



Planning Commission Regular Meeting
Tuesday, November 4, 2025, 5:30 PM
Town Hall Council Chambers
150 Ski Hill Road
Breckenridge, Colorado

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

- I. CALL TO ORDER, ROLL CALL (5:30PM)**
 - A. LOCATION MAP
 - B. APPROVAL OF MINUTES
 - C. APPROVAL OF AGENDA
- II. PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES (NON-AGENDA ITEMS ONLY; 3-MINUTE LIMIT PLEASE) (5:35PM)**
- III. CONSENT CALENDAR (5:40PM)**
 - A. CLIMAX JERKY SMALL VENDER CART PERMIT RENEWAL (CC), 100 S MAIN STREET; PL-2025-0294
- IV. WORK SESSIONS (5:45PM)**
 - A. MCCAIN OPEN SPACE PLAN
- V. OTHER MATTERS (6:45PM)**
 - A. TOWN COUNCIL SUMMARY
 - B. CHAIR AND VICE CHAIR APPOINTMENTS
- VI. ADJOURNMENT (7:00PM)**



NOT TO SCALE



Climax Jerky Wagon
Small Vendor Cart
Renewal, 100 S Main
Street

Breckenridge South



PLANNING COMMISSION MEETING

The regular meeting was called to order at 5:32 pm by Chair Guerra.

ROLL CALL

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

APPROVAL OF MINUTES

Ms. Gort: Change No. 5 of my comments, “remove penalties on lower percentages, but not on higher materials”; correct to state, “*higher percentage materials.*”

With the above changes, the October 7, 2025 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

With no changes, the October 21, 2025 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- No public comments

COMBINED HEARINGS:

1. Wright Big Sky Unit Conversion (EM), 160 E Adams Unit 2, PL-2025-0277

Ms. Muncy presented a proposal to convert a 2,098 sq. ft. commercial office unit to a 3-bedroom, 2-bath residential employee housing unit. This application is subject to a Development Agreement approved by Town Council on February 11, 2025.

Commissioner Questions / Comments:

Ms. Gort: No questions.
Mr. Smith: No questions.
Ms. Propper: No questions.
Mr. Giller: No questions.
Mr. Leas: No questions.
Mr. Guerra: No questions.

Jenny Wright, Applicant: Hi, I am Jenny Wright and this is my dream. This is Mark Hogan's former BHH architecture space. If you've been in there, you know it's amazing. It's got these cool angles, great sunlight and views. I think this is going to be the crown jewel of the workforce housing inventory. I think you all are going to love it.

Mr. Giller made a motion to approve the Wright Big Sky Unit Conversion, seconded by Ms. Propper. The motion passed 6 to 0.

WORK SESSIONS:

1. Mr. Truckey presented an overview of upcoming proposed changes to the Town of Breckenridge Comprehensive Plan, which was last updated in 2008.

Commissioner Questions / Comments:

Ms. Gort: The transportation plan is separate? But transportation is key in planning. How do these plans mesh together? (Mr. Truckey: We may have a transportation element in the Comp plan. That is something we will be discussing and how it relates to the existing plan.) (Mr. Kulick: We know we are doing an updated parking study based on updating our

parking agreement with Breckenridge Ski Resort. The agreement has worked for over 20 years and we did not previously want to open it up, but because of some recent developments and other factors we want to complete an updated parking study that will help shape a future parking agreement amendment with the ski area. There is also discussion of completing a new traffic study because the traffic patterns on the south of town have shifted more dramatically.)

Mr. Guerra: You are talking about the parking agreement that the Town has with the resort? (Mr. Kulick: Correct, the 2003 parking agreement. The agreement was developed through long negotiations spearheaded by Sam Mamula so there was no appetite to go back and redo the agreement. Now with the satellite parking shifting to the McCain Parcel and some other pieces from the BGV development, it is time to reopen. The ski area is in agreement to work together and come to an amended agreement.) (Mr. Truckey: I should clarify that the road network is fairly set here. We are not proposing to go into undeveloped land on the edge of town to create new roads. There are some road improvements from a transportation planning perspective that could happen. I see this plan much more related to transportation demand management. How do you manage the people in town? How do you get people onto alternative modes of transportation? That would be the focus and how we can reduce the overall loads on our road systems.) (Mr. Kulick: In a lot of cases during those peak demands, there is a fine line between where the system breaks down and where it's congested but it works. It is trying to tweak the margins to keep it working before it grinds to a halt. We've identified around 15 days a year where we're at peak congestion. It's really trying to manage those peak times on those peak days because it affects both residents and visitors.)

Mr. Smith: What do you foresee as the biggest change from the current plan? (Mr. Truckey: It's more a focus on redevelopment and what our policy will be on that. The State is suggesting we identify areas that we can redevelop for housing. In the Front Range, they are concerned about increasing inventory to drive down prices; they are not concerned with deed restricted housing. Here, with a finite land supply if we don't deed restrict those units it makes no sense for us to make room for them, because it's just going to be more trophy homes that don't help our local workforce. Housing and the interplay with the land supply and redevelopment; I see those as the key issues.) (Mr. Kulick: It is interesting a lot of the outreach and data collection for the current plan was done 20 years ago. Thinking about the population growth of the town, the change in demographics, and what percentage of our current population has moved here since the last time we have raised some of these questions. It will be interesting to see how it matches up to the current plans. For a lot of the people that we're in close contact on a daily basis, they probably were here 20 years ago. The way things are going in the town, they match up with what they probably envisioned in the future. But when going through a Comp Plan update, you are trying to cast the net far and wide, to ensure it is representative of the entire community.) (Mr. Truckey: The other thing we are having a discussion about is starting the process with a review of the Vision Plan which has been up there for 20 plus years. And it still resonates; some of the Commissioners have pointed to different policies over time. But to reaffirm that these are still the highest priorities. We are also having discussions with the Tourism Office regarding the Destination Management Plan. The results and key goals of that plan became the Town Council goals. We will look at that to reaffirm that these are our key goals moving forward, or maybe they need to be tweaked a bit to reflect new things. There is more space in this new plan to address a few things like wildfire protection and prevention, defensible space, structure hardening. We touched on them in the previous plan, but there will be more space for that stuff now.)

