



Planning Commission Regular Meeting

Tuesday, April 15, 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. PRELIMINARY HEARINGS (5:40PM)

- A. HISTORIC SHED RECONSTRUCTION (EM) 303 N MAIN ST 2A; PL-2024-0354

IV. TOWN PROJECTS (6:15PM)

- A. RUNWAY VILLAGE MASTER PLAN TOWN PROJECT HEARING (AB), 51 FRACTION RD., PL-2025-0034

V. OTHER MATTERS (6:45PM)

- A. TOWN COUNCIL SUMMARY
- B. CLASS D MAJORS Q1 2025 (MEMO ONLY)
- C. CLASS C SUBDIVISIONS Q1 2025 (MEMO ONLY)

VI. ADJOURNMENT (7:00PM)

[MEET_FOOT]





Breckenridge South



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 the below changes, the March 18, 2025 Planning Commission Minutes were approved.

Mr. Giller requested to note that a tree screening plan was shown in the presentation materials for the Runway Master Plan and this should be carried forward in the future landscaping plans.

APPROVAL OF AGENDA

With no changes, the April 1, 2025 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- None.

FINAL HEARINGS:

1. BGV Parcel 2 Workforce Housing and Parking Lot Improvements (SVC), 415 North Park Avenue, PL-2024-0422

Ms. Crump presented a proposal to develop eight 6-bedroom employee housing apartment units on the North Gold Rush Lot, described as Parcel 2 in the approved development agreement between the Town and BGV. The proposal includes a single building with parking underneath and improvements to the existing overflow skier parking lot. The apartment units consist of private suites connected to a central hallway and eight shared common and kitchen areas. The development will feature resident storage rooms, shared laundry and amenity spaces, an integrated trash enclosure, shared overflow skier parking, and detention pond. A proposed roundabout at the intersection of Park Avenue and French Street will be reviewed as a separate application by the Engineering Department and CDOT. This development application for Parcel 2 contemplates the existence of the future roundabout which is required to be constructed prior to any certificates of occupancy being issued for development on Parcels 2 and 3.

Commissioner Questions / Comments:

Mr. Leas: Isn't it a policy of CDOT to require bonding for any improvement like the roundabout? (Ms. Crump: The bond referenced in the conditions for the roundabout is not a construction bond but rather similar to how we allow bonding if the applicant has not completed a project exterior due to weather but is still working, for example landscaping. The CDOT permitting and bonding process is a separate application and I can't speak to their bonding requirements.) Under adjacent uses, it has the west area listed as private open space. Is that referring to the hill that's part of the Shock Hill HOA? (Ms. Crump: Yes.)

There were no additional Commissioner comments or questions.

Graham Frank, Breckenridge Grand Vacations, Applicant: I think this project ended at a much better spot with the feedback from you guys since we first started. We appreciate the feedback and the process.

Ms. Gort: There's one refrigerator shown in the kitchen for six units?

- Mr. Frank: There will be multiple refrigerators for adequate space. Those doors will also be full-lite glass which will make the space more useable for everyone. I think that was the best change to come out of this project for residents.
- Mr. Frechter: BGV, the applicant, and staff have done a great job given the complicated requirements. I think Town Council and Vail Resorts missed a great opportunity to have more housing and more density at this location. I think having individual bedrooms and bathrooms for each unit is unnecessary considering they will probably have to share those amenities when they find a different place during their second season.
- Ms. Gort: I appreciate the addition of the trees, picnic tables, and outdoor space.
- Mr. Smith: No comments, appreciate the hard work.
- Ms. Propper: Same, appreciate the responsiveness to our comments and concerns.
- Mr. Leas: I really don't like this project. I still feel strongly that this is a sub-standard housing and a very unattractive building to be built on a prominent and very visible site across from City Market. Aside from those observations, I have a problem with Vail Resorts being the beneficiary of this project. They retain ownership of the real estate, the site is expanded to allow them to continue to fulfill their obligations to provide parking spaces for their own customers, per the parking agreement. Furthermore, they will be the owners of the improvements to the property, enabling them to collect rental income during the remaining lifetime of these rental apartments while they fulfill their obligation as an employer in Breckenridge to house their employees. I am very disappointed in our Town Council for enabling this project, with its diminished regulations. I for one, as a Planning Commissioner, feel completely handcuffed to do the job that I should be doing, to properly review this project, directly due to the limitations in place as a result of the Town Council's concessions to the developer. I see very little town benefit in this project. As a tax paying resident, I can't understand why Breckenridge would expend any of the town's resources to assist a NYSE listed corporation, with a \$5.9 billion market cap and quarterly revenues of over \$260 million, in accomplishing their corporate responsibilities. From a business perspective, a business has several primary responsibilities. First, they must protect their capital. Second, they need to take care of their employees. Without employees, a business is nothing. This panel tried to make the point to the developer, that this was not good housing. That argument went nowhere because BGV is not the owner, and they were not in a position to spend their client's money. My hope is that in the future, the Town Council will stand strong and make Vail Resorts use their own resources and take care of their employees, like a good corporate steward.
- Mr. Giller: No comments.
- Mr. Guerra: Within the constraints you had to work with, I'm quite happy with the results, keeping in mind my previous comments. I appreciate the addition of the full-lite doors.

Mr. Giller made a motion to approve the BGV Parcel 2 Workforce Housing and Parking Lot Improvements, seconded by Mr. Frechter. The motion passed 7 to 0.

WORK SESSIONS:

1. Neighborhood Preservation Policy (CK)

Mr. Kulick presented a work session to discuss neighborhood preservation issues that have been identified as general concerns by the Town Council. Commissioners were asked to respond to the following questions:

1. Does the Commission support increasing setbacks to the Council recommended minimums (making the current relative policy an absolute policy)?

2. Does the Commission support limiting the percentage of ridgeline that can be within the maximum building height?
3. Does the Commission support restricting positive points for EV charging and landscaping?

Commissioner Questions / Comments:

- Mr. Frechter: Homes being built now don't seem much bigger than what was being built in the 1990s. Perhaps corner lots could have more restrictive setbacks? (Mr. Kulick: With corner lots, if they have a double street frontage, both sides are restricted to a front setback and the remaining two sides are restricted by side setbacks.) I liked the comment of using positive points to encourage homes to step down in height closer to the setbacks. There's nothing about getting positive points for building an ADU on the property or contributing to the Town's employee housing pool. Smaller density or footprint as a percentage of the lot, being below the level should get positive points. Lower building height could get more positive points. Encouraging a two-car garage instead of larger three or four-car garage or encouraging a short driveway. Not just discouraging a lot of hardscaping but actually encouraging less hardscaping with a driveway through positive points.
- Ms. Gort: I feel like there should be a balance because it can be harder for lots that are not very wide but very long, or other odd shapes. Maybe something like a percentage of the depth? It's unfortunate that the style right now is boxy, big windows, with a lot of glazing. Everyone wants their amazing view that they bought the lot for. I'm against increasing regulations to punish that.
- Mr. Smith: I'd be interested in what ideas staff has for positive points? (Mr. Kulick: We are still working on determining that. One interesting comment that we got is positive points for the percentage of material remaining on the site or potentially getting positive points for being under a certain percentage and maybe negative points for being over a certain percentage. Town Council had us look into it and it was determined that the Summit County Resource Allocation Park (SCRAP) isn't prepared to handle such a high level of diversion. The other part is how to verify how much material is actually leaving the site. We have seen many homes where brand new, nice installations have been ripped out because the new owner didn't have the same tastes, especially with more expensive homes. Maybe we can figure out something in the future, but this could potentially be hard to enforce and an additional burden on our building officials. If they move from a half decommissioning to a full, it would be tough for our building officials to handle.)
- Mr. Guerra: As an example, we tried to do wood recycling several years ago and ran into numerous issues. (Mr. Kulick: Long term, our sustainability team is working with the SCRAP to figure something out, so we haven't given up on it but we're still working on it.)
- Mr. Leas: There needs to be a benefit for the homeowner giving it up and the entity taking the resources. No one is going to salvage materials unless there's an economic benefit, you should look at what kind of materials salvage companies can use. A lot of decisions are made on the front end of the project and things found during construction can weigh into the amount of material that can actually be saved.
- Mr. Guerra: Potentially having some sort of system to incentivize owners and builders to look at recycling and reusing materials instead of throwing it away is important.
- Mr. Smith: For the roof height, would changing these regulations just be incentivizing a flat roof? (Mr. Kulick: That was the concern of Town Council. If there are taller ceilings on the first and second floor, then you may be forced into shed roofs for most of the roof forms. Mr. Giller had a suggestion of using bulk plane, so there are two different options of a bulk plane or a maximum ridge height percentage based on the slope of the lot that may be presented back to Town Council.)

- Ms. Propper: I like the idea of limiting the percentage of maximum ridge height, as long as it's controlled because I'm not a fan of flat roofs. I like the suggestion of potentially making materials from a scrape available to someone building an ADU. There is also the issue of some of the stuff being ripped out being new but some other stuff is old and may not be viable to save, which should be considered if we implement this. As far as positive points for landscaping, in the case of 114 N Gold Flake Terrace, there are no plantings in front of the house at all. We should make sure that people are still doing effective landscaping as part of the project, and maybe have some sort of a happy medium. (Mr. Kulick: 132 N Gold Flake Terrace is an example of one house that got positive points for landscaping, and they have significant plantings in the front yard. In the cases of new developments, when the trees are planted they will look sparse because they are so small and if they were planted closer together, the owner will come back in ten years to take one out because the trees are too close to each other.)
- Mr. Leas: During our joint meeting with Town Council, I made a point that they should identify the problems they are trying to solve before going into this. We're trying to legislate things that people feel about a property which is different than being able to codify what we're trying to achieve. Coming here and being exposed to the point system is a new thing for me. Where I did business there was absolute standards for setbacks, etc. If you felt you had a hardship based on your lot you would argue the case but there were no negative points that you could take to deal with it. I think the Town should prioritize being flexible about it because there will be mistakes that are made and hardships that are created and we need to be willing to go back and take a look at things again. We need to be willing to consider the needs of the property owner and the needs of the town and the neighborhood. (Mr. Kulick: The prominence and overall large mass appearance of homes is the concern of the Council. The Town Council is trying to be very deliberate in giving the public, and specifically the local architects and designers, a chance to speak up and weigh in on this project and these changes.) (Mr. Truckey: We are one of only a few places in the county that has a flexible code like this, most places have a code similar to what you were describing.) Yes, I can see good and bad with both code systems.
- Mr. Giller: I think this is somewhat basic, sound architectural practice. Christopher Wren describes, "a cascade of roofs," and also, "a cascade of massing," and bulk plane is a way to define that. In the architecture profession there's a lot of thought and different ways of doing things. I think in terms of bulk plane the only one that doesn't comply is 121 S Gold Flake Terrace. Even the contemporary house (52 Stillson Placer Terrace), though 9,200 sq ft, has a cascading of mass on the left side, complies.
- Mr. Guerra: People don't like what's happening along Wellington. In regards to Susan's comment earlier about not liking flat roofs, I personally really like flat roofs. It's the current style and will vary over time. I think a lot of the disagreement currently, comes from differences of opinions on roof and general design style. (Mr. Kulick: Flat roofs are just the current trend. Looking at 106 Stillson Placer Terrace is a great example because it's essentially a rectangle with a couple gables, so they're not so much losing space by having gabled roofs. In neighborhoods where there's not a strict HOA design style you get more variation.) How do we encourage a cascading roof style? Flat roof forms have less ice damming problems and require less heat tape than a more articulating roof style, which can get into our sustainability goals. Potentially limiting floor heights can limit overall roof height, and using positive points is a way to encourage that. I do like the setback rule, I think people can work with that. It's hard telling property owners that now they can't do what they thought they could do when they first bought the property.

- Mr. Giller: With the police powers regarding safety and welfare, that includes planning and zoning; we are allowed to change our code over time as the need comes up.
- Mr. Smith: I think the letter about lot clearing and trying to preserve mature trees is a good idea. Ideally trying not to scrape the whole lot, with construction and for ease of building. The preservation of mature trees where they already exist is important and could be a positive point opportunity, essentially legacy landscaping.
- Mr. Leas: It could be an absolute policy that you have to leave a certain number or certain caliper of trees. (Mr. Kulick: We actually do that already and some of it plays into defensible space. In the example of 114 N Gold Flake Terrace, the property previously had a half-moon driveway; the new construction reduced the hardscape and lot disturbance that was there previously. To some extent, if there's mature trees in the primary building zone of the lot, we do allow people to remove those, but we do not allow people to remove trees that are in their view corridor.)
- Ms. Gort: That could be another option for positive points, keeping trees in primary view corridors.
- Mr. Guerra: We pretty much already have regulations protecting trees that are not in the building footprint or defensible space area. What are staff's thoughts on the suggestions for positive points included in the comments? (Mr. Kulick: We do still need to discuss this as a group before we can voice an opinion, but we appreciate all the comments received from architects and builders on the options for positive points.) I like the comments about positive points for different floor heights, we should not have excessive 11-foot floor to floor heights when repeated on multiple levels.
- Mr. Frechter: The Upper Blue Planning Commission just approved a ranch-style home in the County where there was only one gable that was about 35 feet high. Potentially just going back to developments that are spread more across the land instead of going taller on multiple ridgelines so that they are less visible on the landscape.
- Mr. Kulick: I wanted to highlight that I think there's been a misconception from the public that this policy and Neighborhood Preservation is only about the Weisshorn neighborhood. To be clear, this is about 16 different neighborhoods across town and would apply to many lots, not just the Weisshorn.

The hearing was opened to public comment; there were no public comments and the comment period was closed.

Questions:

Mr. Giller:

1. Yes, Ms. Gort made some interesting comments about the nuance of setbacks.
2. I think you need to limit the overall amount of ridgeline that is at the maximum, bulk plane is one idea to achieve that goal.
3. Yes.

Mr. Leas: I agree with Mr. Giller on all.

1. Yes.
2. Yes.
3. Yes.

Ms. Propper:

1. Yes.
2. Yes.
3. Yes, without abandoning some kind of landscape requirement.

Mr. Smith:

1. Yes.
2. Yes.
3. Yes. I feel like the landscape would be market driven but I guess not since we do notice some homes with very few trees. There should be a minimum requirement.

Ms. Gort:

1. Yes, with my aforementioned comments.
2. Yes, but how would we prevent people from just going a couple inches or foot below the maximum? It sounds very easy to work around. A lot of what we're seeing is that people are shocked by the new style, so maybe we should give people some time before we start limiting that.
3. Yes, for limiting EV. Maybe just tighten up how many points we give for landscaping or a baseline requirement.

Mr. Frechter:

1. Yes.
2. Yes.
3. Yes, but potentially keeping positive points for landscaping if we raise the bar of mature trees, larger caliper, etc.

