



Town Council Work Session
Tuesday, August 11, 2026, 3:30 PM
Town Hall Council Chambers
150 Ski Hill Road
Breckenridge, Colorado

THE TOWN OF BRECKENRIDGE CONDUCTS HYBRID MEETINGS. This meeting will be held in person at Breckenridge Town Hall and will also be broadcast live over Zoom. Join the live broadcast available by computer or phone: <https://us02web.zoom.us/j/83517414335> (Telephone: 1-719-359-4580; Webinar ID: 835 1741 4335). If you need special assistance in order to attend any of the Town's public meetings, please notify the Town Clerk's Office at (970) 547-3127, at least 72 hours in advance of the meeting.

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I. PLANNING COMMISSION DECISIONS (3:30-3:35PM)

PLANNING COMMISSION DECISIONS

II. LEGISLATIVE REVIEW (3:35-4:00PM)

TOWN CODE AMENDMENTS RELATED TO EXTERIOR FOOD & BEVERAGE EMPLOYEE
HOUSING MITIGATION AND RIVERWALK SPECIAL AREA (FIRST READING)

TDR DENSITY SUNSET COVENANT FOR HIGHLANDS RIVERFRONT SUBDIVISION AND
MILLER FLATS CONDOMINIUMS (RESOLUTION)

III. MANAGER'S REPORT (4:00-4:30PM)

RED, WHITE, AND BLUE FIRE PROTECTION DISTRICT UPDATE

PUBLIC PROJECTS UPDATE

MOBILITY UPDATE

SUSTAINABILITY UPDATE

HOUSING UPDATE

OPEN SPACE UPDATE

COMMITTEE REPORTS

BRECKENRIDGE EVENTS COMMITTEE

BUSINESS VITALITY WORKING GROUP

IV. OTHER (4:30-5:05PM)

BRECKENRIDGE TOURISM OFFICE 2027 BUDGET PREVIEW DISCUSSION

PROPOSED AMENDMENTS TO DELIVERY ZONE PROVISIONS IN THE MODEL TRAFFIC CODE

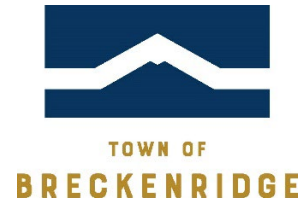
COMMUNITY OR DESTINATION EVENT AND ANIMATION GRANT PROGRAM UPDATE

V. PLANNING MATTERS (5:05-5:30PM)

WORKFORCE HOUSING DENSITY UPDATE

VI. EXECUTIVE SESSION (5:30-6:00PM)

EXECUTIVE SESSION TO DISCUSS NEGOTIATIONS AND RECEIVE LEGAL ADVICE RELATED
TO THE TOWN'S LITIGATION AGAINST MW GOLDEN



Memo

To: Breckenridge Town Council
From: Mark Truckey, Director of Community Development
Date: August 5, 2026
Subject: Planning Commission Decisions of the August 4, 2026 Meeting

DECISIONS FROM THE PLANNING COMMISSION MEETING, August 4, 2026:

CLASS A APPLICATIONS: None.

CLASS B APPLICATIONS: None.

CLASS C APPLICATIONS: None.

TOWN PROJECT HEARINGS: None.

OTHER: None.

PLANNING COMMISSION MEETING

The regular meeting was called to order at 5:30 p.m. by Chair Propper.

ROLL CALL

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

APPROVAL OF MINUTES

With no changes, the July 21, 2026 minutes were approved.

APPROVAL OF AGENDA

With no changes, the August 4, 2026 Planning Commission agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- None.

WORK SESSIONS:

1. Comprehensive Plan Strategic Growth and Underutilized Parcels Density Analysis
Mr. Cross again presented the Comprehensive Plan strategic growth and underutilized parcels analysis, this time focusing on comparing density guidance with existing development patterns.

Commissioner Questions / Comments:

- Mr. Leas: The existing density near and on the Breck Elementary site is greater than what is allowed currently. Would the existing Breck Elementary density be allowed to continue if it were redeveloped? (Mr. Cross: Yes and no. We would want to be sympathetic to the nearby Historic District ramping up density from north to south.) (Mr. Kulick: This site is outside the Historic and Conservation Districts; at this time, future development would not need to comply with the Historic District standards.)
- Mr. Smith: For this Breck Elementary lot would we need to consider the parcel as a whole or could it be divided? (Mr. Kulick: Certainly this area could be further subdivided in the future. To be clear the School District controls this parcel and the Town does not have any controlling interest. The exercise tonight is purely illustrative.)
- Ms. Gort: What is the purpose of evaluating and refining the Top 30? (Mr. Cross: We are going to continue to refine and polish these parcels. Thirty was an arbitrary goal point to break up the data to be digestible.) What is the purpose of creating the Top 30? (Mr. Cross: The Comprehensive Plan will incorporate policies and guidance as to how to approach developing the identified top parcels.) (Mr. Kulick: This mapping exercise is a mandate by the State to identify opportunities to provide potential housing and accommodate growth. As a community, Breckenridge has been proactive at producing workforce housing. We have this list and now we are considering each parcel through the human lens of feasibility.)
- Mr. Guerra: We're only identifying lots that have potential for development. It doesn't mean they will be developed in the future.
- Ms. Gort: The core of Breckenridge has become less local and it would be nice to bring locals back to our downtown.
- Mr. Smith: A lot of these identified parcels are parking lots. Would the loss of parking be a consideration for these parcels? (Mr. Cross: The Town is completing a parking study currently and that information will be incorporated into this analysis. We currently have a large parking garage that sits empty.)

- Mr. Guerra: We don't have a parking problem in Breckenridge. We have the perception of a parking problem.
- Mr. Smith: As Americans, we prefer smaller parking lots with shorter walks instead of large, centralized parking reservoirs.
- Mr. Frechter: There are some parking lots that are redundant but others that are necessary. I don't see the issue as distance but rather it is cumbersome to get in and out of the garage on a busy day.
- Mr. Cross: Vail, for example, operates with two parking garages and everyone walks through the Villages. Could Breckenridge benefit from a similar model?
- Mr. Kulick: We can look at this with nuance. It is not the case that all the identified parking areas would be developed, there are ways to strategize through parking structures and development to keep the same number of spaces if one of the lots were to be developed.
- Ms. Gort: We're different than Vail. People visiting are going there because that is the event, whereas in Breckenridge, often as a local, you're just popping in to do something quick.
- Mr. Leas: Vail is not a good example. It was a constructed Town and is a whole different thing than our historic Town. It was conceived at a different time when things could be constructed conveniently. We are working with historic infrastructure. Whereas here, it is nice to go into Town and park in the center of Town. It would be a mindset shift.
- Mr. Kulick: We've delved heavy into parking but this is a good discussion. This is always an issue when we get comments about more wanting more parking or free-parking. We unfortunately can't create another front row parking spot in front of a Main Street business and having paid parking creates a rotation instead of someone taking the space for an entire day.
- Ms. Gort: We must consider age and accessibility when we are considering any future changes to parking or redeveloping the parking lots.
- Mr. Smith: The methodology is sound to rely on GIS to narrow the number of parcels and then do some filtering through human knowledge and context.
- Mr. Frechter: The methodology is great; don't exclude privately owned properties just because of ownership. May consider a separate category of high-potential privately owned lots that could be developed with a development agreement.

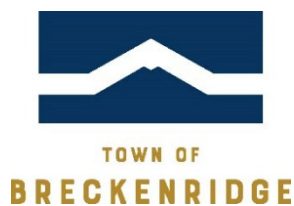
OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 7:07 p.m.

Susan Propper, Chair



Memo

To: Town Council
From: Sarah Crump, AICP, Senior Planner
Date: August 5, 2026 (for August 11, 2026 Council meeting)
Subject: Town Code Amendments Related to Exterior Food & Beverage Employee Housing Mitigation and Riverwalk Special Area (First Reading)

Town Council Goals (Check all that apply)

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

Summary

Town Planning staff recommends Town Council adopt code amendments to eliminate exterior food and beverage areas from employee housing impact mitigation requirements townwide to reduce barriers and encourage businesses to improve and activate outdoor spaces. Staff also recommends adopting code amendments that would provide incentives for properties within the Riverwalk Special Area to make private improvements along the Riverwalk, such as allowing additional signage, revising existing density bonuses to make them more implementable, incorporating commercial storage, and allowing solid fencing for screening. Adoption of the proposed code amendments are meant to enhance the Riverwalk Special Area by incentivizing Riverwalk-compatible improvements on private property. Amended code language is provided in the attached bill for Town Council consideration on first reading.

Background

In 2005, an incentive program was adopted for the “Riverwalk Special Area”, defined as the area bounded by Ski Hill Road to the north, Park Avenue to the south, Main Street on the east, and the Blue River on the west. The incentives are outlined in Policy 37/A Special Areas of the Development Code and provide waived parking requirements and possible density bonuses in exchange for the development of “Riverwalk compatible improvements”. As written, the program is somewhat complicated and has not proven very effective. Staff believes only one property has used this code provision to construct Riverwalk-compatible improvements since the program’s inception in 2005.

At previous work sessions on October 28, 2025, April 14, and May 26, 2026, Town Council directed Planning staff to revise Policy 37, draft additional Riverwalk Special Area incentives, and further consider incentives that should be expanded and allowed for businesses townwide and/or which could apply specifically to the Riverwalk Special Area. Planning staff recommended that Council consider eliminating exterior food and beverage areas from employee housing impact mitigation townwide. Planning also recommended that incentive proposals for additional signage, revising the allowed Riverwalk Special Area density bonuses to incorporate commercial storage, and solid fencing for screening be considered specifically for the Riverwalk Special Area. These incentives were drafted with the help of input from business and property owners within the Riverwalk Special Area who commented on what might work best to help activate the corridor and encourage improvements in this area.

Proposed Code Amendments

Townwide:

- Exterior food and beverage areas

The Town has not seen the development of any new or expanded exterior food and beverage areas since exterior food and beverage areas were added to the commercial uses for which employee

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

housing impact mitigation is required. To encourage outdoor activation and improvements, exterior food and beverage areas are removed from Policy 24 employee housing impact mitigation requirements townwide.

Specific to the Riverwalk Special Area:

- Additional signage

The sign code is amended to allow for additional signage on commercial properties that front both Main Street and the Riverwalk Special Area. Code changes also allow for an additional menu display box.

- Fencing for rear storage screening

Fencing designs specific to screening commercial storage areas were added for the Riverwalk Special Area. Solid fencing that must comply with the material requirements of the Handbook of Design Standards for the Historic and Conservation Districts is allowed up to 6 feet tall and 15 feet in total length. The fencing does not have to be linear and can be “L” shaped, not following the property lines, to provide the best screening.

- Revised density and special area requirements under Policy 37

Policy 37 is revised to make the section clearer and easier for business and property owners to implement by removing unclear definitions of “leasable” and “non-leasable floor area” and “other Riverwalk Compatible improvements” that limited taking advantage of an existing small density bonus. The allowed one-time density bonus for Riverwalk-compatible improvements is clarified, and a small additional density bonus of 200 square feet was added for rear storage sheds meant to contain commercial storage.

Public outreach/engagement

Planning staff conducted an information gathering session on November 20, 2025 with approximately ten local entrepreneurs and property owners who operate within the Riverwalk Special Area. At this session, the most consistent feedback was in favor of eliminating employee housing impact mitigation with many participants stating that business expansion, especially for changes of use and outdoor dining, was cost-prohibitive when the cost of this policy was factored in, often costing much more than the improvements. Staff has been in communication with participants of the November 20th session with periodic updates regarding progress toward making code changes related to the Riverwalk Special Area. Planning continues to receive support from business owners who desire to see the Town move in this incentive-based direction that would activate the Riverwalk Special Area and eliminate some barriers to business expansion. A separate Business Vitality Work Group, an informal group comprised of local business owners throughout Town, met for the first time on August 4, 2026. This workgroup expressed full support for removing exterior food and beverage employee housing mitigation requirements, citing the same concerns as business owners from the Riverwalk Special Area group.

Financial Implications

If exterior food and beverage areas are removed from employee housing impact mitigation requirements, the Town would no longer collect fees associated with these requirements. No fees or employee housing mitigation for exterior food and beverage areas have been paid to date. Otherwise, improvements on private property would be the financial responsibility of the private property owner or applicant.

Equity Lens

Related to the Town’s Equity Blueprint and corresponding Equity Lens, any code amendments to Chapter 1, Development Code Policies 24/A, 37/A, 47/A, and Chapter 15, Signs on Private Property, would be neutral as they would apply to all private property owners within the Riverwalk Special Area. Future improvements incentivized by these code amendments would benefit visitors and residents alike.

Staff Recommendation

Staff recommends Town Council adopt the proposed code amendments on first reading. The bill for first reading is attached. Staff will be available for any questions.

COUNCIL BILL NO. ____

Series 2026

Additions To The Current Breckenridge Town Code Are
Indicated By **Bold + Double Underline**; Deletions By Strikeout

AN ORDINANCE AMENDING TITLE 9, CHAPTER 1, POLICY 24 (ABSOLUTE) THE SOCIAL COMMUNITY, REGARDING EMPLOYEE HOUSING IMPACT MITIGATION FOR EXTERIOR FOOD AND BEVERAGE AREAS, POLICY 37 (ABSOLUTE) SPECIAL AREAS, REGARDING RIVERWALK COMPATIBLE IMPROVEMENTS, POLICY 47 (ABSOLUTE) FENCES, GATES AND GATEWAY ENTRANCE MONUMENTS, REGARDING FENCES WITHIN THE RIVERWALK SPECIAL AREA, AND CHAPTER 15, SIGNS ON PRIVATE PROPERTY, REGARDING SIGNAGE WITHIN THE RIVERWALK SPECIAL AREA, OF THE BRECKENRIDGE TOWN CODE.

WHEREAS, in an effort to ensure that business development contributed towards the critical employee housing needs that the Town of Breckenridge was and is addressing through its local workforce housing programs, the Town of Breckenridge previously implemented employee housing impact mitigation requirements on all development activities occurring within the Town; and

WHEREAS, the Town of Breckenridge has evaluated the employee housing impact mitigation requirements for, specifically, exterior food and beverage areas and finds that, when applied to exterior food and beverage areas, the employee housing impact mitigation policy creates unintended consequences for local business development including slowing or impeding business development and expansion, limiting commercial improvements townwide, and discouraging activated spaces along the Riverwalk; and

WHEREAS, the Town Council finds that the intended benefit of the policy in offsetting the employees generated by this type of commercial redevelopment is presently outweighed by the unintended consequences of making business development more challenging in the context of creating new exterior food and beverage areas; and

WHEREAS, Council and Community goals of the Town of Breckenridge include delivering a balanced, year-round economy and a hometown feel and authentic character, initiatives to which local business development is paramount; and

WHEREAS, the Town Council desires to amend the policy to remove the requirement for employee housing mitigation for businesses seeking to add new or expand commercial exterior food and beverage areas, as well as incorporate additional business incentives to construct Riverwalk compatible improvements to further incentivize activation of the Riverwalk Special Area.

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

Section 1. That section 9-1-19-24A: POLICY 24 (ABSOLUTE) THE SOCIAL COMMUNITY, SECTION C, be amended by deleting the language stricken and adding the language underlined to read as follows:

C. Employee Generation and Mitigation Rates:

1. The "Employee Generation Rates by Type of Use Table," below, shall be applied to each type of use listed in subsection B2 of this section. For any use not listed, the director shall determine the applicable employee generation rate by consulting the town's then-current current nexus study.

Employee Generation Rates by Type of Use Table

Type of Use	Employee Generation Rate
Restaurant – Food Service	
Fast food/counter service	3.26 employees per 1,000 square feet
Sit down/table service – outdoor space up to 25% of indoor size*	8.34 employees per 1,000 square feet
Sit down/table service – outdoor space greater than 25% of indoor size*	12.78 employees per 1,000 square feet
Outdoor additions**	4.44 employees per 1,000 square feet
Taphouse/Brewery/Bar (without food service)	2.73 employees per 1,000 square feet
Health and Wellness (e.g. yoga, fitness, gym, physical therapy)	3.41 employees per 1,000 square feet
Personal Service (e.g. salon, spa, nailcare, skincare)	5.54 employees per 1,000 square feet
Retail	2.95 employees per 1,000 square feet

Office	6.26 employees per 1,000 square feet
Hospitality (e.g. condominium/hotel, divisible unit, hotel/lodging/inn, timeshare interests)	0.23 employees per room/unit/divisible unit

*Rate applied to indoor square footage only.

~~**Rate applied only if previous outdoor space was less than or equal to twenty-five percent (25%) of indoor size.~~

Section 2. That section 9-1-19-37A: POLICY 37 (ABSOLUTE) SPECIAL AREAS, be amended by deleting the language stricken and adding the language underlined to read as follows:

~~Blue River: An applicant whose project is adjacent to, or separated by only an alley from, the Blue River shall comply with the following special conditions:~~

A. Applicant Participation In Riverwalk Area Improvements: An applicant whose project is within the "Riverwalk" area as defined below shall participate in the construction of those improvements set forth in the "Riverwalk improvement plan", as amended from time to time, or shall participate in any Improvement District established by the town to develop the Blue River corridor. (Ord. [18](#), Series 2005)

1. Definitions: As used in this subsection A:

~~**OTHER RIVERWALK IMPROVEMENTS: An improvement constructed on private property within the Riverwalk which is not a Riverwalk compatible improvement.**~~

RIVERWALK: The area bounded by Ski Hill Road on the north, South Park Avenue on the south, Main Street on the east and the easterly bank of the Blue River on the west where the town has constructed or intends to construct public improvements in order to make the area more attractive for use by the residents of, and visitors to the town.

