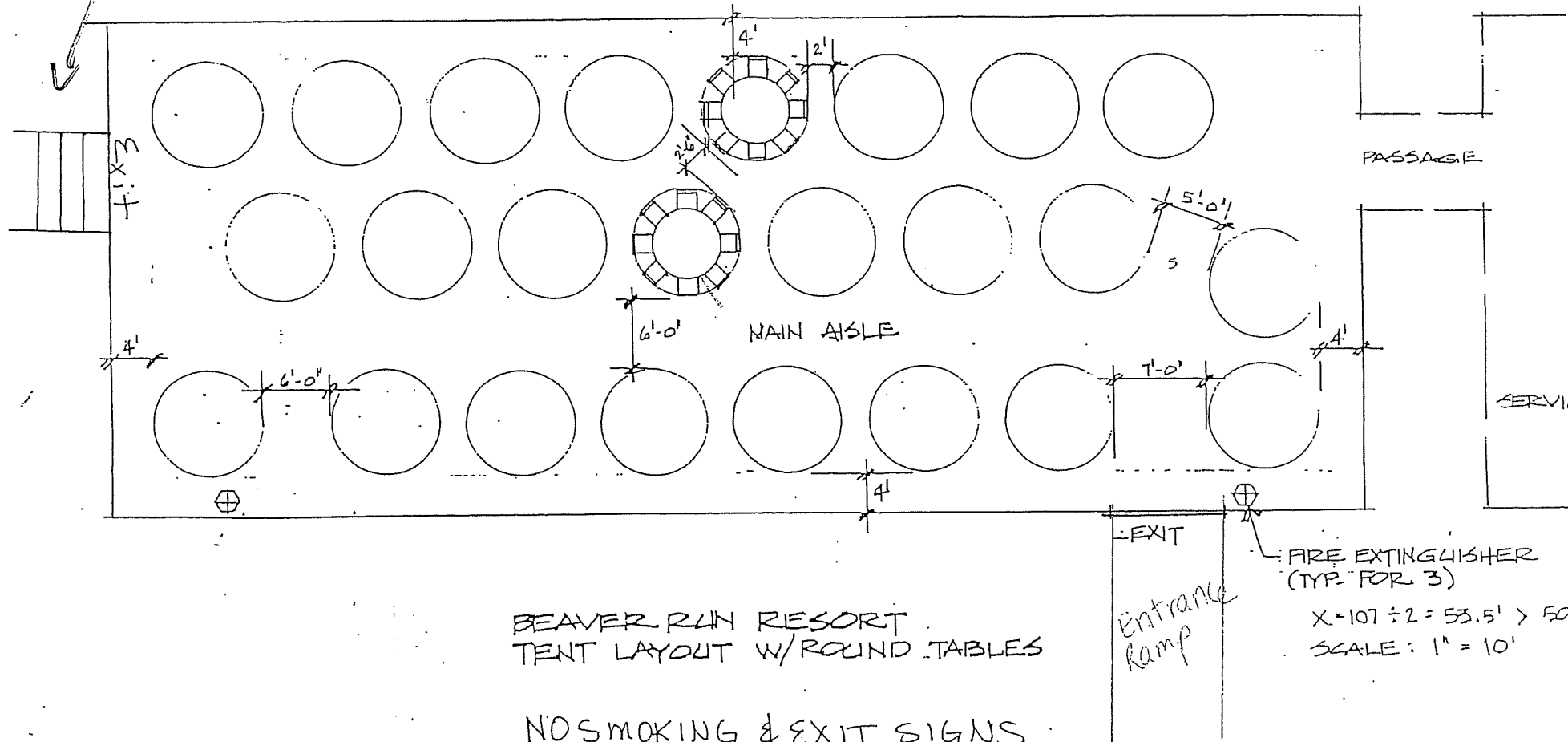
CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. **This permit is valid from June 1st – September 30th, 2025.** In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the permit shall be become null and void.
4. **Applicant shall obtain a building permit prior to installation of the temporary tent.**
5. **Applicant shall obtain a temporary tent permit from the Red, White and Blue Fire Department prior to installation of the temporary tent.**
6. This permit contains no agreement, consideration, or promise that a certificate of compliance will be issued by the Town. A certificate of compliance will be issued only in accordance with the Town's planning requirements/codes and building codes.
7. **At all times during the erection of the temporary tent, the permittee must ensure proper upkeep of the tent. Prior to expiration of this permit, the tent must be removed, and the site cleaned of all trash and debris associated with the tent.**



REFER TO ATTACHED
CODE NOTES FOR
STAIRS, HANDRAILS, GUARDS

PROPANE



BEAVER RUN RESORT
TENT LAYOUT W/ROUND TABLES

NOSMOKING & EXIT SIGNS
OCCUPANCY LOAD 200

$X = 107 \div 2 = 53.5' > 50'$
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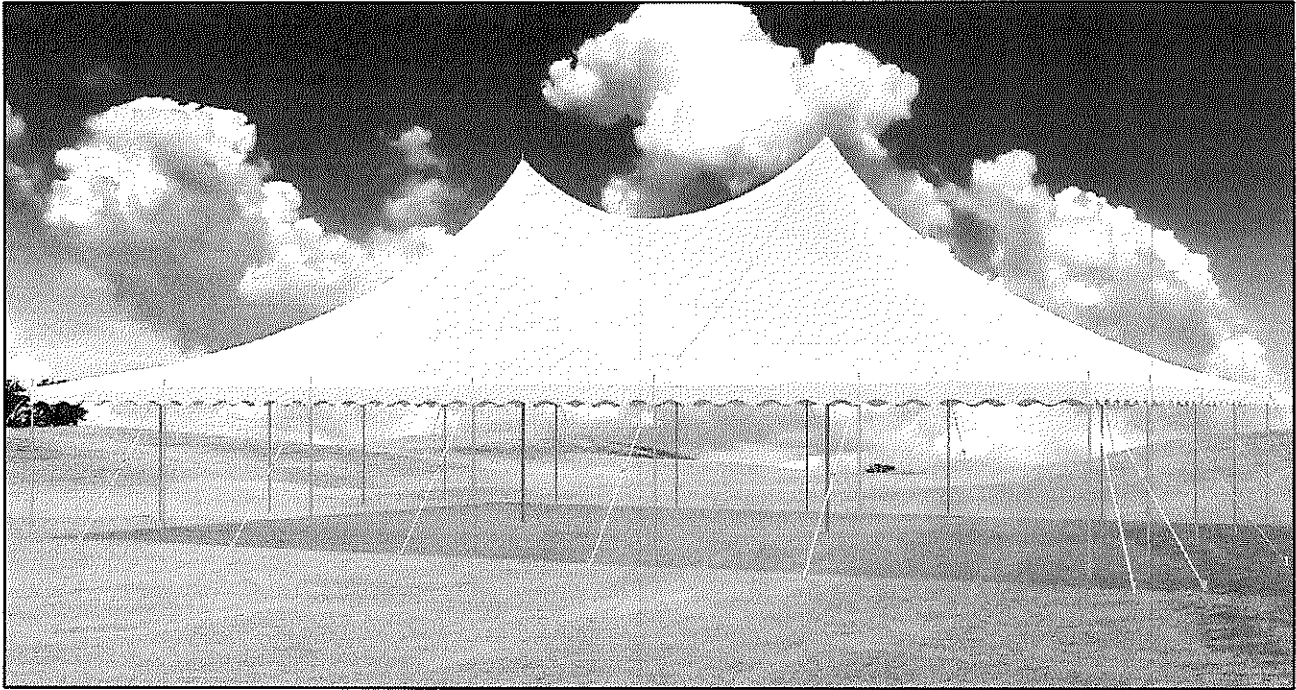
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Town Project Staff Report

Subject: Driving Range Netting Town Project
(PL-2024-0505)

Date: February 28, 2025 (for the meeting of March 18, 2025)

Proposal: Installation of 30 ft. tall netting along the west side of the Golf Course Driving Range and 20 ft. tall netting along the north end of the Golf Course Driving Range.

Project Manager: Ellie Muncy, Planner I

Property Owner: Town of Breckenridge

Applicant: Breckenridge Recreation Department

Address: 200 Clubhouse Dr

Legal Description: *TR 6-77 Sec 18 Qtr 4 Acres 152.8830 AKA BRECKENRIDGE GOLF COURSE*

Land Use District: 38: Recreation (Intensity of Use and Structural Type by Special Review)

Area: Breckenridge Golf Course Driving Range: 152.88 acres

Site Conditions: The netting is proposed along the west and north edges of the existing Golf Course Driving Range located centrally within the Breckenridge Golf Course. A homemade netting system of similar height to the proposed system currently runs along the west edge of the Golf Course Driving Range.