Mr. Guerra:

1. Yes.
2. Yes, with incorporation of Mr. Giller's statements on the percentage of ridgeline.
3. Yes, but also thinking about planting large caliper trees potentially gaining extra points. Focusing more on aspens, because there is a limit to the height you can plant at this elevation, notwithstanding issues sourcing them and keeping them alive.

OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 7:05 pm.

Ethan Guerra, Chair

Planning Commission Staff Report

Subject: Historic Shed Reconstruction
(Class A Major Development Permit, Preliminary Hearing; PL-2024-0354)

Proposal: A proposal to rebuild the historic shed behind the Williams House that was removed without a permit in 2022.

Date: April 7, 2025 (For meeting of April 15, 2025)

Project Manager: Ellie Muncy, Planner I

Applicant/Owner: Marcus Meyer

Agent: Joni Zimmerman, Architect & Lee Edwards, Dry Rot Construction

Address: 303 North Main Street Unit 2A

Legal Description: Snider, Lot 2A, Lot 2 Sub

Site Area: 0.12 acres (5,232 sq. ft.)

Land Use District: 19 – 1:1 FAR, 20 UPA

Historic District: 4 - North Main Residential Character Area

Site Conditions: The lot is located on the west side of North Main Street between a commercial business and a residential structure. This property is relatively flat and contains a historic two-story primary structure, known as the Williams House, which is positioned in the center of the lot. Existing parking is located on the west end of the lot, behind the primary structure, and is accessed through an easement on an adjacent commercial property. The historic shed was positioned between the primary structure and the parking. Located to the north of the primary structure is an adjacent single story historic residential structure, known as the Willoughby Cottage. To the west of the property is a two-story, non-historic, residential structure, known as The Barn. Finally, to the south of the property are two commercial buildings, a two-story building and a small cabin.

Adjacent Uses:

North:	Single-family residential
South:	Commercial
East:	Main Street right-of-way, single-family residential
West:	Single-family residential

Lot Coverage: Reverting back to previously existing.

Parking: Reverting back to previously existing.

Item History



1962-1972 Photograph of Breckenridge



Zoomed in photograph, historic shed circled



Historic shed prior to demolition

The historic shed was located in the rear of the property between two primary structures known as the Williams House and the Willoughby Cottage. The property's Cultural Resource Survey and Sanborn Fire Insurance maps indicate the shed was built circa 1890 and used as an icehouse. Throughout the property file for 303 North Main Street the shed is referred to as either a burro barn or the Trauna Cabin.

The shed was previously moved in 1990 as part of relocating the Willoughby Cottage to the site. The property file includes structural documents from the relocation in 1990 where an addition of the shed structure was removed as part of the relocation. The 1962-1972 photograph above shows the shed prior to the 1990 relocation and prior to the removal of the addition. Before relocation the shed was used as a garage.

At some point after 2012, but prior to the demolition of the shed, a door was added to the north façade. The shed was clad in unpainted vertical wood planking and featured a steeply-pitched corrugated metal gable roof. The shed had a set of paired vertical wood plank doors, side hinged with metal strap hinges on the west elevation, and no windows. The building measured approximately 8' by 12' and was described to be in good condition and historically important in the Cultural Resource Survey.



Current conditions

The historic shed was discovered by Planning Staff to have been removed and replaced with a paved parking area in February of 2024. Staff was able to narrow down the time of removal to a three-week period between April 25th, 2022 and May 13th, 2022. Staff reached out to the property owner about the unpermitted work and prompted the process for this application. This application was previously brought before the Planning Commission for a preliminary hearing on November 5, 2024. During the hearing, the Commission requested additional information on the materials that will be used to rebuild the shed and further detail on the foundation.

Since the first preliminary hearing, the applicant has provided detailed information on the materials that will be used and a detailed foundation and framing plan accompanied by a stamped Engineer's letter. The applicant also informed Staff that the original historic doors to the shed were preserved and will be reinstalled. As part of the project, the newly created paved area on the south side of the site will be removed and revegetated due to the property already exceeding the maximum allowed parking of three spaces.

Precedent Research

Since this is the first historic structure removal that Staff is aware of since the creation of code section [9-1-6E](#) in 2007, Staff reached out to other Colorado towns and cities with historic districts to see if any of them had gone through a similar situation and how it was handled. After reaching out to Telluride, Crested Butte, Aspen, Boulder, and Denver, Staff was able to find a comparable situation in the City of Boulder. In Boulder, there was a request from a property owner in 2004 to demolish a historic coal shed/chicken coop in their backyard that abutted the alleyway, which was denied. Several years later, in 2013, the property owner demolished the shed without a permit and installed a basketball court. Boulder City code requires any work on historic structures to first be reviewed by the Landmarks Board and demolition of a historic structure without a permit is considered a criminal offense. The homeowners tried to resolve the issue without going to court by bringing it to the Landmarks Board for review. After discussing Staff's recommendation to rebuild the shed, the Board determined rebuilding the structure was not appropriate and recommended that the City consider prosecuting the homeowner. Boulder City Council called up the Landmarks Board's decision and made the applicant tear out the basketball court and rebuild the historic shed, to not set the precedent for allowing historic demolitions after the fact. The decision made by Boulder City Council aligns with Town of Breckenridge's code section [9-1-6E](#) which requires historic structures demolished without a permit to be rebuilt. Staff believes one of the most impactful consequences of removing a historic structure is requiring it to be rebuilt as it was, as nothing ends up being

gained by the applicant for removing the structure and it sets precedent to heavily discourage similar removals in the future.

Staff Comments

Enforcement and Penalties (9-1-6E):

Remedy For Unapproved Demolition Or Destruction Of Historic Structure: The unapproved demolition or destruction of a historic structure shall result in the revocation of the original development permit, and the person determined to be responsible for the unapproved demolition or destruction of the historic structure shall be required to reconstruct the building or portion thereof as closely as possible to its original condition at the time it was destroyed, unless the planning commission and town council (if the planning commission's decision is called up) approve an alternative action.

Most of the original materials for the shed were discarded during the demolition, however the applicant proposes to rebuild the historic shed in the same location and match the shed prior to removal as closely as possible. After consulting several reference photos of the shed prior to removal and a structural drawing of the shed during the relocation project completed in 1990 the applicant has provided a detailed plan of how the shed will be rebuilt. The applicant proposes to rebuild the shed with a thickened edge slab on grade. The materials of the rebuilt shed will consist of self-rusting corrugated metal roofing and reclaimed rough sawn vertical siding of various widths. Additionally, it was discovered that the doors of the historic shed have been preserved and will be reinstalled on the rebuilt shed. The applicant provided a stamped Engineer's letter for the foundation and interior framing plan. Staff also consulted with our Chief Building Official on the proposed foundation, and he has preliminarily endorsed the design.

Priority Design Standard 4 states, "*respect historic settlement patterns.*" While the shed will be rebuilt in the location it existed in before it was demolished, that was not its historic location as it was moved on the site to accommodate the relocation of the Willoughby Cottage. Staff finds the location of the shed to comply with this policy despite it not being the original historic location of the shed because the location was previously approved, and it was the location of the shed immediately before demolition. The shed's location also follows the historic settlement pattern of other historic secondary structures by being located to the rear of the primary structure. Staff has no concerns.

Priority Design Standard 186 states, "*Use roof forms that reflect the angles, scale, and proportions of those of historic buildings in the area.*" The applicant proposes to match the roof form in both angle and scale with what was previously existing. Staff was able to find structural documents for the historic shed in the property file from a previous stabilization project, from which the applicant was able to determine the previously existing roof form. The applicant has provided a framing plan detailing the angle of the roof material and plans to use self-rusting corrugated metal roofing to closely match what was previously existing.

Priority Design Standard 90 states, "*Use materials that appear to be the same as those used historically,*" and specifies stain or paint in appearance to natural wood is appropriate for secondary structures. The applicant proposes to use unpainted reclaimed rough sawn vertical wood planks of various widths to match the materials of the shed prior to removal. The applicant has provided a physical material board for the Commission to reference during the meeting. Staff finds the applicant to comply with this policy.

Priority Design Standard 96 states, "*Use a ratio of solid to void that is similar to those found on historic and supporting buildings.*" The applicant is not proposing to rebuild the door that was added to the north façade and plans only to keep the one historic opening on the west façade. Since the first preliminary hearing it was discovered that the historic doors to the shed have been preserved and will be reinstalled on the rebuilt shed. Staff finds the proposal to comply with this policy as the applicant is matching the openings that existed historically for the structure and is in alignment with the minimal openings found in other historic sheds located within the Historic District.

Point Analysis (Section: [9-1-17-3](#)): At this second preliminary hearing, Staff finds the application meets all Absolute Policies and Relative Policies of the Development Code. The project also meets all relevant Design Standards from the Handbook of Design Standards for the Historic and Conservation Districts.

Planning Commission Questions

Based on Staff's analysis, we have the following questions for the Commission:

1. Unapproved Demolition - Does the Commission agree the historic structure should be rebuilt as close to original as possible in the same location as directed by the Development Code?
2. Does the Commission have any additional comments or questions related to regulations pertaining to unpermitted historic demolitions?
3. Final Hearing – Does the Commission find the project is ready for a final hearing?

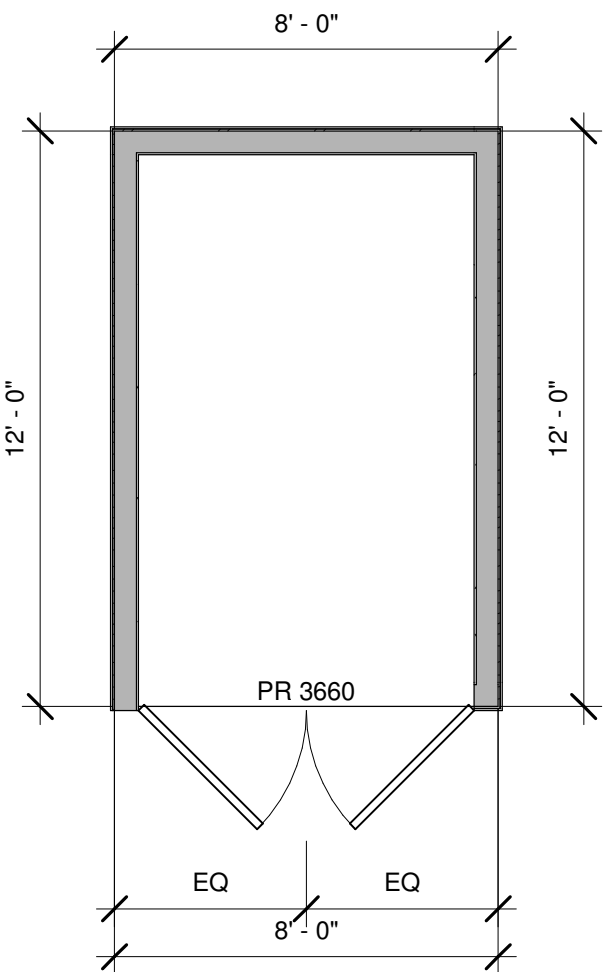
Staff Recommendation

The Planning Department recommends this proposal return for a final hearing after the applicant has addressed any concerns expressed by the Commission.

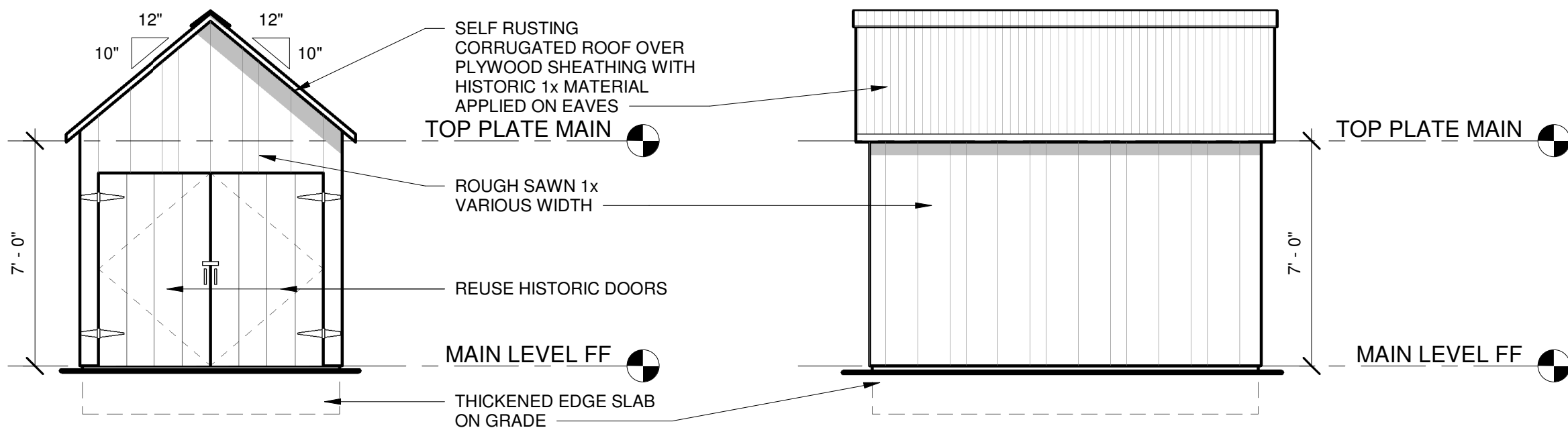
Second Preliminary Hearing Point Analysis				
Project:	Historic Shed Reconstruction (303 N Main St Unit 2A)	Positive	Points	0
PC#	PL-2024-0354		>0	
Date:	4/15/2024	Negative	Points	0
Staff:	Ellie Muncy, Planner I		<0	
		Total	Allocation:	0
Items left blank are either not applicable or have no comment				
Sect.	Policy	Range	Points	Comments
1/A	Codes, Correlative Documents & Plat Notes	Complies		
2/A	Land Use Guidelines	Complies		
2/R	Land Use Guidelines - Uses	4x(-3/+2)	0	Existing single family residential
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
3/A	Density/Intensity	Complies	Complies	
3/R	Density/ Intensity Guidelines	5x (-2>-20)		
5/A	Architectural Compatibility	Complies	Complies	To match previously existing shed design prior to removal.
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)		
6/A	Building Height	Complies	Complies	Existing.
6/R	Relative Building Height - General Provisions	1X(-2, +2)		
	For all structures except Single Family and Duplex Units outside the Historic District			
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)		
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
	For all Single Family and Duplex/Multi-family Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)		
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
8/A	Ridgeline and Hillside Development	Complies		
9/A	Placement of Structures	Complies		To match previous shed placement prior to removal.
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)		
12/A	Signs	N/A		
13/A	Snow Removal/Storage	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)		
15/A	Refuse	Complies		

