



TOWN OF
BRECKENRIDGE

Town Council Work Session
Tuesday, August 12, 2025, 2:00 PM
Town Hall Council Chambers
150 Ski Hill Road
Breckenridge, Colorado

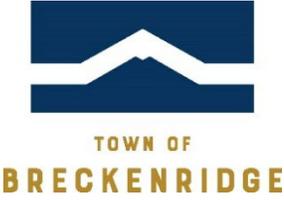
THE TOWN OF BRECKENRIDGE CONDUCTS HYBRID MEETINGS. This meeting will be held in person at Breckenridge Town Hall and will also be broadcast live over Zoom. Join the live broadcast available by computer or phone: <https://us02web.zoom.us/j/82918442465> (Telephone: 1-719-359-4580; Webinar ID: 829 1844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

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

- I. RUNWAY NEIGHBORHOOD GROUNDBREAKING (2:00-3:00PM)**
- II. RRC PRESENTATION ON CAPACITY DASHBOARD (3:00-3:30PM)**
RRC PRESENTATION ON CAPACITY DASHBOARD
- III. BRECKENRIDGE TOURISM OFFICE BOARD JOINT MEETING (3:30-4:15PM)**
BRECKENRIDGE TOURISM OFFICE BOARD JOINT MEETING
- IV. PLANNING COMMISSION DECISIONS (4:15-4:20PM)**
PLANNING COMMISSION DECISIONS
- V. LEGISLATIVE REVIEW**
- VI. MANAGERS REPORT (4:20-4:50PM)**
PUBLIC PROJECTS UPDATE
MOBILITY UPDATE
SUSTAINABILITY UPDATE
HOUSING UPDATE
OPEN SPACE UPDATE
COMMITTEE REPORTS
HR UPDATE
BRECKENRIDGE EVENTS COMMITTEE
MANAGER'S UPDATE
- VII. OTHER (4:50-5:10PM)**
BRECK CREATE REPORT
- VIII. PLANNING MATTERS (5:10-6:15PM)**
ASPEN ALLEY TRAIL SEASONAL USE RESTRICTIONS

2024 INTERNATIONAL ENERGY CONSERVATION CODE ADOPTION
RUNWAY NEIGHBORHOOD VERTICAL PRICING UPDATE

IX. EXECUTIVE SESSION FOR NEGOTIATIONS AND LEGAL ADVICE (6:15-6:55PM)



Memo

To: Town Council
From: Julia Puester, AICP, Assistant Town Manager
Date: August 4, 2025 (for August 12, 2025)
Subject: Capacity Dashboard Update Presentation

Town Council Goals

- | | | | |
|-------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | More Boots & Bikes, Less Cars | <input checked="" type="checkbox"/> | Leading Environmental Stewardship |
| <input checked="" type="checkbox"/> | Deliver a Balanced Year-Round Economy | <input checked="" type="checkbox"/> | Hometown Feel & Authentic Character |
| <input type="checkbox"/> | Organizational Need | | |

Summary

Town staff engaged the services of RRC to update the 2023-2024 Capacity Dashboard. RRC will review the 2024-2025 Capacity Dashboard season update and the attached narrative summary with Town Council. Staff and RRC will be available for questions.

Background

In 2022, the Town Council voiced concerns that Town seemed more congested and we were experiencing more impacts to Town infrastructure. To address this, the Council directed staff to engage a study to determine if it was a perception or reality that Town was experiencing an increase in congestion and crowding in Town, which was updated with 2023-2024 seasonal data. The original intent of the dashboard was to answer the following questions:

1. Is Town seeing a significant increase in the number of people in the area over the past 5 years?
2. If so, what is the makeup and share of residents, commuters, and visitors contributing to this increase?
3. What does the data tell us regarding future projections of these trends? Which metrics are most useful for the Town to monitor and track year-over-year to better understand changes in visitation and growth over time?

In the 2024-2025 capacity dashboard update, we have seen some fluctuations of some indicators, altering the upward trends intended for the dashboard to monitor. This shift may also be worth monitoring as economic conditions morph over time. However, the difference to date are fairly minor in scale and will require additional data throughout 2025 to understand if trends change significantly.