Mr. Guerra: In the report, the plan discourages sprawl and promotes development or redevelopment of vacant and underutilized parcels to address the municipality's demonstrated housing

needs. The City Market parcel, that is possibly going to be our next big development. There is a lot of density attached to that parcel. They can do commercial and residential building there, correct? (Mr. Truckey: Yes, and there is quite a bit of density, relatively speaking, in the town. There is ~60,000 square feet of unused density on the property. What we've heard is they'd like to build a new City Market on the south part, so they can keep the existing one open, which makes sense. But how does that look around there? And what's the Town's appetite for maybe going a little higher, in terms of height, if we can get some more workforce housing out of it? Could we incorporate it into a good mixed-use project? We need to engage the new owners of the property. They have met with the Town Manager a couple times, and we've heard their plans are several years out, but hopefully this can help shape that, while still leaving flexibility for them in terms of the overall design.) Developers like to look for big, flat lots for a maximum square footage one story building with a bunch of retail because that is where they make their money, on the extreme side of things. We are of course wanting to include workforce housing. If they propose they are not going to meet the density that the Town sees as the potential and they are just doing the bare minimum, what leverage does the comprehensive plan include? And what can we write in here to incentivize what we want to see? (Mr. Truckey: There are some things that we could write in. We could come up with some policies that are very specific about demanding to more density. Or negative points? Whatever the route is to get there. We need to reach out the community to hear what they have to say and there will need to be an education piece about how more density is not a bad thing. Because if you do talk to any layman on the street that is not involved, they say they don't want to see more and we already have way too much. That is the typical response you get. People do not understand that if we are ever going to move the needle, we have to do some things like this. It will be an interesting process, but you bring up a very valid point. There are some things that we could do to codify that.) There is a lot of potential on that site. Can we reach the maximum potential while finding the balance on that site? I am nervous they are wanting to build one big, ugly building. (Mr. Truckey: There is a lot to that site, and this process is not going to totally define that site, but we can brainstorm policies and guidance for a future development there as part of this process.)

Ms. Propper: I am wondering about incentivizing multi-family development? And what we can do to encourage that, where appropriate. (Mr. Guerra: Like within town, and with some redevelopment? And the underutilized sites within the town that we have now?) Exactly. (Mr. Truckey: Yes, that is what the state is challenging us to do. As you remember, it was only a few months ago the Town Council was not particularly excited about eliminating negative points for going higher for workforce housing, in terms of height. There is still going to be push back, not necessarily from the Council, but in general with the public. With the right consultant team, they can assist with that. Maybe it is bringing in some special speakers, I have seen some fantastic ones like at the national American Planning Association conference this year that coined the term, "missing middle". This is really good discussion, and it is getting me thinking stuff through as we are talking.)

Mr. Guerra: It is the natural progression, look at big cities. You run out of real estate, you go upwards. (Mr. Truckey: We can't go all the way up, but we can push it in other ways.)

Mr. Giller: If we were to, big picture, envision Breck in 20 years, which is about how old the existing plan is. What might we see or what might it look like? You could see more density around the perimeter. You could see more multimodal transportation. You could see more mixed-use housing. Multifamily housing. Recreation remains our forte, and there will certainly be new and more interesting and different types of recreation. We continue to draw people and make the place viable. Twenty years ago, we didn't have the arts district yet, so more culture. We didn't have Harry Teague's Riverwalk Center, we had

the tent. Breck History's doing a good job, looking at sites around the town. Historic mining sites and things like that to try to preserve representative pieces. But what else might be out there? (Mr. Kulick: That is one of the challenges in this assignment; getting people to basically try and answer that question. A lot of times going to the people for these types of work sessions and charrettes appeal to, their vision is 20 years prior to now. They want to bring Breck back to before, but meanwhile the pressure is accelerating in the other direction. The challenge is understanding the current pressure and how to funnel that in a way that you'll be happy in 20 years without going back to a revisionist history of a time that never was. And that is going to be the challenge for all of us in this process, really answering the question.) How do we retain our character while accommodating change? (Mr. Truckey: That is essentially what we would be asking at these early meetings, exactly. Where do we want to see ourselves? Picture yourself there. What do you want the town to look like?)

Mr. Guerra: But at the same time, we guide them to where we all want and need to be. If we ask them, just what do you want? They want to make Breckenridge great again. Seriously, they want to go back and we can't. (Mr. Kulick: There is a little bit of a character conundrum. A lot of times you really want to hold things tight, and there's a great quote I heard in an interview with Paul Anderson, who is a longtime editor for the Aspen Times. And he basically said, "*you can save the character of a community architecturally, but you need to save the characters who live in it to actually achieve community.*" Talking about that nuanced balance. In the context of that interview, he's basically seen over the 40 years that he lived in Aspen, they're really good at ratcheting down and trying to keep the core from changing very much, but in doing so, there wasn't a lot of give for the permanent residents. To achieve community, you have to work with both sides. You can't give everything away, like big multifamily in the Historic District, but there needs to be a thoughtful response of how you shape the community.)

Mr. Leas: That has some viability. However, it would be a huge mistake for everybody to say, what do you people who live in the town want? Because they don't know what they want. And we need to be a leader. Sometimes people need to be inspired to think out of the box about things that they have never thought about. And that certainly becomes true of architecture and development. In soliciting the consultants we should get consultants who would ask important questions about what does the town not have? Which then becomes, what do we need? And we make a lot of accommodations as residents here, because it's a wonderful place. But it's a pain in the ass that you can't get things. It's a pain in the ass that we have one decrepit grocery store that we all go to. What are the things that we would, in our dreams like to have, and maybe they can never be in Breckenridge, but let's talk about them. What things do we wish that we had here that we don't? And it may not be possible for those things to be here. We may still have to drive to Denver to get those things, but let's at least have a conversation about it. If we can get ahead of what it is we might want on the City Market parcel, then we've got some leverage over the developer who comes in. And the town has a tremendous amount of power; taxation power, power to deny permits, planning and zoning. And they have the eminent domain power as well, if they want to go that direction. But there's a lot of leverage there, and nobody needs to roll over for whatever a particular developer wants. If this developer comes in, and it doesn't fit this situation, then there's a possibility that another developer that has a better perspective and would give us a better product in the end. So, we're not boxing ourselves in here. The other thing is you're talking about outreach to stakeholders and the underrepresented people. I assume that you're talking about the Hispanic population. Another unrepresented group are the people who have invested a huge amount of money in this town, on real estate, who have houses, but don't reside here, and therefore can't vote. And those people feel that they are completely unrepresented by the Town Council,