15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)		
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
17/A	External Circulation	Complies		
18/A	Parking	Complies	Complies	Reverting back to previously existing.
18/R	Parking - General Requirements	1x(-2/+2)		
18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		
18/R	Parking - Downtown Service Area	2x(-2/+2)		
19/A	Loading	Complies		
19/R	Loading	2 x (0/+2)		
20/R	Recreation Facilities	3x(-2/+2)		
21/R	Open Space - Private Open Space	3x(-2/+2)	Complies	
21/R	Open Space - Public Open Space	3x(0/+2)		
22/A	Landscaping	Complies		
22/R	Landscaping	2x(-1/+3)		
24/A	Social Community	Complies		
24/A	Employee Housing Impact Mitigation			
24/A	Social Community / Above Ground Density 12 UPA	(-3>-18)		
24/A	Social Community / Above Ground Density 10 UPA	(-3>-6)		
24/R	Social Community - Employee Housing	1x(-10/+10)		
24/R	Social Community - Community Need	3x(0/+2)		
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community -Meeting And Conference Rooms	3x(0/+2)		
24/R	Social Community - Conservation District	3x(-5/0)		
24/R	Social Community - Historic Preservation	3x(0/+5)		To match previous shed placement prior to removal.
24/R	Social Community - Primary Structures - Historic Preservation/Restoration - Benefit	+1/3/6/9/12		
24/R	Social Community - Secondary Structures - Historic Preservation/Restoration - Benefit	+1/2/3		
24/R	Social Community - Moving Primary Structures	-3/10/15		
24/R	Social Community - Moving Secondary Structures	-3/10/15		
24/R	Social Community - Changing Orientation Primary Structures	-10		
24/R	Social Community - Changing Orientation Secondary Structures	-2		
24/R	Social Community - Returning Structures To Their Historic Location	+2 or +5		
25/R	Transit	4x(-2/+2)		
26/A	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
27/A	Drainage	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	Utilities - Power lines	Complies		
29/A	Construction Activities	Complies		
30/A	Air Quality	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
31/A	Water Quality	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	Water Conservation	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)		
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
	HERS index for Residential Buildings			
33/R	Obtaining a HERS index	+1		
33/R	HERS rating = 61-80	+2		
33/R	HERS rating = 41-60	+3		
33/R	HERS rating = 19-40	+4		

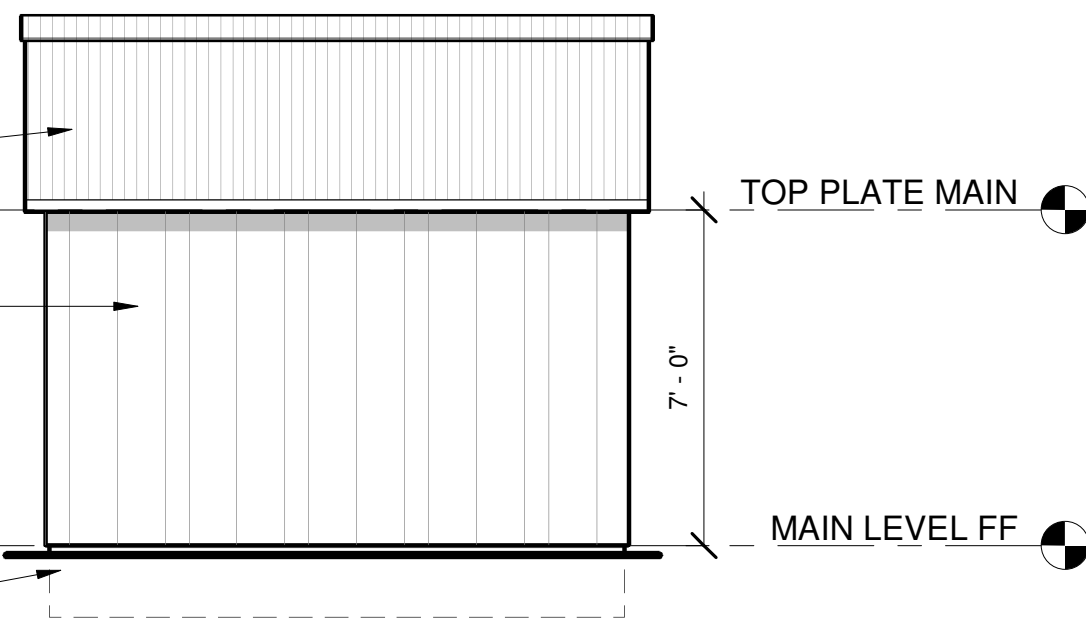
33/R	HERS rating = 1-20	+5		
33/R	HERS rating = 0	+6		
	Commercial Buildings - % energy saved beyond the IECC minimum standards			
33/R	Savings of 10%-19%	+1		
33/R	Savings of 20%-29%	+3		
33/R	Savings of 30%-39%	+4		
33/R	Savings of 40%-49%	+5		
33/R	Savings of 50%-59%	+6		
33/R	Savings of 60%-69%	+7		
33/R	Savings of 70%-79%	+8		
33/R	Savings of 80% +	+9		
33/R	Heated driveway, sidewalk, plaza, etc.	1X(-1/-20)		
33/R	Outdoor commercial or common space residential gas fireplace (per fireplace)	1X(-1/0)		
33/R	Large Outdoor Water Feature	1X(-1/0)		
33/R	101-500 square feet of outdoor heated pool and/or hot tub in a commercial or multifamily development. For each additional 500 square feet, or portion thereof, of outdoor heated pool and/or hot tub in a commercial or multifamily development over the first 500 square feet	-1		
33/R	EV Capable Parking Spaces	1X(+1/+3)		
33/R	EVSE InStalled Spaces	1X(+1/+3)		
33/R	Other Design Feature	1X(-2/+2)		
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	Subdivision	Complies		
36/A	Temporary Structures	Complies		
37/A	Special Areas	Complies		
37/R	Special Areas - Community Entrance	4x(-2/0)		
37/R	Special Areas - Individual Sites	3x(-2/+2)		
37/R	Special Areas - Blue River	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	Home Occupation	Complies		
38.5/A	Home Childcare Businesses	Complies		
39/A	Master Plan	Complies		
40/A	Chalet House	Complies		
41/A	Satellite Earth Station Antennas	Complies		
42/A	Exterior Loudspeakers	Complies		
43/A	Public Art	Complies		
43/R	Public Art	1x(0/+1)		
44/A	Radio Broadcasts	Complies		
45/A	Special Commercial Events	Complies		
46/A	Exterior Lighting	Complies		
47/A	Fences, Gates And Gateway Entrance Monuments	Complies		
48/A	Voluntary Defensible Space	Complies		
49/A	Vendor Carts	Complies		



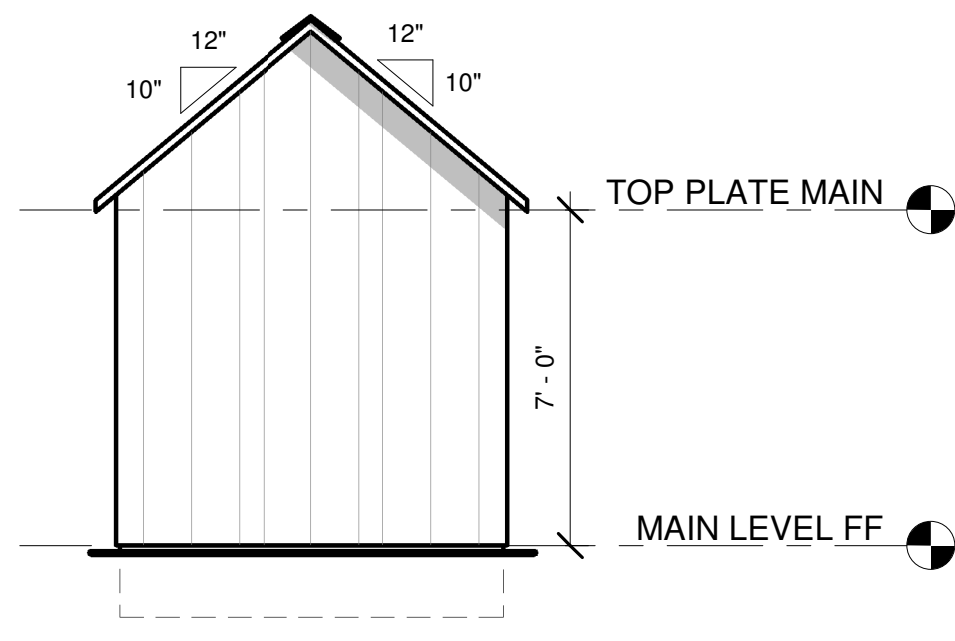
1 **MAIN LEVEL FLOOR PLAN**
1/4" = 1'-0"



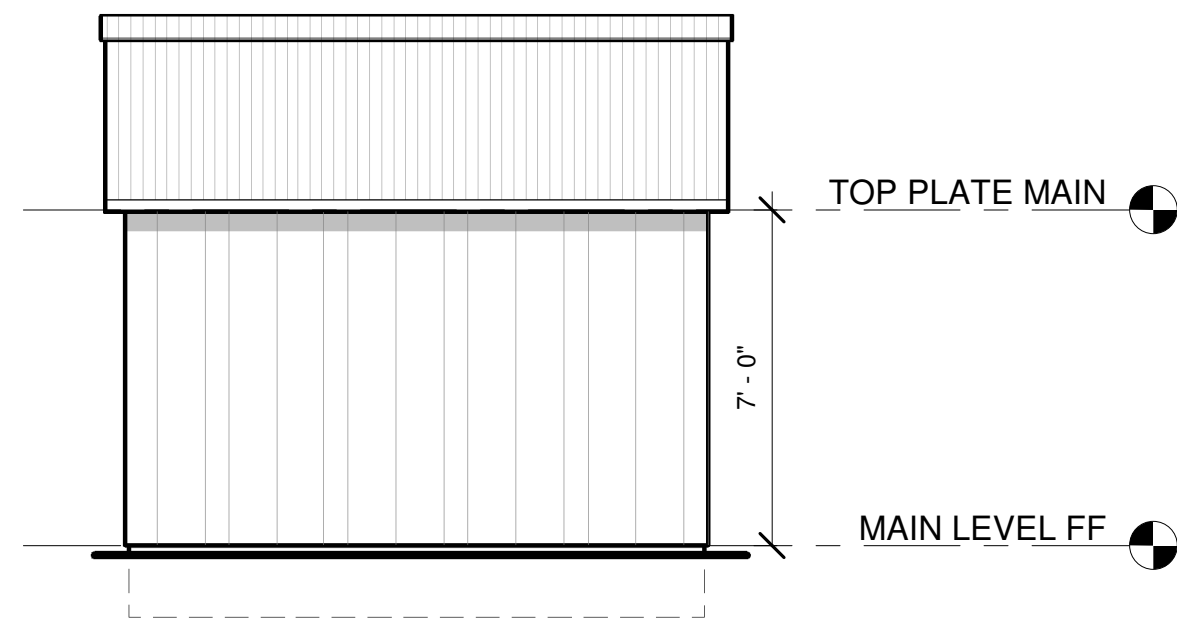
2 **FRONT ELEVATION**
1/4" = 1'-0"



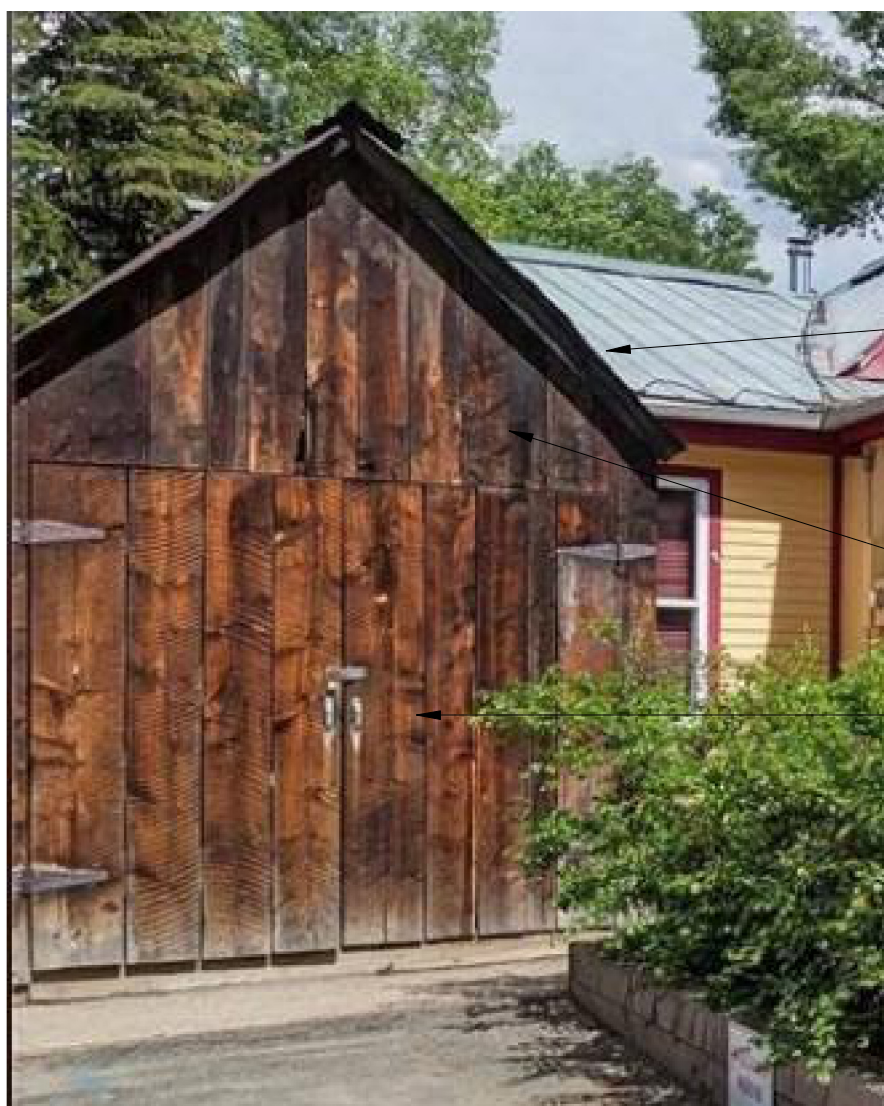
3 **LEFT ELEVATION**
1/4" = 1'-0"



4 **REAR ELEVATION**
1/4" = 1'-0"



5 **RIGHT ELEVATION**
1/4" = 1'-0"



SELF RUSTING
CORRUGATED ROOF OVER
PLYWOOD SHEATHING WITH
HISTORIC 1x MATERIAL
APPLIED ON EAVES

ROUGH SAWN 1x
VARIOUS WIDTH

REUSE HISTORIC DOORS

GENERAL MAIN LEVEL NOTES:

1. UNLESS NOTED OTHERWISE ALL NEW WALL HEIGHTS THIS LEVEL TO BE 7'-0".
2. PROVIDE 'LOW RESISTANCE' RETURN AIR PATH FOR ALL CLOSED ROOMS - USE T-GRILLS OR UNDER-CUT DOORS PER CODE.