RIVERWALK COMPATIBLE IMPROVEMENT: An improvement constructed on private property which is necessary or useful in order to provide greater visibility of or pedestrian access to the Riverwalk, and which helps a building to achieve a functional and aesthetic compatibility with the Riverwalk. Examples include, without limitation, a rear entry improvement, such as a porch; door; vestibule; window; landscaping; outdoor seating area or public gathering place, such as a deck or patio; or other decorative features consistent with design policies appropriate for the area.

2. Limitation Concerning On Site Parking: An applicant for a project with an existing commercial use may not locate new or additional parking on site.

3. Credit For Voluntarily Abandoned Parking Spaces: The parking requirement for any property within this area will be reduced to the extent of the number of functional parking spaces voluntarily abandoned by the property owner.

4. Parking Requirement For Riverwalk Compatible Improvement: No additional parking shall be required as a result of the construction of a Riverwalk compatible improvement.

5. Loss Of Parking Space Resulting From Construction Of Riverwalk Compatible Improvement: Where an applicant can demonstrate that one or more functional parking spaces could have been provided on land which has been used for the construction of a Riverwalk compatible improvement, the town shall waive the parking requirement for the number of functional parking spaces which were lost as a result of the construction of such Riverwalk compatible improvement.

~~6. Development Agreement For Density Bonus: Notwithstanding anything contained in this chapter, the town council may, by development agreement, authorize the planning commission to review and approve (subject to compliance with all other applicable development policies of the town) a development permit containing a density bonus for qualifying development occurring within the Riverwalk under the following circumstances. The provisions of chapter 9 of this title shall apply to any application for a development agreement submitted under this subsection A(6); provided, however, that no application fee normally required under section 9-9-8 of this title shall be required to be submitted in connection with such application.~~

B. Construction Of A Riverwalk Compatible Improvement:

1. The provisions of this subsection B shall apply only to commercial development.

2. The provisions of this subsection B shall apply only to an application for a development permit to construct a Riverwalk compatible improvement ~~for nonleasable floor area~~ which could not otherwise be approved because the site of the proposed development: a) is over the allowed aboveground density and overall density/mass allowed by section 9-1-19-5A, "Policy 5 (Absolute) Architectural Compatibility" 9-1-19-3A, "Policy 3 (Absolute) Density/Intensity", of this chapter as of May 1, 2005, or b) lacks sufficient remaining aboveground density to allow for the construction of the proposed Riverwalk compatible improvement.

3. Subject to the other provisions of this subsection B, ~~an a one-time~~ aboveground density bonus of 200 square feet or 20 percent of total density, whichever amount is smaller, for nonleasable floor area may be allowed for the construction of a Riverwalk compatible improvement.

~~4. For the density bonus described in subsection B(3) of this section to be allowed, an applicant shall demonstrate that: a) there are no Riverwalk compatible improvements already located on the property, or b) if there are~~

~~existing Riverwalk compatible improvements on the property, 1) such improvements are insufficient to provide adequate visibility of or pedestrian access to the Riverwalk, or to adequately allow the building to achieve a functional and aesthetic compatibility with the Riverwalk; and 2) the construction of the proposed Riverwalk compatible improvement is necessary in order to provide greater visibility of or pedestrian access to the Riverwalk, and to help the building achieve a functional and aesthetic compatibility with the Riverwalk.~~

~~5. The amount of any aboveground density bonus for nonleasable floor area granted pursuant to this subsection B shall be limited to the amount of density needed to create a functional Riverwalk compatible improvement as determined by the town council.~~

~~C. Construction Of Other Riverwalk Improvement:~~

~~1. The provisions of this subsection C shall apply only to commercial development.~~

~~2. Within the Riverwalk, the town may allow the construction of additional density for leasable floor area that is not a Riverwalk compatible improvement, subject to the following conditions:~~

~~a. Such additional density for leasable floor area shall be approved only in connection with the concurrent approval of a new Riverwalk compatible improvement;~~

~~b. Such additional density shall be allowed only if the Riverwalk compatible improvement is constructed concurrently with or prior to the construction of such additional density; and~~

~~c. The applicant must provide a substantial public benefit to the town in connection with the approval of such additional density. Such public benefit must be contained on the property upon which the additional density will be developed, and shall, in the judgment of the town council, significantly further the town's established goals for the development of the Riverwalk. An example of an acceptable public benefit shall include, without limitation, the granting of a nonexclusive public easement for use of private property to the town for Riverwalk compatible improvements in addition to the pedestrian easement to allow for public ingress and egress for the Riverwalk. Any such easement shall be subject to the approval of the town attorney. Public benefits provided under this subsection C(2)c, may, in the discretion of the town council, suffice for the commitments described in section [9-9-4](#) of this title.~~

~~d. The amount of additional density allowed under this subsection C(2) for the construction of an improvement that is not a Riverwalk compatible improvement shall not exceed the amount of density allowed on the property under the land~~

~~use guidelines, and shall be roughly proportional to the public benefit provided by the applicant as determined by the town council; and~~

DC. Compliance With Other Development Policies: Except as expressly provided above, an applicant whose project is subject to the provisions of subsection **C B** of this section shall also be required to comply with all other applicable development policies of this code and the town's historic district guidelines. However, the town may waive the connector element requirement when warranted in light of all other relevant aspects of the proposed development.

D. Commercial developments within the Riverwalk Special Area shall be allowed a one-time density bonus, in addition to the density bonus contemplated in Section B., of no more than 200 square feet for the construction of a rear storage shed for concealing commercial storage on the property adjacent to the Blue River. Such storage sheds shall be subject to the applicable Handbook of Design Standards for the Historic and Conservation District. Storage sheds should only be used to substantially reduce the visible exterior storage of commercial items and clutter to the benefit of the Riverwalk Special Area. Properties which take advantage of this density bonus shall be expected to store the majority of items out of view of the Riverwalk. Failure to utilize the storage sheds allowed under this section consistent with the intent stated herein shall be grounds for revocation of the shed development permit.

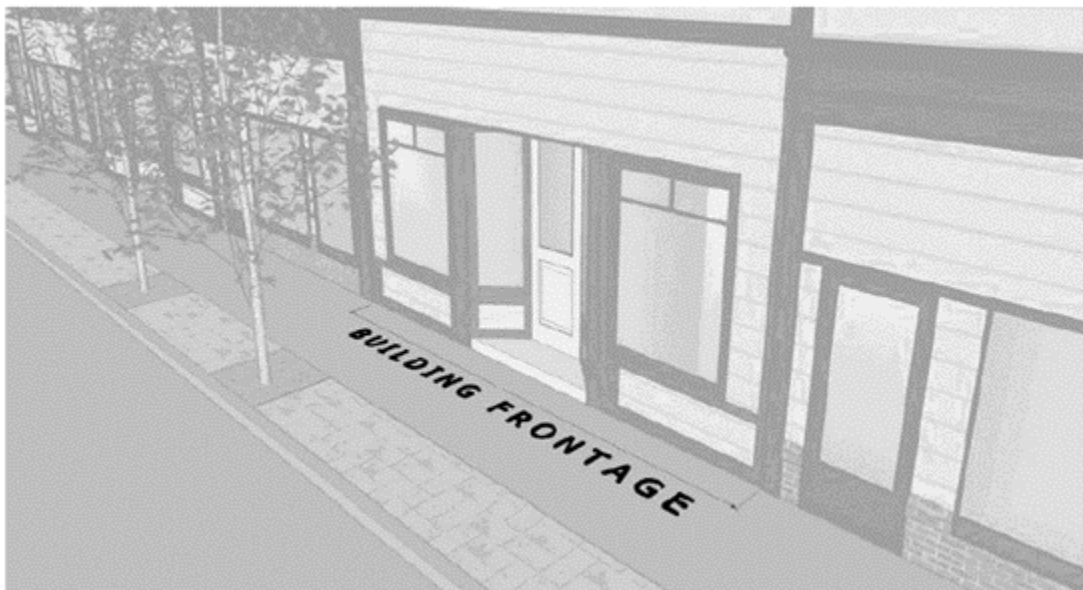
Section 3. That section 9-1-19-47A: POLICY 47 (ABSOLUTE) FENCES, GATES AND GATEWAY ENTRANCE MONUMENTS, SECTION B, be amended by deleting the language stricken and adding the language underlined to read as follows:

B. Within The Conservation District: Fences within the Conservation District shall be reviewed under the criteria of the "Handbook of Design Standards for the Historic and Conservation District". Where fences are required by law and the proposed fence design does not meet the handbook of design standards, the Planning Commission may approve an alternate design if all of the following required criteria are met: 1) the project as a whole is in substantial compliance with the "Handbook of Design Standards for the Historic and Conservation Districts"; 2) the alternate fence design does not have a significant negative aesthetic impact on the development and it complies as much as feasible with the handbook of design standards; 3) a fence design that meets the "Handbook of Design Standards for the Historic and Conservation Districts" could not meet the design required by law.; **4) the fence is within the Riverwalk Special Area of the Conservation District. Fences within the Riverwalk Special Area that do not meet the Standards for the Historic and Conservation Districts shall be allowed only along the portion of the property facing the Blue River for the purpose of screening commercial outdoor storage areas. Such screening fences shall not exceed 6 feet in height or 15 feet in total length, may be solid, and shall be constructed of metal, wood, or wood-look materials in a design compatible with the Conservation District. Such screening fences may be installed at or interior to**

1 the property line, and may be “L” shaped or non-linear, to provide the most
2 effective screening from the Riverwalk Special Area.
3
4

5 **Section 4.** That section 9-15-5: SIGNS ON PRIVATE PROPERTIES,
6 DEFINITIONS, be amended by deleting the language stricken and adding the language
7 underlined to read as follows:
8

9 BUILDING FRONTAGE: The length of a building facing a street or alley, Riverwalk
10 Special Area, or, where a mall exists, building frontage means that portion of the mall
11 that is parallel to the street. In the case of a corner lot, the building frontage may be
12 either of the street frontages, but not both, at the option of the property owner. Where a
13 property is tandem with another lot and has no frontage on a public street, the adjacent
14 tandem property shall be disregarded, and the building frontage means the façade of
15 the building nearest the public street. A depiction of building frontage is as follows:



16 **Section 5.** That section 9-15-15: SIGNS ON COMMERCIAL PROPERTIES,
17 SECTION H. be amended by deleting the language stricken and adding the language
18 underlined to read as follows:
19
20

21 H. Display Boxes: Each restaurant, bar, or lounge may have one display box sign. If the
22 size of the display box is 2 square feet or less the display box shall not count against
23 the allowable sign area. If the size of the display box exceeds 2 square feet, the area of
24 the display box in excess of 2 square feet counts against the allowable sign area.

25 Where a building has two (2) frontages, such as within the Riverwalk Special
26 Area, a restaurant, bar, or similar may have a display box sign at both frontages.
27

Section 6. Except as specifically amended hereby, the Breckenridge Town Code, and the various secondary codes adopted by reference therein, shall continue in full force and effect.

Section 7. The Town Council hereby finds, determines, and declares that it has the power to adopt this ordinance pursuant to the provisions of: (i) Section 31-35-402, C.R.S.; (ii) Article XIII of the Town Charter; and (iii) the powers possessed by home rule municipalities in Colorado.

Section 8. The Town Council hereby finds, determines, and declares this ordinance to be in the best interest and preservation of the public health, safety, and welfare.

Section 9. This ordinance shall be published and become effective as provided by Section 5.9 of the Breckenridge Town Charter.

INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED
PUBLISHED IN FULL this ____ day of ____, 2026. A Public Hearing shall be held at
the regular meeting of the Town Council of the Town of Breckenridge, Colorado on the
____ day of ____, 2026, at 7:00 P.M., or as soon thereafter as possible in the Municipal
Building of the Town.

TOWN OF BRECKENRIDGE, a Colorado
municipal corporation

By: _____
Kelly Owens, Mayor

ATTEST:

Mae Watson,
Town Clerk

APPROVED AS TO FORM:

Town Attorney



Memo

To: Breckenridge Town Council
From: Mark Truckey, Community Development Director and Sarah Crump, Senior Planner
Date: August 5, 2026 (for the August 12, 2026 meeting)
Subject: TDR Density Sunset Covenant for Highlands Riverfront Subdivision and Miller Flats Condominiums (Resolution)

Town Council Goals (Check all that apply)

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

Summary

The Town has a bank of transferable development rights (TDRs) or density that may be transferred to qualifying receiving sites for the construction of workforce housing. The Second Amended and Restated Annexation Agreement of the Braddock-Miller Subdivision, recorded with the Summit County Clerk and Recorder at Reception No. 1023515, instructs that the Town will transfer up to 100 single family equivalents (SFEs) of density for the construction of workforce housing units to the Braddock-Miller Subdivision, now known as the Highlands Riverfront Subdivision and Miller Flats Condominiums. The Highlands Riverfront Subdivision (previously the Braddock-Miller Subdivision) was approved by the Town Council on May 25, 2021 and Miller Flats Condominiums were approved by Town Council on August 27, 2024. Eleven duplex structures and 22 one-bedroom units of workforce housing equating to 22.51 SFEs, are currently completed or under final construction at these sites. Per Town Code and adopted policies, density must be transferred to the property to account for the density associated with workforce housing within the Braddock-Miller Master Plan.

Attached are a resolution and a density sunset covenant that will extinguish density the Town currently holds on the F Lot to account for the deed restricted housing at Highlands Riverfront and Miller Flats Condominiums. After this density covenant is executed, a remainder of 92.15 SFEs of density will exist on F Lot. Of these remaining SFEs, 22.44 SFEs are attributed to the existing Riverwalk Performance Center.

Background

The Joint Upper Blue Master Plan (JUBMP) provides policy direction on several land use issues in the Upper Blue Basin. The JUBMP was adopted by the towns of Breckenridge and Blue River and Summit County. One of the major policy discussions that occurred in the 2011 update to the JUBMP was density for affordable housing. A policy related to this issue requires the Town of Breckenridge to extinguish density it owns to account for density in new affordable housing projects.

On January 28, 2020, the Council adopted an ordinance amending the Town's Development Code as follows:

E. Density For Employee Housing Projects: When new employee housing projects are developed within the corporate limits of the Town, the Town government may, in its sole discretion, transfer density it owns to the employee housing project at a one to one (1:1) ratio (i.e., transfer 1 development right for every 1 employee housing project units permitted to be built).

Public outreach/engagement

None

Financial Implications

None

Equity Lens

The Town's TDR program for workforce housing allows for the construction of attainable workforce housing, creating a more economically diverse local community comprised of workers and community members that span across the income spectrum who are able to live where they work. This specific workforce housing project focuses on middle-income earners achieving 100-150 percent of the area median income.

Staff Recommendation

The Council is asked to review the attached resolution and density sunset covenant, provide any additional direction or revisions regarding the documents, and then take action to adopt the attached resolution. In addition to this legislative action, staff will provide further detail of the Town's workforce housing TDR program and existing Town owned available density during the Planning Matters portion of the work session. Staff would like the opportunity to provide a TDR overview and address some TDR questions during that work session that relate to how TDR transfer ratios may be addressed for workforce housing projects in the Comprehensive Plan Revisions.

1
2 RESOLUTION NO. _____
3

4 SERIES 2026
5

6 **A RESOLUTION AUTHORIZING THE EXECUTION AND RECORDING OF A**
7 **DENSITY SUNSET COVENANT**

8 (Highlands Riverfront Subdivision and Miller Flats Condominiums Workforce Housing)
9

10 WHEREAS, pursuant to policies set forth in the Joint Upper Blue Master Plan, and in
11 accordance with Section E of Policy 3(Absolute) (Density/Intensity) of Section 9-1-19 of the
12 Breckenridge Town Code, the Town is required to transfer density it owns to approved
13 attainable workforce housing projects at a 1:1 ratio (i.e., transfer one development right for
14 every one attainable workforce housing development right permitted to be built); and

15 WHEREAS, Breckenridge Lands, LLC is developing a workforce housing project known
16 as the "Highlands Riverfront Subdivision" and "Miller Flats Condominiums"; and

17 WHEREAS, the Second Amended and Restated Annexation Agreement of the
18 Braddock-Miller Subdivision, recorded with the Summit County Clerk and Recorder at Reception
19 No. 1023515, instructs that the Town will transfer up to 100 single family equivalents ("SFEs") of
20 density for the construction of workforce housing units to the Braddock-Miller Subdivision, now
21 known as the Highlands Riverfront Subdivision and Miller Flats Condominiums; and

22 WHEREAS, the Town Council finds and determines it is therefore necessary and
23 appropriate to extinguish twenty-two and fifty-one one-hundredths (22.51) SFEs of density from
24 the Town's "F Lot" property in order to account for the workforce housing density being
25 constructed at the "Highlands Riverfront Subdivision" and "Miller Flats Condominiums"; and

26 WHEREAS, a proposed "Density Sunset Covenant" have been prepared by the Town
27 Attorney, a copy of which is marked Exhibit "A", attached hereto and incorporated herein by
28 reference; and

29 WHEREAS, the proposed Density Sunset Covenant permanently extinguishes a total of
30 twenty-two and fifty-one one-hundredths (22.51) SFEs of density previously allocated to the
31 Town's F Lot property in order to account for the density that is being used to construct
32 workforce housing in "Highlands Riverfront Subdivision" and "Miller Flats Condominiums"; and

33 WHEREAS, the Town Council has reviewed the proposed Density Sunset Covenant,
34 and finds and determines that it should be approved.
35

1 NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF
2 BRECKENRIDGE, COLORADO, as follows:

3 Section 1. The Density Sunset Covenant that is attached as Exhibit "A" to this resolution
4 is approved, and the Town Manager is authorized, empowered, and directed to sign such
5 documents for and on behalf of the Town. After it is signed, the approved Density Sunset
6 Covenant shall be recorded in the real property records of the Clerk and Recorder of Summit
7 County, Colorado in order to give record notice that the Town has accounted for the density that
8 was used to construct the workforce housing at "Highlands Riverfront Subdivision" and "Miller
9 Flats Condominiums".