Although many data sources were explored, some were not utilized if data points were not readily available, found to be irrelevant, unreliable, or inconsistently collected. The primary indicators found to provide the most relevant available data to date and therefore monitored include:

1. Traffic Counts
2. Sewer Usage
3. Parking Counts (new)
4. Average Daily Room Nights

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.

5. Lodging Occupancy
6. Sales Tax
7. Transit
8. Mobile location data (cell phone data)- Partial update for 2024-2025 as it does not include data at the originating County level.

Findings Summary

The visitation of travelers originating from over 50 miles away from Datafy is a key indicator that should be monitored going forward into 2025 as it is too early to determine if there is a trend as it has fluctuated thus far. Traffic counts at Highway 9/Tiger Rd were slightly up 2025 over 2024 yet parking counts continued to trend downward since 2023. Lodging room nights were down this winter and although occupancy rate trended upward, this is likely due to a loss of available lodging inventory year over year. Sewer data was fairly consistent throughout the winter which can be a sign of units being occupied, although usage has dropped from May, June and July compared to 2024. Lastly, correlating sales tax revenue between winter 2024 and 2025 (pg. 10 of narrative), and sales tax across business types were stable with the primary exception of the decrease from management companies.

The attached narrative delves into further analysis.

Public outreach/engagement

There has been no public outreach or engagement for this process as it involves established data set collection. Staff has reviewed the information with the Breckenridge Tourism Office and incorporated feedback. The capacity dashboard is not a public-facing tool on the website, although this concept has been discussed previously. Should the Council direct staff to publish the information, staff would work to create an effective document which would allow the public to access the information while providing explanation of the indicators or have the narrative available on the Town's new Business Resource webpage.

Financial Implications

There are no direct financial implications of the capacity dashboard as it was developed as a monitoring tool. The dashboard, however, can be utilized to inform future decisions based on past trends and actions.

Equity Lens

This tool does not directly further any of the Blueprint's goals or objectives in the Equity Lens. Nevertheless, decisions made in part using data from the dashboard should consider those that would result in more equitable or inclusive outcomes.

Staff Recommendation

No action is required. RRC and staff will be available for Council questions and comments.

ATTACHMENTS:

RRC 2024/2025 Indicator Comparison Narrative

TOWN OF BRECKENRIDGE 2024/25 INDICATOR COMPARISON



PREPARED BY:

RRC Associates

4770 Baseline Road, Suite 355

Boulder, CO 80303

www.rrcassociates.com



PREPARED FOR:

Town of Breckenridge, CO

2025 Visitor Capacity Dashboard

July 2025



Introduction

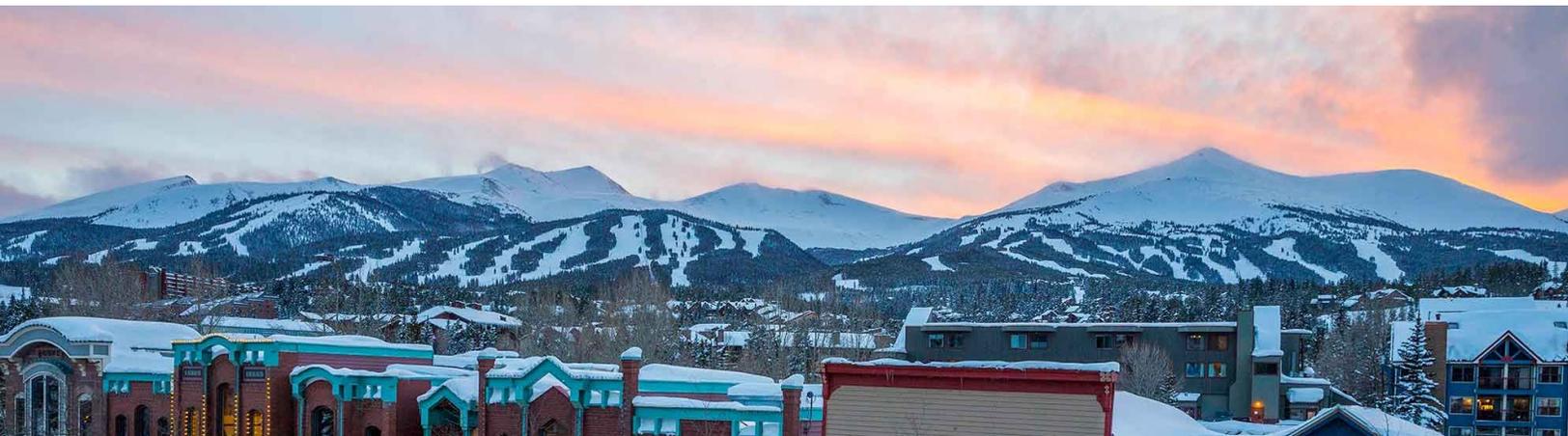
The Town of Breckenridge Visitor Capacity dashboard began in 2022 and has had ongoing updates through 2025. The project initially began to assess the capacity of visitation to Breckenridge and gauging various data sources to monitor over time. Through the original process, seven key data sources were identified as important to track through an online dashboard, defined as the “Breckenridge Visitor Capacity Dashboard.” This publicly accessible dashboard was hosted online and updated on an annual basis to compare trends in the key data sources each year. This report details the 2025 update along with comparisons of the past three years of data.