ASSEMBLY NOTES:

- | | |
|---|------------------------------|
| A | ROOF: |
| B | FASCIA/SOFFIT: |
| C | EXTERIOR WALL: |
| D | EXTERIOR WALL BALLOON FRAME: |
| E | FRAMED FLOOR SYSTEM: |
| F | EXTERIOR DECK SYSTEM: |
| G | RAILING SYSTEM: |
| H | STAIRS: |
| I | BASEMENT FOUNDATION WALL |
| J | SLAB ON GRADE: |
| K | PERIMETER DRAIN SYSTEM: |

ALL ASSEMBLIES AND GENERAL NOTES REFER TO SHEET SS1 AND SPECIFICATIONS SHEET SS1

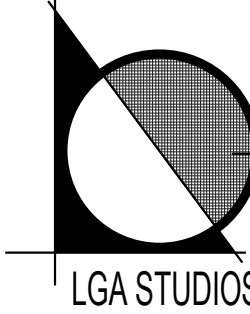
SPECIFIC MAIN LEVEL NOTES:

55 NOT USED

NOTE:
FOR OTHER APPLICABLE KEYNOTES SEE
GENERAL NOTE SHEET "CS1" FOR KEYNOTES
AND CORRESPONDING ASSEMBLY NOTES.

PRELIMINARY REVIEW NOT
FOR CONSTRUCTION

REVISIONS



LGA STUDIOS
201 E. Las Animas Street
Suite 113
Colorado Springs, CO. 80903
Phone: (719) 635-0880
office@LGAstudios.com
www.lgastudios.com

CONTRACTOR
OWNER

THE
HISTORIC SHED
303 N MAIN STREET
BRECKENRIDGE, CO 80424

DRAWN BY: LCW
CHECKED: DMNS

PLOT: 3/6/2025

HISTORIC SHED PLAN
AND ELEVATIONS

Sheet #
A1
OF 10 SHEETS

HISTORIC SHED PLAN AND ELEVATIONS

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

Date: April 3, 2025

Client: DRC Company
PO Box 1063
Breckenridge, CO

Attn: Lee Edwards

Subject: Outbuilding Remodel
303 N. Main Street
Breckenridge, Colorado

Project No.: ENG25.0139

Mr. Edwards,

Per your request, personnel from our office reviewed the outbuilding rebuild plans by LGA Studios (dated 8/12/2024) and the proposed section drawing by DRC Company (dated 2/11/2025) for the outbuilding at the address above. It is our understanding that the original building was demolished and a new building is being re-built using modern code compliant construction while utilizing historic materials and sheathing where appropriate. The new building is 8' wide by 12' deep with 7' tall walls to match the original building footprint. Our scope is to provide a minimum rafter size, wall studs size and reinforcement requirements for a new slab on grade thickened edge foundation.

After review, we determined that the new rafters shall be a minimum of 2x6 hem-fir #2 rafters at 24" o.c. The rafters shall be secured at the ridge board with a Simpson LS50 angle and a Simpson H2.5A truss clip at the walls. At the ridge we recommend installing a 48" long Simpson CS16 coil strap along the new rafters with 24" of the strap extending down each side of the roof plane. The walls should be constructed with 2x6 studs at 16" o.c. The new slab on grade foundation shall consist of 4,000 psi concrete, be 6" thick with the thickened edge extending 12" minimum below grade. The slab shall be reinforced with #4 bars at 18" o.c. each way. For additional support, we recommend installing (2) #4 continuous bars 3" above the bottom of the thickened edge.

Our design was performed following the 2018 IRC and any local amendments, ACI-332, ASCE 7-16, and the 2018 NDS. Our design and assumptions are based on plans furnished by the contractor and the following design loads:

- Roof Load: 15 PSF (Dead) and 90 PSF (Snow)
- Wind Speed = 115 mph (Exposure Category B)

Thank you for choosing INSPIRE Engineering LLC for this project. Please contact our office with any questions or concerns.

Sincerely,
INSPIRE Engineering LLC

Nick Reuter, PE
Owner, Principal Engineer



Attachments: (1) – Marked up Remodel Section

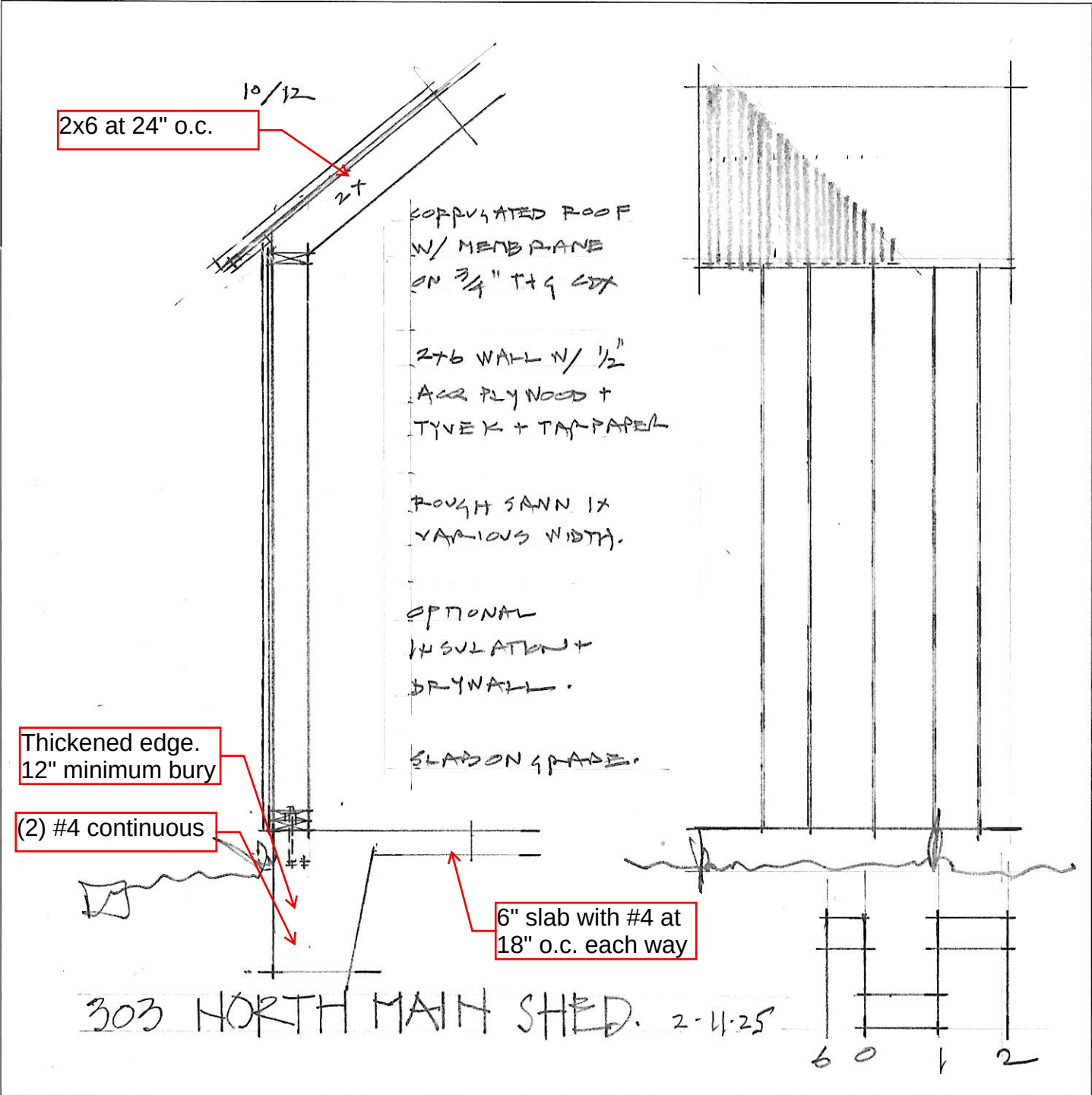
303 N. Main Street, Breckenridge
Project No. ENG25.0139





conceive design construct

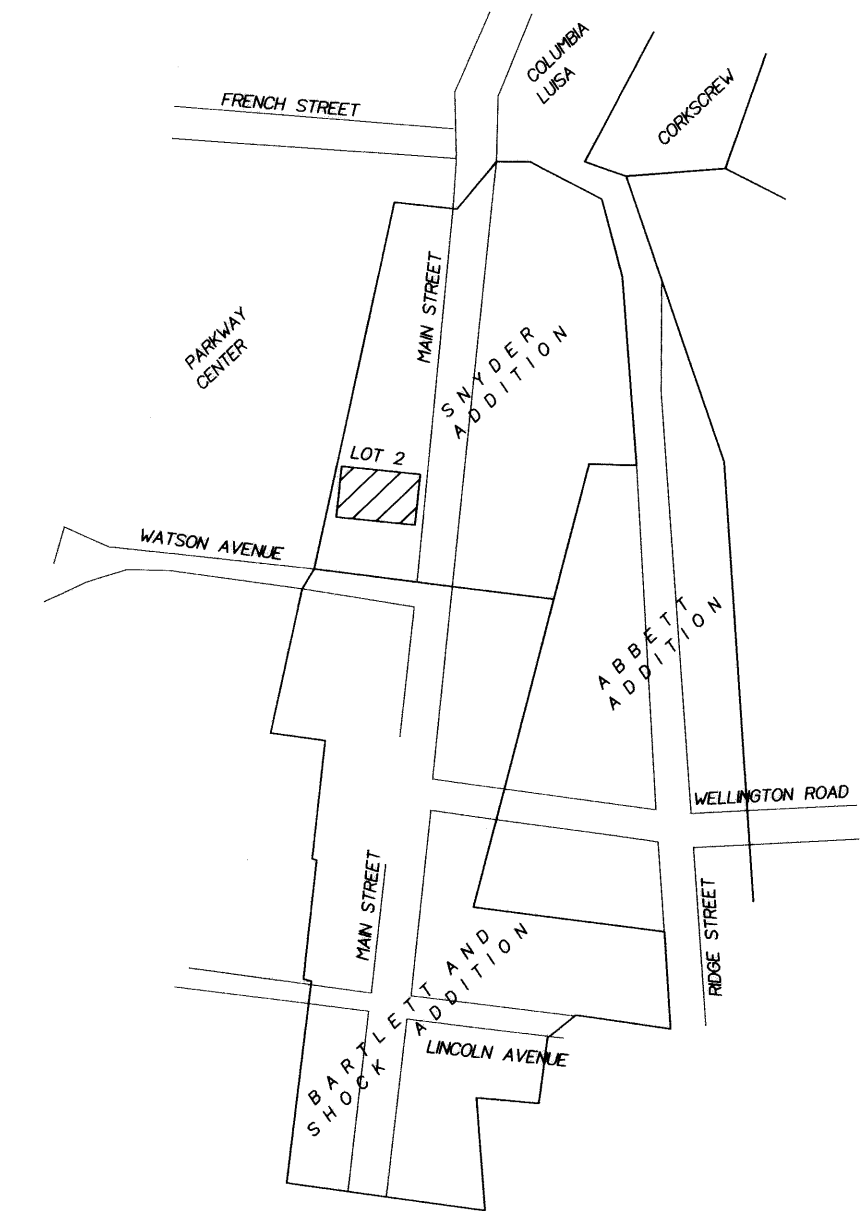
drc company inc post office box 1063, breckenridge, colorado 80424 970.453.0641 o 970.390.0641 c



SNIDER L-2 SUBDIVISION
A RESUBDIVISION OF LOT 2, SNIDER ADDITION
TO THE TOWN OF BRECKENRIDGE
SECTION 31, TWP. 6 SOUTH, RANGE 77 WEST OF THE 6TH P. M.
SUMMIT COUNTY, COLORADO

LOT 3

ACCESS AGREEMENT RECEPTION NO. 660339



VICINITY MAP
NOT TO SCALE

PLAT NOTES:

THE 100 YEAR FLOODWAY INFORMATION WAS PROVIDED BY TETRA TECH INC. OF BRECKENRIDGE, COLORADO AND WAS SCALED FROM A DRAWING TITLED "BLUE RIVER FLOODPLAIN MAPPING STA. 11764 TO 12068".

A 10 FOOT EASEMENT (BEING 5 FEET ON EACH SIDE OF THE UTILITY LINE), IS HEREBY GRANTED FOR ACCESS AND MAINTENANCE OF ALL GAS, ELECTRIC, TELEPHONE AND CABLE T.V. LINES CROSSING ALL LOTS, G.C.E. AND L.C.E. PARCELS.

A 20 FOOT EASEMENT (BEING 10 FEET ON EACH SIDE OF THE UTILITY LINE), IS HEREBY GRANTED FOR ACCESS AND MAINTENANCE OF THE WATER AND SANITARY SEWER LINES CROSSING ALL LOTS, G.C.E. AND L.C.E. PARCELS.

SURVEYOR'S NOTES:

BASIS OF BEARING: THE CENTERLINE OF MAIN STREET BETWEEN LINCOLN AVENUE AND WATSON AVENUE, MONUMENTED WITH BRASS DISKS SET IN CONCRETE IN VALVE BOXES, THIS LINE IS ASSUMED TO BEAR N00°39'00"W.

TITLE RESEARCH WAS PROVIDED BY LAND TITLE GUARANTEE OF SUMMIT COUNTY, TITLE COMMITMENT No. M20040577 AND DATED 2/21/03.

ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED ON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER DISCOVERY OF SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED ON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

OWNERS DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

THAT FRED C. KINAT JR. AND DIANE S. JAYNES BEING THE OWNERS OF LOT 2, THE ORDER ADDITION TO THE TOWN OF BRECKENRIDGE LOCATED IN SECTION 31, TOWNSHIP 6 SOUTH, RANGE 77 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF BRECKENRIDGE, COUNTY OF SUMMIT, STATE OF COLORADO, HAVE Laid Out, Subdivided and Platted the same into LOTS, TRACTS, STREETS, AND EASEMENTS AS SHOWN HEREON UNDER THE NAME AND STYLE OF SNIDER L-2 SUBDIVISION AND BY THESE PRESENTS, DO HEREBY SET APART AND DEDICATE TO THE PERPETUAL USE OF THE PUBLIC ALL OF THE STREETS, ALLEYS AND OTHER PUBLIC WAYS AND PLACES AS SHOWN HEREON AND HEREBY DEDICATE THOSE PORTIONS OF LAND LABELED AS EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES AS SHOWN HEREON.