10 Section 2. This resolution is effective upon adoption.

11 RESOLUTION APPROVED AND ADOPTED this ____ day of ____, 2026.

12
13 TOWN OF BRECKENRIDGE

14
15
16
17 By: _____
18 Kelly Owens, Mayor

19
20 ATTEST:

21
22
23 _____
24 Mae Watson,
25 Town Clerk

26
27 APPROVED IN FORM

28
29
30 _____
31 Town Attorney Date

1 EXHIBIT A

2
3 DENSITY SUNSET COVENANT

4
5 This Covenant (“**Covenant**”) is made _____, 2026 by the TOWN OF
6 BRECKENRIDGE, a Colorado municipal corporation (“**Town**”).
7

8 WHEREAS, Town owns the following described real property situate in the Town of
9 Breckenridge, Summit County, Colorado:

10 Tract F Four Seasons of Breckenridge Village Filing No. 2 (LKA Part of Tract F)

11
12 (“**Town’s Property**”)

13
14 ; and

15
16 WHEREAS, the Town’s Property is commonly known as the Town’s “F Lot” property;
17 and
18

19 WHEREAS, pursuant to policies set forth in the Joint Upper Blue Master Plan, and in
20 accordance with Section E of Policy 3(Absolute) (Density/Intensity) of Section 9-1-19 of the
21 Breckenridge Town Code, the Town is required to transfer density it owns to attainable workforce
22 housing projects at a 1:1 ratio (i.e., transfer one development right for every one attainable
23 workforce housing development right permitted to be built); and
24

25 WHEREAS, Breckenridge Lands, LLC is developing a project that includes attainable
26 workforce housing units known as the “Highlands Riverfront Subdivision” and “Miller Flats
27 Condominiums”; and
28

29 WHEREAS, the Second Amended and Restated Annexation Agreement of the Braddock-
30 Miller Subdivision, recorded with the Summit County Clerk and Recorder at Reception No.
31 1023515, instructs that the Town will transfer up to 100 single family equivalents (“SFEs”) of
32 density for the construction of workforce housing units to the Braddock-Miller Subdivision, now
33 known as the “Highlands Riverfront Subdivision” and “Miller Flats Condominiums”; and
34

35 WHEREAS, the Town Council finds and determines it is therefore necessary and
36 appropriate to extinguish twenty-two and fifty-one one-hundredths (22.51) SFEs of density from
37 the Town’s “F Lot” property in order to account for the density being constructed at the “Highlands
38 Riverfront Subdivision” and “Miller Flats Condominiums”.
39

40 NOW, THEREFORE, Town agrees as follows:

- 41
42 1. Extinguishment of Density. Twenty-two and fifty-one one-hundredths (22.51) single
43 family equivalents of density previously allocated to Town’s Property are forever
44 extinguished. Following the execution of this Covenant, there will be ninety-two and

DENSITY SUNSET COVENANT

1 fifteen one-hundredths (92.15) SFEs of density remaining on the Town's Property, of
2 which twenty-two and sixty-nine one-hundredths (22.69) SFEs are currently assigned to
3 the existing Riverwalk Center building.
4

- 5 2. Recording; Covenant to Run With Land. This Covenant shall be placed of record in the
6 real property records of Summit County, Colorado, and the covenants contained herein
7 shall run with the land and shall bind the Town and all subsequent owners of Town's
8 Property, or any interest therein.
9
- 10 3. Town's Acknowledgment of Covenant Validity. Town agrees that any and all requirements
11 of the laws of the State of Colorado to be satisfied in order for the provisions of this
12 Covenant to constitute a restrictive covenant running with the land shall be deemed to be
13 satisfied in full, and that any requirements of privity of estate are intended to be satisfied,
14 or, in the alternative, that an equitable servitude has been created to insure that the covenant
15 herein contained shall run with the land. This covenant shall survive and be effective as to
16 successors and/or assigns of all or any portion of Town's Property, regardless of whether
17 such contract, deed or other instrument hereafter executed conveying Town's Property or
18 portion thereof provides that such conveyance is subject to this Covenant.
19
- 20 4. Authorization By Resolution. The execution and recording of this Covenant was
21 authorized by Town of Breckenridge Resolution No. _____, Series 2026, adopted August
22 11, 2026.
23
24
25

TOWN OF BRECKENRIDGE, a Colorado
municipal corporation

By: _____
Shannon B. Haynes, Town Manager

ATTEST:

Mae Watson,
Town Clerk

STATE OF COLORADO)
) ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this _____ day of
_____, 2026, by Shannon B. Haynes, Town Manager of the Town of
Breckenridge, a Colorado municipal corporation.

WITNESS my hand and official seal.

My commission expires: _____.

Notary Public

Memo

To: Town Council
From: Town Staff
Date: 8/5/2026 (for the 8/11/2026 work session)
Subject: Public Projects Update

Silver Queen Waterline Replacement & Extension

This water infrastructure project will upgrade the existing waterline between the Silver Queen storage tank near White Cloud Drive and the eastern side of the Broken Lance Drive loop. A new water line will also be connected from Broken Lance Drive, across State Highway 9, to the existing water main near Southside Drive as part of the 2027 Phase 2 work. This project is needed to replace the aging water main to a larger 16" main, as well as to maintain service and adequate pressure during the rehabilitation of the Gary Roberts Water Treatment Plant.

Staff has developed online resources for residents and hosted in-person meetings to share information about the project. Two open house events were held in June and two additional events are planned for April 2027 for the start of the Phase 2 work. The Town's Communications team is assisting Engineering staff with updates for the construction and a project website: www.TownofBreckenridge.com/SilverQueen is regularly updated with schedules, detours, and anticipated impacts.



Schedule: The construction portion of the project will be phased over two years beginning in 2026. Phase 1 work began on July 20th near the Silver Queen water tank and Now Colorado. Design for Phase 2 is nearing completion and updated construction costs for Phase 2 will be included in the Water Utility budget for 2027.

Budget:

Project Funding	
2026 Utility Fund (Phase 1)	\$5,355,000
TOTAL Phase 1 Funding	\$5,355,000

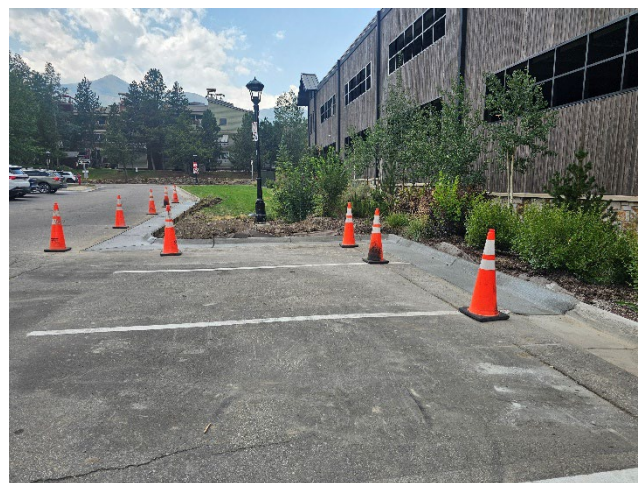
Asphalt and Concrete Rehabilitation

The 2026 Asphalt and Concrete Rehabilitation project was awarded to the low bidder Columbine Hills Construction. Project locations for 2026 include: Highlands Drive, Rounds Road, Forest Hills Drive, and transit stop repairs on Airport Road near the Justice Center. The current Roads Conditions Survey map is available on the Town's Engineering Department website and linked [here](#).

Schedule: Concrete repairs have been completed on Ridge Street and at Town Hall Parking Lot. Ridge Street alone paver repairs related to the concrete work will be performed in the coming weeks. Concrete repairs at the transit stops on Airport Road near the Justice Center and Rankin Ave began on August 5th. Roadwork for the Highlands neighborhood is currently being targeted for late August. Updates for schedule and work locations will be posted to www.BreckRoads.com.



ADA ramp replacement completed at the Exchange Lot along Ridge Street.



Concrete curb and gutter repairs completed in the Town Hall parking lot.

Budget: The current project budget is \$2.9M.

Project Funding	
Prior Years Budget Rollover	\$400,000
2026 CIP	\$2,500,000
TOTAL Funding	\$2,900,000

Blue River Pathways: Sawmill Pedestrian Connection

The Sawmill Pedestrian Connection Project was awarded to the low bidder Columbine Hills Construction. This project creates an important east/west connection from the existing pedestrian bridge near the South Gondola Parking Garage, through the Sawmill Parking Lot and Wellington Parking lot, to N. Main Street. The project includes the reconfiguration of both the Sawmill and Wellington Parking lots based on the Blue River Pathways Master Plan concept for this segment.

Staff performed door-to-door outreach to businesses along both sides of Main Street from Ski Hill Road to French Street. Communications staff will assist in social media messaging as needed.

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



Concrete and asphalt demolition began the week of August 3.

Schedule: The Wellington Lot closed to the public on Monday, August 3. Construction is anticipated through October 31, 2026. The Sawmill Lot and Gold Pan Alley impacts will be intermittent as needed to complete the sidewalk, grading and repaving.

Budget: The current project budget is \$400,000.

Project Funding	
2026 CIP	\$400,000
TOTAL Funding	\$400,000

Public Outreach: BreckRoads Update

The [BreckRoads](http://www.BreckRoads.com) website is live with 2026 project information and highlights both private and public projects that will be impacting travel on our roadways. Please visit www.BreckRoads.com for the latest information. BreckRoads will be updated weekly or as needed through the construction season (May 1st through October 31st).



TOWN OF
BRECKENRIDGE

Memo

To: Town Council
From: Mobility Staff
Date: 8/4/2026 (for the 8/11/2026 work session)
Subject: Mobility Update

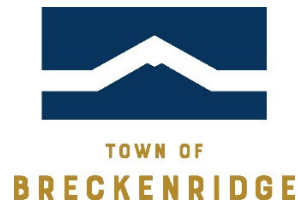
Breck E-Ride

E-bikeshare ridership has stayed above average this season, with 23,321 trips made year-to-date (YTD) through 7/31, an over 30% increase compared to the same period last year. Utilization of the two new grant-funded e-cargo bikes has been somewhat muted, with 120 trips YTD, although usage has been steadily increasing month-over-month. On 7/28, Drop Mobility released an update to the app enabling differentiated icons for the e-cargo bikes, making it easier for users to identify and locate them. After reviewing e-cargo usage patterns from the first 3 months, user behavior has shown a strong preference for the City Market hub over the Sol Center one, so going forward the operations staff will base both e-cargo bikes at the City Market hub location. The Outreach team produced a short social media video giving a basic overview for how to use the e-cargo bikes, released in both English and Spanish. The E-Ride's annual survey closed on 7/31, receiving 104 responses. Staff are now reviewing the survey results that will be used to inform system planning, and key findings will be incorporated in the end-of-season report.

Breck Free Ride

Free Ride ridership continued to be strong through the month of July, up 9% compared to July of 2025. While we're still down in total ridership year to date, trends the last two months are putting us on track to move well over 1 million riders again in 2026. Feedback on the two new Gillig Electric buses has been overwhelmingly positive from both the community and our Free Ride drivers.

The Upper Warriors Mark Shuttle summer pilot program is off to a strong start. During the month of June (the most recent month that we have ridership available) there were 443 passengers on that route which is operated by Peak One Express under a 90% grant through the [Clean Transit Enterprise](#).



Memo

To: Town Council
From: Jessie Burley, Sustainability + Parking Manager
Date: 8/5/26 (for 8/11/26 meeting)
Subject: Sustainability Update

Material Management

Greater Colorado Council Tour Recap

On Friday, July 31st, Town staff welcomed the Recycle Colorado Greater Colorado Council for a guided tour showcasing the Town's sustainability initiatives. More than 30 participants from across the state attended.

The tour began at the E-Delivery Dock, where 106West shared an overview of the program's accomplishments and impacts to date. Attendees then traveled along the rec path into downtown, with staff highlighting the Commercial Shared Enclosure Program and the Town's broader waste-reduction and waste-diversion strategies.

Next, the group visited The Crown Café for a presentation by Retrocycle on the Colorado Cup program. From there, the tour continued up to SCRAP, where attendees explored the new Convenience Center and Material Recovery Facility 2.0. Representatives from High Country Conservation Center and CAFE Food Rescue provided insight into the meaningful work each organization is leading in Summit County.

Overall, it was a strong turnout, and attendees expressed appreciation for the Town and County's commitment to advancing sustainability goals outlined in the [SustainableBreck Plan](#) and the community [Climate Action Plan](#).

Climate and Energy

Summit Electrified: Home Electrification for Beginners Workshop Recap

The Town and High Country Conservation Center (HC3) hosted an electrification workshop for beginners on Thursday, July 30th from 5:30–7:00 pm at Carter Park and drew *approximately 12 homeowners*. The event introduced residents to energy coaches with [Go Electric Colorado](#) who walked participants through practical home electrification upgrades suited for Breckenridge homes.

Participants learned:

- What heat pumps are and why they're an efficient option for both heating and cooling in mountain climates.
- How heat pump water heaters work, including their energy savings and installation considerations.
- Why induction cooking is gaining popularity, with discussion comparing its performance and air-quality benefits to traditional gas cooking.
- Which upgrades make the most sense locally, considering Breckenridge's climate, existing housing stock, and common energy challenges.

The workshop also covered current rebates and financial incentives available from:

- Town of Breckenridge
- HC3
- Xcel Energy
- State of Colorado

These incentives are designed to make electrification upgrades more affordable for homeowners looking to take their next step toward a cleaner, more efficient home. Energy Coaches are available to talk through projects by visiting [Electric Coaching – Go Electric Colorado](#).

Last Month to Participate in Solarize Summit

Solarize Summit has returned to Breckenridge for the 2026 season, offering enhanced local rebates for residential solar installations and, new this year, battery storage. Since the program's launch in 2019, more than 340 Summit County households and businesses have participated, benefiting from a standardized process and vetted contractors coordinated through the community program.

All installation contracts must be signed by August 31st to receive a Solarize Summit rebate. Given the limited window, staff expect increased activity over the next several weeks as homeowners finalize decisions. The program continues to provide free solar site assessments and guidance on available incentives, helping reduce barriers for residents interested in pursuing on-site renewable energy. Homeowners can learn more at [Solarize Summit](#).

Electrification Fair August 14 | 3-7PM

The Town of Breckenridge, in partnership with HC3 and regional electrification partners, will host the [Electrification Fair](#) on August 14th at Colorado Mountain College. The event is designed to provide residents with hands-on exposure to home and transportation electrification technologies.

Attendees will have opportunities to:

- Learn about heat pump systems and induction cooking through demonstrations and vendor discussions.
- Test electric vehicles and e-bikes to better understand their performance in mountain environments.
- Engage with local contractors and energy experts to ask questions about installation considerations and product suitability.
- Receive up-to-date information on available rebates from HC3, the Town of Breckenridge, Xcel Energy, and the State of Colorado.

The event supports ongoing community goals around emissions reduction, energy efficiency, and public education by offering residents practical, accessible pathways to electrification and supporting the implementation of Xcel Energy's [Mountain Energy Project](#) pipeline alternatives.



Memo

To: Breckenridge Town Council Members
From: Mae Watson, Town Clerk
Date: 8/6/2026
Subject: Committee Reports

The following committee reports have been submitted and included:

- Transit and Parking Advisory Committee

Committees*	Representative	Report Status
Summit Stage Advisory Board	Matt Hulsey	No Meeting/Report
Police Advisory Committee	Staff	No Meeting/Report
Recreation Advisory Committee	Molly Boyd	No Meeting/Report
Transit and Parking Advisory Committee	Matt Hulsey	INCLUDED
Liquor and Marijuana Licensing Authority	Tara Olson	No Meeting/Report
Breckenridge Social Equity Advisory Commission	Flor Cruz	No Meeting/Report
Communications	Staff	No Meeting/Report

**Note: Reports provided by the Mayor and Council Members are listed in the Council agenda.*

SUMMIT COUNTY TRANSIT BOARD MONTHLY MEETING

Wednesday, June 24, 2026, 8:15 a.m.
SUMMARY MINUTES

I. CALL TO ORDER

The monthly meeting of the Summit County Transit Board on Wednesday, June 24, 2026, was called to order by Matt Hulsey, Board Chair at 8:15 a.m.