and that the Town does whatever they want to do, and those people have to live by it. I'm not going to say that's a legitimate position or not a legitimate position but it's something that the Town needs to listen to because it's a very real perspective I hear all the time. People in the Highlands, the people in Shock Hill, my neighbors up on the hill. There's a deep amount of frustration that they really don't have any say in what's going on. That's something very important to take into consideration when you're talking about the unrepresented people. I've noticed it, but there's a big expanse of, three or four lots on Main Street that the Theobald family owns. There are two historic vacant buildings, and then there's at least one, maybe two lots in between them. The town should encourage those owners to do something interesting with that property. When you want to develop a vibrant commercial space, one of the things that you want is continuity. If you're walking down Main Street, you've got a bunch of stores, and then all of a sudden you have nothing. And then you have a parking lot, and then you have some stores pick up again, it's a break of continuity, it breaks people's spirit, intention to make commercial purchases, and to have a vibrant commercial space. That should be looked at. (Mr. Truckey: Yes, and that is a good observation. We've tried to address that in some ways. We have a Downtown Overlay District that doesn't allow residential on the ground floor on Main Street, and in a few other areas. The whole focus of that was to continue that continuity of interesting window shopping up and down Main Street, so that people don't just get to that point and then just turn around.)

Mr. Guerra: It is changing. It used to be like that from the south down to the Gold Pan Saloon. That was it. And nobody walked past there. And now, and I look at it all the time, and I'm going, wow, there's people down here.

Mr. Leas: It could be better.

Mr. Truckey: It's not that we leave the Historic District out of the plan and don't address it at all, but it's more about encouragement policies there, not actually the form or the massing of the buildings or density that that we'd want to be touching. But there certainly are other areas that we could be looking at and some other things there to encourage more appropriate development.

Mr. Leas: Yeah, I don't know what leverage the town has, but it seems to me that the owners are definitely having to pay taxes on that property. It might be that there's some incentive, encouragement there if that tax bill was changed for example.

Mr. Truckey: What they have done over time, the Theobalds have taken on one building at a time and revamped them downtown. Years ago, it was the Barney Ford Museum, which was actually their family house before it became a museum. And then the corner here on Main. There are some others, like the Tin Shop up by Barney Ford and they've got a whole non-profit, the Saddle Rock Society, that heads up those efforts for them. I know that's something they've talked about, but they do things on their own terms when they're ready to take that on. But there are possibly things that we could do to incentivize.

Mr. Leas: Is there a plan for a new gondola at the south of town? (Mr. Truckey: Yes, the ski area is proposing one at the base of Peak 9, running adjacent to the Quicksilver.) (Mr. Kulick: They actually had an application and then they pulled it because of corporate reprioritization of projects. But they did just get approval from the Forest Service for the section through there, so you may see that project again sometime in the near future. It would not impact parking, because it would be adjacent to where the Quicksilver Lift is, at the base of Peak 9, which is a big bottleneck, and particularly for beginner skiers. It would really help on-mountain circulation and pull some people to utilize Peak 9. But in terms of getting people from parking to the ski area, it would have pretty minimal effect in that regard.)

Mr. Guerra: I want to address the community outreach segment again, because that is really important, and we all know how misinformed people are on what the town's doing and

the policies, especially when it comes to housing. When I see that bumper sticker, "Breckenridge, what happened?" I'm just like, "you did." People are ignorant of that and take the survey and they don't want to see development. How do we present it in a way that addresses that argument when we do that community outreach? It is really important to try to educate as well as. (Mr. Truckey: This discussion has been helpful for us to solidify some of the issues that we need to be doing outreach on and what type of consultant we need to bring in. But it's just re-emphasizing for me the need to bring in someone that's really going to be able to help do that education. Obviously it's a friendly education. If we get the right team to assist us with that, it could work out well.) (Mr. Kulick: Our experience with public engagement over a variety of topics, we've seen things that have been done poorly and things that are probably acceptable. No matter what level, there's always room for improvement. Even the projects we've done the best at community engagement when you look at the percentage overall of the town that's involved, that's still a very small percentage. Targeting what is a statistically significant population, getting feedback and education versus not achieving that. That's probably the realistic goal. Education on any topic at any level is a huge issue. It's the most difficult aspect of doing this, but it's also probably the most rewarding and the most interesting part for the staff to work on.) That's what I'm excited about; the education part. (Mr. Kulick: We're excited to look at a combination of things that have worked for us in the past, as well as exploring completely new ideas; innovative ways to address issues into the future.)

Mr. Gort: I love the idea of thinking and envisioning it in 20 years. The kids now they do everything different. They don't go to grocery stores, so you can build a grocery store so all these people can go in there, but probably in 20 years it's all going to be deliveries. It's important to interview that age bracket and to think about changing technologies. I hope that the traffic is not the same in 20 years. That will be a nightmare. We need a way to get things through the town, separate from people driving through the town. Transportation is a huge problem we have in this town. It's a safety risk for locals and guests. I encourage us to think more about it.

Mr. Smith: Do you foresee these outreaches being higher level, and then subsections? An umbrella over all these topics and then having a housing outreach session and a recreation outreach session. Is that how you're envisioning it? (Mr. Truckey: That is how I see it but we're going to see what the consultants propose. I see Phase 1 being pretty broad, goals, what are the key issues facing the community? What's your vision for the community? And then focus areas with subgroups. That's the way these processes typically work. And, how I'd see it.) (Mr. Kulick: I'd probably go back to the original sustainability plan as probably my favorite public process and we had the best turnout for that public outreach. We brought in a good team of consultants. We brought in a good keynote speaker that drew people into a larger group. We also had series of sessions that broke out into smaller groups to actually have a conversation. It was partly to educate, partly to get feedback. This is going to be a broader topic and we need to meet people at different places. That outreach campaign was entirely at Beaver Run Resort. I believe using a similar tactic, but going to other places to work with different groups, we could have had a lot more participation.)