Datasets

Table 1: Dashboard Datasets

Dataset	Data Source	Updated Through
Traffic	CDOT	May 2025
Sewer Use	Town of Breckenridge	July 2025
Parking	Town of Breckenridge	April 2025
Lodging	Inntopia	May 2025
Revenue	Town of Breckenridge	May 2025
Transit	Town of Breckenridge	April 2025
Mobility	Datafy	May 2025

The datasets included within the dashboard are displayed in Table 1. A variety of sources have been vetted and used over time, but these seven datasets were deemed the most relevant to visitor capacity with the ability to most seamlessly update over time. Because each dataset is published at a different cadence, most are updated through either April or May 2025.

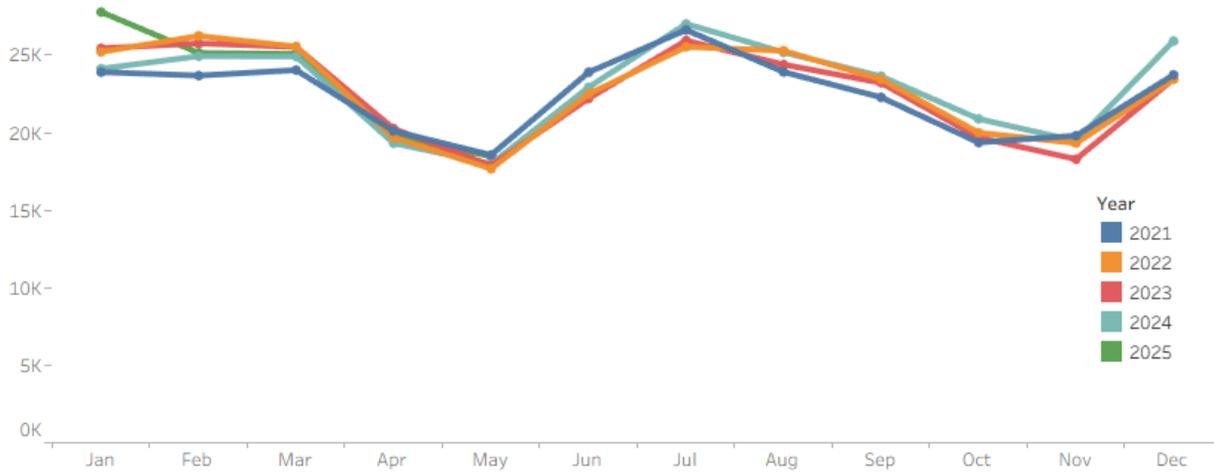


Analysis & Comparisons

Traffic Count Data

TRAFFIC COUNT DATA

Average Daily Total (SH 9 - Tiger Rd) (Source: CDOT)



The traffic count data at SH 9 – Tiger Road reveals a consistent seasonal pattern across all years, with noticeable dips in the spring months and peaks in both winter and summer (an expected finding). Winter and summer consistently emerge as the busiest periods, aligning with peak tourism seasons, while traffic volumes drop in April and May, reflecting a lull in visitation during the shoulder season. Despite minor year-to-year fluctuations, the overall trend indicates sustained high use, with recent data suggesting continued elevated activity, particularly in early winter.