II. ROLL CALL

Board Members present and answered to the roll call were:

Matt Hulsey Chair – Town of Breckenridge
Becky Bowers (remotely)- Upper Blue Basin (At Large Member)
Addison Canino – Town of Silverthorne
Candace De (remotely)– Ten Mile Basin (At Large Member)
Katrina Doerfler - Lower Blue Basin (At Large Member)
Miriam Garcia (remotely)– Spanish Language Outreach (At Large)
Cindi Gillespie – Copper Mountain Ski Resort
Susan Juergensmeier – Snake River Basin (At Large)
Eric Mamula – Summit County

Guests present: Tom Koehler, Summit County Outdoor Coalition; and Niels Hagen and Melinda Baird, Drivers, Summit Stage.

Staff present: Chris Lubbers, Transit Director; Alex Soto, Operations Manager; Jason Williams, Shift Supervisor; Ann Findley, Planner; Peter Hawkins and Steven Buzzel, Dispatchers and Vivian Pershing, Admin.

III. APPROVAL OF MINUTES AND AGENDA

The minutes from the May 27, 2026 Summit County Transit Board monthly meeting and the June 24, 2026 meeting agenda were approved by Cindi Gillespie, seconded by Addison Canino. Motions carried.

IV. RECOGNITION OF GUESTS AND PUBLIC COMMENTS

Guests were recognized and welcomed. Tom Koehler of Summit County Outdoor Coalition mentioned their five-year plan has been completed and it includes Transit to Trails as part of the strategic plan.

V. MONTHLY UPDATE ITEMS

A. Financial Report

Chris Lubbers discussed the Transit Financial Summary and Budget Report in detail, regarding current revenue, labor, administration/office, capital and fleet replacement, operation and maintenance, safety, training, and recognition along with beginning and ending fund balances. A budget statement of current and previous year operating revenue and expenses expended year-to-date to May 31, 2026. County sales tax collections data for April 2026 was given, noting that collections were down compared to 2025. As reported previously, the county and other municipalities have had some difficulties with the Department of Revenue's reporting system, so hopefully some filings could be revised at a future date. May 2026 sales tax results will be released in July. The Financial Report was approved.

B. Operations Report

Alex Soto discussed the Transit Operations Summary in detail, focusing on bus operator staffing, training, recruiting efforts, and safety metrics. May fixed-route passenger counts, and ridership changes by route indicated a 17.3% decrease from 2025, primarily in Purple (Free Ride contract), Frisco-Silverthorne, Swan Mountain Flyer and Wilderndest Loop. Guests per hour were twelve average for Town-to-Town routes, six average guests for Town-to-Resort routes, eight for Residential routes and six average guests per hour for Commuter routes. May Para transit ridership changes from 2025 indicated a 98% increase. Maintenance technician staffing, work orders, bus and para transit availability, in and out of contract availability percentages, warranty issues, road calls, costs, preventative maintenance, bus performance (bus mileage and age), parts availability and budget impact were reviewed. The Operations and Maintenance Reports were approved unanimously by the board present.

C. Planning Report

Ann Findley forwarded information of a grant concerning human trafficking to the County Grants Dept for review and has engaged with the Sheriff's Office for scheduling a free training program for drivers and staff on Wed., Aug. 12 at 2:45pm at the Senior Center. Swan Meadow village bus stop signs have been improved with solar lighting.

VI. July 29th Annual Planning Session

Mr. Lubbers reminded everyone a tour of the new Transit Headquarters at the annual planning session for the July 29 meeting will be conducted after the meeting.

VII. ADJOURNMENT

The meeting was adjourned at 8:55 a.m.

Summit Stage Operations Report for Transit Board

July 29, 2026

Operations Summary

Scheduling

- ❖ We believe we have the schedule for the Winter season finished.
- ❖ Unless there is a problem found when working through the paddles it will be the final draft
 - Paddles are being made at this time and troubleshooting has begun

Driver Training and Staffing levels

- ❖ Staffing level is down slightly
 - We have 74 full-time operators after losing two over the past month
 - There are 75 shifts on the summer schedule
 - We have 4 employees on FMLA and averaging 3 sick calls per day up from 2 calls per day
 - Currently we average 7 OT shifts per day which is up 1.4 per day from what we covered in June
 - 2 operators in the onboarding pipeline
 - Of the 4 operators who began training last Wednesday, June 17th
 - 1 is out of training and 3 have passed their CDL tests and are route training
 - We do not have any operators in the pipeline at this time but we have received over 20 applications we will be reviewing

Fleet

- ❖ All 5 of the new buses have been delivered and are active now
- ❖ We have taken 3 aged buses out of service

Shop Report

- ❖ Fleet shop still has 1 extra mechanic
- ❖ 100% of PMs completed in June
- ❖ All-bus contract availability was 80% for the month of June

Summit Stage Ridership

Fixed Routes

	June 2025 and 2026 Compared						% change	June 2025 and 2026 Y-T-D					
	2025			2026			2025 to	2025			2026		
	Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour	2026	Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour
Town-To-Town Routes:			T-T std. = 22			T-T std. = 22				T-T std. = 22			T-T std. = 22
Breckenridge-Frisco	18,310	1200.0	15.3	17,293	1200.0	14.4	-5.6%	136,480	7,240.0	18.9	116,064	7,240.0	16.0
Frisco-Silverthorne	13,142	570.0	23.1	11,449	570.0	20.1	-12.9%	91,629	3,139.4	29.2	62,518	3,439.0	18.2
X Flyer Breck-Silverthorne	1,073	219.0	4.9	757	341.0	2.2	-29.5%	2,291	576.8	4.0	8,977	2,057.5	4.4
T-T Subtotal	32,525	1989.0	16.4	29,499	2111.0	14.0		230,400	10,956.2	21.0	187,559	12,736.5	14.7
Town-To-Resort Routes:			T-R std. = 22			T-R std. = 22				T-R std. = 22			T-R std. = 22
Copper Mountain-Frisco	4,692	915.0	5.1	5,145	915.0	5.6	9.7%	103,653	5,520.5	18.8	90,654	5,520.5	16.4
Keystone/Dillon/Silverthorne	21,520	1902.9	11.3	21,544	1902.9	11.3	0.1%	153,381	10,281.7	14.9	133,851	11,480.7	11.7
SMF	0	0.0	#DIV/0!	778	345.5	2.3	#DIV/0!	18,901	2,388.6	7.9	11,843	2,084.5	5.7
X Flyer Frisco-Key-A Basin	756	360.0	2.1	645	345.5	1.9	-14.7%	2,889	864.0	3.3	7,042	2,084.5	3.4
T-R Subtotal	26,968	3177.9	8.5	28,112	3508.9	8.0		278,824	19,054.8	14.6	243,390	21,170.2	11.5
Residential Routes:			Res std. = 14			Res std. = 14				Res std. = 14			Res std. = 14
Boreas Pass Loop	5,052	580.0	8.7	5,200	580.0	9.0	2.9%	56,363	3,499.2	16.1	47,900	3,499.2	13.7
Purple (Free Ride contract)	3,768	525	7.2	4,341	525.0	8.3	15.2%	56,178	3,167.5	17.7	36,660	3,167.5	11.6
Silverthorne Loop	8,145	473.4	17.2	7,672	473.4	16.2	-5.8%	45,123	2,856.2	15.8	42,882	2,856.2	15.0
Wilderness Loop	5,838	465.0	12.6	5,275	465.0	11.3	-9.6%	34,289	2,805.5	12.2	26,654	2,805.5	9.5
Swan Meadow	320	540.0	0.6	816	600.0	1.4	155.0%	1,924	3,258.0	0.6	4,576	3,620.0	1.3
Res Subtotal	23,123	2583.4	9.0	23,304	2643.4	8.8		193,877	15,586.4	12.4	158,672	15,948.4	9.9
Commuter Routes:			Com std. = 10			Com std. = 10				Com std. = 10			Com std. = 10
Blue River Commuter	126	26.0	4.8	108	26.0	4.2	-14.3%	2,246	157.0	14.3	1,375	157.0	8.8
Lake County Commuter	2,139	378.0	5.7	1,595	378.0	4.2	-25.4%	14,348	280.6	51.1	11,938	2,280.6	5.2
Park County Commuter	2,635	246.0	10.7	2,456	246.0	10.0	-6.8%	20,997	1,484.2	14.1	17,857	1,484.2	12.0
Com Subtotal	4,900	650.0	7.5	4,159	650.0	6.4		37,591	1,921.8	19.6	31,170	3,921.8	7.9
Misc. Fixed Route Subtotal	0	0.0	n/a	0	0.0	n/a		854	0.0	n/a	0	0.0	n/a
FIXED ROUTE TOTALS	87,516	8,400	10.4	85,074	8913.3	9.5	-2.8%	741,546	47,519.2	15.6	620,791	53,776.9	11.5

Mountain Mobility/Para Transit

	June 2025 and 2026 Compared							June 2025 and 2026 Y-T-D					
	2025			2026				2025			2026		
	Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour		Guests	Hours	Guests/Hour	Guests	Hours	Guests/Hour
PARATRANSIT TOTALS	548	514.2	1.1	614	544.0	1.1		3,276	2,881.6	1.1	3,780	3,285.4	1.2
GRAND TOTAL	88,064	8,914.5	9.9	85,688	9,457.3	9.1		744,822	50,400.8	14.8	624,571	57,062.3	10.9

CDOT Quarterly Report Data	Fixed Route	80,915	8263.3
	Commuter	4,159	650.0

Summit Stage Ridership

Monthly Riders:	January	February	March	April	May	June	July	August	September	October	November	December
Town to Town Routes												
Breckenridge-Frisco	23,966	20,853	22,706	16,173	15,073	17,293	10	10	10	10	10	10
Frisco-Silverthorne	11,600	7,340	12,001	9,821	10,307	11,449	10	10	10	10	10	10
X Flyer Breck-Silverthorne	2,192	1,860	1,998	1,100	1,070	757	10	10	10	10	10	10
Town to Resort Routes												
Copper Mountain-Frisco	23,857	22,643	24,068	10,675	4,266	5,145	10	10	10	10	10	10
Keystone-Silverthorne	26,976	23,246	25,814	18,222	18,049	21,544	10	10	10	10	10	10
SMF	3,054	2,958	3,175	1,100	778	778	10	10	10	10	10	10
X Flyer Frisco-Key-A Basin	1,552	1,474	1,711	954	706	645	10	10	10	10	10	10
Residential Routes												
Boreas Pass Loop	12,180	11,690	11,347	3,944	3,539	5,200	10	10	10	10	10	10
Purple (Free Ride contract)	9,177	8,207	8,217	4,059	2,659	4,341	10	10	10	10	10	10
Silverthorne Loop	6,979	6,537	7,642	7,015	7,037	7,672	10	10	10	10	10	10
Wilderness Loop	4,426	3,908	4,724	4,044	4,277	5,275	10	10	10	10	10	10
Swan Meadow	796	558	965	766	675	816	10	10	10	10	10	10
Commuter												
Blue River Commuter	382	326	335	129	95	108	10	10	10	10	10	10
Lake County Commuter	2,302	2,369	2,338	1,734	1,600	1,595	10	10	10	10	10	10
Park County Commuter	4,024	3,696	3,359	2,208	2,114	2,456	10	10	10	10	10	10
Misc. Fixed Route	1,052	681	0	0	0	10	10	10	10	10	10	10
Paratransit	649	547	709	675	586	614	10	10	10	10	10	10

Year to Date Riders:	February	March	April	May	June	July	August	September	October	November	December
Town to Town Routes											
Breckenridge-Frisco	44,819	67,525	83,698	98,771	116,064	116,074	116,084	116,094	116,104	116,114	116,124
Frisco - Silverthorne	18,940	30,941	40,762	51,069	62,518	62,528	62,538	62,548	62,558	62,568	62,578
X Flyer Breck-Silverthorne	4,052	6,050	7,150	8,220	8,977	8,987	8,997	9,007	9,017	9,027	9,037
Town to Resort Routes											
Copper Mountain-Frisco	46,500	70,568	81,243	85,509	90,654	90,664	90,674	90,684	90,694	90,704	90,714
Keystone-Silverthorne	50,222	76,036	94,258	112,307	133,851	133,861	133,871	133,881	133,891	133,901	133,911
SMF Total	6,012	9,187	10,287	11,065	11,843	11,853	11,863	11,873	11,883	11,893	11,903
X Flyer Frisco-Key-A Basin	3,026	4,737	5,691	6,397	7,042	7,052	7,062	7,072	7,082	7,092	7,102
Residential Routes											
Boreas Pass Loop	23,870	35,217	39,161	42,700	47,900	47,910	47,920	47,930	47,940	47,950	47,960
Purple (Free Ride contract)	17,384	25,601	29,660	32,319	36,660	36,670	36,680	36,690	36,700	36,710	36,720
Silverthorne Loop	13,516	21,158	28,173	35,210	42,882	42,892	42,902	42,912	42,922	42,932	42,942
Wilderness Loop	8,334	13,058	17,102	21,379	26,654	26,664	26,674	26,684	26,694	26,704	26,714
Swan Meadow	1,354	2,319	3,085	3,760	4,576	4,586	4,596	4,606	4,616	4,626	4,636
Commuter											
Blue River Commuter	708	1,043	1,172	1,267	1,375	1,385	1,395	1,405	1,415	1,425	1,435
Lake County Commuter	4,671	7,009	8,743	10,343	11,938	11,948	11,958	11,968	11,978	11,988	11,998
Park County Commuter	7,720	11,079	13,287	15,401	17,857	17,867	17,877	17,887	17,897	17,907	17,917
Misc. Fixed Route	1,733	1,733	1,733	1,733	1,743	1,753	1,763	1,773	1,783	1,793	1,803
Paratransit	1,196	1,905	2,580	3,166	3,780	3,790	3,800	3,810	3,820	3,830	3,840
											2026 Total Riders
											606,559

Jan & Feb Misc Fixed Route - mainly Snow Sculptures

Summit Stage Hours

Monthly Hours:	January	February	March	April	May	June	July	August	September	October	November	December
Town to Town Routes												
Breckenridge-Frisco	1240.0	1120.0	1240.0	1200.0	1240.0	1200.0	1240.0	1240.0	1200.0	1240.0		
Frisco-Silverthorne	589.0	532.0	589.0	570.0	589.0	570.0	589.0	589.0	570.0	589.0		
X Flyer Breck-Silverthorne	352.4	318.3	352.4	341.0	352.4	341.0	352.4	352.4	341.0	352.4		
Town to Resort Routes												
Copper Mountain-Frisco	945.5	854.0	945.5	915.0	945.5	915.0	945.5	945.5	915.0	945.5		
Keystone-Silverthorne	1966.3	1776.0	1966.3	1902.9	1966.3	1902.9	1966.3	1966.3	1902.9	1966.3		
SMF	357.0	322.5	357.0	345.5	357.0	345.5	357.0	357.0	345.5	357.0		
X Flyer Frisco-Key-A Basin	357.0	322.5	357.0	345.5	357.0	345.5	357.0	357.0	345.5	357.0		
Residential Routes												
Boreas Pass Loop	599.3	541.3	599.3	580.0	599.3	580.0	599.3	599.3	580.0	599.3		
Purple (Free Ride contract)	542.5	490.0	542.5	525.0	542.5	525.0						
Silverthorne Loop	489.2	441.8	489.2	473.4	489.2	473.4	489.2	489.2	473.4	489.2		
Wildernest Loop	480.5	434.0	480.5	465.0	480.5	465.0	480.5	480.5	465.0	480.5		
Swan Meadow	620.0	560.0	620.0	600.0	620.0	600.0	620.0	620.0	600.0	620.0		
Commuter												
Blue River Commuter	26.9	24.3	26.9	26.0	26.9	26.0	26.9	26.9	26.0	26.9		
Lake County Commuter	390.6	352.8	390.6	378.0	390.6	378.0	390.6	390.6	378.0	390.6		
Park County Commuter	254.2	229.6	254.2	246.0	254.2	246.0	254.2	254.2	246.0	254.2		
Misc. Fixed Route												
Paratransit	567.3	475.5	599.2	566.2	500.2	544.0						

Year to Date Hours:	February	March	April	May	June	July	August	September	October	November	December
Town to Town Routes											
Breckenridge-Frisco	2360.0	3600.0	4800.0	6040.0	7240.0	8480.0	9720.0	10920.0	12160.0	12160.0	12160.0
Frisco - Silverthorne	1121.0	1710.0	2280.0	2869.0	3439.0	4028.0	4617.0	5187.0	5776.0	5776.0	5776.0
X Flyer Breck-Silverthorne	670.7	1023.1	1364.1	1716.5	2057.5	2409.9	2762.3	3103.3	3455.7	3455.7	3455.7
Town to Resort Routes											
Copper Mountain-Frisco	1799.5	2745.0	3660.0	4605.5	5520.5	6466.0	7411.5	8326.5	9272.0	9272.0	9272.0
Keystone-Silverthorne	3742.3	5708.6	7611.5	9577.8	11480.7	13447.0	15413.3	17316.2	19282.5	19282.5	19282.5
SMF Total	679.5	1036.5	1382.0	1739.0	2084.5	2441.5	2798.5	3144.0	3501.0	3501.0	3501.0
X Flyer Frisco-Key-A Basin	679.5	1036.5	1382.0	1739.0	2084.5	2441.5	2798.5	3144.0	3501.0	3501.0	3501.0
Residential Routes											
Boreas Pass Loop	1140.6	1739.9	2319.9	2919.2	3499.2	4098.5	4697.8	5277.8	5877.1	5877.1	5877.1
Purple (Free Ride contract)	1032.5	1575.0	2100.0	2642.5	3167.5	3167.5	3167.5	3167.5	3167.5	3167.5	3167.5
Silverthorne Loop	931.0	1420.2	1893.6	2382.8	2856.2	3345.4	3834.6	4308.0	4797.2	4797.2	4797.2
Wildernest Loop	914.5	1395.0	1860.0	2340.5	2805.5	3286.0	3766.5	4231.5	4712.0	4712.0	4712.0
Swan Meadow	1180.0	1800.0	2400.0	3020.0	3620.0	4240.0	4860.0	5460.0	6080.0	6080.0	6080.0
Commuter											
Blue River Commuter	51.2	78.1	104.1	131.0	157.0	183.9	210.8	236.8	263.7	263.7	263.7
Lake County Commuter	743.4	1134.0	1512.0	1902.6	2280.6	2671.2	3061.8	3439.8	3830.4	3830.4	3830.4
Park County Commuter	483.8	738.0	984.0	1238.2	1484.2	1738.4	1992.6	2238.6	2492.8	2492.8	2492.8
Misc. Fixed Route	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit	1042.8	1642.0	2241.2	2741.4	3285.4	3285.4	3285.4	3285.4	3285.4	3285.4	3285.4
2026 Total Hours											78417.6