Adjacent Uses: North: Golf Course Maintenance Building
South: Golf Course
East: Golf Course and Pond
West: Golf Course and Golf Course Clubhouse

Dimensions: West section: 30 ft. tall x 600 ft. long, typically 40 ft. between poles
North section: 20 ft. tall x 110 ft. long and 20 ft. tall x 40 ft. long, typically 20-22 ft. between poles

Background

The driving range for the Breckenridge Golf Course is located centrally within the golf course, situated northeast of the Golf Course Clubhouse. At the north end of the driving range is the Golf Course Maintenance Building and a field of solar panels. When the practice tees are pushed forward on the driving range, as part of the tee rotation, the distance to the maintenance facility is closer and balls can hit the maintenance building, parked cars, and the adjacent solar panels. This has resulted in eight solar panels, one car window, and one building window being broken within the last two years. This also presents a hazard to any employees working in that area. The installation of the netting on the north side of the driving range will mitigate the issues caused by stray balls in the area. The proposed netting on the west side of the driving range will replace the existing homemade netting system of a similar height. The existing system was constructed using tree trunks, is roughly 25-30 ft tall and 300 ft long, and has started to degrade since construction. The new netting proposed on the west side will be longer than the existing system and help capture stray balls that may get lost in the natural habitat to the west which will reduce staff disruption of that area. The proposed netting will be below the hillside, along the tree line with minimal disruption to views of the area. During installation, the length of the netting along the west side will be “field fitted” and most likely be reduced once a better understanding of the actual length needed in the area is determined. The height of west netting may also be reduced during construction as the netting extends down the range. Additionally, the north length of netting will be taken down in the winter to further reduce any disruption of views while the west length will remain up year-round and is designed to handle snow loads.

This project was brought before the Planning Commission during the January 7th meeting where the Commission recommended approval. The project was then brought before the Town Council during the February 11th meeting with several changes to the proposal. Town Council recommended Staff move forward with the updated proposal but requested Staff bring the project back to Planning Commission to confirm the Commission’s recommendation for approval. Since the proposal was last brought before the Planning Commission, the project has been modified to remove the proposed length of netting along the east side of the driving range. The east side netting is no longer proposed to reduce potential visual impacts to the natural area surrounding the golf course. Additional landscaping to capture and slow errant golf balls that leave the driving range will be installed in the east side location instead. Installation of the west length of netting was formerly proposed as part of an alternative phasing plan for the project in a work session to the Town Council but was not previously presented as part of the Town Project hearing with the Planning Commission. The proposed west length of netting will now presented for approval with this Town Project.

Policy Discussion

Recreation Facilities (20/R): Staff find that this is a safety related improvement to an existing facility, which does not increase the recreational opportunities provided. The improvement is thus not eligible for positive points.

Fences, Gates, and Gateway Entrance Monuments (47/A): The proposed netting on the west and north sides of the driving range qualifies as fencing. Policy 47 allows fences outside the Conservation District for several select uses, one of those being around outdoor recreational facilities. The following design standards are defined for recreational facility fencing:

*“Fences around ball fields, tennis courts, or **other outdoor recreation areas** shall use black or dark green coated chainlink fencing, steel or aluminum, or wood. Uncoated or galvanized chainlink fencing is prohibited. This standard applies to fencing of both public and private recreation areas. Wind privacy screens may be incorporated into the fence,” (emphasis added).*



Example photo of a 40' tall netting system

The proposed netting will be a black nylon rope material, and the poles will be a matte black color. The netting is semi-transparent, allowing for high visibility through the netting. Staff find the design of the netting to meet the requirements of Policy 47 and is similar to the previously approved safety netting at the Recreation Center's ball fields. Staff are comfortable with the proposed material varying from the material required by Policy 47 for outdoor recreation areas, due to the past precedent set by the approval of the Recreation Center ball field netting. Staff have no concerns.

Staff Recommendation

Staff find that all Absolute policies have been met and no points are applicable under the Relative Policies.

Staff recommend the Planning Commission recommend the Town Council approve the Driving Range Netting Town Project (PL-2024-0505), located at 200 Clubhouse Dr., along with the attached Findings and Conditions of Approval.

TOWN OF BRECKENRIDGE

**Driving Range Netting Town Project
200 Clubhouse Dr.
PL-2024-0505**

FINDINGS

1. This project is “Town Project” as defined in Section 9-14-1 of the Breckenridge Town Code because it involves the planning and design of a public project.
2. The process for the review and approval of a Town Project as described in Section 9-14-4 of the Breckenridge Town Code was followed in connection with the approval of this Town Project.
3. In connection with its review of this Town Project, the Planning Commission scheduled and held a public hearing on January 7, 2025 and March 18, 2025, notice of which were published on the Town’s website for at least five (5) days prior to the hearings as required by Section 9-14-4B of the Breckenridge Town Code. In addition to posting on the Town’s website, notice of the planning commission’s public hearings on a proposed town project shall be given in the same manner as is required for a final hearing on a Class A development permit application pursuant to chapter 1 of this title. Failure of a person to receive the notice described in this section shall not impair the validity of the planning commission’s public hearing on a proposed town project, or the planning commission’s recommendation to the town council with respect to such proposed town project. Because the process of reviewing and approving a town project is discretionary and administrative, and not quasi-judicial, any member of the town council may properly attend the planning commission’s public hearing(s) and deliberations with respect to a proposed town project. At the conclusion of its public hearings, the Planning Commission recommended approval of this Town Project to the Town Council.
4. The Town Council’s final decision with respect to this Town Project was made at the regular meeting of the Town Council that was held on March 25, 2025. This Town Project was listed on the Town Council’s agenda for the March 25, 2025, agenda that was posted in advance of the meeting on the Town’s website. Before making its final decision with respect to this Town Project, the Town Council accepted and considered any public comment that was offered.
5. Before approving this Town Project the Town Council received from the Director of the Department of Community Development, and gave due consideration to the Town Project in the same manner a recommendation is prepared for a final hearing on a Class A Permit application under the Town’s Development Code (Chapter 1 of Title 9 of the Breckenridge Town Code).
6. The Town Council finds and determines that the Town Project is necessary or advisable for the public good, and that the Town Project shall be undertaken by the Town.

7. Per Town Code Section 9-14-2 Town Council Authority Over Town Projects, the Town Council has the authority, in its sole discretion, has the sole and final authority to determine all aspects of the town project, including but not limited to, its location and design. Chapters 1, 3 and 12 of this title and the town of Breckenridge land use guidelines do not apply to town projects, but town projects shall be processed instead in accordance with the provisions of this chapter.

CONDITIONS

- 1. Prior to any ground disturbance, the contractor shall have all underground utilities located.**
- 2. Applicant shall submit a building permit application with all required documentation and obtain approval from the building department before beginning construction.**

The Breckenridge Golf Club has identified the need for netting structures on the driving range. The Phase 1 netting proposal, on the East side of the driving range, was withdrawn from consideration due to feedback received about the aesthetics. The golf course will plant additional trees in this area as an alternative. However, the golf course would still like to move forward with Phases 2 and 3.

Phase 2 will focus on replacing the existing homemade netting system on the West side of the driving range. This netting system is designed to capture errant golf balls that get lost in the native area adjacent to the range. Many years ago, the maintenance staff built a homemade netting system out of tree trunks, roughly 25-30 feet high. This netting system is now rotten, falling apart, and looks very ragged. The proposed netting would have 30-foot poles, with a run of 600 feet along the West edge of the driving range. We believe the visual impact to surrounding homeowners will be very minimal, since it will be tucked below the hillside, along the tree line with trees and shrubs. In addition, the new netting will have greater functionality and will look more professional.



Phase 3 will focus on protecting the maintenance facility, solar panels, and our employees. During the past few years, we have had a significant increase in the number of incidents with errant golf balls causing property damage. There have been numerous solar panels damaged, two shop windows broken, and damage to employee vehicles. These errant golf balls have created a safety hazard for our employees and for our property. The proposed netting system would have 20-foot poles and run 150 feet behind the trees at the maintenance facility. This system will be retractable, and will be taken down during the winter months, so the Nordic operation can function as normal. We believe the visual impact to surrounding homeowners will be minimal, as it will be placed along the tree line.



Thank you for your time and consideration!

LAYOUT PROOF

DISCLAIMER: Sportsfield Specialties, Inc. netting systems are designed and intended as a complete netting system. In the event your facility replaces an existing system, relies on existing structural elements, or purchases an extension to an existing netting system, Sportsfield Specialties, Inc. does not make any representations or warranty relating to the overall design of the combined facility and/or the connection points to and the cables that are part of the existing netting system. Owner's decision to proceed with an extension in lieu of a complete new netting system will be at Owner's sole risk and without liability to Sportsfield Specialties, Inc. and Owner shall indemnify and hold harmless Sportsfield Specialties, Inc. from all claims, damages, losses and expenses arising out of or resulting therefrom.