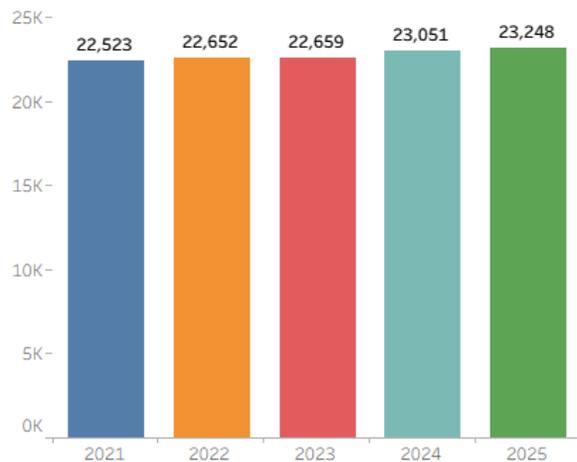
TRAFFIC COUNT DATA

Average Daily Total (SH 9 - Tiger Rd)

	2021	2022	2023	2024	2025
Jan	23,905	25,209	25,440	24,126	27,781
Feb	23,681	26,236	25,758	24,932	25,139
Mar	24,035	25,549	25,528	24,912	25,076
Apr	20,103	19,680	20,256	19,320	19,749
May	18,562	17,675	17,876	17,982	18,472
Jun	23,894	22,484	22,208	22,924	
Jul	26,627	25,537	25,938	27,016	
Aug	23,910	25,280	24,391	25,182	
Sep	22,280	23,440	23,216	23,633	
Oct	19,365	19,997	19,684	20,890	
Nov	19,809	19,321	18,289	19,465	
Dec	23,732	23,437	23,455	25,907	

TRAFFIC COUNT DATA

Average Daily Total (SH 9 - Tiger Rd)





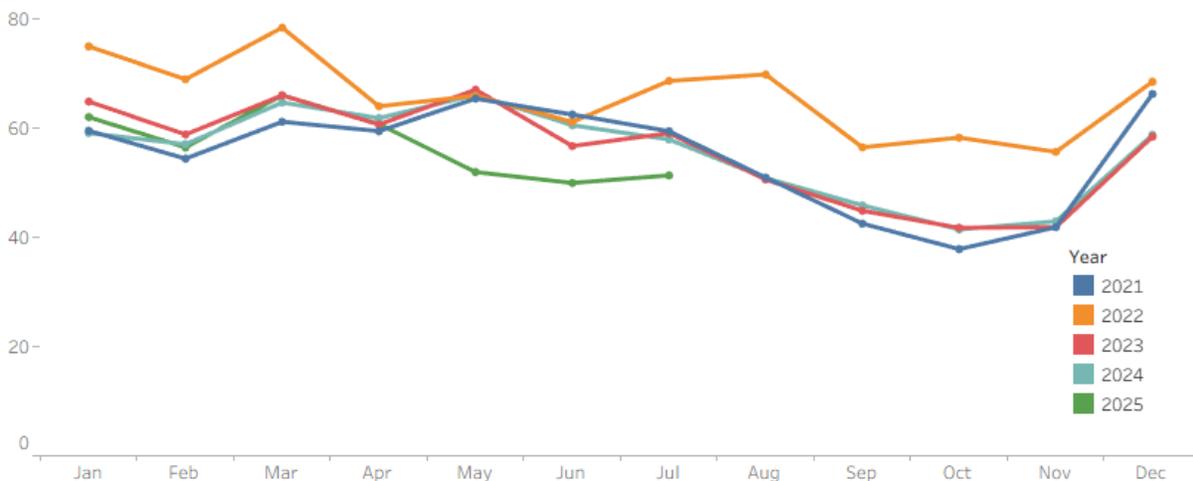
January 2025 stands out as the highest single-month average in the five-year span, exceeding all previous years, which could be a potential indicator of a particularly strong winter season. While 2021 through 2023 show relatively stable patterns, 2024 and 2025 have trended higher overall, especially during peak months. July 2024 posted the highest summer volume on record, and early data from 2025 suggests that traffic may continue to exceed previous years if trends hold. These recent increases point to sustaining and possibly growing pressure on the transportation infrastructure during peak visitation periods, a topic that has been discussed over time across roadways in Summit County.