Current Year (2026)

Previous Year (2025)

ACCOUNT DESCRIPTION	ORIGINAL APPROPRIATION	REVISED BUDGET	YTD ACTUAL	AVAILABLE BUDGET	% USED	ORIGINAL APPROPRIATION	REVISED BUDGET	YTD ACTUAL	AVAILABLE BUDGET	% USED
MASS TRANSIT TAX	(18,280,000)	(18,280,000)	(7,532,596)	(12,601,679)	41%	(19,300,000)	(19,300,000)	(9,521,036)	(12,034,747)	49%
TREASURER'S FEES	450,000	450,000	82,185	367,815	0%	610,350	610,350	143,834	545,575	24%
TRANSP SVC REV - LAKE	(120,000)	(120,000)	(129,589)	9,589	108%	(120,000)	(120,000)	(381,914)	218,606	318%
TRANSP SVC REV-PARK	(100,000)	(100,000)	-	(100,000)	0%	(100,000)	(100,000)	-	(100,000)	0%
GRANT REVENUE	(23,304,000)	(23,304,000)	(9,398,063)	(13,905,937)	40%	(41,375,000)	(41,375,000)	(5,927,664)	(39,208,585)	14%
ADVERTISING FEES	(100,000)	(100,000)	(97,222)	(2,778)	97%	(100,000)	(100,000)	(127,077)	2,308	127%
SALE OF ASSETS	-	-	-	-	-	-	-	(5,975)	(2,030)	-
MISC REVENUE	-	-	(6,413)	6,413	-	-	-	-	-	-
RENTAL INCOME	-	-	-	-	0%	(40,000)	(40,000)	-	(40,000)	0%
INTEREST REVENUE	(1,025,000)	(1,025,000)	(402,011)	(622,989)	39%	(1,025,000)	(1,025,000)	(531,528)	(753,430)	52%
Revenue Total	(42,479,000)	(42,479,000)	(17,483,709)	(26,849,566)	41%	(61,449,650)	(61,449,650)	(16,351,360)	(51,372,303)	27%
SALARY REGULAR	8,021,450	8,021,450	3,940,099	4,081,351	49%	7,074,135	7,074,135	3,451,636	3,622,499	49%
SALARY TEMPORARY	75,000	75,000	46,471	28,529	62%	68,000	68,000	32,769	35,231	48%
TRAINING PAY	25,000	25,000	9,407	15,593	38%	15,000	15,000	11,136	3,864	74%
VEHICLE ALLOWANCE	-	-	-	-	-	-	-	-	-	-
CRISP	933,812	933,812	445,435	488,377	48%	844,906	844,906	393,173	451,733	47%
RETIREMENT	233,843	233,843	110,835	123,008	47%	211,579	211,579	97,693	113,886	46%
HEALTH INSURANCE	1,823,951	1,823,951	962,504	861,447	53%	916,183	916,183	436,393	479,790	48%
MEDICARE TAX	136,002	136,002	65,035	70,967	48%	113,203	113,203	57,532	55,671	51%
UNEMPLOYMENT TAX	18,759	18,759	8,908	9,851	47%	15,614	15,614	7,939	7,675	51%
WORKMENS COMP	160,000	160,000	172,039	(12,039)	108%	150,000	150,000	155,744	(5,744)	104%
EMPLOYER 457 DEF COMP	46,768	46,768	22,167	24,601	47%	42,316	42,316	19,539	22,777	46%
OVERTIME	1,250,000	1,250,000	500,156	749,844	40%	650,000	650,000	505,749	144,251	78%
PAYROLL REIMBURSEMENT	-	-	-	-	-	-	-	-	-	-
Labor Total	12,724,585	12,724,585	6,283,056	6,441,529	49%	10,100,936	10,100,936	5,169,303	4,931,633	51%
OFFICE SUPPLIES	10,000	10,000	2,936	7,064	29%	10,000	10,000	4,742	5,258	47%
ADMINISTRATION	932,758	932,758	932,758	-	0%	965,732	965,732	965,732	-	100%
PROFESSIONAL ASSISTANCE	400,000	400,000	150,735	249,265	38%	332,000	832,000	216,731	615,269	26%
TELEPHONE	12,000	12,000	4,914	7,086	41%	10,000	10,000	6,054	3,946	61%
POSTAGE/FREIGHT	1,500	1,500	17	1,483	0%	1,500	1,500	300	1,200	20%
ADVERTISING/LEGAL NOTICES	35,000	35,000	6,354	28,646	18%	60,000	60,000	8,354	51,646	14%
PRINTING	4,000	4,000	2,925	1,075	73%	4,000	4,000	203	3,797	5%
Administration/Office Total	1,395,258	1,395,258	1,100,639	294,619	79%	1,383,232	1,883,232	1,202,116	681,116	64%
BUILDINGS	29,336,000	29,336,000	10,790,693	18,545,307	37%	47,651,000	47,651,000	2,271,614	45,379,386	5%
IMPR OTHER THAN BLDGS	-	-	-	-	-	-	-	-	-	-
BUSES/TRANSIT EQUIP	3,545,000	3,545,000	3,490,987	54,013	98%	8,703,000	8,703,000	1,356,946	7,346,054	16%
Capital and Fleet Replacement Total	32,881,000	32,881,000	14,281,680	18,599,320	43%	56,354,000	56,354,000	3,628,560	52,725,440	6%
BUILDING REPAIRS	300,000	300,000	25,557	274,443	9%	45,000	192,000	22,147	169,853	12%
BUS STOPS	50,000	50,000	17,512	32,488	35%	20,000	20,000	11,269	8,731	56%
EQUIPMENT REPAIRS	15,000	15,000	6,215	8,785	41%	15,000	15,000	39	14,961	0%
FUEL, OIL & ANTIFREEZE	900,000	900,000	599,558	300,442	67%	900,000	900,000	483,757	416,243	54%
MAINTENANCE CONTRACTS	325,000	325,000	173,803	151,197	53%	175,000	175,000	117,266	57,734	67%
OPERATING SUPPLIES	70,000	70,000	12,935	57,065	18%	70,000	70,000	27,488	42,512	39%
PURCHASED TRANSPORTATION	550,000	550,000	207,330	342,670	38%	6,370,000	2,830,000	445,568	2,384,432	16%
RENTAL PAYMENTS	7,200	7,200	14,986	(7,786)	208%	7,200	7,200	3,600	3,600	50%
REPAIR & MAINTENANCE	2,800,000	2,800,000	1,376,609	1,423,391	49%	2,800,000	2,800,000	1,305,361	1,494,639	47%
UTILITIES	170,000	170,000	165,167	4,833	97%	170,000	170,000	98,561	71,439	58%
Operation and Maintenance Total	5,187,200	5,187,200	2,599,672	2,587,528	50%	10,572,200	7,179,200	2,515,056	4,664,144	35%
SAFETY	13,500	13,500	1,443	12,057	11%	13,500	13,500	161	13,339	1%
INSURANCE/BONDS	240,000	240,000	189,687	50,313	79%	205,000	205,000	235,999	(30,999)	115%
Safety and Insurance Total	253,500	253,500	191,130	62,370	75%	218,500	218,500	236,160	(17,660)	108%
DUES & MEETINGS	45,000	45,000	44,357	643	99%	30,500	30,500	33,966	(3,466)	111%
EDUCATION & TRAINING	10,000	10,000	598	9,402	0%	10,000	10,000	4,920	5,080	49%
EMPLOYEE RECOGNITION	-	-	-	-	0%	30,000	30,000	17,895	12,105	60%
TRAVEL/TRANSPORTATION	15,000	15,000	2,008	12,992	13%	12,000	12,000	3,266	8,734	27%
UNIFORM ALLOWANCE	17,000	17,000	1,462	15,538	9%	17,000	17,000	13,597	3,403	80%
Uniforms, Training and Recognition Total	87,000	87,000	48,425	38,575	56%	99,500	99,500	73,644	25,856	74%
Revenue Total	(42,479,000)	(42,479,000)	(17,483,709)	(26,849,566)	41%	(61,449,650)	(61,449,650)	(16,351,360)	(51,372,303)	27%
Expenses Total	19,647,543	19,647,543	10,222,922	9,424,621	52%	22,374,368	19,481,368	9,196,279	10,285,089	47%
Grand Total			(7,260,787)					(7,155,080)		
Capital and Fleet Replacement Total	32,881,000	32,881,000	14,281,680	18,599,320	43%	56,354,000	56,354,000	3,628,560	52,725,440	6%
Unrestricted Fund Balance	20,365,213									
Effect on Fund Balance This Period	7,020,893									

Summit County Sales Tax Collection Report, May 2026

Please find below the County's latest sales tax results for May 2026. While we saw a less significant decrease in collections for the month, May is our smallest collection month and does not significantly impact the year-to-date trends.

Sales tax collections for May were down 3.9% compared to 2025, while Mass Transit collections were down 6.4% over the same period. Because May is a slower tourism month, collections may have been less susceptible to the larger fluctuations observed during the peak spring tourism season. Year to date sales tax collection remain down 14.6%, while mass transit collections are down 9.0% for the year.

For both taxes, tourism related collections remain significantly down including short term rentals, restaurants, ski facilities and sporting goods stores. We also saw a notable drop in utilities collections for the second month in a row and a decent uptick in construction collections, both of which could potentially be a result of the warm weather.

Some further details:

Sales Tax

- Sales tax collections for the month of \$325,456 are 3.9% less than May 2025.
- Restaurant sales tax collections of \$4,831 are 39.1% less than May 2025.
- Short term rental sales tax collections of \$46,979 account for nearly 1/7 of the total and are 10.2% less than May 2025.
- Utilities sales tax collections of \$48,737 are 19.4% less than May 2025.

Mass Transit Tax

- Mass transit tax collections for the month of \$854,957 are 6.4% less than May 2025.
- Restaurant transit tax collections of \$95,269 are 6.3% less than May 2025.
- Short term rental sales tax collections of \$99,505 account for roughly 1/9 of the total and are 5.9% less than May 2025.
- Utilities transit tax collections of \$61,020 are 12.6% less than May 2025.

Out of State (Online)

- Sales taxes from out of state vendors amounted to \$53,625 for the month, up 44.8% from May 2025.
- Mass transit taxes from out of state vendors were \$85,048 for the month, up 15.7% from May 2025.

June 2026 sales tax and Quarter 2 lodging tax results will be released in August.

Please use the following link to access the detailed tax spreadsheets –

https://1drv.ms/x/c/f3d595754ca1995f/IQBFCFYJs6atR4w1kZUeriFWAa6S3Rj9XloQmhH6j5YL_jE?e=w7WEF8

Kyle Snyder
Assistant Finance Director

Summit County Transit (Summit Stage) Standards for Designing Bus Shelters

V2 Revised April 22, 2026

This best-practice policy framework for Summit County Transit (SCT) is designed to harmonize the rugged functional requirements of an alpine environment with the aesthetic and sustainability goals of Colorado mountain communities. This policy governs the above-ground transit amenities (shelters, seating, and waste management).

Civil Engineering Disclaimer

The design of bus stop infrastructure—including acceleration/deceleration lanes, specialized structural substrates for frequent heavy-vehicle travel, and pavement or concrete surfacing—is a separate site-specific design challenge. These elements must be engineered individually based on local geotechnical conditions, jurisdictional codes (e.g., Summit County Land Use Code), and specific right-of-way (ROW) constraints.

Shelter Typology & Dimensions

Shelters are scaled based on Peak Passenger Demand (PPD) and average daily boardings.

ADA Requirements & Accessibility Best Practices

All bus stop improvements must comply with the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG). In alpine environments, specific care must be taken to ensure snow removal does not compromise these standards.

Requirement	Standard Metric	Alpine Adaptation
Boarding & Alighting Area	Min. 5' x 8' perpendicular to curb	Must be reinforced concrete; do not use gravel or pavers.
Slope/Grade	Max 1:50 (2%) cross-slope	Critical for preventing wheelchair sliding on icy surfaces.
Clear Floor Space	30" x 48" within shelter	Must be positioned to allow "head-in" or "side-in" maneuvering.
Tactile Warnings	Truncated domes at curb edge	Use cast-iron plates; plastic domes fail under snowplow blades.

Summit County Transit (Summit Stage) Standards for Designing Bus Shelters

V2 Revised April 22, 2026

Data-Driven Amenity Allocation (Marker vs. Shelter)

SCT uses a data-centric approach to determine the level of investment at each stop. This prevents over-building in rural areas while ensuring high-traffic hubs are appropriately sheltered.

- **Marker Only (Level 1):** Stops with < 10 Average Daily Boardings (ADB) and no significant transfer activity. Requires a 5' x 8' concrete landing pad and a post-mounted sign.
- **Partial Amenity (Level 2):** 10–25 ADB. Requires a bench, waste receptacle, and solar-powered lighting, but no full shelter.
- **Full Shelter (Level 3):** > 25 ADB or any stop designated as a "School Zone Hub" or "Transfer Point." Full structure required.
- **Premium Hub (Level 4):** > 100 ADB or Resort Base area. Requires expanded queueing capacity and grid-powered heating.

Passenger Queueing

Ridership Metrics & Queueing Capacity -

To ensure shelters aren't just functional but comfortable for riders, planners typically use two different sets of numbers: the Service Metric (for design) and the Capacity Formula (for physical limits). To ensure comfort, SCT utilizes a Level of Service (LOS) C standard:

Every shelter must maintain a 30" x 48" clear floor area for a wheelchair, plus a 5' x 8' boarding pad adjacent to the curb.

Space & Measurement Protocol -

Regardless of whether a shelter is present, planners must provide sufficient "Buffer Space" for passengers to wait safely. To determine the required queueing area, use the following calculation:

Required Area (Sq. Ft.) = (Peak Passenger Demand x 5 Sq. Ft.) + 40 Sq. Ft. (ADA Clear Zone)

- **The "Safe Wait Zone":** Measure a rectangle starting 2 feet back from the curb face (the "Danger Zone").
- **Pedestrian Clear Zone:** Ensure a minimum 4-foot-wide continuous path of travel remains open for through-pedestrians while the peak passenger queue is standing.
- **Physical Markers:** At stops without shelters, use contrasting concrete finishes or "Wait Here" decals to organize the queue and keep the ADA landing pad clear.

Alpine Structural Design & Materials

Summit County's environment requires resilience against 100+ psf snow loads and corrosive road salts.

Summit County Transit (Summit Stage) Standards for Designing Bus Shelters

V2 Revised April 22, 2026

- **Main Structure:** Heavy-duty powder-coated aluminum (6061-T6 alloy) or galvanized steel. Aluminum is preferred for its natural corrosion resistance in slushy, salt-heavy environments.
- **Panels (Glazing) Materials:** 3/8" tempered safety glass (standard) or UV-coated polycarbonate (in high-vandalism areas).
- **Draft Protection:** Panels must extend to within 3" of the foundation to block cold wind while allowing snowmelt to drain and preventing trash accumulation.
- **Roof Design:** Minimum 3:12 pitch (14°) directed away from the boarding curb (rear-sloping) to prevent snow shed onto passengers.
- **Snow Management:** Integrated gutters or "snow guards" are required to prevent icicle formation over entry points.
- **Height:** Minimum 8' interior clearance to accommodate passengers with ski/snowboard gear.
- **Foundation:** 6" reinforced concrete pad on a frost-protected subgrade. Anchors must account for a 42" frost depth to prevent "heaving."

Energy & Lighting

- **Solar (Standard):** High-efficiency monocrystalline panels. In Summit County, panels must be mounted at a 45°–60° angle to optimize winter sun and facilitate natural snow shedding.
- **Grid (Premium):** Mandatory for major hubs to support Infrared Radiant Heaters. Heaters must be push-button activated with a 10-minute auto-shutoff timer.

Waste & Recycling

Placement Metrics -

- **Standard Receptacle:** 32 to 40-gallon capacity, heavy-gauge steel with a bear-resistant latching mechanism.
- **Materials:** Powder-coated textured finish; dome or slanted tops to prevent snow accumulation.
- **Standard:** Receptacles must be bolted directly to the concrete pad or integrated into the shelter frame.

Bear-Proof Waste & Recycling -

Summit County is active bear habitat. All receptacles must meet IGBC (Interagency Grizzly Bear Committee) certification. Because these units are mechanical, they require specific attention to remain "Bear-Resistant" as per IGBC standards.