IN WITNESS WHEREOF, Fred Kinat Jr. and Diane Jaynes have caused their names to be hereunto subscribed this 15th day of April, 2004, A.D.

Fred C. Kinat Jr.
Diane S. Jaynes

ACKNOWLEDGEMENTS

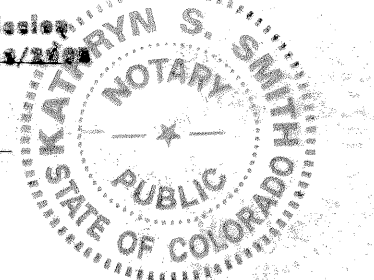
STATE OF COLORADO)
COUNTY OF SUMMIT) SS
TOWN OF BRECKENRIDGE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 14th day of April, 2004 A.D., BY FRED C. KINAT JR. AND DIANE S. JAYNES.

WITNESS MY HAND AND OFFICIAL SEAL:

My Commission Expires 05/13/2008

Notary Public



BRECKENRIDGE PLANNING COMMISSION CERTIFICATE

APPROVED THIS 5th day of August, 2003 A.D., TOWN PLANNING COMMISSION, BRECKENRIDGE, COLORADO.

BRECKENRIDGE TOWN COUNCIL CERTIFICATE

APPROVED THIS 5th day of August, 2003 A.D., TOWN COUNCIL, BRECKENRIDGE, COLORADO. THIS APPROVAL DOES NOT GUARANTEE THAT THE SIZE OF SOIL OR FLOODING CONDITIONS OF ANY LOT SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT MAY BE ISSUED. THIS APPROVAL IS WITH THE UNDERSTANDING THAT ALL EXPENSES INVOLVING NECESSARY IMPROVEMENTS FOR ALL UTILITY SERVICES, PARKING, GRADING, LANDSCAPING, CURBS, GUTTERS, STREET LIGHTS, STREET SIGNS AND SIDE WALKS SHALL BE FINANCED BY OTHERS AND NOT THE TOWN OF BRECKENRIDGE.

ATTEST:

TOWN CLERK

NOTICE:

PUBLIC NOTICE IS HEREBY GIVEN THAT THE ACCEPTANCE OF THIS PLATTED SUBDIVISION BY THE TOWN OF BRECKENRIDGE DOES NOT CONSTITUTE AN ACCEPTANCE OF THE ROADS AND RIGHTS OF WAY RESTRICTED HEREON FOR MAINTENANCE BY SAID TOWN. UNTIL SUCH ROADS AND RIGHTS OF WAY MEET TOWN ROAD SPECIFICATIONS AND SPECIFICALLY ACCEPTED BY THE TOWN, THE MAINTENANCE, CONSTRUCTION AND ALL OTHER MATTERS PERTAINING TO OR AFFECTING SAID ROADS AND RIGHTS OF WAY ARE THE SOLE RESPONSIBILITY OF THE OWNERS OF THE LAND EMBRACED WITHIN THE SUBDIVISION.

TOWN OF BRECKENRIDGE CLERK'S CERTIFICATE

STATE OF COLORADO)
COUNTY OF SUMMIT) SS
TOWN OF BRECKENRIDGE)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 4:02 O'CLOCK 4/7/2004 A.D., AND IS DAILY RECORDED.

LOT 1

SURVEYOR'S CERTIFICATE

I, HENRY P. BROADHURST JR., A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT THE SURVEY REPRESENTED BY THIS PLAT WAS MADE UNDER MY DIRECT SUPERVISION AND THAT THIS PLAT ACCURATELY REPRESENTS THIS SURVEY TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATED THIS 30th day of March, 2004, A.D.
HENRY P. BROADHURST JR.
COLORADO P.L.S. 18974

MORTGAGEE'S CERTIFICATE

COMMUNITY FIRST NATIONAL BANK, MORTGAGEE, HEREBY CONSENTS AND JOINS IN THIS SNIDER L-2 SUBDIVISION, A RESUBDIVISION OF LOT 2, SNIDER ADDITION TO THE TOWN OF BRECKENRIDGE AND CONSENTS TO THE DEDICATION MADE HEREIN BY OWNER.

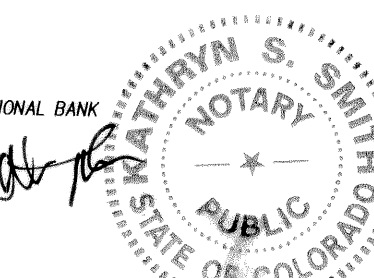
Bill Balhiser
Bill Balhiser
PRINTED NAME
AGENT'S POSITION

STATE OF COLORADO)
COUNTY OF SUMMIT) SS
TOWN OF BRECKENRIDGE)

THE FOREGOING MORTGAGEE'S CERTIFICATE WAS ACKNOWLEDGED BEFORE ME THIS 14th day of April, 2004 A.D.,

BY Bill Balhiser AS President OF COMMUNITY FIRST NATIONAL BANK

WITNESS MY HAND AND OFFICIAL SEAL: My Commission Expires 05/13/2008



TITLE COMPANY CERTIFICATE

Land Title Guarantee does hereby certify that it has examined the title to all the land as shown hereon and title to such land is in the hands of the owner and is free and clear of all liens, taxes, and encumbrances except as follows: 609232

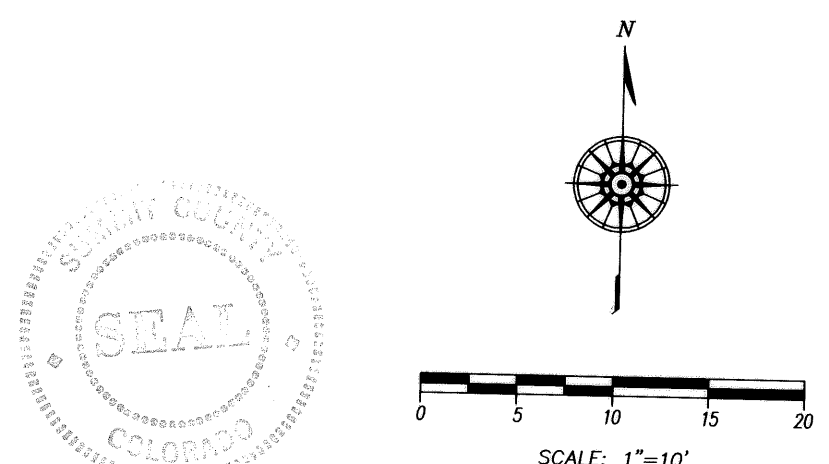
DATED THIS 14th day of April, 2004 A.D.
AGENT

RECORDER'S ACCEPTANCE

STATE OF COLORADO)
COUNTY OF SUMMIT) SS

THIS PLAT WAS ACCEPTED FOR FILING IN THE OFFICE OF THE SUMMIT COUNTY, COLORADO CLERK AND RECORDER ON THIS 8th day of April, 2004 A.D. AND FILED FOR RECORD AT 7:52:13 UNDER RECEPTION NUMBER 10:09 A.

Cheri Brunvand / Civi Tech



SNIDER L-2 SUBDIVISION A RESUBDIVISION OF LOT 2, SNIDER ADDITION TO THE TOWN OF BRECKENRIDGE			
ALPINE SURVEYORS P.O. BOX 1434 KREMMLING, COLORADO 80469 970-453-2478 970-724-0551	DATE DRAWN: 12/9/01 REVISED DATE: 04/30/04 DATE SURVEYED: FILE : 000201-KINAT	DRWN BY: J B	SCALE: 1"=10'

Case H-41A



PARKING SPACE
TO BE
REVEGETATED

Planning Commission Staff Report

Subject: Runway Master Plan, Town Project Hearing (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: April 7, 2025 (for meeting on April 15, 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 in 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 Town Council work session.

Changes Since the Planning Commission Work Session

The proposal also includes feedback from the Planning Commission Work Session held on March 18, 2025, which resulted in the following changes:

- Potential eBike locations are shown in the attached parking exhibit.
- The development standards have been updated to ameliorate the issue in the previous draft wherein there was the potential for side setbacks to be unevenly distributed between neighbors. In the current draft, side setbacks are now all 7.5 ft., which achieves the building separation minimum required for grading. In addition, a note was added to specify that, where front and side yards abut, both setbacks shall be 7.5 ft.
- A note was added stating that sheds shall not be placed in front yards. This language is in addition to the existing requirement that sheds match the architectural standards of the neighborhood and meet setbacks. These standards decrease the potential for negative aesthetic impacts of sheds on the neighborhood and the Highway 9 corridor. Staff explored other options to further regulate the location of sheds on properties, but found that the diversity of site layouts, even among single-family units (detached versus attached garage, size, et cetera) precluded any further restriction on shed placement within rear yards. Sheds are subject to primary rear setbacks and have side setbacks of 3 ft.
- Additional changes were made to the development standards table, which include changes to clarify setbacks for townhomes and allow sheds for single-family and duplex units (provided they meet setbacks and architectural standards), among other changes to clarify the intent of the language for all use types.
- The first sentence of the Architectural Design Standards paragraph was edited to include the facilitation of creating workforce housing.
- The description of fencing was changed from split rail to timber rail. Language was added to allow the use of non-natural materials that meet the design standards. A solid timber rail fence type has been added as an optional design for lots adjacent to open space to provide additional screening.
- Staff investigated options for screening the view of the development from Highway 9. Given the location of easements along the eastern portion of the parcel and the existing buffering present along the river, no changes to the general landscape illustrations were made. Landscaping shown in the draft Master Plan is conceptual, and a final landscape plan, along with snow storage and drainage facilities, will be approved at the staff level.

In addition, staff reviewed public parking for river access and confirmed that the guest parking would be public parking. Staff is also exploring extending the public parking to the north of the property to ensure that sufficient public river access is available. However, any off-site public parking would not be tied to the approval or implementation of this Master Plan. Staff, including Planning, Housing, and Public Works, have analyzed the feasibility of planning for additional units on PA-B as suggested by Commissioner

comments. To facilitate continued snow storage needs by the Town, the design continues to designate PA-B as governmental/snow storage use and not for additional housing units in this area at this time.

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 Town Project Hearing, staff has reviewed the proposal against all applicable policies of the Development Code. After approval of the Master Plan Amendment, the development will go through more review phases, including subdivision, infrastructure, landscaping, snow storage Class D Major development 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 Town has committed to transferring the required density to account for the Runway Master Plan from density existing on other properties owned by the Town.

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 and duplex units 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.

At the March work session, Planning Commission agreed with the level of design guidance provided in the Master Plan and with the negative six (-6) point assignment for the use of 100% non-natural materials.

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, snow storage, 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 and rear setbacks for those units are from the alley. Townhome setbacks are taken from the PA-A boundary. The proposal uses the PA-A boundary for townhomes to allow for flexibility in placing the townhomes, which staff believes is advantageous given the diversity of lot shapes and orientations across the townhome sites. There is language in the Master Plan stating that front setbacks in groups of units should align, which helps ensure that the more flexible townhome placement standards would not result in staggered front setbacks.

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 for the majority of the units, the proposal meets the required residential setbacks for all unit types established in 9/A when measured from the perimeter boundary.

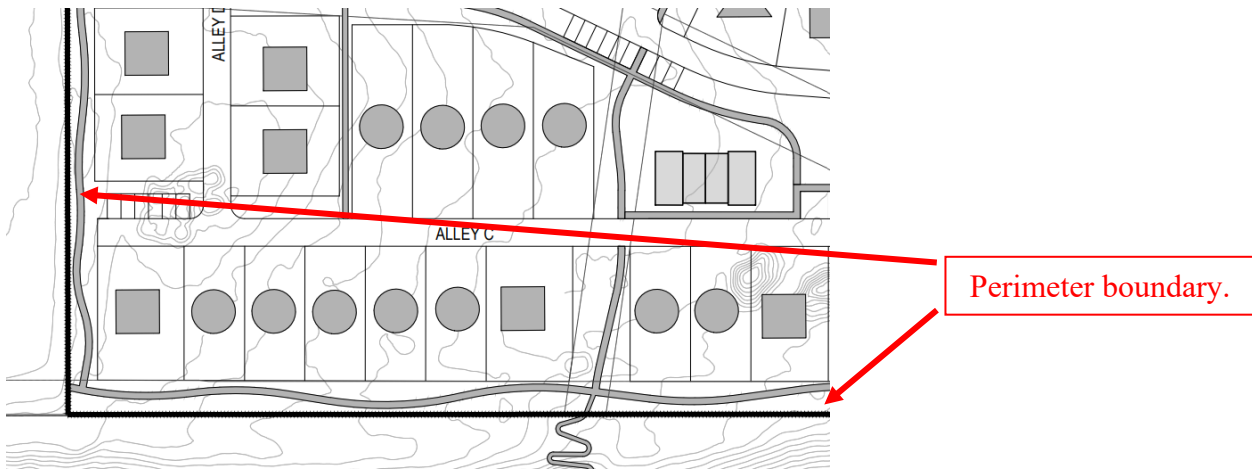


Figure 1. Excerpt of site plan showing perimeter boundary, which is shown as a solid black line on the site plan.

Using the PA-A boundary for townhome setbacks incurs negative points under Policy 9/R in one location on the Master Plan where a townhome is proposed at 13 ft. from the boundary where 15 ft. is recommended under 9/R. Proposals where one relative setback requirement is not met incur negative three (-3) points.

Staff recommends assigning negative three (-3) points under 9/R for one setback under the 15 ft. relative requirement. The proposed setback meets the absolute requirement of 10 ft. for rear setbacks under 9/A.

Staff finds that the proposal addresses the comments from the Planning Commission work session regarding side setbacks and clarifies the intent of the standards for ease of future permit review.

3. DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS TABLE				
UNIT TYPE	COTTAGE	DUPLEX	TOWNHOME	SINGLE FAMILY UNITS
SETBACKS FOR ALL STRUCTURES				
FRONT	5'	5'	5'	5'
SIDE	7'-6"	7'-6"	7'-6"	7'-6"
REAR	10'	10'	10'	10'
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, SEE NOTES	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

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 AND DUPLEX UNITS ARE ALLOWED TO HAVE ONE EXTERIOR SHED, WHICH MUST MEET SETBACKS AND ARCHITECTURAL STANDARDS. SHEDS ARE NOT ALLOWED IN FRONT YARD SETBACKS. 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 TOWN OF BRECKENRIDGE CODE SECTION 9-2-4-5.
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. REAR SETBACK FOR SINGLE FAMILY AND DUPLEX SHALL BE FROM AN ALLEY.
7. WHERE FRONT AND SIDE YARDS ABUT, BOTH SETBACKS SHALL BE 7'-6".
8. FRONT SETBACK FOR TOWNHOME UNITS SHALL BE FROM THE ALLEY. REAR SETBACK FOR TOWNHOMES SHALL BE FROM PA-A BOUNDARY.
9. TOWNHOMES ARE ALLOWED UP TO A 100 SQUARE FEET ADDITION PER UNIT.