Average daily traffic volumes along SH 9 at Tiger Road have steadily increased over the past five years. From 2021 to 2025, traffic counts have risen each year, with 2025 reaching the highest average to date. This upward trend highlights growing overall use of the corridor and reinforces the pattern of sustained pressure on local infrastructure.

Sewage Use Data

SEWER DATA

Millions of gallons (Source: Upper Blue Sanitation)



Sewer data, measured in millions of gallons, shows clear seasonal variation across all years, with higher usage in winter and early summer months, and a consistent decline through late summer into fall. 2022 stands out with notably higher volumes throughout the year, suggesting elevated occupancy or visitation during that time. In contrast, 2024 reflects some of the lowest usage levels, especially during the fall. Despite year-to-year fluctuations, overall patterns align closely with seasonal visitation and population shifts. However, 2025 shows significant declines in May, June and July 2025 compared to other years.

SEWER DATA

Millions of gallons *(Source: Upper Blue Sanitation)*

	2021	2022	2023	2024	2025
Jan	59.5	75.0	64.9	59.1	62.0
Feb	54.4	69.0	58.8	57.1	56.5
Mar	61.2	78.4	66.0	64.7	66.0
Apr	59.5	64.0	60.7	61.8	60.8
May	65.4	66.0	67.1	66.1	52.0
Jun	62.5	61.1	56.7	60.5	50.0
Jul	59.4	68.7	59.1	57.9	51.4
Aug	51.0	69.8	50.6	50.9	
Sep	42.5	56.5	44.9	45.9	
Oct	37.8	58.3	41.8	41.5	
Nov	41.9	55.7	41.9	42.9	
Dec	66.3	68.5	58.5	58.8	

Drilling a bit deeper, sewer usage data shows seasonal highs in the winter and spring, with 2022 standing out as the highest-use year, especially in March, which peaked at 78.4 million gallons. In comparison, 2024 has remained moderate and consistent, with no extreme highs or lows. That said, 2025 data shows a fairly substantial drop during May, June, and July 2025 compared to 20024. (Note: Sewer usage is impacted by other factors, too, such as improved technology and infrastructure)

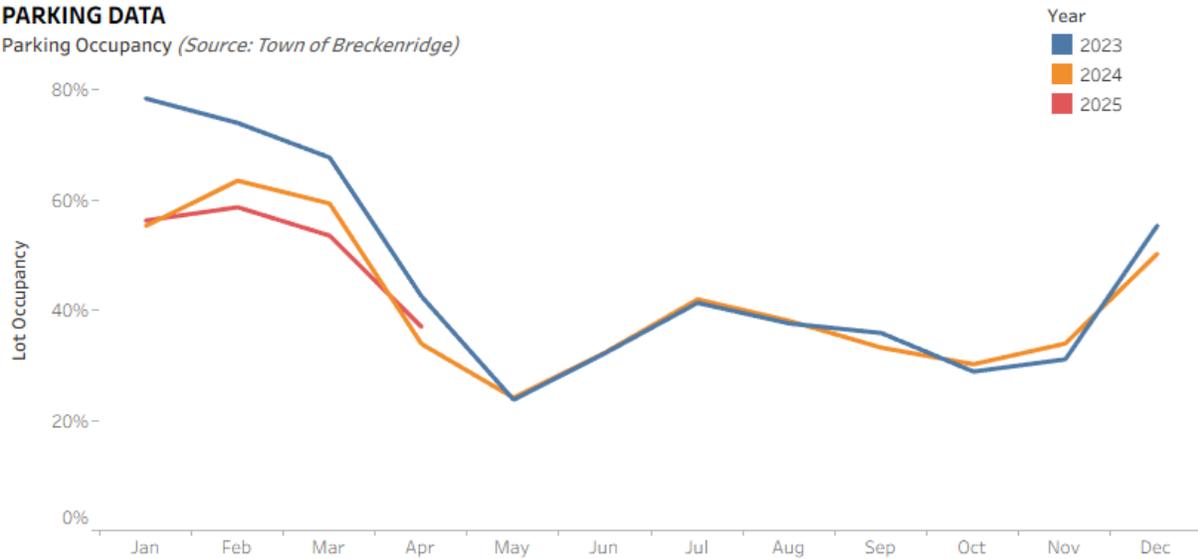




Parking Occupancy Data

PARKING DATA

Parking Occupancy (Source: Town of Breckenridge)