Bear-Proof Receptacle Maintenance -

- **Latch Lubrication:** Lubricate gravity latches with dry graphite spray every 60 days to prevent freezing in sub-zero temps.
- **Odors:** Pressure wash the interior of the housing quarterly to eliminate food odors that

Summit County Transit (Summit Stage) Standards for Designing Bus Shelters

V2 Revised April 22, 2026

attract wildlife.

- **Integrity Check:** Ensure the "shroud" around the handle is not bent; even a 1/2-inch gap can allow a bear to get a claw-hold.

Visual & Comparative Design

Summit County's design language should reflect a "Mountain Modern" aesthetic.

Snow and Ice Management Protocol

In Summit County, snow removal is the most critical maintenance task. Failure to clear pads results in "ice-damming," which can warp shelter frames or cause slip-and-fall liabilities.

- **Trigger Event:** Snow removal must commence when accumulation reaches 2 inches or at the end of a consistent snowfall event.
- **Clearance Zone:** A minimum 5' x 8' boarding area and a clear path from the shelter to the bus loading zone must be maintained.
- **Priority Ranking:**
 - Level 1 (High Frequency): Hospital, Main St. Breckenridge/Frisco, and Ski Base areas (Cleared within 4 hours of storm end).
 - Level 2 (Commuter): Residential corridors and Highway 9 stops (Cleared within 12 hours).
 - Level 3 (Rural): Low-volume Hwy 6 or remote spurs (Cleared within 24 hours).
- **Abrasives/De-icers:** Use Magnesium Chloride or CMA (Calcium Magnesium Acetate). Avoid heavy rock salt, which corrodes the aluminum shelter base and harms local watersheds.

Routine Maintenance Cycles

- **Trash/Recycle Removal:** 2–3x Weekly - Increase to daily for Premium/Resort stops during peak ski season.
- **Glass/Panel Cleaning:** Monthly - Use non-abrasive cleaners to remove road salt film and grime.
- **Graffiti/Vandalism:** Within 48 Hours - Immediate "hot-swap" of polycarbonate panels if etched or spray-painted.
- **Structural Audit:** Bi-Annually - Inspect anchor bolts, roof seals, and solar battery health (Pre-Winter/Post-Winter).
- **Lighting Check:** Monthly - Verify LED output and solar charging cycles during shorter winter days.

Asset Management & Replacement

Design Life: Shelters are expected to have a 20-year service life. Refurbishment: At Year 10, shelters should be evaluated for "Deep Refresh" (Re-powder coating and LED driver replacement). Inventory: SCT shall maintain a "Crash Kit" of 2 standard glass panels and 1 roof section at the maintenance yard for immediate emergency repairs.

Proposal to build/retain Summit Stage ridership, July 2026

The role of the Summit County Transit Board is to advise and provide recommendations to the Board of County Commissioners. Its scope includes the finances, policies, and operations of the Summit Stage public transit system.

With that in mind, the board has the opportunity to advise the BOCC about optimal support to the Summit Stage clientele – with particular attention to those riders who rely on the Stage to move to and from work.

We know, from our meetings, that Summit Stage operations and its personnel policies are exceptional. Recent discussions at the Transit Board have broadened the discussion to address building and retaining ridership:

- publicity to educate and attract riders
- driver awareness of trafficking indicators and how to respond
- general and targeted attention to bus-to-trails options.
- and the proposal to identify best practices received support from multiple members and SS Staff responded quickly,

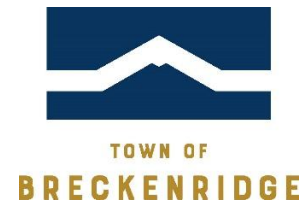
The Staff proposal offered detailed guidance about the specifications for a bus shelter. It recommended minimum planning considerations for lighting and trash, for example.

The proposal, however, doesn't address standards for the rider experience.

As a board, we can deliberate and determine: Should it be the standard of rider service for Summit Stage bus stops to ...

- **Include adequate lighting for safety while waiting in dim light for all bus stops?**
- **Recommend park bench seating at stops where shelters are not provided?**
- **Recognize that bus stops that support recreational sites need not include shelters, but shelters are appropriate for bus stops serving the workforce to travel to/from work and/or to/from grocery shopping ... and will advance the charter of Summit Stage to serve the county workforce?**
- **Is there anything we might be missing ...?**

Finally, if the board should recommend standards, the board can decide about investing Summit Stage funds, when available, in shelters and/or benches and/or enduring signage linking to current scheduling (e.g., QR codes).



Memo

To: Breckenridge Town Council Members
From: Jon Dorr, Assistant Director of Recreation
Date: 8/5/2026 (for the 8/11/26 work session)
Subject: Breckenridge Events Committee

The Breckenridge Events Committee met on August 5, 2026. Below you will find the meeting minutes and a link to the SEPA calendar. The TOB's New Community or Destination Event and Animation Grant Program was shared in detail. Additional updates were provided about the Arts and Culture Master Plan. There are no additional items of note.

Minutes
Breckenridge Events Committee
Wednesday, August 5, 2026
Right event, right time, right result

Attending: Michele Chapdelaine, Jeff Edwards, Sarah Wetmore, Dave DePeters, Kelly Sanders, Marika Page, Jon Dorr, Dave Feller, Karlie McLaughlin, Ken Miller, Neal Kerr, Jill Marek, Carter Nelson, Cait McClusie, Kelly Sanders, John O' Connor

Guests: Majai Bailey, Becca Reniers, Garrison Green, Suzanne Lifgren, Helen Cospolich, Kerry O'Connor, Hayden van Andel, Julia Puester

- I. **Michele Chapdelaine called the meeting to order at 9:02am.**
 - a The Committee Chair took roll call.
 - b A motion was made to approve the July 8, 2026 meeting minutes
- II. **Review Past Events**
 - a 7.11.26 Breckenridge Beer Festival @ Beaver Run – Build Business
 - b 7.12.26 Bloom: A Community Yoga Flow @ RWC
 - c 7.16.26 A Creative & Culinary Affair – (Breck Create) – Fundraising
 - d 7.24-25.26 Breckenridge Food & Wine Festival @ MSS
 - e 7.27-31.26 The Summit 200 Ultra Marathon
 - f 7.31.26 Backstage Theatre Annual Gala – Fundraising
- III. **Review Upcoming Events – BEC reviewed upcoming events and had no concerns**
 - a 8.6-8.26 25th Annual Breckenridge August Art Festival @ Main Street Station & VAB
 - b 8.8.26 Rev up Support for SHS Car Club – South Gondola Lot
 - c 8.9-15.26 Breck Epic
 - d 8.15.26 RWB Safety Day @ RWC

- e 8.20-23.26 BIFA
- f 8.21-22.26 Wine Classic @ Beaver Run
- g 8.28-30.26 Bacon & Bourbon @ Main Street Station & VAB
- h 9.5.26 Labor Day Music Festival @BR
- i 9.5-7.26 51st Annual Gathering at the Great Divide
- j 9.11-13.26 Bluegrass & Beer Festival
- k 9.11-12.26 Flaming Foliage Relay
- l 9.17-20.26 Breck Film Fest
- m 9.23-25.26 Gov Con
- n 9.25-27.26 Oktoberfest

IV. General Updates and Discussion

- a February Event Concept – Ski Joring (3rd Party Producer) – *BTO*
 - BEC discussed potential for bringing ski joring event to Breckenridge and were in favor of discussing further with the event producer to clarify logistical details.
- b TOB's New Community or Destination Event and Animation Grant Program – *TC Rep*
 - Grant program application is live, with one application approved so far.
- c Arts and Culture Master Plan Update – *TC Rep*
 - Summit Street Group consulting team has provided their recommendations to Town Council, including a hybrid model, non-profit collaboration, individual lease agreements, and facility management

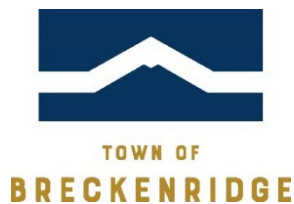
V. Review Agenda Items for next BEC Meeting, Wednesday, September 2.

- a First Amendment rights pertaining to public space at events
- b BSR Winter event schedule
- c February Ski Joring

VI. Meeting adjourned at 9:56 am

The Breckenridge Events Committee evaluates events according to the following (strategic) criteria:

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



Memo

To: Town Council
From: Scott Reid, Deputy Town Manager
Date: August 4, 2026 (for August 11, 2026 meeting)
Subject: Business Vitality Working Group

Overview:

The Town of Breckenridge's Business Vitality Working Group (BVWG) is a group of local business leaders convened to provide insight, perspective, and real-world feedback on issues affecting the broader Breckenridge business community.

Meeting Notes:

The Business Vitality Working Group (BVWG) held its inaugural meeting on Tuesday August 4, 2026. The agenda included:

- Welcome and Introductions
- Group Norms/Objectives
- Review of Proposal to Remove Employee Mitigation Fee Program for Outside Food and Beverage Service
- Review and Discussion of Revised Delivery Zone Permitting System for the Town of Breckenridge

Regarding the **proposal to remove the employee mitigation fee program for outside food and beverage service**, the BVWG engaged in a robust discussion and reached consensus that this proposed action would benefit local food service providers by reducing upfront costs for expanding outside food and beverage service areas. In addition, outside food and beverage service areas were viewed as improvements to overall downtown vitality and the business environment, so any barriers to implementing these areas should be removed. A broader discussion of the employee mitigation fee program was identified as an important future agenda item for the BVWG.

Regarding the **review and discussion of a revised delivery zone permitting system for the Town**, the BVWG agreed that the delivery zone permitting system is necessary to complement the Town's E-Delivery program, and that the current delivery zone permitting system is due for an overhaul. Further, BVWG participants strongly support the Town's current E-Delivery program and believe that it improves safety and customer experience in the Town core. Participants also stated that the delivery zones program should: prioritize the delivery of goods, encourage turnover of spaces within delivery zones, and be enforced to ensure adequate turnover. Participants also suggested that current delivery zone permit holders be surveyed to better understand the use case scenario and any future application process inquire about the purpose and need for the delivery zone permit.

Both of these BVWG agenda items are scheduled to be more thoroughly discussed during the August 11th Town Council meeting.

Staff is working to schedule the next BVWG meeting, likely in early September. Potential future discussion topics include the Town's overall employee mitigation fee program, business incentives, and workforce housing.

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



Memo

To: Town Council
From: Laura MacInnes, Director of Finance
Date: August 5, 2026 (for August 11, 2026 work session)
Subject: BTO 2027 Budget

Town Council Goals (Check all that apply)

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

Summary & Background

Town Council is responsible for approving the Town's annual budget. Breckenridge Tourism Office annually presents their business plan and budget request to Town Council for review and feedback. Budget approval will occur as part of the budget retreat and budget adoption in October/November.

Public outreach/engagement

The memo, business plan and budget numbers are part of the Town Council work session presentation and are available to the public prior to the Council meeting as part of the Town Council informational packet. No additional public outreach has occurred.

Financial Implications

Breckenridge Tourism Office is requesting \$5,796,237 for the 2027 budget. This is 1% lower than 2026 budget request of \$5,828,520. During the work session BTO representatives will provide additional details on the budget changes.

Equity Lens

The Town considers the impact to residents and the broader community to provide continual support for Town programs and offerings. The budget process embodies Town Council's philosophy of considering who benefits from the Town's various programs, the intention and impact of those expenditures, and how we as a community uplift and build trust with underrepresented groups.

Staff Recommendation

Staff encourages Council to ask questions and provide feedback on the BTO presentation.

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

2027 BTO Business Plan/Budget Request

Current Trends

Domestic US travel has been strong so far this summer. Breckenridge is holding at slightly over 2025 summer/fall room nights. This is encouraging given the business challenges resulting from last summer and winter's downturn. It is still early to measure our out-of-state business, but we expect that it will be back to normal levels of 50% of total summer/fall room nights. We expect that overall room nights will fall short of budget at 162,000 but stay ahead of 2025 summer/fall actuals.

2026 Destination Marketing

BTO has made key marketing changes to rebuild 2026 summer business. A new, highly sophisticated media company has been contracted with promising media results so far this summer. We have contracted for updated cohort (audiences) segmentation, and national research to assess why potential customers may be choosing alternative destinations. We have listened to input from last summer's "Meeting of the Minds" sessions and, along the ToB and VR, are adding new events to re-energize the offerings. We are building the culinary brand for Breckenridge and fully participating in the Michelin possibilities. We are hosting *Global at the Mine* in October. This will extend our event calendar and corresponding business and will offer media opportunities with the Michelin-recognized talent who will be participating. *Global* also has a local extension, *Global on Ridge*, utilizing the same stellar culinary talent in an event geared for locals including a ticketed culinary component and a free concert.

BTO has expanded its influencer and social media footprint significantly. We are seeing solid results that will benefit future branding. Our 2026 media hosting schedule is strong and highlighted by national coverage with a recent satellite media tour. We should see significant media attention with the Governor's Conference on Tourism in Breckenridge this September.

2027 Destination Marketing

Target. BTO will continue to focus on out-of-state overnight guests arriving May-October. The updated target audiences are similar, yet more refined, allowing for more specific targeting in 2027. The income range is extended as well. Media is BTO's single largest expense. Our overall business goal for summer/fall 2027 is for lodging, retail, restaurant to deliver at least 40% of overall ToB tax collections, consistent with DMP goals.

Our 2027 room night goal is 144,900 (4.5% over 2025 actual). Media spends will be front loaded, yet flexible, in keeping with current booking trends. We will extend 2026 strategies to enhance PR and social media initiatives in-state. We will maintain intercept research work in the winter to measure guest service consistently, and to better understand our guests' winter/summer cross-over visitation. We are ensuring that our website is AI ready.

Community Engagement/Service Initiatives

Breckenridge Welcoming and NPS scores remain very high year-round. We are highlighting local inclusion in all of our events and creating new events specifically for the local residents, per Resident Sentiment input.

The DMMO Download continues as a very trusted and valuable resource for the community. Open rates consistently beat industry standards. Overall recognition of our BLikeBreck campaign and App is growing.

BTO Annual Meeting, Winter & Summer Previews provide valuable content and attract over one hundred participants per session. Sharing local business and industry data at these meetings, in the DMMO Download, Lodging Roundtable, and other meetings serve as our community communications cornerstone.

2027 Request

Our 2027 funding request is \$5,796,237 which is 1% less than 2026. One-time expenses for the Governor's Conference and moving our Pride event to BCA result in savings which will cover our expected inflationary increases. Funding will be slightly reallocated among departments to put more emphasis on destination-driving initiatives.

The BTO BOD of Directors and management team remain deeply committed to creating the best desired outcomes for our residents, business community, and visitors. We take the trust and confidence that the Town and community have shown for our work very seriously. We strive to be the best and most responsible stewards of community resources and the Breckenridge brand. Thank you for your consideration and support.

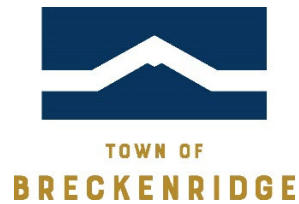
Matt Vawter
Board Chair
Breckenridge Tourism Office

Lucy Kay
CEO/President
Breckenridge Tourism Office

BRECKENRIDGE

TOURISM OFFICE

2027 Budget Town Council Rollup				
	2026 Budget	Actuals as of June 30, 2026	2027 Budget	Variance 2027 Budget and 2026 Budget
Income:				
Town of Breckenridge	\$5,828,520	\$3,880,709	\$5,796,237	-\$32,283
BTO Misc. Income	\$0	\$3,355	\$0	\$0
Events Revenue	\$695,497	\$36,760	\$701,153	\$5,657
Events Sponsorship	\$136,000	\$22,500	\$71,000	-\$65,000
SEPA	\$13,200	\$7,650	\$11,000	-\$2,200
Welcome Center Retail Sales / Activities / Lodging	\$7,925	\$2,061	\$5,650	-\$2,275
One Breck	\$1,000	\$0	\$0	-\$1,000
Partnership	\$6,600	\$150	\$6,600	\$0
Interest	\$14,966	\$9,852	\$14,709	-\$256
TOTAL INCOME	\$6,703,707	\$3,963,037	\$6,606,350	-\$97,357
EXPENSES				
Admin/IT Phones	\$865,175	\$383,064	\$847,105	-\$18,070
Marketing/Research/Internet/PR/Sales	\$3,326,582	\$2,046,311	\$3,332,414	\$5,832
Special Events	\$1,700,045	\$923,457	\$1,661,040	-\$39,005
Welcome Center/Guest Services/Community Services	\$811,905	\$323,360	\$765,791	-\$46,115
TOTAL EXPENSES	\$6,703,707	\$3,676,193	\$6,606,350	-\$97,357
NET INCOME	\$0	\$286,844	\$0	\$0
Capital Expense	\$0	\$0	\$0	\$0
NET INCOME After Capital	\$0	\$286,844	\$0	\$0



Memo

To: Town Council
From: Jessie Burley, Sustainability + Parking Manager
Date: 8/5/2026 (for 8/11/26 meeting)
Subject: Proposed Amendments to Delivery Zone Provisions in the Model Traffic Code

Town Council Goals

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

Summary

This memo outlines staff's proposed updates to the [Breckenridge Model Traffic Code](#) regarding the permitting of existing delivery zones (Section 1204.5) thereby improving operational efficiencies, recovering overhead costs, and improving alignment with the [rules and regulations of the Breckenridge E-Delivery program](#).