Figure 2. 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) common 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) duplex buildings, but staff is proposing that the duplex units 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 duplex units 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.

At the March work session, Planning Commission supported allowing individual refuse service for duplexes, despite this practice not meeting the code requirements.

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. A third access point, located south of Fraction Road and connecting the site to Airport Road, will be improved with this master plan. Floradora Drive is designed to be curvilinear from north to south. This design, along with multiple other traffic calming measures, is meant to promote reduced speeds. 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 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.

At the March work session, Planning Commission supported the positive point assignment under Policy 20/R.

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.

At the March work session, Planning Commission supported the positive point assignment under Policy 24/R.

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 timber-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.

The Commission requested that staff and the applicant explore allowing non-natural materials for fences and change the design description from "split rail" to "timber rail." Those changes have been made. An optional solid fence design for properties along open space was added to address Commissioner comments regarding screening of yards from open space view.

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.

Policy 9/R Placement of Structures: Negative three (-3) points for a setback of 13 ft. where 15 ft. is recommended.

Total: Negative six (-9) points

Total: Passing point analysis of +10.

Staff Recommendation

Staff finds that the proposed Master Plan meets all Absolute Policies in the Development Code except the requirement that developments of greater than three duplexes have communal refuse collection. Staff recommends that the Planning Commission recommend approval of the Runway Master Plan with the point analysis listed above to the Town Council and attached Findings and Conditions of Approval. Following this hearing and pending an affirmative recommendation from Planning Commission, a Town Project

Hearing is tentatively scheduled with the Town Council on May 13 to consider approval of the Master Plan described above.

Suggested motion: *“I move that the Planning Commission recommend approval to the Town Council of the Runway Master Plan, PL-2025-0034, located at 51 Fraction Rd, with a passing point analysis of positive thirteen (+13) points under the Development Code’s Relative Policies and meeting all Absolute Policies, except 9-1-19-15A Refuse and Recycling, with the attached Findings and Conditions of Approval.”*

Town Project Hearing Impact Analysis				
Project:	Runway Master Plan Town Project	Positive	Points	+19
PL:	PL-2025-0034		>0	
Date:	4/7/2025	Negative	Points	- 9
Staff:	Amelia Brackett, Planner III		<0	
		Total	Allocation:	+10
Items left blank are either not applicable or have no comment				
Sect.	Policy	Range	Points	Comments
1/A	Codes, Correlative Documents & Plat Notes	Complies		
2/A	Land Use Guidelines	Complies		
2/R	Land Use Guidelines - Uses	4x(-3/+2)		
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
3/A	Density/Intensity	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)	Complies	Workforce housing up to 20 UPA allowed.
5/A	Architectural Compatibility	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)	- 6	The Master Plan proposes the use of natural-appearing synthetic materials and up to 100 percent non-natural exterior materials on exterior facades. Non-natural siding, such as composite wood, on 100 percent of any façade warrants negative six (-6) points.
6/A	Building Height	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside the Historic District		Complies	
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)		
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
	For all Single Family and Duplex/Multi-family Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)		
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
8/A	Ridgeline and Hillside Development	Complies		
9/A	Placement of Structures	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)	- 3	Negative three for one townhome not meeting one setback (providing 13 ft. where 15 ft. is required). 10 ft. is the absolute requirement.
12/A	Signs	Complies		
13/A	Snow Removal/Storage	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)	Complies	
14/A	Storage	Complies		
14/R	Storage	2x(-2/0)	Complies	Townhomes to provide greater than 5% of density to dedicated storage, which will be reviewed at building permit stage.

15/A	Refuse	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)	Does Not Comply	Duplexes will have individual refuse service due to their placement mixed with single-family units.
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
16/A	Internal Circulation	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)		
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
17/A	External Circulation	Complies		
18/A	Parking	Complies	Complies	Proposal meets requirements by providing spaces on single-family and duplex sites and in nearby parking rows for townhomes. Proposed guest parking is in addition to the parking requirements for the units.
18/R	Parking - General Requirements	1x(-2/+2)		
18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		
18/R	Parking - Downtown Service Area	2x(-2/+2)		
19/A	Loading	Complies		
20/R	Recreation Facilities	3x(-2/+2)	+3	Staff recommends positive three (+3) points for the provision of a trail developments that connect residents to the river, school, and parks nearby and for communal park amenities.
21/R	Open Space - Private Open Space	3x(-2/+2)	Complies	Required: 30% of site Proposed: 33.5% of site (does not include yards)
21/R	Open Space - Public Open Space	3x(0/+2)		
22/A	Landscaping	Complies		Landscaping will be reviewed at a future permitting stage to allow coordination with infrastructure and snowmelt needs and will be subject to Town Code requirements.
22/R	Landscaping	2x(-1/+3)		
24/A	Social Community	Complies		
24/A	Social Community / Above Ground Density 12 UPA	(-3>-18)		
24/A	Social Community / Above Ground Density 10 UPA	(-3>-6)		
24/R	Social Community - Employee Housing	1x(-10/+10)	+10	100% of project density will be deed restricted employee housing.
24/R	Social Community - Community Need	3x(0/+2)	+6	Meets 2024 Council Goal.
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
5/R	Social Community - Conservation District	3x(-5/0)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Primary Structures - Historic Preservation/Restoration - Benefit	+1/3/6/9/12		
24/R	Social Community - Secondary Structures - Historic Preservation/Restoration - Benefit	+1/2/3		
24/R	Social Community - Moving Primary Structures	-3/10/15		
24/R	Social Community - Moving Secondary Structures	-3/10/15		
24/R	Social Community - Changing Orientation Primary Structures	-10		
24/R	Social Community - Changing Orientation Secondary Structures	-2		
24/R	Social Community - Returning Structures To Their Historic Location	+2 or +5		
25/R	Transit	4x(-2/+2)		
26/A	Infrastructure	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)	Complies	
27/A	Drainage	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	Utilities - Power lines	Complies		
29/A	Construction Activities	Complies		
30/A	Air Quality	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		

31/A	Water Quality	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	Water Conservation	Complies		
33/R	Energy Conservation			
	New Structures; Percent Energy Saved Beyond Adopted Residential Energy Code Standard			
33/R	Obtaining a HERS index	+1		
33/R	20-39%	+2		
33/R	40-59%	+3		
33/R	60-79%	+4		
33/R	80-99%	+5		
33/R	100%+	+6		
	Commercial Buildings - % energy saved beyond the IECC minimum standards			
33/R	Savings of 10%-19%	+1		
33/R	Savings of 20%-29%	+3		
33/R	Savings of 30%-39%	+4		
33/R	Savings of 40%-49%	+5		
33/R	Savings of 50%-59%	+6		
33/R	Savings of 60%-69%	+7		
33/R	Savings of 70%-79%	+8		
33/R	Savings of 80% +	+9		
33/R	Heated driveway, sidewalk, plaza, etc.	1X(-3/0)		
33/R	Outdoor commercial or common space residential gas fireplace (per fireplace)	1X(-1/0)		
33/R	Large Outdoor Water Feature	1X(-1/0)		
	Other Design Feature	1X(-2/+2)		
33/R	10 or more additional EV Capable spaces over the required minimum as determined in the IECC.	1		
33/R	Three (3) additional EVSE Installed parking spaces over the required minimum as determined in the IECC.	+3		
34/A	Hazardous Conditions	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	Subdivision	Complies		
36/A	Temporary Structures	Complies		
37/A	Special Areas	Complies		
37/R	Special Areas - Community Entrance	4x(-2/0)		
37/R	Special Areas - Individual Sites	3x(-2/+2)		
37/R	Special Areas - Blue River	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	Home Occupation	Complies		
38.5/A	Home Childcare Businesses	Complies		
39/A	Master Plan	Complies		
40/A	Chalet House	Complies		
41/A	Satellite Earth Station Antennas	Complies		
42/A	Exterior Loudspeakers	Complies		
43/A	Public Art	Complies		
43/R	Public Art	1x(0/+1)		
44/A	Radio Broadcasts	Complies		
45/A	Special Commercial Events	Complies		
46/A	Exterior Lighting	Complies		

47/A	Fences, Gates And Gateway Entrance Monuments	Complies	Complies	Allowance for timber-rail fences on single-family and duplex lots. These fences will not be allowed to project in front of the front façade of a residence. Allowance for a privacy fence on site area PA-B to shield the neighborhood from public works activities.
48/A	Voluntary Defensible Space	Complies		
49/A	Vendor Carts	Complies		
50/A	Wireless Communications Facilities	Complies		

TOWN OF BRECKENRIDGE

**Runway Master Plan
Tract A, Fraction Subdivision
51 Fraction Road
PL-2025-0034**

FINDINGS

1. This project is a “Town Project” as defined in Section 9-4-1 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. The Planning Commission reviewed and considered this Town Project at a work session on March 18, 2025. In connection with its review of this Town Project, the Planning Commission scheduled and held a public hearing on April 15, 2025, notice of which was published on the Town’s website for at least five (5) days prior to the hearing 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 hearing 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 hearing, 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 May 13, 2025. This Town Project was listed on the Town Council’s agenda for the May 13, 2025 meeting, 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, a point analysis for the Town Project in the same manner as a point analysis is prepared for a final hearing on a Class A development 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

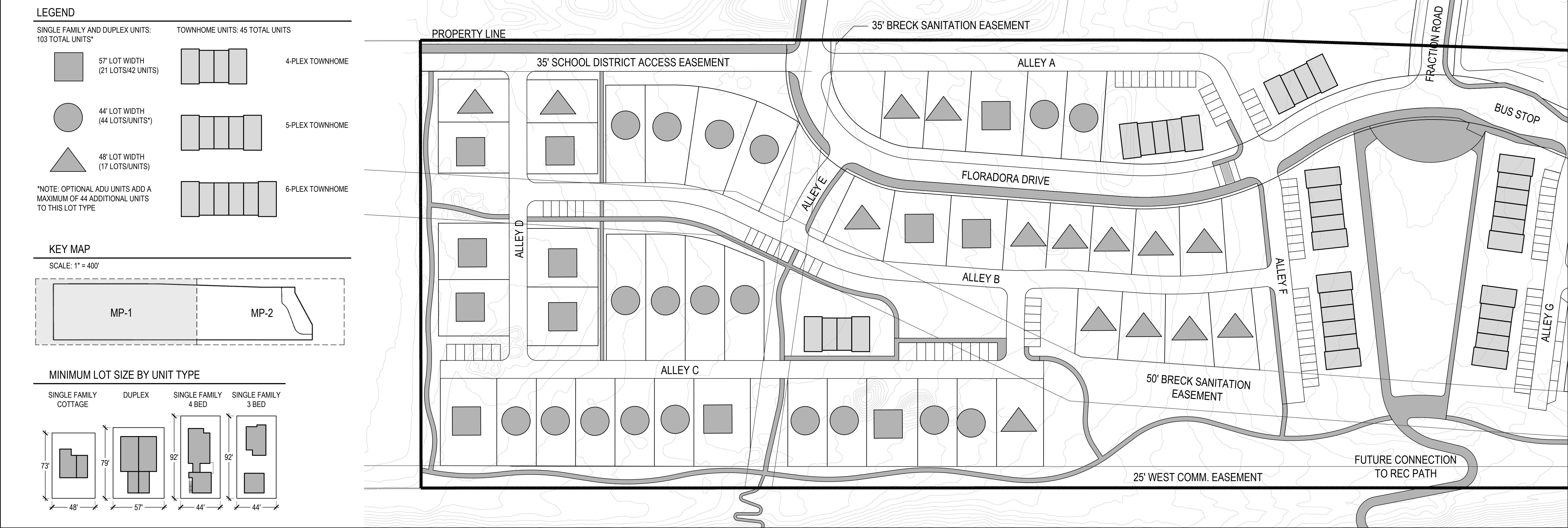
and the town of Breckenridge land use guidelines do not apply to town projects, but town projects shall be processed instead in accordance with the provisions of this chapter.

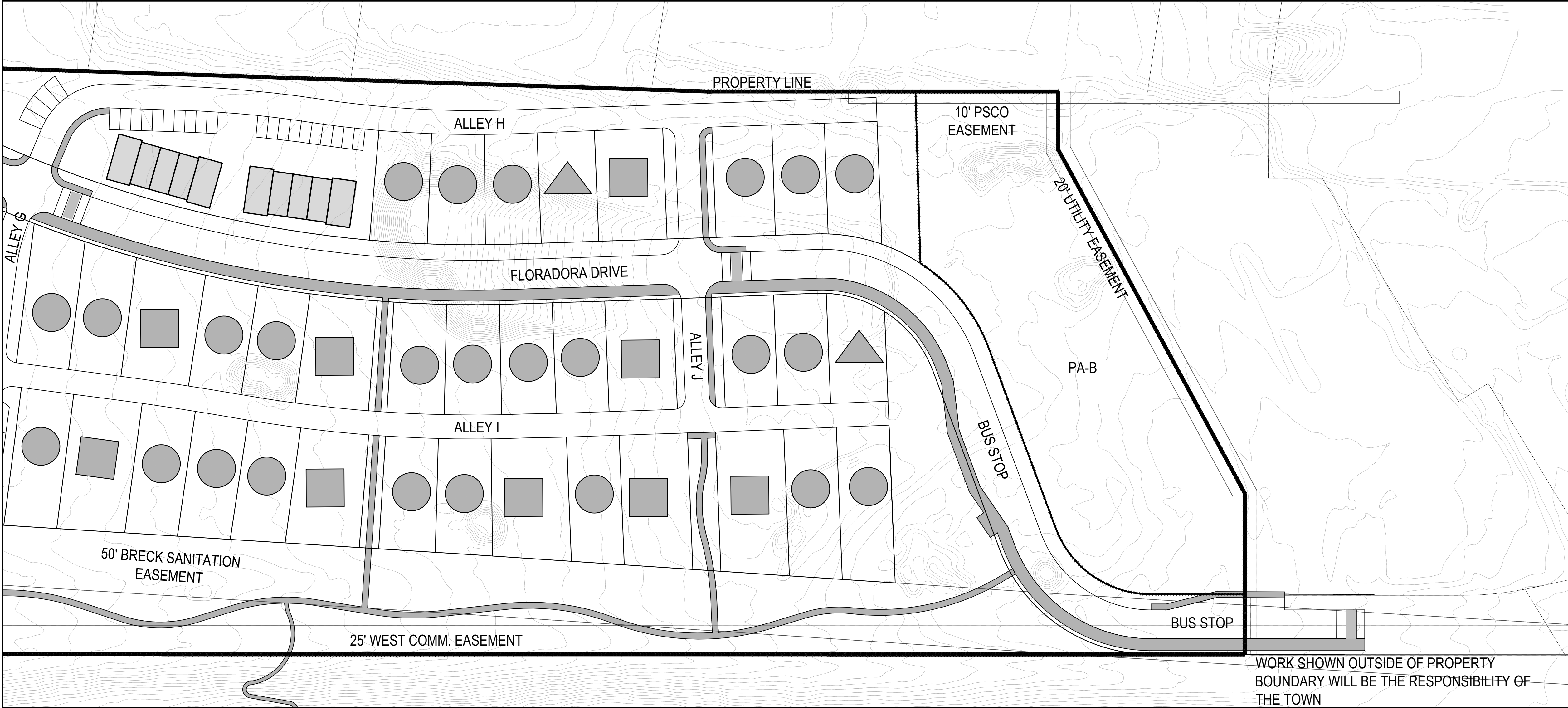
8. **This project has been found to meet all Absolute Policies of Title 9 of the Development Code, except 9-1-19-15A Refuse and Recycling. The Planning Commission finds that the design of the Runway Neighborhood, having duplexes and single-family units interspersed throughout, and implementation of the newly imposed pay-as-you-throw Town Ordinance, are better suited to allowing individual unit refuse pick-up rather than a shared dumpster enclosure for duplex units as required in this policy.**
9. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
10. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
11. If the real property which is the subject of this application is subject to a severed mineral interest, the applicant has provided notice of the initial public hearing on this application to any mineral estate owner and to the Town as required by Section 24-65.5-103, C.R.S.

CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires three (3) years from date of issuance, on **May 13, 2028**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be three years, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.
6. **Applicant shall not commence site grading and utility improvements on site until the required Subdivision Permit and Infrastructure Permit have been issued.**
7. **Applicant shall not commence construction of any structure on site until a Development Permit and Building Permit have been issued by the Town's Community Development Department.**

- 8. Prior to any individual dwelling unit within the Master Plan area receiving a Certificate of Occupancy, a covenant, declaring the unit as deed restricted workforce housing in perpetuity, shall be recorded with the Summit County Clerk and Recorder.**
- 9. The Town will transfer an appropriate amount of density for each unit through a Density Transfer Covenant prior to issuing Certificates of Occupancy.**





LEGEND

SINGLE FAMILY AND DUPLEX UNITS:
103 TOTAL UNITS*

57' LOT WIDTH
(21 LOTS/42 UNITS)

44' LOT WIDTH
(44 LOTS/UNITS*)

48' LOT WIDTH
(17 LOTS/UNITS)

TOWNHOME UNITS: 45 TOTAL UNITS

4-PLEX TOWNHOME

5-PLEX TOWNHOME

6-PLEX TOWNHOME

*NOTE: OPTIONAL ADU UNITS ADD A
MAXIMUM OF 44 ADDITIONAL UNITS
TO THIS LOT TYPE

KEY MAP

SCALE: 1" = 400'

MP-1

MP-2

MINIMUM LOT SIZE BY UNIT TYPE

SINGLE FAMILY COTTAGE	DUPLEX	SINGLE FAMILY 4 BED	SINGLE FAMILY 3 BED

4. ARCHITECTURAL DESIGN STANDARDS

THE ARCHITECTURAL DESIGN WILL FACILITATE THE GOALS OF CREATING WORK FORCE HOUSING AND A NET ZERO NEIGHBORHOOD. DESIGN CHOICES, SUCH AS THE ORIENTATION OF SOLAR PANELS AND SELECTION OF MATERIALS, WILL PRIORITIZE SUSTAINABILITY AND FIRE RESILIENCE. TO THAT END, 100% NON-NATURAL MATERIALS MAY BE USED AS LONG AS THEY ARE NATURAL-APPEARING AND MEET THE MATERIAL AND DESIGN CONSIDERATIONS OF THIS SECTION. PRIMARY VEHICULAR ACCESS FOR THE HOMES WILL BE TAKEN FROM ALLEYWAYS WITH FRONT PORCHES TO LINE THE STREETS AND PARK SPACES THROUGHOUT THE NEIGHBORHOOD. WHERE IT DOES NOT CONFLICT WITH OTHER STANDARDS OR DESIGN CONSIDERATIONS, STRUCTURES WITHIN THE SAME GROUP OR AREA SHALL BE ORIENTED SO THAT THERE IS CONSISTENT FRONT SETBACK ALIGNMENT WITH THE OPEN SPACE, ALLEYWAY, OR RIGHT-OF-WAY RATHER THAN STAGGERED SETBACK DEPTHS.

6. FENCING

TWO TYPES OF FENCING SHALL BE PERMITTED IN THE COMMUNITY, PRIVACY FENCING AND TIMBER 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. TIMBER RAIL FENCING MAY OCCUR ON THE LOT LINE, BUT WILL NOT BE DOUBLED AGAINST AN ADJACENT FENCE. TIMBER RAIL FENCING MUST BEGIN IN THE SIDE OR REAR YARD. IF FENCING OCCURS ON SIDE YARD ALONG AN ADJACENT ALLEY OR STREET, START OF FENCE MUST BE SET BACK 2' FROM THE FRONT STREET OR ALLEY FACE OF BUILDING. FOR TIMBER RAIL FENCING, NATURAL WOOD OR COMPOSITE/NON-NATURAL WOOD-LOOK MATERIALS ARE ALLOWED FOR ALL FENCE POSTS AND RAILS AS LONG AS THE DESIGN STANDARD IS MET. SOLID TIMBER RAIL FENCING ONLY PERMITTED WHEN YARDS ABUT OPEN SPACE.

THE RECORDING OF THIS MYLAR SATISFIES THE REQUIREMENT OF PARAGRAPH (N) OF POLICY 39 (ABSOLUTE) OF SECTION 9-1-19 OF THE BRECKENRIDGE TOWN CODE CONCERNING THE RECORDING OF A NOTICE OF THE APPROVAL OF A MASTER PLAN.

MASTER PLAN CERTIFICATE

A MASTER PLAN IS GOVERNED BY AND IS SUBJECT TO POLICY 39 (ABSOLUTE) OF THE BRECKENRIDGE DEVELOPMENT CODE, CHAPTER 1 OF TITLE 9 OF THE BRECKENRIDGE TOWN CODE, AS AMENDED FROM TIME TO TIME. ALTHOUGH A MASTER PLAN IS A SITE SPECIFIC PLAN AS THAT TERM IS DEFINED BY LAW, A MASTER PLAN IS ONLY A GENERAL, CONCEPTUAL PLAN FOR THE FUTURE DEVELOPMENT OF THE SUBJECT PROPERTY. THE APPROVAL OF A MASTER PLAN IS NOT THE TOWN'S FINAL APPROVAL FOR THE DEVELOPMENT OF THE SUBJECT PROPERTY. APPROVAL TO ACTUALLY DEVELOP THE SUBJECT PROPERTY REQUIRES ONE OR MORE FURTHER SITE SPECIFIC APPROVALS FROM THE TOWN IN THE FORM OF ADDITIONAL DEVELOPMENT PERMIT(S) ISSUED PURSUANT TO THE TOWN'S DEVELOPMENT CODE, AS WELL AS THE ISSUANCE OF ANY REQUIRED PERMITS UNDER THE TOWN'S BUILDING AND TECHNICAL CODES.

THE PROVISIONS OF THIS MASTER PLAN ARE BINDING UPON THE OWNER AND ALL SUBSEQUENT OWNERS OF ALL OR ANY PORTION OF THE REAL PROPERTY WHICH IS THE SUBJECT OF THIS DOCUMENT IN ACCORDANCE WITH AND SUBJECT TO THE TERMS AND CONDITIONS OF THE TOWN OF BRECKENRIDGE DEVELOPMENT CODE.

INTERESTED PARTIES SHOULD CHECK WITH THE TOWN OF BRECKENRIDGE DEPARTMENT OF COMMUNITY DEVELOPMENT TO DETERMINE THE DURATION OF THE VESTED PROPERTY RIGHTS FOR THE APPROVED MASTER PLAN, AS WELL AS THE DURATION OF THE APPROVED MASTER PLAN.

THE MASTER PLAN MAY BE AMENDED, ABANDONED, OR WITHDRAWN ONLY IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE TOWN OF BRECKENRIDGE DEVELOPMENT CODE.

APPROVAL OF THIS MASTER PLAN IS NO ASSURANCE THAT THE SUBJECT PROPERTY WILL ULTIMATELY BE DEVELOPED IN THE MANNER DESCRIBED IN THE APPROVED MASTER PLAN. INTERESTED PERSONS SHOULD OBTAIN AND REVIEW COPIES OF ALL FUTURE SITE SPECIFIC DEVELOPMENT PERMITS, SUBDIVISION PLATS, OTHER TOWN-ISSUED LAND USE APPROVALS, AND APPLICABLE TITLE INFORMATION FOR THE SUBJECT PROPERTY BEFORE DECIDING TO PURCHASE OR INVEST IN ANY OF THE REAL PROPERTY THAT IS SUBJECT TO THIS MASTER PLAN.

OWNER:

TOWN OF BRECKENRIDGE

DIRECTOR OF COMMUNITY DEVELOPMENT

BY: _____

DATE: _____

BY: _____

DATE: _____

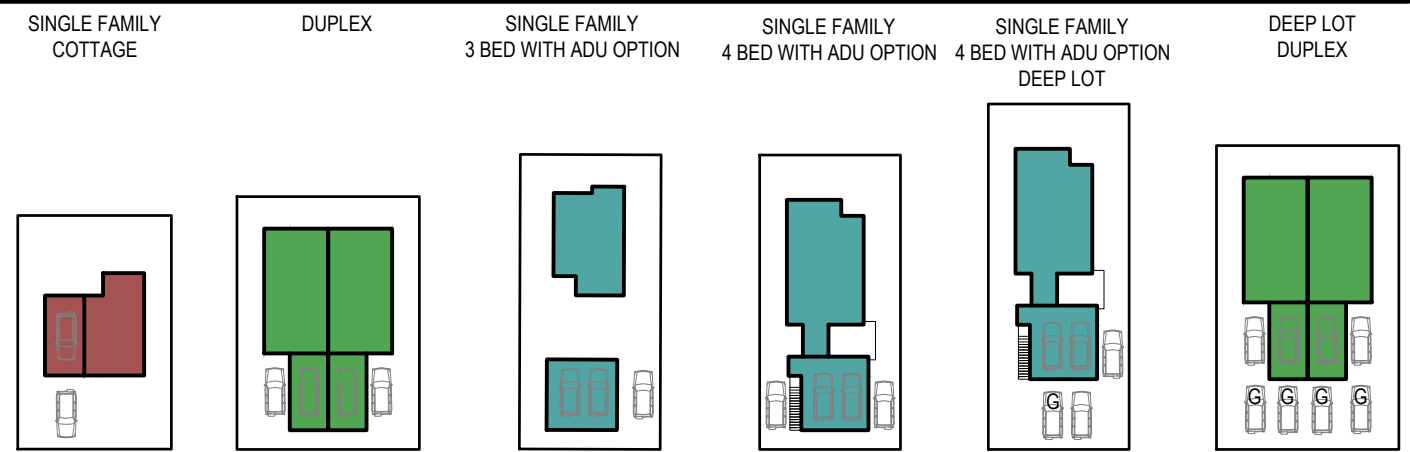
MP-2

RUNWAY NEIGHBORHOOD | MASTER PLAN

04/09/2025

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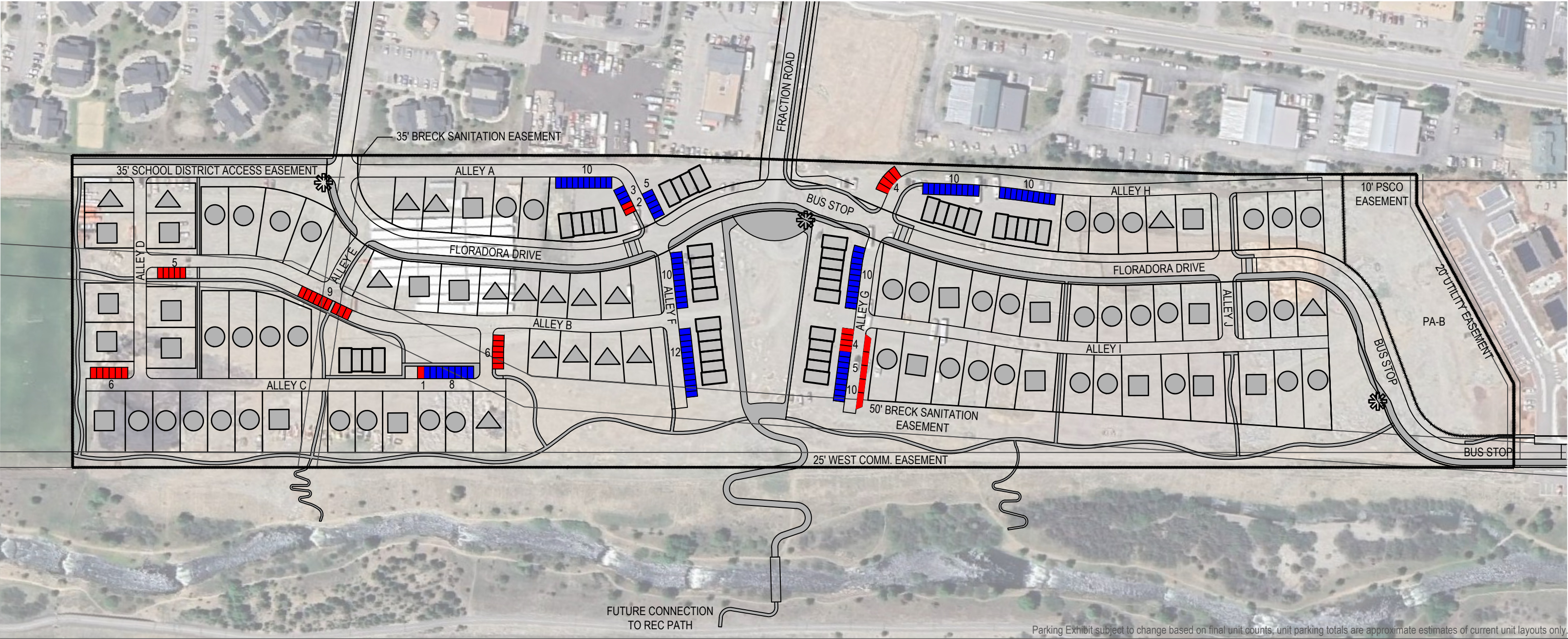
TYPICAL LOT PARKING



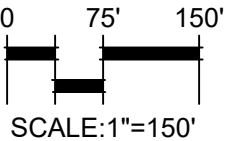
NOTE: CAR MARKED WITH 'G' IS A GUEST SPACE, 24 OR THE 32 TANDEM GUEST PARKING SPACES ARE ON LOTS ALONG ALLEY I.