CUSTOMER SIGNATURE: _____ DATE: _____



- KEY:**
- Phase 3:**
- North BSS420 Retractable Netting:
- (1) 110'L x 20'H Golf Netting
 - (1) 40' x 20'H Golf Netting
 - (9) 4" Diameter Poles
- Phase 2:**
- West 600' Run:
- 600'L x 30'H Golf Netting
 - (16) 30'H Poles

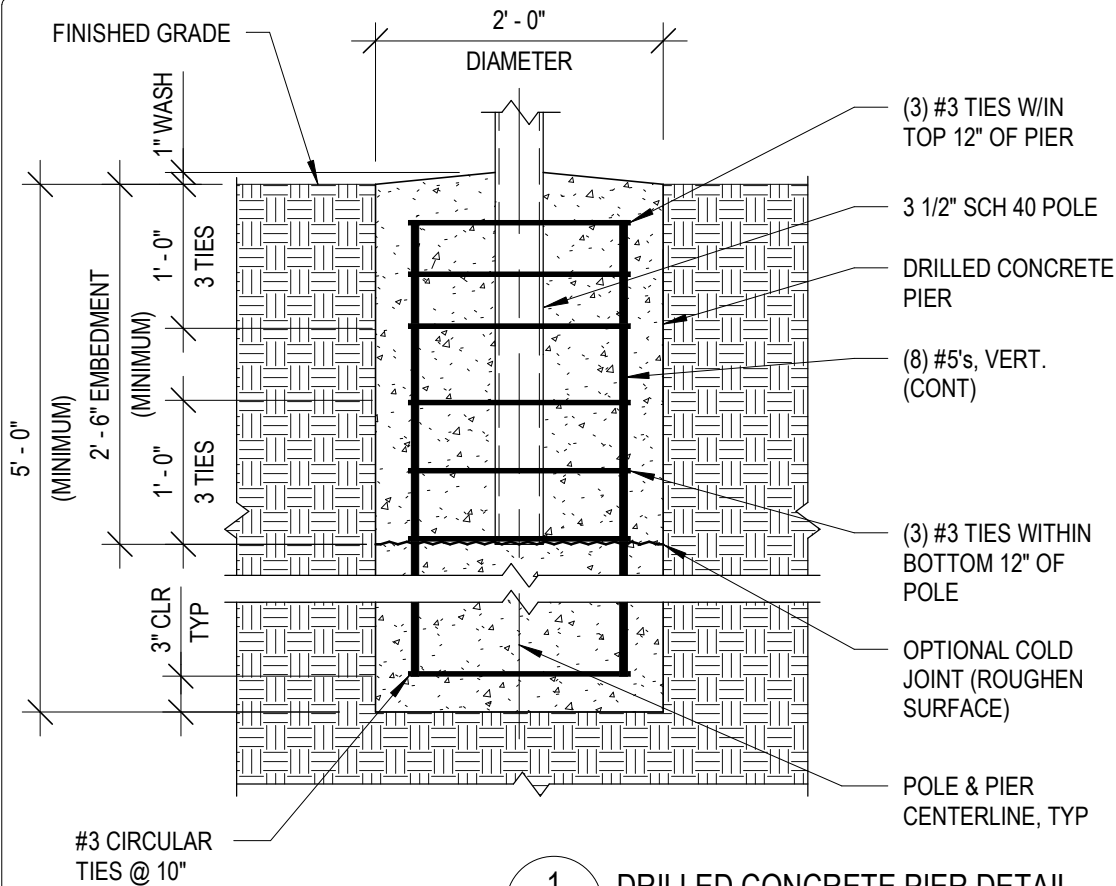
LAYOUT PROOF

DISCLAIMER: Sportsfield Specialties, Inc. netting systems are designed and intended as a complete netting system. In the event your facility replaces an existing system, relies on existing structural elements, or purchases an extension to an existing netting system, Sportsfield Specialties, Inc. does not make any representations or warranty relating to the overall design of the combined facility and/or the connection points to and the cables that are part of the existing netting system. Owner's decision to proceed with an extension in lieu of a complete new netting system will be at Owner's sole risk and without liability to Sportsfield Specialties, Inc. and Owner shall indemnify and hold harmless Sportsfield Specialties, Inc. from all claims, damages, losses and expenses arising out of or resulting therefrom.

CUSTOMER SIGNATURE: _____ DATE: _____



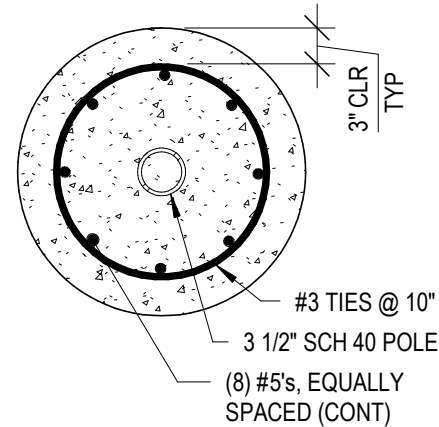
North Netting (20'H x 125'L) Pole Foundations



1
S101 DRILLED CONCRETE PIER DETAIL
3/4" = 1'-0"

SYSTEM NOTES:

1. SYSTEM TYPE = STANDARD STORMGUARD BALL SAFETY NETTING SYSTEM (BSS420)
2. NETTING TYPE = #G295T KNOTLESS POLYESTER NETTING
3. NETTING HEIGHT = 20' - 0" MAX
4. POLE HEIGHT = 21' - 0"
5. POLE SPACING = 25' - 0"
6. CABLE SAG B/W POLES = 2' - 2" MIN



GENERAL NOTES:

LOADS USED IN DESIGN: DESIGN BASED ON THE BUILDING CODE 2021 OF COLORADO, INTERNATIONAL BUILDING CODE 2021 (IBC 2021), AND ASCE 7-16 WITH SUPPLEMENT 1; WIND: BASIC WIND SPEED (3-SECOND GUST) = 100 MPH (POLE); = 60 MPH (NETTING); WIND EXPOSURE C; RISK CATEGORY I

SOILS INFORMATION: EFFECTIVE UNIT WEIGHT OF SOIL USED FOR FDN DESIGN = 110 PCF; COHESION = 1400 PSF; COHESION (SATURATED) = 190 PSF; THE WATER TABLE HAS BEEN ASSUMED TO BE BELOW THE BOTTOM OF THE FOUNDATION FOR FOUNDATION DESIGN; LATERAL BEARING PRESSURE = 200 PSF/FT BELOW GRADE; IF FOUNDATION IS NOT AUGURED, COMPACT SOIL SURROUNDING FOUNDATION TO 95% MODIFIED PROCTOR. SOIL PROPERTIES HAVE BEEN ASSUMED BASED ON SOILS RESEARCH USING THE U.S. DEPARTMENT OF AGRICULTURE WEB SOIL SURVEY. NO GEOTECHNICAL ENGINEERING EVALUATION WAS PROVIDED. **A REPRESENTATIVE OF THE SOILS ENGINEER SHOULD VERIFY SOIL PROPERTIES PRIOR TO INSTALLATION OF POLE AND POLE FDN.**

CAST-IN-PLACE CONCRETE: MINIMUM ULTIMATE COMPRESSIVE STRENGTH, F'_c = 4,500 PSI AT 28 DAYS; AIR ENTRAINMENT AT 5.5% +/- 1%; W/C RATIO = 0.46

REINFORCING: ALL REINFORCING FOR CAST-IN-PLACE CONCRETE SHALL BE ASTM A615 BILLET BARS, GRADE 60; DETAIL REINFORCING IN ACCORDANCE WITH THE ACI DETAILING MANUAL

STRUCTURAL ALUMINUM: PIPE SECTIONS SHALL CONFORM TO 6061-T6. PROVIDE BITUMINOUS OR ASPHALTIC COATING ON ALL SURFACES OF EMBEDDED ALUMINUM.



ENGINEERING

521 GARDNER ROAD APALACHIN, NY 13732
WWW.GRETELENGINEERING.COM
(607) 258-0080



IT IS A VIOLATION FOR ANY PERSON TO ALTER THIS DOCUMENT IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A PROFESSIONAL ENGINEER. IF THE DOCUMENT IS ALTERED, THE ALTERING ENGINEER SHALL AFFIX TO THE DOCUMENT THEIR SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

OWNER: SPORTSFIELD SPECIALTIES

PROJECT TITLE:
BRECKENRIDGE GOLF COURSE
BSS420

PROJECT LOCATION:
200 CLUBHOUSE DRIVE
BRECKENRIDGE, COLORADO 80424

REVISIONS

NO.	DESCRIPTION	DATE
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ISSUE DATE: 12/12/24