Mr. Guerra: I know that for me, in my middle years here, I was so busy. Raising a family and working that I didn't have much time. That demographic of people in town are really important people. They're our future leaders. But right now, they're too busy. How do we reach them? How do we get them involved? Because I wasn't for a while, I was just too busy. (Ms. Gort: I'd go to the PTA meetings.) That is the demographic that is hard to pull in. And then they get disgruntled because they reach a point where they've been here 5 to 10

years, working real hard, raising a family, and they're frustrated because they don't have housing, can't afford it. Then they're misinformed and frustrated with the Town because they're not getting their needs met and they don't have time to be engaged.

Mr. Leas: You mentioned three times now raising a family, that's an important part of this. A key part of this whole thing is how we deal with the childhood daycare situation in Breckenridge. We may not solve that problem, but at least we'll discuss it, and it's an issue that they want to talk about. So that will get them in.

Mr. Guerra: You're right. And another issue about getting people in is that the people, like most of us here sitting at this table are retired, older, or moving into retirement, have more time. We don't see the world the way that they see the world. And that's a problem with government in general, you know? Older, wealthier, and whiter. All of those things. Absolutely, well meaning. I am not here criticize that, but that is the reality. We know what we wanted back when we were young, but what about young people today? And how do we get them engaged?

Mr. Leas: You have to just throw it out there. It could be preposterous, but let's get it out there, let's have a little discussion about it, and we can say, no, that's not feasible, let's not do that. But at least you get that conversation going, and that's where new ideas that nobody thought about. That's where those new ideas come from. That's how things grow and become vibrant, and you pump new life into an old situation by doing that.

Mr. Giller: What went into the 2008 plan? The plan itself and the recommendations. (Mr. Truckey: There were policies surrounding neighborhood preservation and limiting the home size. Another one said to complete a sustainability plan; that is what started the entire Sustainable Breck plan process. Those are a couple of things. One thing that did not work really well is, after the first several years, the plan sat on the shelf. It has not been an actively used document. That is typical of a plan, but we would like to create something that is more dynamic, useful, and not burying people with a million policies.) Maybe a website, an app? (Mr. Truckey: Yes.)

Mr. Kulick: If you back up a bit, its interesting some of the things that residents and visitors criticize us now in terms of how busy and congested Town is, was actually the goal of the Steve West era. At the beginning of his tenure, Breckenridge was another also-ran ski area. We didn't have any newer, slopeside lodging, and that was a big thing to remain competitive in the resort market. Our shoulder seasons were typically weak. Things closed up, and businesses were grasping at straws to get people in the doors. But a lot of the vision that that group of people, of that era, between the redevelopment of Peak 7 and 8, the development of the Highlands, some of these other things, really raised the profile of town. The Riverwalk Center, the Ice Rink, the Rec Center; it made a much more well-rounded community. The Wellington neighborhood really solidified a year-round population, which helped be more of a year-round town. But it took a long time for that to come to be. This is a little bit beyond our current plan, but you can see that there was this evolution in vision among leaders many decades past that has become a success at this point. Almost to the point where people complain about the success of the town. There's other things that have influenced, like the growth of the Front Range, but if you were to look at where the community was in the mid-'80s to now, that we are at the point that they were hoping to be. (Mr. Truckey: If you go back to some of the policies in that plan, back then it was let's make the shoulder seasons go away. Let's have year-round employment in Town. If you remember back in the days, with the two-for-ones everywhere, in September and October, and again in the spring.) (Mr. Leas: Restaurants

were just closed for two months.) (Mr. Truckey: We got our wish. The other thing was a real desire to have more hot beds in town. Let's see more things like timeshares, hotels and units that are occupied, rather than condos that are only occupied a small percentage of time. We sure got that, to a point where back in 2019, Town Council saw it as an issue and did things to address overcrowding. That is how things evolve, but businesses in Town don't want to lay off half their staff in the fall or just shut their doors. We have been successful there to a large extent.)

Mr. Guerra: I was blown away the other day by how many people were out there this past weekend. It was busy in town. Careful what you ask for.

Mr. Kulick: Twenty years is time to adjust the margins and come back to the community. There may be other things that are a priority for the people at this time. It is interesting if you look at the evolution and the vision that was pretty lofty at the time, how that has been achieved.

Mr. Giller: Is there a Town list of ideas for projects like the West Ice Area, the Riverwalk Center, the Tennis Center, Golf Course, redoing the Riverwalk behind Main Street. Is there an informal or formal list of things that the Town is considering? (Mr. Truckey: Yes, for future projects, we have our Capital Improvement Plan (CIP) which is a six-year plan. There are not a lot of iconic items on the list currently, most of it is roadway improvements.) (Mr. Kulick: We are beginning discussions regarding the upgrade to the Riverwalk 2.0. That is still something that is being envisioned and a long-term goal to see its full potential. We have a nice Riverwalk but we acknowledge that it could be improved. A lot of the capital improvement we've invested in these signature facilities and make sure that they continue to be maintained and even enhanced; the latest addition of the Rec Center, or a roof on the outdoor ice arena, and built a tennis center. It's not a completely new facility, but it's taking it to a next level.

Mr. Truckey: This was really helpful for us. I really appreciate having the dialogue, and if any of you have thoughts, feel free to reach out offline, because we're going through that process right now. We want to make sure we get pulled together the right team to assist us with this. It's going to be a big lift. We see this time we're definitely going to need to lean on consultants for part of this work extensively, but we're still going to be driving it and providing a lot of data and information for them and us to use together.

OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 6:53 pm.

Ethan Guerra, Chair

Planning Commission Staff Report

Subject: Climax Jerky Wagon Small Vendor Cart Permit Renewal, Class C Minor (PL-2025-0294)

Proposal: To renew the existing small vendor cart permit for Climax Jerky, Inc., a retail business, operating in Breckenridge since 2008. The existing vendor cart is 8’4” long, 4’4” wide and about 8’ tall, 35.69 sq. ft. total. The wagon is made of fiberglass but is wrapped with faux wood finish.