Background

The Town's E-Delivery program, launched in November 2024, successfully centralizes large truck deliveries to improve public safety and to reduce downtown traffic, user conflicts, and local air pollution. As part of E-Delivery program development, staff identified the model traffic code provisions for utilizing delivery zones as playing an important role in achieving the Town's safety and mobility goals.

The Town maintains 10 delivery zones that require a valid delivery zone permit (see attached map). Currently, under Section 7-2-1, §1204.5 of the Town Code, the Town may issue delivery zone permits annually to commercial carriers. Applicants pay \$25 per vehicle license plate and must always display the permit placard on the vehicle's dashboard. All permits expire on October 31st each year. Only the police chief may collect the fee and issue the delivery zone permit. The code does not establish specific penalties for delivery zone violations, and the Town revokes permits according to the procedures outlined in [Title 1, Chapter 19](#) of the Town Code. In practice, however, many current permit holders are local retailers, restaurants, and service providers. These businesses maintain valid Town business and occupational (BOLT) licenses but do not qualify as "commercial carriers" under the current code. Also, Breck Park has been contracted to issue Delivery Zone permits and collect the fee on behalf of the Town.

Staff provided an overview of the existing program and recommendations to update the code at the July 28, 2026 Town Council worksession. At that meeting, Council directed staff to present the proposal to the Business Vitality Working Group (BVWG) at their inaugural meeting on August 4th (see [Public Outreach + Engagement](#)).

Analysis

The current traffic code related to delivery zones and the implementation of permit program is administratively burdensome, under-recovers program costs, is not in keeping with current practices, and does not currently align with the Breckenridge E-Delivery ordinance, rules, and regulations.

The license plate requirement results in a business needing to have a separate permit for each vehicle delivering to Breckenridge even if only one truck is in town at a time. Staff also believe the number of delivery trucks making deliveries in Breckenridge is far greater than the number of permits issued on an annual basis. Most areas in the downtown core are not accessible for deliveries, as there is no space for stopping, which necessitates the need for delivery zones. Downtown areas are signed for paid parking or are designated as transit or shuttle stops. The delivery

zones were created to provide commercial delivery vehicles designated spaces for their deliveries that don't block traffic or otherwise run afoul of traffic and parking rules. Most of the downtown core is signed to only allow stopping for delivery in the designated zones.

Additionally, because Section 7-2-1, §1204.5(b)(2) of the Town Code limits eligibility to *commercial delivery services making multilocation runs daily or weekly*, most permit holders (retail, restaurant, service) do not meet the definition even though they have valid Town business licenses under Title 4, Chapter 1, and their businesses operate in areas otherwise serviced by delivery zones.

Current permit holders by business type:

- ☐ Food and Beverage Distributor/Wholesaler: 8
- ☐ Retail: 7
- ☐ Restaurant/Café: 5
- ☐ Service Provider: 5
- ☐ Beverage Distributor: 2
- ☐ Courier/Carrier: 2

Council signaled an interest during the July 28th worksession to continue to issue delivery zone permits to businesses with a valid BOLT license. Staff recommends limiting permit eligibility to businesses within the parking district. It is unknown how many businesses will continue with the program under an updated fee schedule or how many new businesses will apply for a permit after outreach. To that end, it will be important to monitor space availability and turnover to ensure the spaces are utilized efficiently and for the purposes of safety and circulation.

Financial Implications

Based on staff research, the current cost of administering and maintaining the 10 existing delivery zones is as follows:

- Annual maintenance: **\$26,858**
 - Concrete, asphalt, striping, signage
- Annual enforcement: **\$66,000**
 - 5% of three Community Service Officers + 5% of BreckPark staff

In 2025, there were 29 delivery zone permits issued at a cost of \$25 per permit for total revenue generated of \$725, far below the cost of the program. State statute authorizes the Town to recover fees associated with the maintenance and upkeep of designated parking spaces. The actual expenses for pavement maintenance, repainting, restriping, signage, and ongoing upkeep significantly exceed staff's proposed fee. As such, the \$250 charge represents only a small contribution toward the Town's overall maintenance costs and does not fully recover the expenses incurred.

Public Outreach and Engagement

Council directed staff to take the delivery zone proposal to the Business Vitality Work Group (BVWG) for feedback. The proposal was presented at the BVWG meeting on August 4th. Staff presented a high-level overview of E-Delivery, the delivery zone permit program, and staff's recommendations for updating the program. After a robust discussion, there was consensus that delivery zones should be utilized first and foremost for the delivery of goods in the core of town. It was suggested that a question on the delivery zone permit application could be used to gather additional information on use cases for delivery zones that do not include the delivery of goods (e.g. for client/customer pickup). The group believed that as long as the delivery zones were being used for short durations for the loading and unloading of goods, it didn't specifically matter what the business type was that was using the zone.

The staff recommendations take into consideration input from this group and aim to continue fostering fairness and transparency in regulatory adjustments.

Equity Lens

The proposed permit process is intended to be fair, predictable, and proportional to actual system usage. The delivery zone recommendations are also designed to work in consort with the Town E-Delivery program, which has been implemented to improve the safety and experience in the Town core for all community members, including underrepresented groups and members of the workforce.

Staff Recommendation

Staff seeks Council's input on the proposed recommendations for delivery zone permits outlined below. Once the concept is refined with Town Council input, the next step would be for staff to draft the necessary ordinance language to amend the Town's model traffic code for Council's formal consideration.

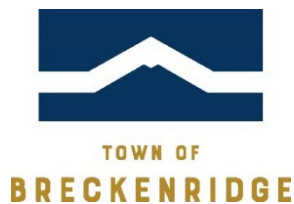
Staff recommendations align with the Breckenridge [E-Delivery ordinance](#) introduced in April 2026 establishing an E-Delivery dock fee and permitting and considers input provided by the BVWG.

- Eligibility
 - Allow licensed businesses in the downtown parking district to apply, not just “commercial carriers”.
 - Rationale: Reflects current use of delivery zones by retailers, restaurants, service providers, and distributors; maintains BOLT check for accountability. Limits to businesses in the downtown core where delivery zones are located. Policy subject to change with notice if turnover rates become insufficient to meet the goals.
 - Authorize one permit per business, valid for one active vehicle at a time, eliminating the need to buy separate permits for each truck plate.
 - Rationale: Reduces administrative burden and matches operational reality noted in prior staff analysis.
- Time limit
 - Affirm a 30-minute per stop limit for loading/unloading in delivery zones (consistent with current practice).
 - Rationale: To maintain adequate turnover and delivery zone availability.
- Fee
 - Increase annual delivery zone permit fee from \$25 to \$250.
 - Rationale: To partially offset maintenance, enforcement, and management costs.
- Enforcement
 - Adopt escalating fines. \$100 first offense; +\$50 per subsequent violation in a rolling 12-month period.
 - Rationale: Predictable deterrent; simpler for CSOs/Breck Park to administer.
- Issuance authority
 - In addition to the Police Chief, authorize Public Works/Mobility/Breck Park (or designees).
 - Rationale: To issue permits to streamline service and match E-Delivery administration.
- Program adjustment clause
 - Include explicit language that the Town reserves the right to adjust permit rules, fees, zone designations, and eligibility from time to time if availability or turnover targets are not met.
 - Rationale: Gives staff flexibility to respond to observed curb performance and demand; consistent with Town's authority to manage traffic and curb assets.

Staff will be available on Tuesday to answer any questions and provide further information as needed.







Memo

To: Town Council
From: Scott Reid, Deputy Town Manager
Date: August 5, 2026 (for August 11, 2026 work session)
Subject: Community or Destination Event and Animation Grant Program Update

Town Council Goals (Check all that apply)

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

Summary

Staff seeks to update Town Council on the recently released Community or Destination Event and Animation Grant Program and request Council feedback on a specific grant request from the Breckenridge Tourism Office that was recommended for approval by the Breckenridge Events Committee subcommittee.

Background

At Town Council's direction, staff recently established the Community or Destination Event and Animation Grant Program, the goal of which is to provide financial support to organizers developing events that enhance Breckenridge's year-round vibrancy, economic impact, community engagement, and tourism. Information on the grant program and a fillable application went live on the Town of Breckenridge [website](#) in July and the program's existence was promoted via newsletters, social media, and a press release.

The grant program has been divided into a three-tier structure. Tier 1 grant applications (up to \$10,000) require review from a subcommittee of the Breckenridge Events Committee and Town staff approval. Tier 2 applications (between \$10,000 and \$50,000) require subcommittee review and Council approval. Tier 3 applications (over \$50,000) are by Town Manager invitation only and require subcommittee and Town Council review and approval. Both grant applicants and subcommittee reviewers have been provided with the evaluation matrix to assist with a consistent review and approval process.

Since the recent inception of the program, staff have received one application. The Breckenridge Tourism Office (BTO) submitted a grant request for \$25,000 in support of the new "Global on Ridge" event. The attached application outlines the BTO's grant proposal, which qualifies as a tier 2 event, requiring the subcommittee recommendation and Town Council approval. The subcommittee met on July 31st and recommended approval of the \$25,000 grant request. The grant request specifically targets the concert headliner to accompany the culinary-focused event. Staff now seeks Town Council's review and approval of BTO's grant request.

Public outreach/engagement

The Community or Destination Event and Animation Grant Program was previously discussed at multiple Town Council meetings. Once the grant process and application form was established on the Town [website](#), the Town Communication and Community Engagement Division promoted the program via newsletters, social media, and a press release. The Breckenridge Events Committee also discussed the program at its August 4th meeting, which will likely lead to more widespread awareness of the program for event organizers and promoters. As the grant program is implemented, staff will continue to refine and revise the grant application and process to improve the information sought and provided.

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

Financial Implications

The Community or Destination Event and Animation Grant Program was established at Town Council's direction within the current 2026 fiscal year and initially seeded with \$250,000. Town Council also approved two \$50,000 expenditures for new events this year: July 4th musical animation in the Blue River Plaza and popular music support to match community donations to Breckenridge Creative Arts. Combined, these two \$50,000 expenditures reduce the \$250,000 fund to \$150,000. If approved by Town Council, the BTO grant request for \$25,000 would further reduce the fund amount to \$125,000 for the remainder of 2026. Town staff's intent is to monitor the approved grant requests for the remainder of the year and update Town Council accordingly. Staff also anticipates seeking Town Council's direction for the program during the 2027 budget process.

Equity Lens

The Town's Equity Lens was consulted during the establishment of the Community or Destination Event and Animation Grant Program and included in both the application materials and the grant request evaluation matrix. The evaluation criteria prioritize inclusivity efforts and seek to benefit the entire Breckenridge community via increased animation within Town.

Staff Recommendation

Staff requests Town Council review the attached application from the BTO, consider the subcommittee recommendation to contribute \$25,000 to the Global on Ridge event, and provide direction as to whether this grant request is approved under the program guidelines.

View results

Respondent

2 Anonymous

30:51
Time to complete

Applicant Information

1. Organization Name *

Breckenridge Tourism Office

2. Primary Contact Name *

[Redacted]

3. Email *

[Redacted]

4. Phone *

[Redacted]

5. Organization Type *

- ☒ Nonprofit
- ☐ Business
- ☐ Community Group
- ☐ Other

Event Information

6. Event Name *

Global on Ridge

7. Event Dates *

Saturday, October 10, 2026

8. Event Location *

Ridge Street

9. Estimated Attendance *

2000-3000

10. Project/Event Description *

Global on Ridge: Community Concert & Culinary Experience is a new community-focused event designed to expand public access to Global Breck culinary programming while driving shoulder-season visitation, supporting local restaurants, and creating an accessible, high-quality culinary and cultural experience for residents and visitors alike. Overarching goal of developing Breckenridge's culinary brand in line with Michelin's expansion into Colorado.

The event will transform Ridge Street between Washington Avenue and Lincoln Avenue into a vibrant pedestrian gathering space featuring:

- A free public concert headlined by Cut Chemist and Chali 2na (Jurassic 5/Ozomatli).
- A ticketed Community Table culinary experience serving approximately 200 guests in the Exchange Lot.
- Local restaurant participation through curated culinary offerings.
- Beverage sales operated by the Breckenridge Restaurant Association (BRA) as a community fundraising initiative.
- TBD - Additional culinary activations and community programming throughout the event.

The Community Table has been intentionally designed to make an elevated dining experience accessible to a broader audience. While the original event concept carried a ticket price of approximately \$250 per guest, the Breckenridge Tourism Office (BTO) is underwriting a significant portion of the event costs, reducing the public ticket price to \$75 while maintaining the same premium culinary experience.

Guests will enjoy professionally prepared multi-course menus, service by experienced hospitality staff, quality table settings, and wine pairings, leveraging the nationally recognized chefs, production team, and infrastructure already committed to Breckenridge for Global Breck weekend.

The event is intentionally structured to encourage attendees to arrive early, dine at local restaurants before the concert, and remain downtown throughout the evening, extending economic activity across the community.

TBD - To further support local businesses, the Breckenridge Restaurant Association is exploring a Dining Passport promotion that would encourage concert attendees to visit participating restaurants before the event through special dining offers.

Funding Request

Amount Requested: \$25,000

Grant funding will be used exclusively to support the cost of securing the free community concert headliner, Cut Chemist and Chali 2na.

Providing nationally recognized entertainment at no cost to attendees is central to the event's mission of creating an inclusive community gathering while attracting visitors during the shoulder season. The concert serves as the primary draw that encourages overnight visitation and increased spending at local restaurants, retailers, and lodging properties.

The Breckenridge Tourism Office has already committed substantial funding toward event production, including:

- Underwriting the Community Table experience to reduce ticket prices from approximately \$250 to \$75 per guest
- Street closure and event infrastructure
- Stage, production, sound, lighting, and logistics
- Security, waste management, sanitation, and event operations
- Overall event coordination and culinary programming

This grant investment would directly offset the cost of the concert talent, allowing more BTO resources to remain focused on community accessibility and local business participation.

The concert was originally planned as a Breck Create-produced event. To better support partner capacity and ensure successful delivery, the Breckenridge Tourism Office assumed responsibility for production, including funding, logistics, and event management

11. Statement of Community Benefit and/or Economic/Tourism Impact *

Global on Ridge is designed to generate meaningful economic activity – furthering Breckenridge's culinary branding while creating an accessible community event that benefits residents, visitors, local businesses, and nonprofit partners.

Key community benefits include:

- Drives shoulder-season visitation during a traditionally slower tourism period.
- Supports local restaurants by encouraging guests to dine before and after the concert through coordinated promotions and culinary programming.
- Creates direct economic opportunities for participating restaurants, which will be compensated for contributing to the Community Table experience.
- Generates fundraising revenue for a local nonprofit through beverage sales managed by the Breckenridge Restaurant Association.
- Expands access to Global Breck programming by providing a free public concert and significantly reducing the cost of the signature culinary experience.
- Activates Downtown Breckenridge, increasing foot traffic for retailers, restaurants, lodging properties, and other businesses throughout the evening.
- Strengthens Breckenridge's culinary brand by showcasing nationally recognized chefs alongside local culinary talent in a highly visible public setting.
- Builds a sustainable annual event by leveraging infrastructure, production teams, and culinary partnerships already in Breckenridge for Global Breck, creating efficiencies that support long-term growth.

The Breckenridge Tourism Office is investing approximately (\$137K) - assumes \$15K in ticket revenue to offset underwriting expense – fully costed at (\$152K). To make this event possible after accounting for anticipated ticket revenue. This investment includes underwriting the Community Table to keep pricing affordable, supporting local restaurant participation, and funding the extensive operational infrastructure required to safely produce a free community event.

Grant funding will allow BTO to secure nationally recognized entertainment while maximizing the event's economic impact, increasing accessibility, and delivering a memorable experience that encourages repeat visitation and strengthens Breckenridge's reputation as a premier culinary and cultural destination.

12. Funding Tier Requested *

- ☐ Tier 1 - Up to \$10,000
- ☒ Tier 2 - Up to \$50,000
- ☐ Tier 3 - \$50,000+ (By Invitation Only)

Budget / Timeline & Capacity

13. Total Project Budget *

The Breckenridge Tourism Office is investing approximately (\$137K) - assumes \$15K in ticket revenue to offset underwriting expense – fully costed at (\$152K).

14. Amount Requested from Town *

\$25,000

15. Itemized Budget *

The \$25K would be the lump sum payment for the cost of the concert headliner. Itemized budget for the rest of full event can be provided separately if needed. Line items did not fit in the application field.

16. Event Timeline *

Event planning is currently underway for certain aspects of the event which will take place on Oct 10. Community Dinner will take place from 5pm-7pm with concert happening 7pm - 8 pm. We are happy to provide a detailed timeline for full event execution separately.

17. Evidence of Organizational Capacity (required for Tier 2 & 3)

The Breckenridge Tourism Office (BTO) has extensive experience planning and producing large-scale community events that attract both residents and visitors while generating measurable economic impact. Each year, BTO successfully delivers signature events including Oktoberfest, the International Snow Sculpture Championships, Ullr Fest, and Fourth of July celebrations, coordinating complex logistics involving public safety, transportation, permitting, marketing, sponsorship, volunteer management, and vendor operations. For Global on Ridge, BTO has assembled an experienced team of event professionals and established partnerships with Taste Network, the Breckenridge Restaurant Association, the Town of Breckenridge, local restaurants, and public safety agencies. Much of the event infrastructure—including culinary programming, production planning, street closure logistics, and operational coordination—is already underway through the broader Global Breck initiative. As a publicly funded organization, BTO follows established financial controls, contracting procedures, and reporting requirements to ensure responsible stewardship of grant funds. This experience, combined with strong community partnerships and a proven track record of producing successful destination events, positions BTO to successfully execute Global on Ridge and deliver meaningful economic and community benefits.