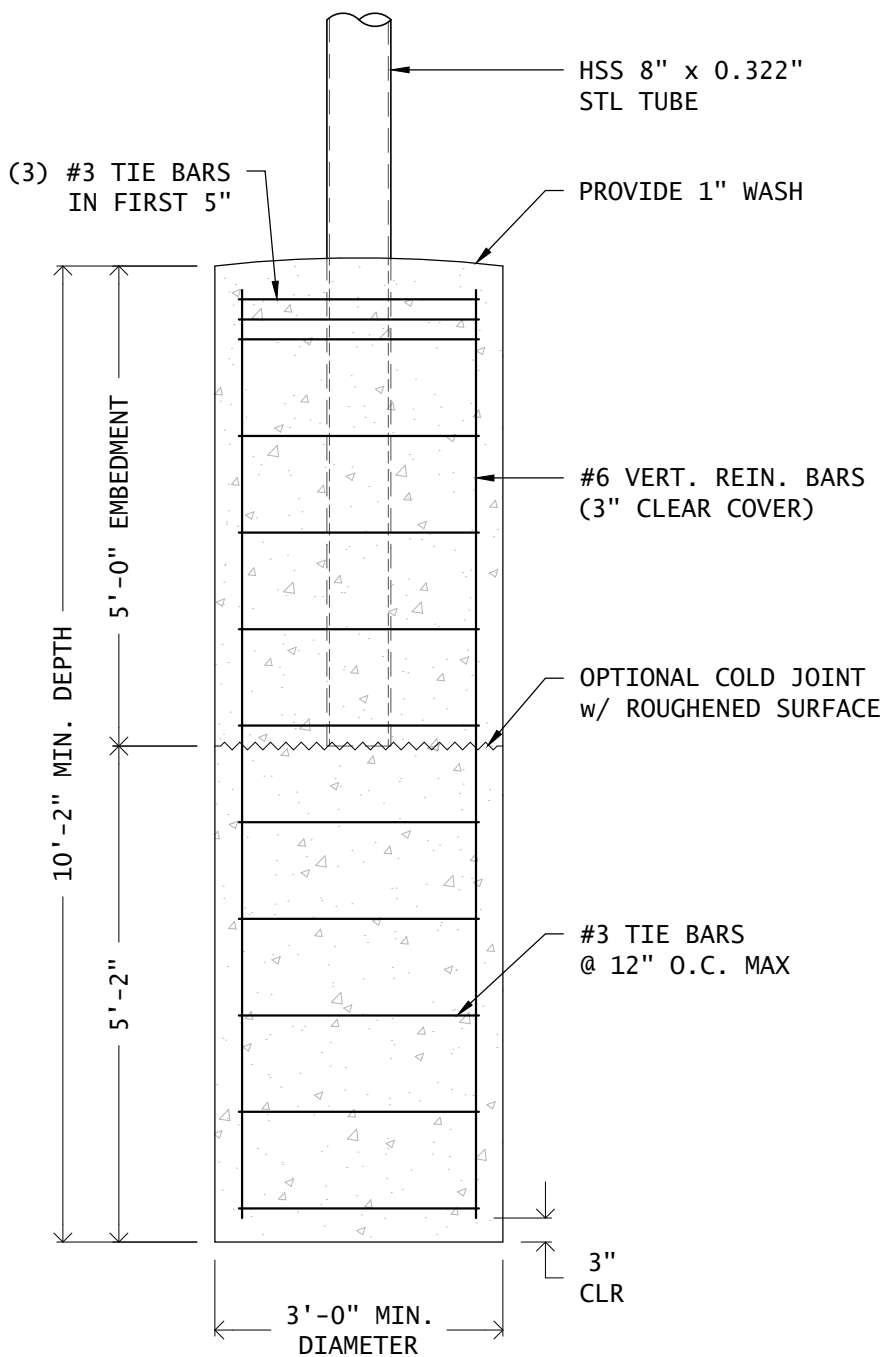
PROJECT NUMBER: 24-199

SHEET TITLE:
BSS420 FDN DETAIL

DRAWING NUMBER:

S101

SHEET NUMBER: 1 OF 1

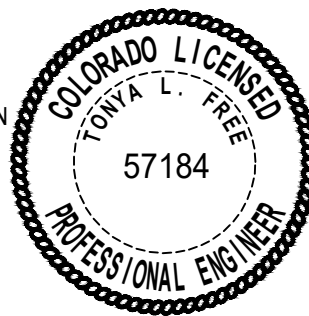
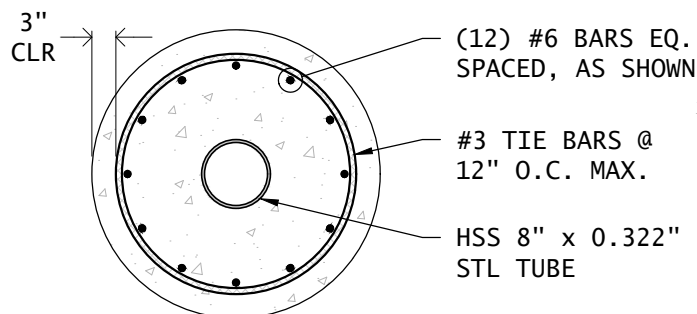


SYSTEM NOTES:

1. FOOTING DESIGNED FOR USE w/ G295T GOLF NETTING, 1" SQ. MESH NETTING
2. MAIN TOP CABLE SIZE = 5/16"
3. BOTTOM CABLE SIZE = 1/4"
4. ESTIMATED SAG = 15.84"
5. POLES CAN BE DIRECTLY EMBEDDED IN LIEU OF USING SLEEVES.

DESIGN CRITERIA:

1. DESIGN LOADS PER ASCE 7-16
EXPOSURE: C
WIND VELOCITY: 100 mph
2. CONCRETE SHALL MEET THE FOLLOWING:
28 DAY STRENGTH - 2,500psi
3. STEEL TUBES TO BE MINIMUM:
A500 Gr. C, $F_y = 46$ ksi
4. CONC. REBAR TO BE:
GRADE 60, STIRRUP, $F_y = 40$ ksi
5. SOIL BEARING CAPACITY: 1,500 psf
6. MAX POLE HEIGHT: 30' ABOVE GRADE
7. MAX POLE SPACING: 44' SPAN
8. WATER TABLE ASSUMED TO BE BELOW BOTTOM OF FOOTING, FOR DESIGN.
9. COMPACT SOIL SURROUNDING FOOTING TO 95% MODIFIED PROCTOR.
10. DESIGN OF MATERIAL SEPARATION TO PREVENT REACTION BETWEEN DISSIMILAR MATERIALS, NOT BY RICE ENGINEERING, INC.



#57184
12/19/2024

RICE
ENGINEERING

105 School Creek Trail
Luxemburg, WI 54217
Phone : 920.637.1042
Fax: 920.637.1100
www.rice-inc.com LinkedIn Facebook

PROJECT NAME:

Breckenridge Barrier

200 Clubhouse Dr. Breckenridge, CO 80424

REV	DATE	BY	DESCRIPTION
△			
△			
△			

SPORTSFIELD
SPECIALTIES
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DISCLAIMER:

THIS CERTIFICATION IS LIMITED TO THE STRUCTURAL DESIGN OF STRUCTURAL COMPONENTS OF THIS BARRIER NETTING SYSTEM. IT DOES NOT INCLUDE RESPONSIBILITY FOR:
• STRUCTURAL DESIGN OF HARDWARE, CLEVISSES AND TURNBUCKLES;
• MISC. PLATES, TIES AND HARDWARE;
• DESIGN OF AIR AND WATER INFILTRATION PREVENTION;
• THE MANUFACTURE, ASSEMBLY OR INSTALLATION OF THE SYSTEM;
• QUANTITIES OF MATERIALS OR DIMENSIONAL ACCURACY OF DRAWINGS.

SHEET TITLE:

**FOUNDATION
DETAILS**

DATE:

12-18-24

DRAFTED BY:

MPB

SHEET:

01



Legend

- Existing West Fence
- Maintenance Building
- North Fence

North netting, viewed from
maintenance building parking lot



North netting, viewed from
maintenance building parking lot
(West netting visible in background)



North netting, viewed from
driving range



West netting, viewed from
driving range



Planning Commission Staff Report

Subject: Runway Master Plan Work Session (Town Project; PL-2025-0034)

Proposal: The Runway Master Plan, an amendment to the Block 11 Master Plan, proposes a new for-sale workforce housing development located in Planning Area-A (PA-A). The Master Plan proposes 148 workforce housing units, including a mix of single-family and cottage units, duplex units, and townhome units. The Planning Area-B (PA-B) of the tract will remain allocated to governmental uses, such as open space, recreation, public works storage, and snow storage.

Project Manager: Amelia Brackett, Planner III

Date: March 11, 2025 (for meeting on March 18, 2025)

Applicant/Owner: Town of Breckenridge
Norris Design

Address: 51 Fraction Road

Legal Description: Tract A Fraction Subdivision

Site Area:

PA-A	23.82 acres
PA-B	1.40 acres
Total	25.22 acres

Land Use District: LUD 31: Allows for employee housing on land that was formerly Block 11 of the Breckenridge Airport Subdivision at up to 20 units per acre (UPA).

Site Conditions: The property is entirely owned by the Town of Breckenridge and currently hosts snow storage, unpaved skier parking, and the Runway Sledding Hill.

Adjacent Uses:

North:	Town-owned employee housing
East:	Blue River and Highway 9
South:	Upper Blue Elementary School
West:	Commercial and light industrial

Item History

This development would complete the buildout of the Block 11 area, as described in the Block 11 Master Plan. The 2007 Master Plan envisioned a mix of housing types with a projected total of 400 units. 191 of the units have been completed in the neighborhoods of Moose Landing, Blue 52, COTO Flats, Ullr, Denison Commons, and the Valley Brook Neighborhood. With the proposed addition of approximately 148 units, the Runway development would bring the total number of units up to 339, which is below the maximum projected density of the 2007 Master Plan. Since there is a Master Plan already in place for this property, this proposal is for a Master Plan Amendment. It maintains the use and overall vision of the 2007 Master Plan.

The Runway Master Plan divides the Runway area into Planning Areas A and B (PA-A & B). This two-part division reflects the methodology for the most recent Town employee housing project, Stables Village, and allows the Town to continue to use part of this parcel for snow storage and other government uses as needed.

This proposal incorporates feedback from several Town Council Work Sessions, at which staff received direction to prioritize net-zero energy development, target the 80-110% AMI range (subject to change based on potential future fluctuations of AMI), provide trail connectivity and parking within the development, and feature a variety of unit types. Council also supported the density and mix of units that is proposed in this draft Master Plan at the December 10, 2024 work session.

Staff Review

Since no proposed changes in use or new developments are proposed for PA-B, staff review will only cover PA-A, which includes the workforce housing.

For this Work Session, staff has reviewed the proposal against all applicable polices of the Development Code. After approval of the Master Plan Amendment, the development will go through more review phases, including subdivision, infrastructure permit, landscaping and snow storage permits, and building permits. Based on previous experiences with Town employee housing projects of this scale, staff and the Norris design team drafted the Master Plan to capture key details about use, housing unit mix, density, etc. and other variations from the Town Code (such as the refuse plan) while allowing some flexibility for other, interdependent details (such as architectural design, snow storage, landscaping, and rights-of-way) to be solidified at later stages of the permitting process.

Land Use Guidelines (2/A & 2/R): LUD 31 allows employee housing within the former Block 11 area at up to 20 UPA.