Date: October 27, 2025 (for meeting of November 4, 2025)

Project Manager: Clif Cross, Planner II

Applicant/Owner: Brooke Comai / Climax Jerky, Inc.

Address: 100 S. Main Street

Legal Description: Lincoln West Mall

Site Area: 0.395 acres (17,230 sq. ft.)

Land Use District: 19: Commercial

Historic District: Commercial Core

Site Conditions: The property is developed with the Lincoln West Mall, a mixed use two-story building with primarily retail and office uses, at the intersection of Main Street and Lincoln Avenue. The area where the cart is located is a flat concrete and brick plaza near the main entrance to the mall at the northwest corner. There is a platted “Food and Beverage Cart” area in the plaza, designated on the plat as “LCA 6A” (Limited Common Element, assigned to unit 6A).

Adjacent Uses: North: Lincoln Avenue Right-of-Way, Commercial Retail Uses
South: Commercial Retail Uses
East: Ridge Street Alley Right-of-Way, Commercial Retail Uses
West: Main Street Right-of-Way, Commercial Retail Uses

Item History

The existing Jerky Wagon has been in this location since 2008. Prior to 2008, other vendors had used this location for vending food and beverages, dating back to at least 1992.

In March 2012, the Town Council adopted a revised Vendor Cart policy in the Development Code to address the new and existing vendor carts in town. The Vendor Cart Policy 49 (Absolute) sets design standards for both large and small vendor carts. This proposal is for a small vendor cart. Since it is less than 40 square feet, the cart is required to be removed from the site each day after operations end. The existing vendor cart permit was modified for a change in cart design on November 6, 2018 and last renewed in November of 2022.

Staff Comments

This project has been noticed in accordance with Section 9-1-5 Definitions Vendor Cart, Small (H):

H. Vendor carts, small. A small vendor cart shall be processed as a class C development permit with public notice requirements per a class B development permit.

Land Use (Policies 2/A & 2/R): Vendor carts are only allowed in Land Use Districts that allow or recommend commercial uses. This property is within Land Use District 19, which recommends commercial uses.

Per the Breckenridge Land Use Guidelines, District 19: *District 19 is the community focal point and primary center of commercial activity, prominent for its historic character. It is preferred that the District remain a center of retail trade and services, with a pedestrian orientation. Commercial activities, particularly those which contribute to the solidarity of the central business district are encouraged. Ideally, this includes retail trade uses which are associated with pedestrian traffic areas.*

Staff believes this proposal meets the guidelines established for Land Use District 19. There have been no issues since the cart was located here 11 years ago. Also, considering that the condominium plat for this property specifically shows a food vendor cart in this location, staff finds the use appropriate.

Vendor Carts (Policy 49/A): This policy addresses all aspects of vendor carts, including architecture, materials, colors, seating, signage, extension cords, storage, etc. If items are not addressed by this policy, then other Development Code polices may apply. Where this policy is more restrictive, then this policy applies.

The existing vendor cart has been in this location with the same design for the past seven years. A previous cart of similar design was in the same location for 10 years. The cart is constructed of fiberglass and wrapped with a faux wood finish. Staff finds the wagon to meet the character requirements. The wagon is on rubber wheels, but the applicants will also continue to add decorative wagon wheels, as they have done previously (not used during transport), to add character to the wagon and screen the functional wheels.

A maximum of four small vendor carts may be permitted within the Conservation District. Presently, the Jerky Cart is the only permitted small vendor cart in the District.

1. General Design Standards - Within the Conservation District: *The following general design standards apply as indicated to large vendor carts and small vendor carts located within the Conservation District:*

A. All large vendor carts and small vendor carts shall be designed to blend in with the existing historic character. This shall be accomplished through the proper use of architecture, materials and site planning. In the Conservation District, large vendor carts shall complement the surrounding building character through the use of high quality materials and detailing. Placing a large vendor cart in an unfinished vacant lot with no site improvements is prohibited.

The proposed vendor cart is on a developed lot. The cart is designed like a covered wagon, which has been found by past Planning Commissions to be appropriate to the history of the western United States and the Town.

B. All large vendor carts and small vendor carts must be constructed of professional quality for use as a food vending cart.

The Jerky Wagon is constructed of quality materials. All of the food sold from the wagon is ready-to-eat and pre-packaged off-site.

C. All large vendor carts and small vendor carts must be maintained in good working condition with no broken or rusty parts. All exterior materials must be kept clean and in a neat appearance. No rusty or broken metal or chipped or broken wood is allowed. All exposed edges must be finished. All wood details and finishes must be suitable for long wear in an exterior location. All detailing, construction and finishing shall be done in a craftsman like manner.



The existing Jerky Wagon has been maintained by the cart owner in good working condition.

Specific Design Standards for Small Vendor Carts:

B. Small Vendor Carts: The following additional design and operational standards apply to small vendor carts:

1. Small vendor carts must be located on private property. **Complies.**
2. Small vendor carts may only sell food and beverages in forms suited for immediate consumption. **Complies - Only pre-packaged ready-to-eat jerky is sold from the wagon.**
3. Small vendor carts must be removed from its site and properly stored out of public view each day. **Complies - The wagon is removed from the property and stored off-site each night.**
4. If a small vendor cart is connected to the Town's municipal water system, the owner must pay water plant investment fees. If a small vendor cart is connected to the Town's municipal water system, it must also be connected to the public sanitation system. **The cart is not connected to the water or sewer system.**
5. If a small vendor cart uses a commissary kitchen, the commissary kitchen must be identified on the vendor cart permit application. If the commissary kitchen changes during the term of the permit, the small vendor cart permit holder must notify the Director within 10 days of the date of the change. **All commissary kitchens are located outside of Breckenridge.**
6. Umbrellas may be used on a small vendor cart. Tents on or at small vendor carts are prohibited. **Complies - No tents or umbrellas are proposed.**
7. All signage must be attached to small vendor cart. Free standing signage on or for a small vendor cart is prohibited. **The vendor cart previously obtained a separate sign permit.**
8. All storage boxes, cartons, and coolers used in connection with the operation of a small vendor cart shall be hidden from public view. **Complies - All storage is inside the vendor cart.**
9. No decks, tables, or outdoor seating are allowed for a small vendor cart, except one seat for the operator of the small vendor cart. **Complies - Vendors work from inside the wagon/cart. There is no outdoor seating, except one seat on some occasions for the salesperson.**
10. No external piping or plumbing is allowed. **Complies - There is no external piping or plumbing proposed.**
11. Extension cords may be used for a small vendor cart only if the cord is not located in an area where the public walks, and the placement of the extension cord does not create a public safety hazard. **Complies - Uses extension cord cover to mitigate hazards when used in winter months.**
12. Small vendor carts must be on wheels. **Complies - The wagon is on wheels.**
13. Owners of small vendor carts must obtain and maintain in full force and effect throughout the permit a valid Town of Breckenridge business license. **Complies - Staff has not received any complaints and has no record of violations of the existing cart, which has a valid business license.**
14. All signs for a small vendor cart shall be subject to the Breckenridge Sign Code. The maximum allowed sign area for a small vendor cart is 66% of the linear frontage of the cart. **Complies.**

15. The operator of a small vendor cart shall comply with all applicable health regulations with respect to the operation of the small vendor cart. **Complies.**

Point Analysis (Section: 9-1-17-3): Staff finds no reason to assess positive or negative points for this application.

Staff Decision

The Planning Department has approved Climax Jerky Wagon Small Vendor Cart Permit Renewal, PL-2025-0294, located at 100 S. Main Street, Lincoln West Mall, with the attached findings and conditions.

TOWN OF BRECKENRIDGE

Climax Jerky Wagon Small Vendor Cart Permit Renewal
Small Vendor Cart Permit
100 S. Main Street
PL-2025-0294

FINDINGS

1. The project is in accord with the Development Code and does not propose a prohibited use.
2. The project will not have significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives, which would have less adverse environmental impact.
4. This approval is based on the staff report dated **October 27, 2025**, and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on **November 4, 2025**, as to the nature of the project. In addition to Commission minutes, the meetings of the Commission are tape-recorded.

CONDITIONS

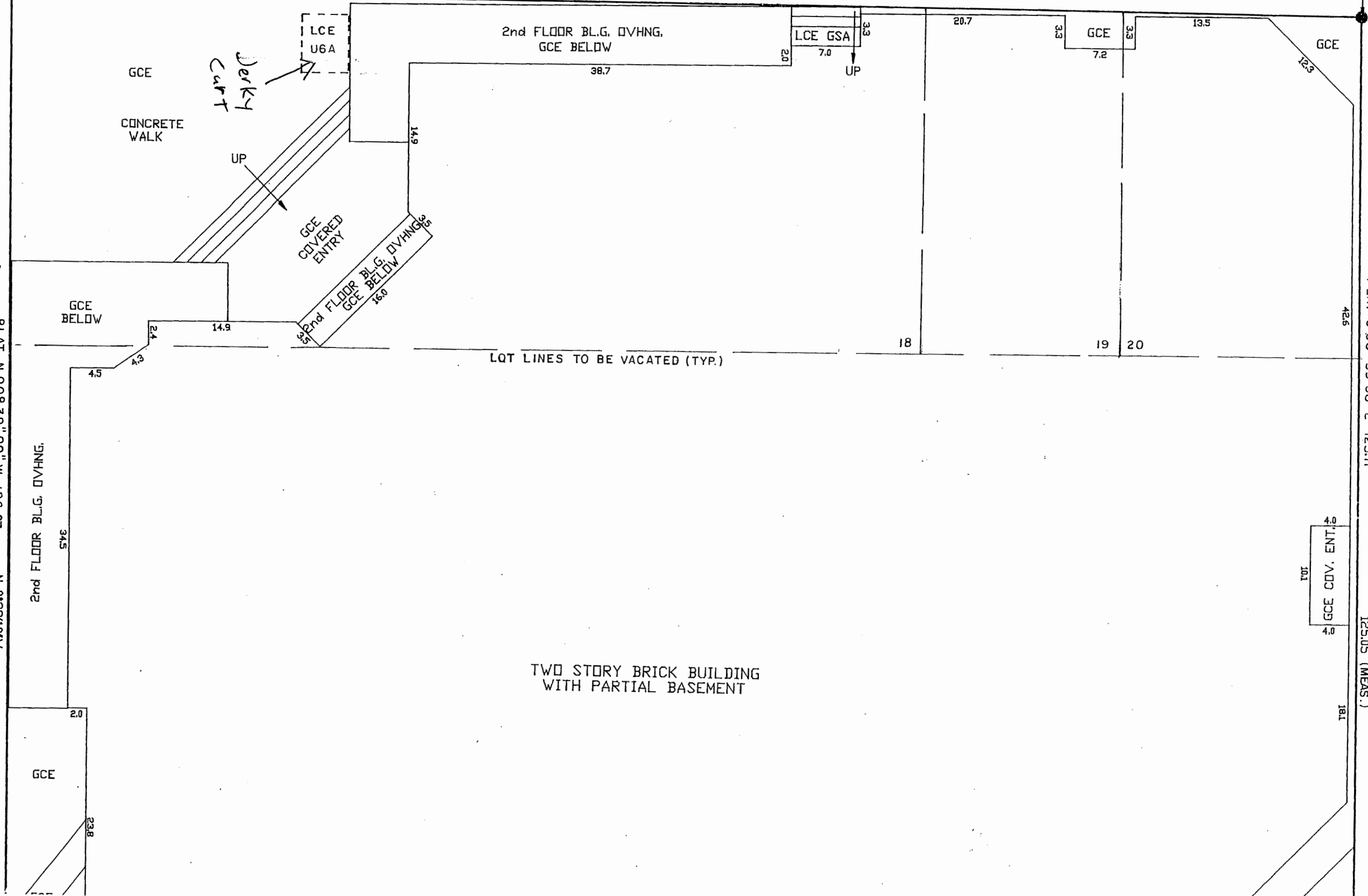
6. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
7. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
8. This permit expires three (3) years from the original date of issuance, on **November 11, 2028**. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be three (3) years, but without the benefit of any vested property right.
9. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made in the application.
10. Applicant shall meet Policy 9-1-5 49/A (B) Small Vendor Carts.
11. Applicant shall remove the small vendor cart from its site and properly stored out of public view at the end of each business day.
12. All signage must be attached to a small vendor cart. Free standing signage on or for a small vendor cart is prohibited. A separate sign permit is required for this small vendor cart if altered.
13. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any operational or material deviation from the approved plans and specifications without Town approval as a modification may result in the Town legal action under the Town's development regulations.

14. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of compliance for the project covered by this permit. The determination of whether a certificate of compliance should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.
15. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.
16. This permit is for the operation of one (1) small vendor cart operated by the applicant. The applicant has permission to place this mobile vendor cart at 100 S. Main Street, Lincoln West Mall.
17. The applicant shall place the small vendor cart on private property in a manner that allows not only safe passage of other vehicles and pedestrians, but also safe access to the mobile vendor cart by potential customers.
18. Applicant shall provide a trash receptacle and recycling on the vending trailer for wrappers and other trash generated by the sale of food or drinks for sale. Applicant shall be responsible for keeping the area around the vendor cart free of trash and litter. The applicant shall not place trash in the Town's trash receptacles.
19. Applicant shall maintain adequate access to and from nearby buildings and sidewalks. Applicant's vendor cart shall not be placed in a way to obstruct pedestrian traffic or to become a nuisance.
20. Applicant shall maintain adequate insurance. Prior to issuance of a business license, a copy of the insurance policy shall be submitted to the Town Attorney for his review and approval. The policy shall include a provision requiring that the Town be notified when the policy lapses.
21. This permit is for one temporary vendor cart to be used only for the sale of food and beverages in a form suitable for immediate consumption. The vendor cart approved by this permit shall not be used for the sale of products, goods or services other than food in a form suited for immediate consumption. The cart shall not be used for the distribution of commercial handbills.
22. All items available for sale shall be contained within the vendor cart.

25.00

PLAT EAST 137.00

S90°00'00"E - BASIS OF BEARINGS (FROM RECORD PLAT)
136.94 (MEAS.)



PERMITS LICENSE
PERMIT RECEPTION
366016

PLAT N 00° 39' 00" W 126.67

N 0° 39' 10" W
126.59 (MEAS.)

2nd FLOOR BL.G. DIVHNG.

GCE

34.5

2.0

23.8

GCE BELOW

4.5

14.9

2.4

4.3

2nd FLOOR BL.G. DIVHNG.
GCE BELOW

14.9

16.0

2nd FLOOR BL.G. DIVHNG.
GCE BELOW

38.7

2.0

LCE GSA

3.3

UP

7.0

20.7

3.3

GCE

7.2

13.5

GCE

4.8
10.1
10.1
18.1

PLAT S 00° 39' 00" E 125.11

S 0° 39' 41" E
125.05 (MEAS.)

LQT LINES TO BE VACATED (TYP.)

TWO STORY BRICK BUILDING
WITH PARTIAL BASEMENT

ALLEY

- NO
- 1) G
- 2) L
- 3) E
- 4) E
- fr
- er
- 5) M
- 6) B
- e
- ar
- Pr

BRE

Appr
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BRE

Appr
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street

ATTE



Memo

To: Planning Commission
From: Duke Barlow, Open Space & Trails Manager
Date: 10/28/2025 10/28/2025 (for meeting of 11/4/2025)
Subject: McCain Open Space Plan Discussion

Summary

A consulting team comprised of THK Associates, ERO, and CDR Associates (THK) has been hired by the Town to create a McCain Open Space Design and Management Plan for the open space parcels of the greater McCain property. The consulting team began their work in May, 2025, Final Deliverables are due on December 31, 2025, and representatives from THK will be in attendance to present and discuss their draft version of the Final Concept Plan.

Background

When the McCain property was initially acquired by the Town, 30 percent of the purchase price was paid for out of the Open Space fund. This 30 percent roughly equated to the area on McCain that is west of the Blue River and designated as Open Space Tract 10B in the McCain Master Plan. In order to formalize the 15 acres on Tract 8 also designated in the master plan as open space, the Council approved an allocation of \$115,000 from



the Open Space fund to repay the Town's General Fund for the 15 acres in 2021. Tracts 8 and 10B in the McCain Master Plan are the portions of the McCain Parcel subject to this Open Space Design and Management Plan. The west side of the Blue River, part of Tract 10B, is intended to be preserved as wildlife habitat and the management plan should prohibit public access to this portion of the open space.

The Town has made several significant investments in restoring the section of the Blue River that runs through Tract 10B. The first river restoration project on the McCain Parcel was designed and constructed in 2016 and landscaped in 2017. In 2019, that project failed during peak run-off. The river failed to overtop its banks and connect to the floodplain, resulting in severe cutting and erosion of the entire river segment. The Town then hired Ecological Resource Consultants (ERC) to rebuild the failed segment of the river with a natural and dynamic floodplain system that was constructed in 2022. This current river alignment is designed to overtop its banks during spring runoff every 3-5 years on average, as it did in 2024. Design and management planning need to account for this expected

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

periodic overflow of the Blue River, annual flow through the overflow channel, and the natural migration of the river within the floodplain. ERC is contracted through 2025 for weed mitigation, Army Corps of Engineering monitoring, and minor repairs to the riverbanks.

After THK’s completion of the McCain Open Space Design and Management Plan, staff plan to begin implementing recommended design concepts in 2026 and open the property to public access in spring 2027.



This timeline aligns with ERC’s current revegetation efforts on the parcel.

Programming for these tracts envisions a mix of natural surface and artificially hardened trails for non-motorized recreation, designed to withstand seasonal overflow. Planned elements include hiking

and biking routes, formalized river engagement points, realignment of the paved recreation path, public gathering places, inclusive all-persons trails, and prevention of the development of user-created social trails. The overall emphasis is on strengthening connectivity to nearby housing and public lands. THK will be attending the Planning Commission meeting to present the plan for the programming of the 15-acre open space property. The plan shown above provides the location of the proposed improvements and programming on the property.