Agreements Required

Please review and agree to the following statements before submitting your application.

18. All funded applicants must provide an **Event Report** that includes: *

Please select 7 options.

- ☒ Summary of activities and attendance
- ☒ Description of community outcomes
- ☒ Photos or documentation
- ☒ Final overall budget + detailed use of Town funds
- ☒ I certify that this event complies with all Town of Breckenridge Special Event Requirements.
- ☒ I certify that no requested funds will be used for alcohol, tobacco, cannabis, personal property, or non-eligible activities.
- ☒ I certify that this is not a fundraising, political, religious or private event.

19. The organization will submit the Event Report on *

11/4/2026



20. **Authorized Representative Name / Signature** *

By typing your full legal name, you are certifying the statements above.

[REDACTED]

21. Date *

7/23/2026





Memo

To: Breckenridge Town Council
From: Mark Truckey, Community Development Director and Sarah Crump, Senior Planner
Date: August 5, 2026 (for the August 12, 2026 meeting)
Subject: Workforce Housing Density Update

Town Council Goals (Check all that apply)

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

Summary

The Town currently holds approximately 329 Single Family Equivalents (SFEs) of residential density, but only about 81 SFEs would remain after the Town's existing density commitments to the Runway Neighborhood and Highlands Riverfront, leaving the Town potentially short of the density needed to meet future workforce housing needs. In this event, Town Council should weigh future options to offset the demand for future workforce housing density.

Analysis of Town Owned Density Available for Workforce Housing Projects

The Town is obligated to provide density to its workforce housing projects, per adopted policies in the Joint Upper Blue Master Plan (JUBMP) and Code requirements (more discussion provided below). To track these obligations, Planning staff have inventoried all Town-owned properties and identified the amount of density associated with each property. The attached "Town Owned Remaining Density within Town Boundaries" table provides this inventory. As the table indicates, the Town holds about 329 SFEs (Single Family Equivalents) of density on properties it owns.

Since the adoption of the update to the JUBMP in 2011, the Town has transferred approximately 268 SFEs of its total density pool to different workforce housing projects. These projects include Vista Verde I and II, Ullr Apartments, Blue 52, Denison Commons, Valley Brook, and Stables Village.

The Council has previously asked if the Town owns enough density to provide density for all of its upcoming workforce housing projects. Below is a list of housing projects underway, with approximate densities associated with each. The Miller Master Plan and Annexation Agreement, a privately owned project, includes 100 workforce housing units and obligates the Town to provide the density for those units. Breckenridge Grand Vacations is providing density for their own

Project Name	Projected Needed Density (in SFEs)
Highlands Riverfront/Miller Master Plan	100
Runway Neighborhood (Phases I & II)	148
Total Density Needed	248

As the above table shows, the Town holds enough density to account for the workforce housing projects currently underway. The Town holds 329 SFEs and will need 248 to provide density to the two projects listed in the table above. However, what is not accounted for is any further housing projects that the Town eventually undertakes. The most recent 2023 Housing Needs Assessment indicated that the Town still had a need for another 1,000 workforce housing units in the next five-year period. The Needs Assessment is currently being updated, but staff expects that a similar workforce housing need remains. With only about 81 units of density remaining after the Highlands Riverfront and Runway Neighborhood projects are completed, the Town is well short of the density needed to provide density for future housing projects. Options to address the issue are:

1. Consider revisiting the JUBMP with Summit County to reduce the requirements for transfer of density to workforce housing projects.

The 1997 JUBMP exempted workforce housing units from density requirements. However, the 2011 update to the Plan set a requirement for density transfers (see discussions below).

2. Consider changing the ratio of units transferred to workforce housing units

The 2011 JUBMP requires the Town to transfer (or extinguish) one unit of density for every four units of workforce housing built. Since that time, the Town Council independently adopted a Development Code policy and regulations requiring that density be transferred at a 1 to 1 ratio, creating a larger requirement on density transfers than the JUBMP, which has accelerated the depletion of the Town's density pool at a quicker rate than if we would have remained consistent with the JUBMP's ratio of 1 to 4. The Council, if it desired, could choose to move to a lower ratio, such as the original 1 to 4 ratio, and still stay consistent with the terms of the JUBMP. This approach would allow the remaining units owned by the Town to go much farther in future density transfers for workforce housing. For example, 1,000 units of density would only need 250 units transferred at a 1 to 4 ratio.

3. Recognize that the Town has enough density for current planned workforce projects and not worry about resolving the issue until it becomes an immediate problem.

This approach essentially kicks the can down the road a few years and means it will be an issue for future Town leadership, when the Town has run out of density. This strategy is viable if the Town does not desire to pursue additional workforce housing projects.

A more detailed analysis of the Town's obligation to transfer density for workforce projects follows.

Background JUBMP Policy Direction and Ratios of Density Transfer

The JUBMP provides policy direction on several land use issues in the Upper Blue Basin. The JUBMP has been adopted by the towns of Breckenridge and Blue River and Summit County. One of the major policy discussions that occurred in the 2011 update to the JUBMP was density for affordable housing. A policy related to this issue requires the Town of Breckenridge to extinguish density it owns to account for density in new affordable housing projects.

Policy/Action 2. The impacts of new affordable workforce housing on the overall density and activity levels within the Basin should be mitigated by permanently extinguishing density on County and/or Town of Breckenridge-owned properties. Recommended guidelines or goals for each jurisdiction to take into consideration when evaluating implementation of this policy are as follows:

- *The County should strive to permanently extinguish density on County-owned properties at a minimum 1:2 ratio (i.e., extinguish 1 development right for every 2 affordable workforce housing units permitted to be built).*
- *When new affordable workforce housing units are developed, **the Town of Breckenridge should transfer density it owns to the affordable workforce housing site at a 1:4 ratio** (i.e., transfer one development right for every four affordable workforce housing units permitted to be built).*

As can be seen above, the Town's commitment to transferring density to workforce housing projects in 2011 was to transfer one unit of density for each four units built (1:4 ratio). Subsequently, the Council revised this ratio to a 1:2 ratio. Then, on January 28, 2020 the Council adopted an ordinance amending the Town's Development Code that moved to a 1:1 ratio.

9-1-19-3A: POLICY 3 (ABSOLUTE) DENSITY/INTENSITY:

*E. Density For Employee Housing Projects: When new employee housing projects are developed within the corporate limits of the Town, **the Town government may, in its sole discretion, transfer density it owns to the employee housing project at a one to one (1:1) ratio** (i.e., transfer 1 development right for every 1 employee housing project units permitted to be built).*

Public Outreach/Engagement

Planning has explored changes to workforce housing density by asking questions of the public, Advisory Committee, and Planning Commission during Comprehensive Plan update work sessions and public engagement events.

Financial Implications

None.

Equity Lens

The Town's TDR program for workforce housing allows for the construction of attainable workforce housing, creating a more economically diverse local community comprised of workers and community members that span across the income spectrum who are able to live where they work.

Staff Question

Staff will be available at the August 11th work session to answer questions and receive input from Council on the current workforce housing density ratio approach, including if Council has interest in a future work session to discuss potential changes to the current approach.

Town Owned Remaining Density Within Town Boundaries (8-11-2026)										
LOCATION	LEGAL DESCRIPTION	PPI NUMBER	ACRES	BUILT (Y/N)	LUD	Allowed Per LUD	Commercial SFES Remaining	Residential SFES remaining	COMMENTS	Additional Notes
Parking Lots										
Ice Rink	Blk 2 Rodeo Grounds Sub	2371-0610-05-002	23.22	Y	28	R: 10 UPA C: 1:1 FAR	0	26.33	Ice Rink, Rotary Snowplow Park (232 SFES permitted/44.73 built)--LUD allows residential/lodging. Total of 161.09 SFES have been extinguished for several workforce housing projects.	44.73 SFES are built on the property. 63.02 SFES were extinguished from the property in 2022 to account for density transferred to Alta Verde I and the Block 11 Net Zero Apartments. 98.07 SFES extinguished on 5/14/24 to account for density associated with Vista Verde II apartments.
F Lot and Tiger Dredge Lot	Tract F Four Seasons Village Sub #2 (aka pt of Lot 85)	2211-3133-10-004	Per Plat and County, the acreage here is 7.25. Previous spreadsheet said 6.51	N	23	R: 20 UPA C: 1:3 FAR	0	92.15	22.44 SFES are attributable to the Riverwalk Center. In 2017, there was a 243 square foot dumpster enclosure built.	199 SFES assigned to property per the Village at Breck Master Plan. 22.44 SFES attributed to the Riverwalk Center. 62.23 SFES were extinguished in August, 2024 to account for the density built at the Stables Village workforce housing project. 22.51 SFES extinguished in August, 2026 to account for Highlands Riverfront workforce housing 11 duplex structures and 22 1-bedroom units of Miller Flats workforce housing condos.
Wellington Lot	Lot 71,72,73,74 Bartlett and Shock Sub	2211-3132-08-006	0.45	N	19	R: 20 UPA C: 1:3 FAR	19.6 - previous sheet had 19	9	Wellington Parking Lot - Commercial SFES	
Courthouse Lot	Lot 37 Bartlett and Shock Sub w 1/2 Lot 37 and 39	2211-3131-19-003	0.14	N	18.2	R: 20 UPA C: 1:1 FAR	6.09	2.8	Courthouse Parking Lot-Town half	
East Sawmill Lot	Lot 2a, 2b Sawmill Station Square Sub #3 Amended and Shock Sub 86-90	2211-3132-07-005	1.09	N	19	R: 20 UPA C: 1:1 FAR	47.48	21.8	East Sawmill Parking Lot	
Ice House Lot	Lot 106 - 113 and 118, 119 Bartlett and Shock sub lka part Lot 106	2211-3133-01-004	0.92	N	19	R: 20 UPA C: 1:1 FAR	40.25	18.48	Ice House Parking lot and alley to Blue River plaza	
Exchange Parking Lot	Lot 23 Bartlett and Shock Sub plus Lot 3 Blk 12 Abbetts lka Lots 24 and 24a also Lots 1 and 2 Addition a resub of Lots 23 and 24 Bartlett and Shock plus Lots 1-4 Blk 12 abbetts addition	2211-3134-08-001	0.46	Y (?)	18.2	R: 20 UPA C: 1:1 FAR	20.03	9.2	Exchange Parking structure	

LOCATION	LEGAL DESCRIPTION	PPI NUMBER	ACRES	BUILT (Y/N)	LUD	Allowed Per LUD	Commercial SFES Remaining	Residential SFES remaining	COMMENTS	Additional Notes
Tonopah Lot	Lot 10, 11, 12, 13, 14, 15, 16 Blk 15 Abbetts Addition Sub	2371-0621-23-001	0.48	N	18.2	R: 20 UPA C: 1:1 FAR	20.9	9.6	La Cima/Tonopaha Parking lot	
Klack Placer parking lot	Lot 9-16 Blk 7 Abbetts Addition Sub	2371-0621-31-001	0.57	N	17	R: 10 UPA C: 1:1 FAR	0	6.27		
Other Town Properties										
Arts District	Arts District, Lot 1	2211-3134-58-001	0.229	Y	18-2	R: 20 UPA C: 1:1 FAR	3.74	-0.615	6,234 square feet of buildings per permit	
Arts District	Arts Distrcit, Lot 2	2211-3134-58-002	0.668	Y	18-2	R: 20 UPA C: 1:1 FAR	21.5	7.033	7,592 square feet of buildings per County	
Iowa Hill Lot 1	Iowa Hill Lots 1		26.73	N	1 and 31	R: 10 UPA C: 1:1 FAR	38.35	0	Density per annexation agreement, adjusted according to LU-31 rezoning.	
Iowa Hill Lot 3			8.41							
Riverfront area adjacent to F Lot	Pt of Lot 39 Four Seasons Village Sub #2	2371-0622-03-002	0.72	N	23	R: 20 UPA C: 1:3 FAR	10.45	26.3	Allows both residential and commercial numbers to be used.	
McCain Property	McCain (Mining Claim)	2211-1920-00-007	128.00	N	43	R: 10 UPA C: 1:1 FAR	0	0	6.39 SFES extinguished and transferred to the Pinewood II housing site in July, 2013	Water Treatment plant - govermental use - no density required
Pinewood Village	Lot 5 Blk 1 Parkway Center Sub Amended #1	2211-3120-02-004	4.10	Y	9.2	R: 10 UPA	0	34	76 SFES allowed per Master Plan, 42 used for Pinewood Village (74 units)	
Prospector Park	Lot 52 and 53 Bartlett & Shock Sub	2211-3132-08-030	0.313	N	19	R: 20 UPA C: 1:1 FAR	0	0	2.0 SFES were extinguished in January, 2015 and transferred to affordable housing at Maggie Point. 4.3 SFES transferred to Denison Placer (Blue 52) in 11/2017.	

LOCATION	LEGAL DESCRIPTION	PPI NUMBER	ACRES	BUILT (Y/N)	LUD	Allowed Per LUD	Commercial SFES Remaining	Residential SFES remaining	COMMENTS	Additional Notes
Edwin Carter Museum Property	Tracts 17A and 17B Abbetts Addition Adjustment 1143532 (Resub Tracts 17 and 18 Abbetts Addition Unsubdivided)	2211-3131-00-025 and 2211-3131-00-026	0.6575	Y (1890)	18.2	R: 20 UPA C: 1:1 FAR	0	0	Carter Museum. Nine units of density exinguished on property in April, 2012 and transferred to Valley Brook housing project. The four remaining SFES were transferred to Denison Placer (Blue 52) in 2017	
Gaymon/BHA Cabin	Lot 5 Snider Addition Resub of Lot 5 and 6	2211-3132-01-003	0.430	Y	11	R: 12 UPA C: 1:3 FAR	5.26	4.32	Gaymon Cabin	Cabin is 756 square feet. Restrooms are 180 square feet. 936 square feet total have been added to remaining SFE
Parcels on Blue River near Riverwalk Center and Dredge Pond	In Bartlett and Shock Sub lka a Tract in Bartlett and Shock in Stiles Addition	2211-3133-00-001	1.56	N	19, 20, 23	19: R 20 & C 1:1 20: C 1:3 23: R 20 & C 1:3	47.5	30.15	Blue River walkway, river	Long linear parcel along river: different LUDs and different densities allowed. County says 1.74 acres.
Parking/Delivery Turnaround behind Whiskey Start (aka CB Potts/Bubba Gumps)	TR 6-77 Sec 31 Qtr 3 Sqft 9816 West of Block 7 Stiles Addition	2211-3133-00-002	0.22	N	19	R: 20 UPA C: 1:1 FAR	9.58	4.4	10 W Adams - paved area and dumpster enclosure	
Blue River behind Rounds Building	Lot 8 Rounds Sub	2211-3133-23-002	0.15	N	19	R: 20 UPA C: 1:3 FAR	0	0	Parcel mostly in the river. Document in file notes that all density transferred from this property (Lot 8, Rounds Sub) to all other lots within the Rounds Subdivision.	
Blue River plaza (central portion)	Blk 8 Stiles Addition Sub Portion of Lot 8	2211-3133-58-001	0.098 (.10)	N	19	R: 20 UPA C: 1:1 FAR	4.3 (4.26)	2 (1.98)	Blue River Plaza	
Property around Main Street Mall	In Main Street Mall Condo #1 aka Lot 8 Blk 6 Stiles	2211-3133-28-007	0.15	N	19	R: 20 UPA C: 1:1 FAR	6.53	3		
Property north of Dredge Pond	Parcel B Tiger Dredge Sub	2211-3133-30-001	0.22	N	19	R: 20 UPA C: 1:1 FAR	9.58	4.4		
Property north of Dredge Pond	Parcel A Tiger Dredge Sub	2211-3133-30-002	0.18	N	19	R: 20 UPA C: 1:1 FAR	7.84	3.6		
Klack Placer and cabin	Mining Claims	2211-3134-00-001	0.59	N	17	R: 10 UPA C: 1:1 FAR	25.7	6.49		
Stillson property	Mining Claims	Tract F, Stables Villag	23.45	N	1	R: 1 Unit per 10 acres		2.35	breckenridge stables density undetermined	

LOCATION	LEGAL DESCRIPTION	PPI NUMBER	ACRES	BUILT (Y/N)	LUD	Allowed Per LUD	Commercial SFES Remaining	Residential SFES remaining	COMMENTS	Additional Notes
Stillson property		Tract F, Stables Villag	5.84	N	15	R: 1 Unit per 20 acres		0.71	LUD indicates preferred location for affordable housing	
Carter Park	Mining Claims	2371-0621-00-001	5.74	Y	26	R: 4 UPA	0	3.57	16.8 SFE's undeveloped on this site per property file, Carter Park. 7.96 SFES extinguished to account for density at Denison Placer (Blue 52) in 2017. 5.27 SFES extinguished for density at Denison apartments.	
F&D Placer/BOEC	Mining Claims	2373-0110-00-001	38.425	N	1	R: 1 Unit per 10 acres	0	3.843	Property file says: approximately 10,800 square feet of buildings exist on the property. Approximately 6,960 square feet over density.	
TOTAL REMAINING							320.78	329.18		