Density (3/A & 3R): Land Use District 31 and the existing Master Plan allow for employee housing at up to 20 units per acre (UPA). This Master Plan amendment does not propose to change the allowed maximum density. The total acreage for PA-A is 23.82 acres, making the total amount of allowed density approximately 476 units or 762,240 sq. ft. The illustrative plan shows 148 units plus 44 optional ADUs for a unit count of 192. The exact unit count may change after approval of the Master Plan based on site layout needs in subsequent permitting stages. However, the 20 UPA maximum would continue to dictate how much density could be developed within the Master Plan area. In addition, there is text in the Plan requiring a minimum of 145 units on PA-A, which helps ensure that the goal of providing affordable homes and a mix of unit types is met.

The Master Plan additionally sets square footage maximums for each unit type that will be slightly higher than what will be built to allow homeowners to make small remodels or additions to their homes over time. In addition, the Master Plan allows single family properties to have storage sheds up to 100 square feet that would not be habitable and would not count against density.

Staff has analyzed the proposed estimated density onsite, based on the anticipated unit mix, and estimates that it is approximately 413,000 sq. ft. (10.84 UPA), which is below the allowed density of 20 UPA. Staff has no concerns.

Architectural Compatibility (5/A & 5/R): The proposed language governing architecture in the Master Plan was drafted with the following intentions. First, to provide clear direction that design decisions will prioritize sustainability considerations, such as the orientation of solar panels vis-à-vis roof design. Second, to allow the structures to be built with 100% non-natural materials, which allows for lower construction costs and therefore sale prices, as well as increased durability. Including this language at the Master Plan stage allows the project to take negative points for non-natural materials without having every structure take points on individual permits. Finally, the proposed language does not specify detailed design intentions, leaving future design review to be governed by the Architectural Compatibility language in 5/A and 5/R.

After Master Plan approval, all structures will be reviewed for Development Code compliance, which includes architectural compatibility review, through the administrative Class D-Major development review process.

For use of 100% non-natural materials, staff has assessed negative six (-6) points for the project under Policy 5/R A.

Recent multi-unit housing developments that also received negative six (-6) points under for the use of non-natural materials:

2023 – Stables Village Master Plan, for the use of 100% non-natural materials.

2022 – CMC Student Housing Phase 2, for extensive use of fiber cement siding and limited use of natural materials.

2022 – CMC Student Housing, for extensive use of fiber cement siding and limited use of natural materials.

2022 – Alta Verde II, for no natural materials.

2021 – Alta Verde II, for no natural materials.

2018 – Dennison Placer Apartments, for no natural materials.

Does the Commission agree with the level of design guidance provided in the Master Plan?

Building Height (6/A & 6/R): A height limitation of 35 ft. is established in LUD 31 and is not proposed to be changed by this Master Plan. Staff has no concerns.

Site and Environmental Design (7/R): This site has been heavily disturbed from grading and used for skier parking and a sledding hill. The project will have minimal site disturbance, given the relatively flat grade of the existing site. During the infrastructure permit phase, there may be some over-excavation, as well as construction of detention ponds (not shown on site plan). There are no retaining walls proposed at this Master Plan review.

Placement of Structures (9/A & 9/R): The Master Plan dictates setbacks. While the distances are the same for all unit types (see table below), the point from which they are measured varies. Front setbacks for single-family and duplex units are taken from the right-of-way or adjacent open space, rear setbacks for those units are from the alley, and townhome setbacks are from the alley. The proposal also includes a building separation minimum and a minimum separation between front porches and patios.

Per Town Code 9-1-19-9R Section D.2.d., perimeter boundaries for residential developments may be used to meet the requirements of 9/A. While the Master Plan does not use perimeter boundaries to establish required setbacks within the development, the proposal meets the required residential setbacks established in 9/A when measured from the perimeter boundary.

Staff is reviewing the implications of the proposed setbacks, densities, and building separation minimums, with an eye toward ensuring that there is some flexibility in place for duplex and single-family units to make minimal alterations, that the setbacks allow for adequately sized primary and accessory structures and functional yard space, and that the language is unambiguous and therefore easier to administer.

Does the Commission have any comments on the proposed setbacks and building separations?

3. DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS TABLE				
UNIT TYPE	COTTAGE	DUPLEX	TOWNHOME	SINGLE FAMILY UNITS
SETBACKS FOR ALL STRUCTURES				
FRONT	5'	5'	5'	5'
SIDE	3'	3'	3'	3'
REAR	10'	10'	N/A	10'
BUILDING SEPARATION MINIMUM	15'	15'	15'	15'
MAXIMUM HEIGHT				
MEASURED PER NOTE 5	35'	35'	35'	35'
MAXIMUM ALLOWED DENSITY (TOTAL SQUARE FOOTAGE OF ABOVE AND BELOW GRADE AREAS WITH GREATER THAN 5' HEAD HEIGHT INCLUDING GARAGE AND MECHANICAL SPACES)				
DENSITY PER UNIT TYPE (SFE)	2,400 SF	2,000 SF	VARIES, PER FINAL CONDO PLAT	3 BEDROOM: 3,000 SF 4 BEDROOM: 3,200 SF
PARKING REQUIREMENTS				
BEDROOM QUANTITY	2 OR 3 BEDROOM	4 BEDROOM	3 BED + ADU OPTION	4 BED + ADU OPTION
SPACES PROVIDED PER CHAPTER 3 OF THE TOWN CODE, REFERENCE EXHIBIT A	2	3	3	4

Figure 1. Development standards from page 1 of the Runway Master Plan Amendment.

Snow Storage (13/A & 13/R): Snow storage for Floradora Drive will be in PA-B. All other snow storage for the development (PA-A) will be located on site. The square footage of snow storage proposed meets the required 25% in the Code, as shown in the attached snow storage exhibit. However, the snow storage locations shown in the exhibit are illustrative only. Final locations for snow storage will be reviewed in tandem with the infrastructure and landscaping permits, to ensure that the requirements for rights-of-way, landscaping, and snow storage do not conflict.

Refuse and Recycling (15/A & 15/R): Duplex and single-family lots will have individual trash and recycling service. Townhomes will use common trash enclosures. The Master Plan's conceptual exhibit shows five (5) trash enclosures located adjacent to the townhome buildings. Additionally, the nearby recycling facility on Coyne Valley Road is less than a mile north of this development and currently provides compost and recycling drop-off.

Policy 15/A requires that developments with greater than three (3) duplex buildings provide common refuse areas for the duplexes, which differs from what is proposed. This development contains more than three (3) duplexes buildings, but staff is proposing that the duplexes have individual trash and recycling service. The duplexes are not concentrated in a single area. Instead, they are spread throughout the site to provide integration of, and variation between, the different housing types, and they are interspersed along trash pickup routes for single-family residences. This dispersion makes it easier to provide individual service to the duplexes along the single-family routes. In addition, duplex and single-family units have garages, which can provide storage of individual bins outside of pick-up times. Staff also has some concerns that a higher number of common refuse areas, especially when distributed across the development, would become general dumping areas used by residents in all unit types. Sustainability staff reviewed the proposal and

supported the plan. Given the low impact of having individual refuse pickup at the duplexes and the potential issues in having more dumpsters and potential for contamination of recycling, staff recommends support of the language specifying that duplexes have individual service. The proposal meets Code requirements for refuse service at townhomes and single-family units.

Does the Commission support individual trash and recycling service for duplex lots?

Access and Circulation (16/A & 16/R) (17/A): The site is accessed from the existing Fraction Road on the west side and Floradora Drive on the north side, both of which will have sidewalks. There are alleys throughout the site that provide vehicular access for the units. Bike and pedestrian access throughout the site is provided via a system of unpaved paths that are not proposed to be maintained during the winter. Alleys and the sidewalks along Floradora will be paved and plowed, providing winter pedestrian access to the residences. Staff has no concerns related to the proposed circulation.

Parking (18/A & 18/R): The proposal includes two (2) spaces for two- and three-bedroom units, three (3) spaces for four-bedroom units, three (3) spaces for three-bedroom units with ADUs, and four (4) spaces for four-bedroom units with ADUs. These numbers meet the required parking counts under Chapter 3, *Off Street Parking*, of the Town Code, where two (2) spaces are required for single-family units up to three (3) bedrooms, with an additional space per bedroom as relevant; two (2) spaces are required per duplex or townhome unit; and one (1) space is required per ADU. Additional guest parking is located in eight (8) locations, notated in the attached snow storage and parking exhibit in red.

Recreation (20/R): The Runway site design includes connectivity to nearby trails and amenities and provides internal recreational amenities.

Trail connections to the Blue River and the Rec Path are provided at three (3) points on the east side of the development. In addition, there is a trail on the development that follows the eastern boundary of the property. These improvements help connect the development to the main recreation opportunities in this part of Town. Trail and street connections throughout the site also connect residents to the elementary school to the south, commercial activities on Airport Road, and the Blue River pump track and playground to the north.

The open area in the center of the development will also include communal elements for residents' use. Staff is working on examples of what those amenities would be and will provide them at the Town Project Hearing.

Staff recommends assigning positive three (+3) points under 20/R for these improvements. Positive three (+3) points have typically been awarded to trails and park spaces, while positive six (+6) points have been awarded to major public recreational buildings and lift systems.

Recent projects that have also received positive three (+3) points for contributions to recreation:

2023 – Stables Village Master Plan, for providing bike and pedestrian access to trails and resident access to the nearby bike park.