Public outreach/engagement

Public engagement has been a key component of the design process and was divided into three phases. Each phase included input from BOSAC, Town Council, nearby residents, and other key stakeholders, with each round of feedback guiding an evolving design concept. Details of the second phase of public engagement are outlined in the attached report, and THK will be able to provide an update on feedback received in this current, and final, engagement phase during the meeting.

Financial Implications

The 2025 Open Space and Trails budget includes funding for a planning consultant to support the McCain Parcel project. The Five-Year Capital Improvement Plan includes \$550,000 for initial implementation costs in 2026. Once a final McCain Open Space Design and Management Plan has been approved, staff will work to implement additional programming recommendations in subsequent years through a phased approach.

Equity Lens

Community outreach was identified as a key component of the design process, with specific emphasis on engaging nearby residents of the property, many of whom may not typically participate in Town or open space planning efforts due to economic or language barriers. Additionally, the flat terrain and central location of the McCain Parcel provide a rare opportunity to provide open space access for all ages and abilities, including those with physical disabilities.

Staff Recommendation

Staff recommend the Planning Commission take this opportunity to share any questions or comments with THK as they finalize their work on the McCain Open Space Design and Management Plan.

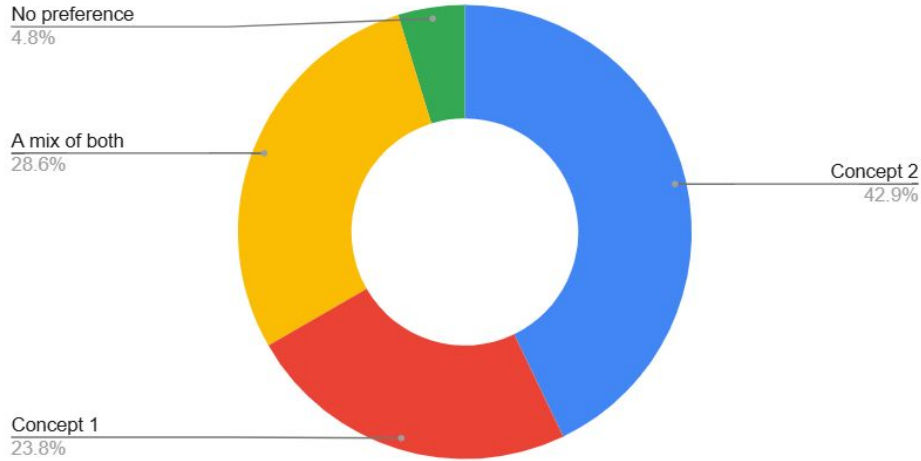
Phase 2 Engagement: Design Concept Feedback



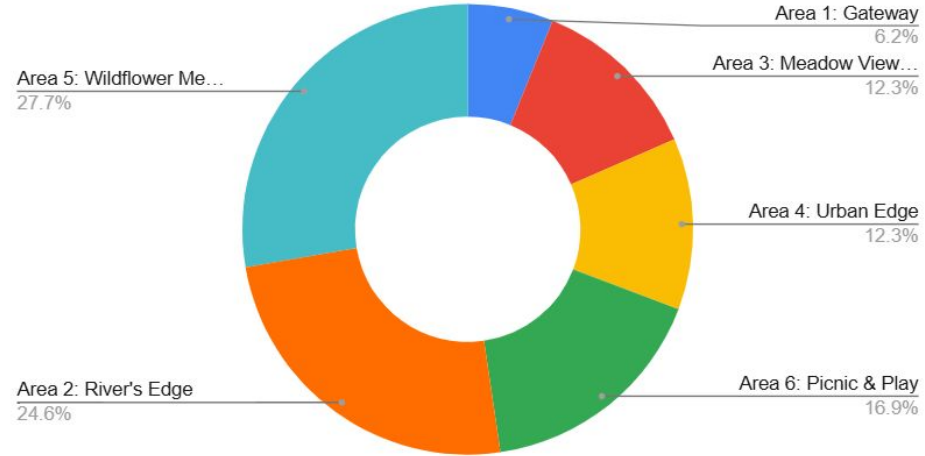
- August 18: BOSAC Presentation
- August 20: Community Meeting @ Rec Center
- September 4: Community Meeting @ Vista Verde
- September 9: Town Council Presentation
- StoryMap: 721 views
- Concept Feedback Survey: 25 responses
- Coordination Meetings (BSEAC, USFS, CPW, Breck Create, Breck History, BOEC, Public Works)

Phase 2 Engagement: Design Concept Feedback

McCain Open Space Community Design Concept Preferences



McCain Open Space Community Feature Area Preferences



Up Next: Phase 3 Engagement



- October 20: BOSAC Presentation
- October 23: Community Meeting @ Rec Center
- November 4: Planning Commission
- November 11: Town Council Presentation
- StoryMap (Will update with community meeting presentation)
- Question and Comment Form (Ongoing)



Final Report & Management Plan Outline

I. Introduction

- Consultant Team Introduction
 - Other contributors/organizations
- Breckenridge Open Space & Trails - Strategic Goals
 - 4 Strategic Goals
 - Interplay & Approach
- Master Plan Objectives
- Definitions

II. Environmental Assessment

- Existing Environmental Conditions
 - Environmental Site Assessment
- Resource Management Plans
- Natural Resource Restoration

III. Planning and Design Process

- Site Analysis
 - Site Access & Context Map
 - Site Grading & Drainage Map
 - Visual Analysis Map
 - Viewsheds
 - Opportunities Map
- Community Engagement Process (*Laura providing more info*)
 - Engagement Phases
 - Story Map
 - Community Meetings
 - Surveys
- Concept Development
 - Precedents
 - Concept 1
 - Concept 2

IV. Final Design Concept

- Final Concept Plan
- Feature Areas

V. Open Space Management Recommendations

- Maintenance
- Implementation/Cost Estimate
- Other Considerations (Winter Sports, Art Show)
- Public Works/Stakeholders
- Stewardship program
 - Involve citizens & volunteer organizations