 PROPOSED POSSIBLE E-BIKE LOCATIONS, AT LEAST (2) WITHIN THE RUNWAY NEIGHBORHOOD

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		44			44
GUEST PARKING (RED)		42			42
OVERALL SITE PARKING			3.03	148	448

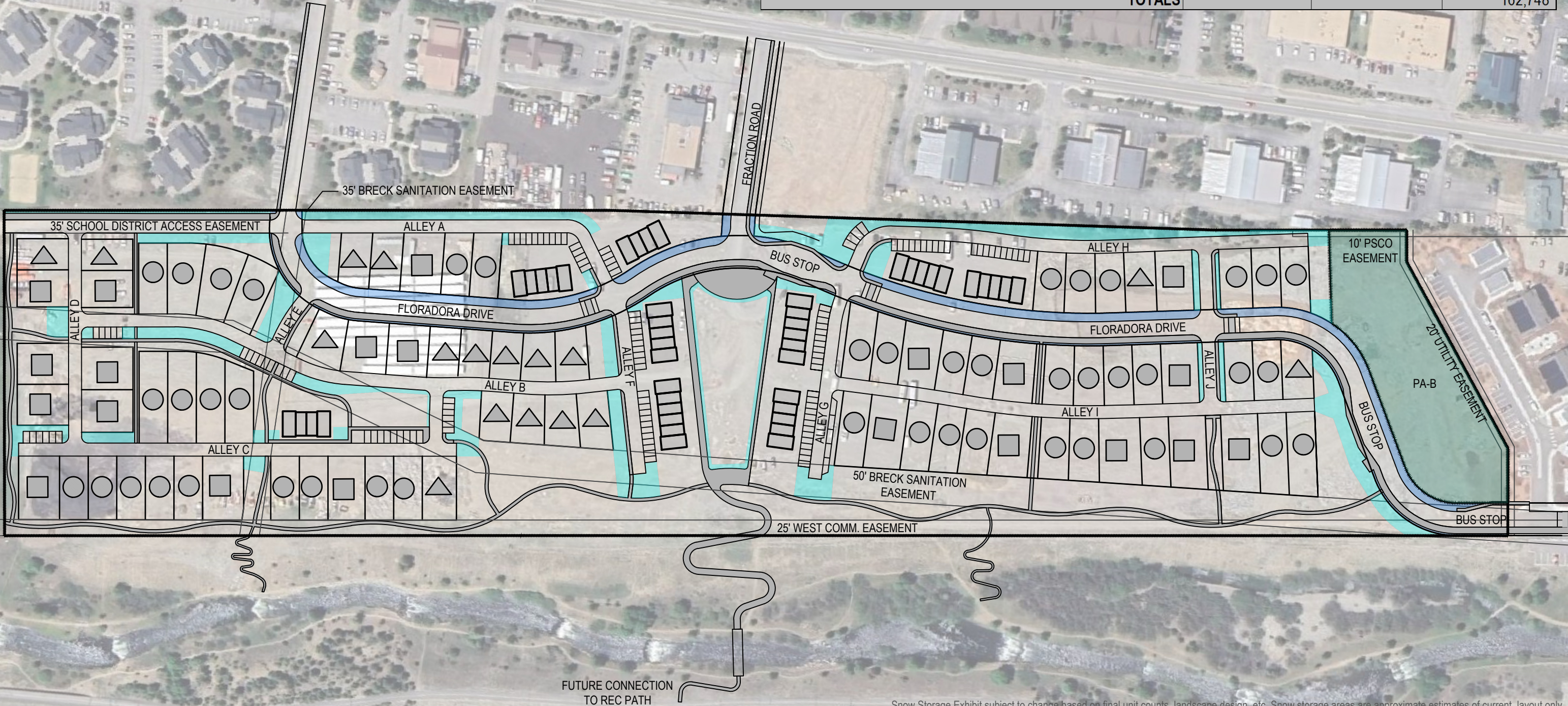


Parking Exhibit subject to change based on final unit counts, unit parking totals are approximate estimates of current unit layouts only.

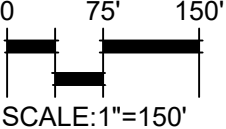


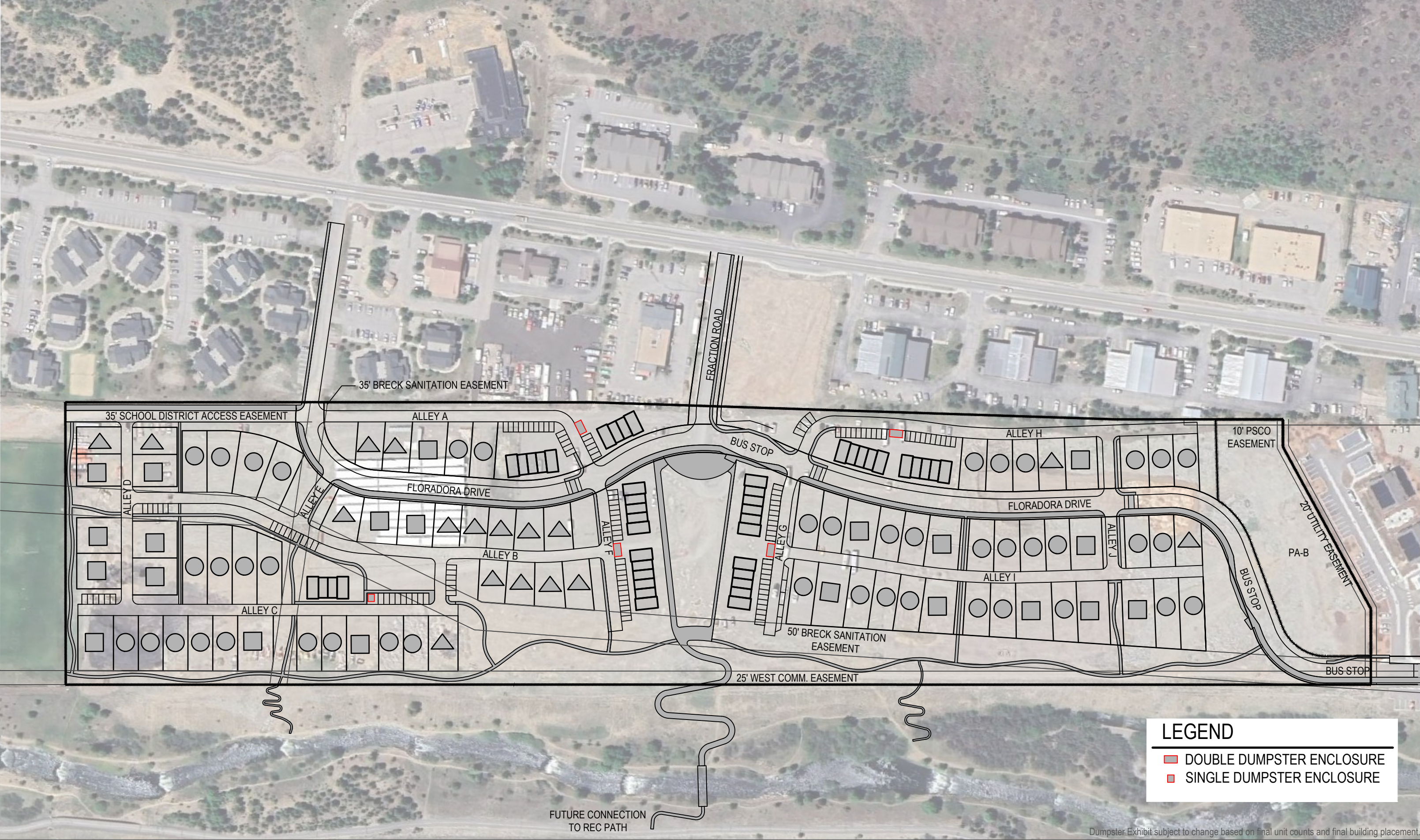
SNOW STORAGE TABLE

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	125,346	31,336.50	76,341.00
SUBTOTALS		55,446.50	101,392.00
PUBLIC WORKS SNOW STORAGE (PA-B)			61,356.00
TOTALS			162,748



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





LEGEND

- DOUBLE DUMPSTER ENCLOSURE
- SINGLE DUMPSTER ENCLOSURE

Dumpster Exhibit subject to change based on final unit counts and final building placement.





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 Cottages 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 timber 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. Timber 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. Timber 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 goals of creating workforce housing and a net zero neighborhood. Design choices, such as the orientation of solar panels and selection of materials, will prioritize sustainability and fire resilience. To that end, 100% non-natural materials may be used as long as they are natural-appearing and meet the material and design considerations of this section. Primary vehicular access for the homes will be taken from alleyways with front porches to line the streets and park spaces throughout the neighborhood. Where it does not conflict with other standards or design considerations, structures within the same group or area shall be oriented so that there is consistent front setback alignment with the open space, alleyway or right-of-way rather than staggered setback depths.



Development Standards:

DEVELOPMENT STANDARDS TABLE				
UNIT TYPE	COTTAGE	DUPLEX	TOWNHOME	SINGLE FAMILY UNITS
SETBACKS FOR ALL STRUCTURES EXCEPT SHEDS				
FRONT	5'	5'	5'	5'
SIDE	7'-6"	7'-6"	7'-6"	7'-6"
REAR	10'	10'	10'	10'
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, SEE NOTES	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

DEVELOPMENT STANDARDS TABLE NOTES:

- 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.
- SINGLE FAMILY AND DUPLEX UNITS ARE ALLOWED TO HAVE ONE EXTERIOR SHED, WHICH MUST MEET SETBACKS AND ARCHITECTURAL STANDARDS. SHEDS ARE NOT ALLOWED IN FRONT YARD SETBACKS. SHEDS DO NOT COUNT AGAINST THE DENSITY LIMITATIONS AS NOTED IN THE PLANNING AREA TABLE.
- ROOF OVERHANGS MAY EXTEND UP TO 24" INTO SETBACK.
- ALLEY LOADED UNITS FRONT A PRIVATE DRIVE AND ARE NOT SUBJECT TO THE 23' SETBACK REQUIRED BY TOWN OF BRECKENRIDGE CODE SECTION 9-2-4-5.
- 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.
- FRONT SETBACK FOR SINGLE FAMILY AND DUPLEX UNITS SHALL BE FROM A ROW OR OPEN SPACE. REAR SETBACK FOR SINGLE FAMILY AND DUPLEX SHALL BE FROM AN ALLEY.
- WHERE FRONT AND SIDE YARDS ABUT, BOTH SETBACKS SHALL BE 7'-6".
- FRONT SETBACK FOR TOWNHOME UNITS SHALL BE FROM THE ALLEY. REAR SETBACK FOR TOWNHOMES SHALL BE FROM PA-A BOUNDARY.
- TOWNHOMES ARE ALLOWED UP TO A 100 SQUARE FEET ADDITION PER UNIT.



Memo

To: Breckenridge Planning Commission
From: Chris Kulick, Assistant Director of Community Development
Date: April 4, 2025 (For the April 15, 2025 Meeting)
Subject: Approved Class D Majors Quarterly Report (Q1 2025)

BACKGROUND

Effective January 1, 2014, Section 9-1-18-4-1 of the Breckenridge Development Code authorized the Director to review and approve Class D Major applications for single family or duplex structures outside of the Conservation District administratively without Planning Commission review. For an application to be classified as a Class D Major development permit, the property must have a platted building or disturbance envelope and warrant no negative points under Section 9-1-19 Development Policies. Staff regularly reports recently approved Class D Major development permits to the Planning Commission.

We have included a list of the Class D Major development permits that have been approved for the **first quarter of 2025**.

If you have any questions about these applications, the reporting, or the review process, we would be happy to answer. Otherwise, no discussion on this matter is required.

Plan Number	Address	Project Name	Description	Approval Date	Planner
PL-2025-0023	69 Monitor Drive	Highlands Riverfront Lot 22 Deed Restricted Duplex	Build a new 3,982 Sq. Ft. Deed-Restricted Duplex, Unit A with 3 Bedrooms & 2 Bathrooms; Unit B with 3 Bedrooms & 2 Bathrooms.	February 20, 2025	Ellie Muncy
PL-2025-0017	132 Evans Ct.	Stoyanov Residence	Construct a new single family residence with 3,947 square feet of density. The residence will have four (4) bedrooms, four and a half (4.5) bathrooms, and three (3+) vehicle garages. The property will have one (1) indoor electric fireplace and one (1) outdoor gas BBQ.	February 20, 2025	Ellie Muncy



Highlands Riverfront
Lot 22 Deed
Restricted Duplex, 69
Monitor Drive

Stoyanov
Residence, 132
Evans Ct.



Memo

To: Breckenridge Planning Commission
From: Chris Kulick, Assistant Director of Community Development
Date: April 4, 2025 (For April 15, 2025 Meeting)
Subject: Approved Class C Subdivision Quarterly Report (Q1 2025)

Section 9-2-3-3 of the Breckenridge Subdivision Code authorizes the Director to review and approve Class C subdivisions administratively without Planning Commission review. "Administrative Review: The processing of a class C subdivision application shall be an administrative review conducted by the director. No public hearing shall be required". (Section 9-2-3-3 B)

Class C Subdivisions are defined as follows:

"CLASS C SUBDIVISION: A subdivision of structure(s) into separate units of interest, including, but not limited to, condominiums, timeshare interests, cooperatives, townhouses, footprint lots in conjunction with an approved master plan, and duplexes when done in accordance with a previously approved subdivision plan, site plan, development permit or site specific development plan; the modification or deletion of existing property lines resulting in the creation of no additional lots (lot line adjustment); an amendment to a subdivision plat or plan which does not result in the creation of any new lots, tracts or parcels; or the platting or modification of easements, building envelopes or site disturbance envelopes. A class C subdivision application may be reclassified by the director as either a class A or class B subdivision application within five (5) days following the submission of the completed application if the director determines that the application involves issues which make it inappropriate for the application to be processed administratively as a class C application".

The Subdivision Code indicates that the decision of the Director on Class C Subdivisions shall be forwarded to the Planning Commission. As a result, we have included a list of the Class C Subdivisions that have been approved in the **first quarter of 2025**. If you have any questions about these applications, or the review process, we would be happy to answer. Otherwise, no discussion on this matter is required.

Plan Number	Address	Project Name	Description	Approval Date	Planner
PL-2025-0065	170 Valley Brook Street	Valley Brook Resubdivision	Adjustment of the property lines to accommodate an addition to Timberline Learning Center.	February 14, 2025	Chris Kulick