2021 – BGV Gondola Lot Master Plan, for providing a public park.

2021 – Hotel Breckenridge, for dedicating a public trail easement.

2021 – Breck Central Market, for recreation path easement.

Does the Commission agree with awarding positive three (+3) points for recreation?

Open Space (21/R): The Master Plan allocates 33.5% of the planned area as open space, meeting the requirement of 30% in Policy 21/R. Staff has no concerns.

Landscaping (22/A & 22/R): Landscaping for this development is subject to Policy 22/A, which dictates buffering, wildfire mitigation, coverage, and sizing for adequate landscaping throughout the site. All landscaping, including common areas and individual residential sites, will be reviewed through future administrative permits that combine snow storage and landscaping review to ensure that the plans for these different uses do not conflict. Future landscaping will enhance the buffering in the area because the site is currently devoid of trees or significant vegetation.

Social Community (24/R): This Master Plan fulfills a large community need identified by the Town Council: the provision of additional for-sale workforce housing units. Positive points are awarded under this policy for a development comprised of 100% deed-restricted employee units. All 148 units will be deed-restricted for-sale units, and many will be offered for sale to qualified individuals earning between 80% and 160% of the area median income (AMI), which may be adjusted based on any future changes to AMI. This qualifies the project for ten positive (+10) points.

The project also meets a specific Council goal from 2025 and qualifies for an additional six positive (+6) points under section B. of Relative Policy 24, where projects that are identified to meet a Town Council Goal of the past three years are eligible for additional positive points. The 2025 Town Council Goals include a desire that, *“47% of the Breckenridge workforce lives in Town and there is a diversity of housing types and prices for locals (sufficient to preserve the sense of community and support the local economy)”* and to *“build out employee housing and rental units/programs.”*

Recent housing projects that have also received positive six (+6) points for meeting a Council goal:

2023 – Stables Village.

2022 – Justice Center Housing.

2022 – Alta Verde II Workforce Housing.

2021 – Alta Verde Workforce Housing.

Does the Commission agree with awarding positive six (+6) points for meeting a Council goal?

Infrastructure (26/A & 26/R): The development will be accessed via Fraction Road to the west and Floradora Drive to the north, with the majority of the homes taking access from a series of alleys. As part of this development, the Fraction Road connection will be improved and the Floradora extension will match the existing dimensions. Engineering and housing staff are currently working on civil drawings to establish the distances for rights-of-way along the main road (Floradora) and the alleys. These dimensions will be provided as part of the infrastructure permit and subdivision process following Master Plan approval.

Subdivision (35/A) & Subdivision Standard 9-2-4-5: Lot Dimensions, Improvements and

Configuration: This Standard requires Disturbance Envelopes for all lots at the time of Subdivision but makes an exception for building footprint lots if they are specifically authorized in an approved Master Plan. This Master Plan proposes modified building footprint lots, which would provide enough space for the footprint of the building as well as some flexibility for placement of structures and future small additions or changes to the structures.

Fences, Gates, and Gateway Entrance Monuments (47/A): Fencing yards outside of the historic district is not allowed unless authorized in a vested master plan. The Master Plan proposes that three-foot (3') split-

rail fences be allowed on single-family and duplex lots. Fences would not be allowed in front yards. These fences would be an option for homeowners to provide functional barriers for pets and children while being low and sufficiently open enough to maintain the open alpine character of the community.

A six-foot (6') privacy fence would be allowed per the Master Plan around PA-B for screening the snow storage/government use area.

Does the Commission support the proposed fencing?

Point Analysis (Section: 9-1-17-3): Staff finds that the proposed Master Plan meets all Absolute Policies in the Development Code except for Policy 15/A related to refuse and recycling. A summary of the preliminary point analysis is below.

Positive Points

Policy 20R Recreation: Positive three points (+3) for trail connections and recreational amenities.

Policy 24A Social Community: Positive ten points (+10) for a 100% deed-restricted employee housing development.

Policy 24R Social Community: Positive six points (+6) for meeting a Town Council goal.

Total: Positive nineteen (+19) points

Negative Points:

Policy 5R Architectural Compatibility: Negative six (-6) points for the proposed use of 100% non-natural exterior materials.

Total: Negative six (-6) points

Total: Preliminary passing point analysis of +13.

Following this Work Session, Town Project Hearings will be held with the Planning Commission and the Town Council. Staff requests the Planning Commission provide input related to the proposed Runway Master Plan at this time. In addition to general comments, staff requests the Planning Commission respond to the questions below.

Questions for the Planning Commission

1. Does the Commission agree with the level of architectural design guidance provided in the Master Plan?
2. Does the Commission have any comments on the proposed setbacks and building separations?
3. Does the Commission support individual trash and recycling service for duplex lots?
4. Does the Commission agree with awarding positive three (+3) points for recreation connections?
5. Does the Commission support the proposed fencing?
6. Does the Commission have any other comments on the draft Master Plan?



Runway Master Plan March 2025

Neighborhood Vision:

The Runway Neighborhood is a community designed for the local workforce with a focus on affordability, accessibility, connectivity, green infrastructure and sustainability. The Runway Neighborhood will take advantage of this catalytic infill site, encouraging medium density, low-impact development proximate to the Blue River, multi-modal infrastructure, including trailways as well as local and regional bus routes. With density strategically located near educational, recreational, and employment resources, this proposed Master Plan will activate the old runway parcel for intentional, strategic infill development. A key component of this plan is the creation of workforce housing on Planning Area A (PA-A), with Planning Area B (PA-B) reserved for future potential development and current governmental needs like snow storage.

The Runway Neighborhood completes the vision of the Block 11 and Valley Brook Master Plan, filling the final vacant portion of the original planning area. The proposal will meet the original intent of the Master Plan with predominantly deed-restricted employee/affordable housing as the primary use for this space alongside the Blue 52 neighborhood to the north. This proposed community will provide a mix of home types that fits the needs of the Breckenridge workforce, home types will include for-sale single-family, duplex, and townhomes. Runway Neighborhood will meet long-term goals from the Block 11 and Valley Brook Master Plan in regard to sustainability, affordability, high-quality architectural design, and respect for nature, while meeting the present needs and demands of the changing Breckenridge community. Although the proposed density will land at the lower end of the anticipated density under the Block 11 Master Plan, the Runway Neighborhood in tandem with the existing Blue 52 Neighborhood will meet the original unit target for this area.

Existing Conditions:

The Runway site is composed of approximately 25.2 acres, located on the northern end of the Town of Breckenridge, situated between Airport Rd. to the west and the Blue River to the east. The site is bordered by the Blue 52 Neighborhood to the north and the Upper Blue school to the south. The site is currently undeveloped, though largely graded, and is used for public parking by local workers and visitors, as bus service to town and the ski resort stops here.

Land Use:

Runway Neighborhood site is currently within Breckenridge Land Use District (LUD) 31. The site permits commercial, industrial, public open space, and employee/affordable housing among others. Per the standards for LUD 31, Block 11 may contain employee housing consisting of a mix of housing types with a maximum density of 20 UPA. The proposed density for the Runway Neighborhood is well beneath the permitted 20 UPA, however, the proposed unit mix and product type meets demand and the existing built form in the area.



Planning Area Table:

<i>Planning Area</i>	<i>Approximate Acreage</i>	<i>Proposed Workforce Housing Residential Units</i>	<i>Allowed Density</i>	<i>Zoning</i>	<i>Permitted Uses</i>
PA-A	23.82ac	148 (+44 ADUs)	20 UPA	LUD 31	Workforce Residential: Single Family, Duplex, Townhome Open Space, Trails and Recreation, Compost, Trash and Recycling Enclosure, ADUs (1)
PA-B	1.4ac	0	20 UPA	LUD 31	Future Development including, but not limited to: Parks, Trails and Recreation, Workforce Residential, Ground Mounted Solar, Public Works Storage, Other Government Uses, Snow Storage

(1) Accessory dwelling units (ADUs) may be allowed for any single-family structures, excluding the Cottage plans, within the Runway Neighborhood and must follow Policy 51 of the Town Code. See Exhibit A for Parking.

Workforce Housing:

Runway Neighborhood is proposing to provide 148 workforce housing units with the possible addition of 44 ADUs on PA-A restricted to the local workforce with affordability rates based on the Summit County Area Median Income (AMI); these units will be provided through a mix of single-family, duplex, and townhome units, along with accessory dwelling units (ADUs). According to the 2023 Summit County Housing Needs Update, Breckenridge has a 5-year remaining need of 724 rental units, and 487 ownership units, respectively. With scarce land resources, and high construction costs, this proposal seeks to leverage a key public parcel to provide workforce housing on a catalytic site within the current town boundaries. This fulfills the community's need and the desire to keep Breckenridge a community where locals can afford to live where they work. Future development is allowed on PA-B should public works and governmental uses be relocated elsewhere.

Site Plan

Sustainability

The Runway neighborhood will prioritize sustainability in its design and its future operation. The neighborhood will target net zero and utilize durable eco-friendly building materials in its construction. The neighborhood plan for Runway is oriented to the south to facilitate solar exposure to the rooftop photovoltaic solar panels. Green infrastructure such as bioswales will be used throughout the neighborhood and as buffers from Planning Area B, Open Space and Public Works. Native and xeric plants will be used in concert with bioswales, and plantings will be thoughtfully selected to minimize water usage while creating an aesthetically beautiful neighborhood design. Importantly, the Runway Neighborhood will offer a direct connection to the area's robust multi-modal network, enabling residents to skip single-occupancy vehicles in favor of walking, biking, and transit alternatives. Both on-site and off-site, the design of the Runway Neighborhood will incentivize and emphasize sustainable planning and design.



Circulation and Access

Runway Neighborhood will be accessed from Fraction Road at the center of the property which will connect to Floradora Drive. Floradora Drive will link the neighborhood to the north and south, which will meander through the site, connecting to the Blue 52 Neighborhood to the north and Upper Blue Elementary to the south. Primary vehicular access for the homes will be taken from a series of alleyways, which will allow for front porches to line the streets and park spaces throughout the neighborhood.

A system of trails will create internal circulation for bicycles and pedestrians through the site. Several of these trails will provide east to west connectivity across the site with trails along the southern and eastern boundary of the parcel as well. A 10' wide recreation path will provide access to the Blue 52 Neighborhood and a safe route to school for students of Upper Blue Elementary. Trail and wayfinding signage will be provided to help direct users of the system, both residents and visitors alike. The internal trail and pedestrian network will also provide a future opportunity to connect to the Summit County Rec. Path system and the Blue River corridor to the east with a pedestrian bridge if funding opportunities are secured.

Landscape

Xeric, native, and low water use plantings are intended for a majority of the landscaped areas. Site grading is designed to provide gentle slopes at amenities and trails. Where necessary, boulder retaining walls are utilized to hold grade and allow for these features. Community amenities will be provided that will enhance social interaction and create spaces for residents to enjoy a healthy lifestyle and environment. Shared open spaces are located throughout the site, enabling ease of access for future residents. As mentioned, a system of trails provides internal circulation, and connection to greater regional trail amenities. The neighborhood will provide a centrally located neighborhood park, with strategically located gathering spaces, park amenities and site furnishings throughout for usage by residents and visitors. Sod, Irrigated Turf or Artificial Turf is not permitted within the neighborhood except within the central park.

Fencing

Two types of fencing shall be permitted in the community, privacy fencing and split rail fencing, each designed to the specifications of the Master Plan. Privacy fencing will only be permitted within PA-B for screening of Public Works uses or snow storage. Split rail fencing shall be permitted in the front, rear or side yards throughout the development, however, only one fence line will exist between structures on side yards. Split rail fencing may be used to create an enclosed yard for private use. Side yard fencing must be set back at least 2' from the front street or alley face of the building.

Architecture:

The architectural design will facilitate the goal of creating a net zero neighborhood. The architecture shall combine a mix of traditional Breckenridge forms, mining aesthetics and mountain contemporary elements while maximizing solar panel efficiency. Solar panels may be oriented to maximize electric production. The use of large sheltering roof forms and a sense of informality will be complimented by natural materials such as horizontal ship lap siding and board by board or board and batt siding. Natural appearing synthetic materials may be used, where in the determination of the Planning Commission, the material meets the Town of Breckenridge's development codes. Wood elements will be either stained or painted with muted colors, chosen from a natural palate of browns, grays, blues, rusts, tans, whites, and greens. Brighter hues may be chosen for elements such as front doors, windows, and window trim. Design diversity will be achieved with site variations as well as color, material and detailing in order to create unique building designs. Exterior design elements will be chosen with consideration paid to fire resilience.

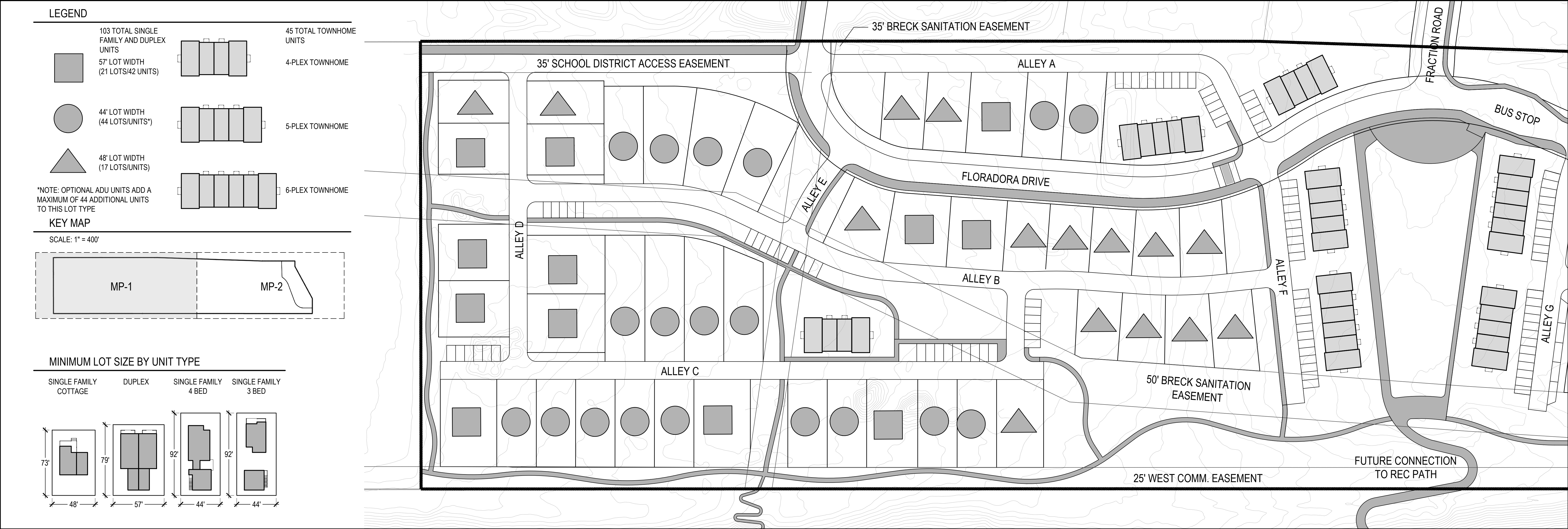


Development Standards:

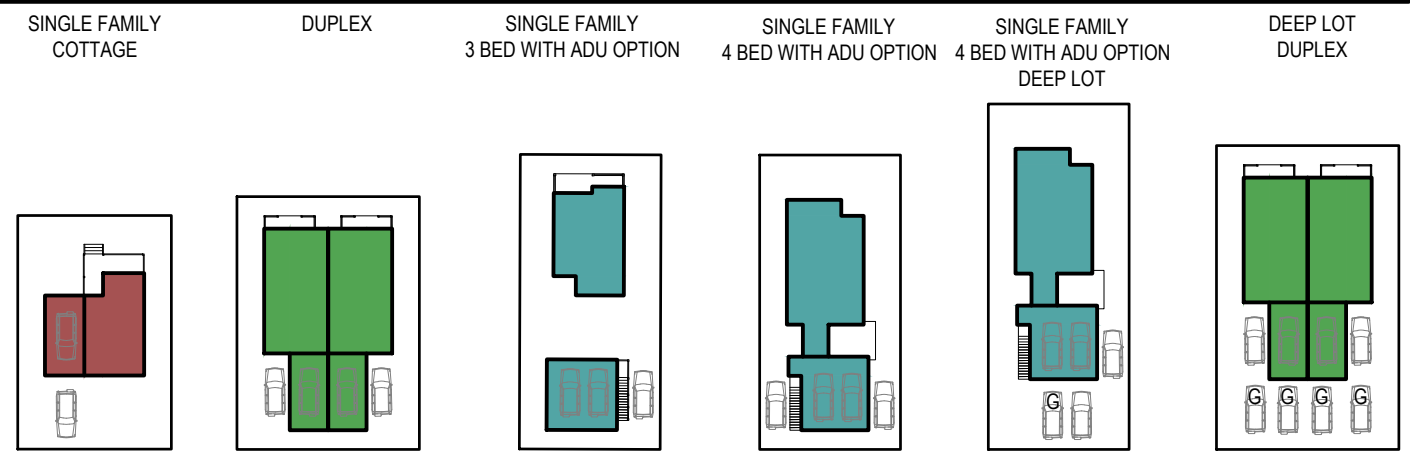
Development Standards	Cottage	Duplex	Townhome	Single Family Units	
Setbacks for All Structures					
Front	5'	5'	5'	5'	
Side	3'	3'	3'	3'	
Rear	10'	10'	n/a	10'	
Building Separation Minimum	15'	15'	15'	15'	
Maximum Height					
Measured per note 5	35'	35'	35'	35'	
Maximum Allowed Density (Total square footage of above and below ground areas with greater than 5' head height including garage and mechanical spaces)					
Density Per Unit Type (SFE)	2400SF	1972 SF	Varies, per final condo plat for townhome units	3 Bedroom: 3,000 SF	4 Bedroom: 3,200 SF
Parking Requirements					
	3 Bedrooms	4 Bedrooms	2 or 3 Bedrooms	3 Bed + ADU option	4 Bed + ADU option
Spaces provided per Chapter 3 of the Town Code, Reference Exhibit A	2	3	2	3	4

Development Standards Table Notes:

1. Front porches and at grade patios for townhomes and duplexes must be separated from one another by a minimum of three (3) feet of separation.
2. Single Family units shall be allowed one exterior storage shed, which meets setbacks and does not exceed 100 sq ft. Townhomes shall not be allowed storage sheds. Duplexes shall be allowed storage sheds on a case by case basis. Sheds must match the architectural standards of the neighborhood. Sheds do not count against the density limitations as noted in the Planning Area Table.
3. Roof overhangs may extend up to 24" into setback.
4. Alley loaded units front a private drive and are not subject to the 23' setback required by TOB Engineering Code.
5. Building height measurement shall be to the highest point of a flat, shed, or mansard roof, or to the mean elevation of a gable or hip roof.
6. Front setback for Single Family and Duplex units shall be from a ROW or open space and Townhomes shall be from the alley. Rear setback for Single Family and Duplex shall be from an alley.
7. Townhomes are not allowed to build additions.



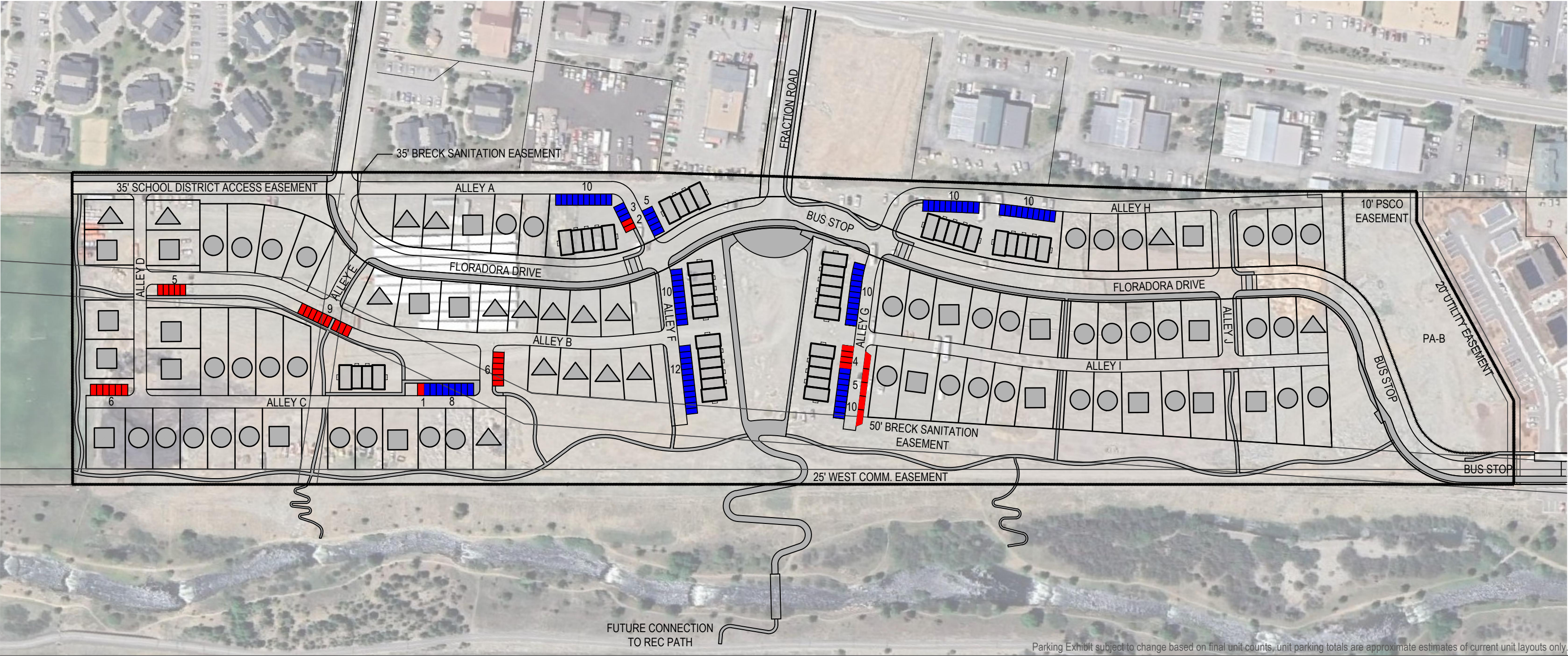
TYPICAL LOT PARKING



NOTE: CAR MARKED WITH 'G' IS A GUEST SPACE, 24 OR THE 32 TANDEM GUEST PARKING SPACES ARE ON LOTS ALONG ALLEY I.

PARKING TABLE

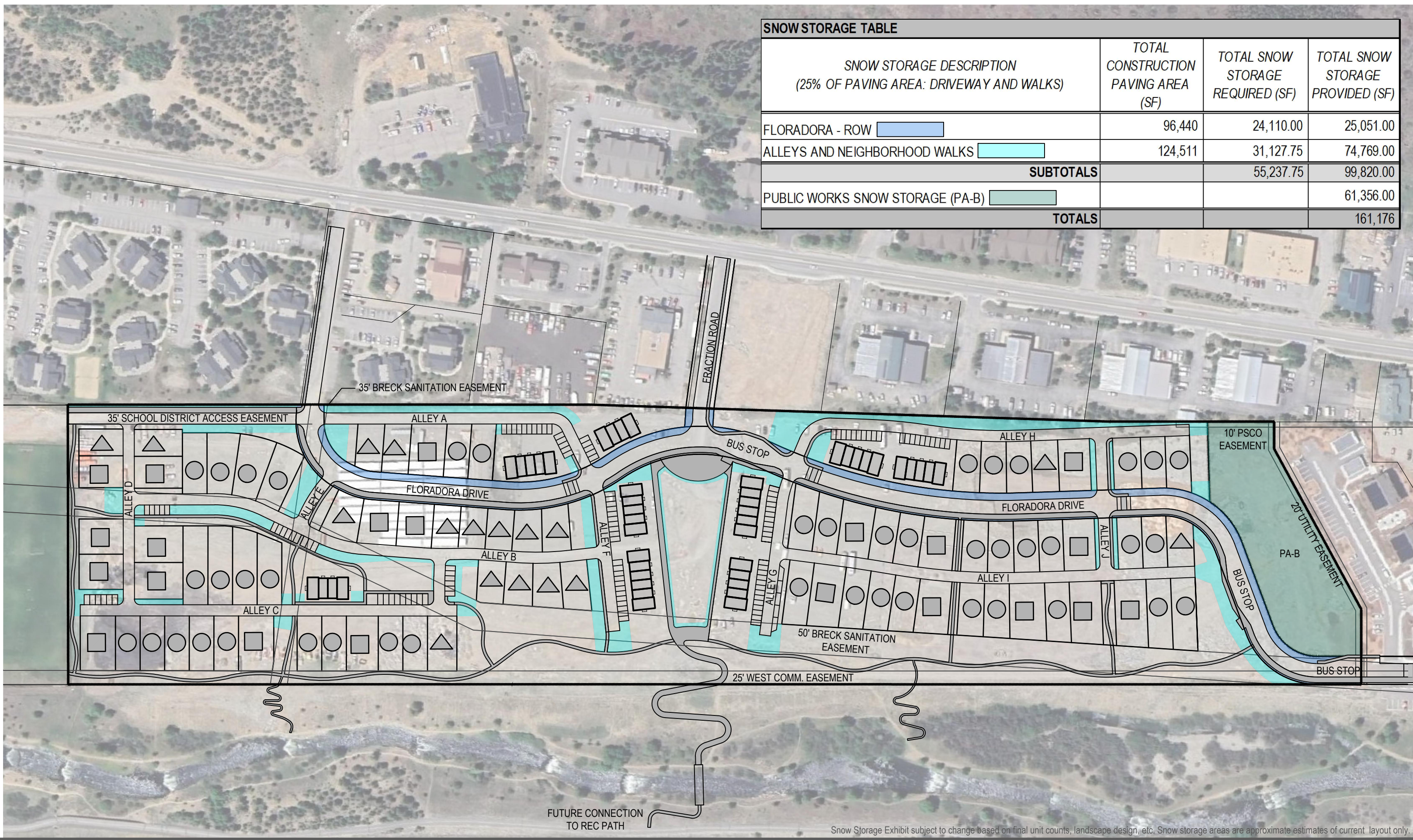
UNIT TYPE	GARAGE SPACE	SURFACE SPACE	TOTAL PARKING / UNIT	UNIT COUNT	APPROX. TOTAL PARKING
SINGLE FAMILY - COTTAGE (3 BEDROOM - NO ADU)	1	1	2	17	34
SINGLE FAMILY - 3 BEDROOM W/ ADU OPTION	2	1 (ADU)	3	22	66
SINGLE FAMILY - 4 BEDROOM W/ ADU OPTION	2	2 (1 ADU)	4	22	88
DUPLEX	1	1	2	42	84
2-STORY TOWNHOMES (SURFACE - BLUE)		2	2	45	90
UNIT TANDEM GUEST PARKING		32			32
GUEST PARKING (RED)		38			38
OVERALL SITE PARKING			2.92	148	432



Parking Exhibit subject to change based on final unit counts, unit parking totals are approximate estimates of current unit layouts only.



SNOW STORAGE TABLE			
SNOW STORAGE DESCRIPTION (25% OF PAVING AREA: DRIVEWAY AND WALKS)	TOTAL CONSTRUCTION PAVING AREA (SF)	TOTAL SNOW STORAGE REQUIRED (SF)	TOTAL SNOW STORAGE PROVIDED (SF)
FLORADORA - ROW	96,440	24,110.00	25,051.00
ALLEYS AND NEIGHBORHOOD WALKS	124,511	31,127.75	74,769.00
SUBTOTALS		55,237.75	99,820.00
PUBLIC WORKS SNOW STORAGE (PA-B)			61,356.00
TOTALS			161,176



Snow Storage Exhibit subject to change based on final unit counts, landscape design, etc. Snow storage areas are approximate estimates of current layout only.