Parking occupancy data, provided by the town of Breckenridge, indicates a fairly consistent pattern over time. Only two complete years of data are available for 2023 and 2024. Both years show a mostly consistent pattern; however, 2024 had a lower capacity winter season. January-May 2024 are roughly 5-20% below in parking occupancy compared to 2023. Winter 2025 (through April) shows a decline in February and March, but a rebound for April.

PARKING DATA

Parking Occupancy (Source: Town of Breckenridge)

	2023	2024	2025
Jan	78%	55%	56%
Feb	74%	63%	59%
Mar	68%	59%	54%
Apr	42%	34%	37%
May	24%	24%	24%
Jun	32%	32%	32%
Jul	41%	42%	41%
Aug	38%	38%	38%
Sep	36%	33%	36%
Oct	29%	30%	29%
Nov	31%	34%	31%
Dec	55%	50%	50%

Looking at these metrics in a different light, parking occupancy in January 2024 (55%) was down 23 percentage points from January 2023 (78%). The beginning of the winter season for 2025 also showed a continued downtown in parking occupancy, suggesting a



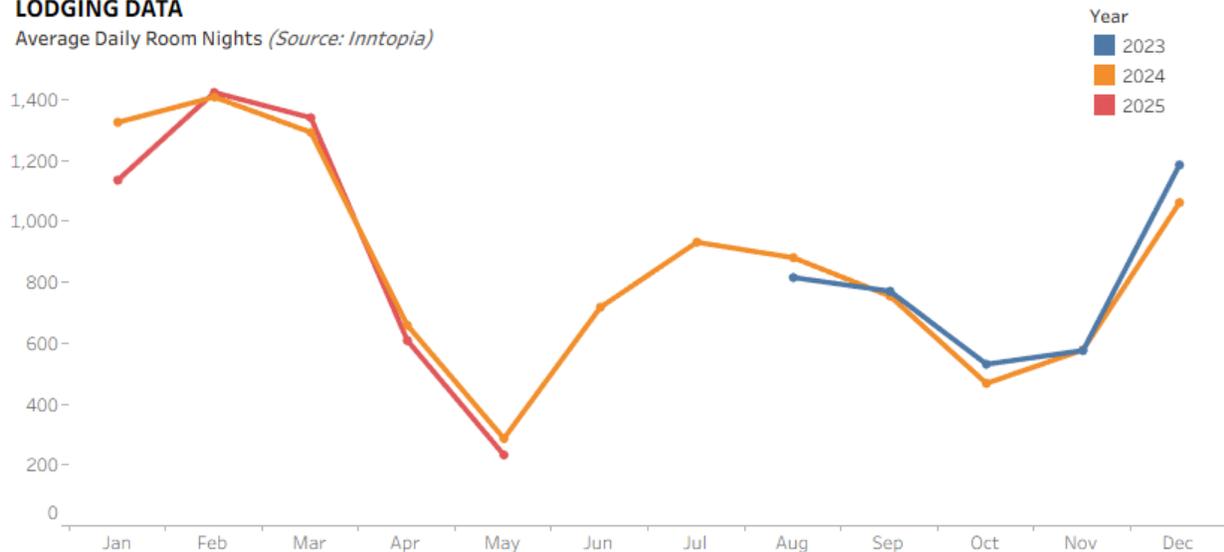
potentially longer-term trend of parking not filling up as much as past years. Further monitoring is recommended to understand these trends as the winter of 2026 approaches.

Lodging Occupancy Data (Data courtesy of Inntopia)

Note that these data have been adjusted to provide the best comparison to 2025 data. Official numbers from prior years may differ.

LODGING DATA

Average Daily Room Nights (Source: Inntopia)



*Note: The number of available lodging units change year-over-year and may alter the indicator data

LODGING DATA

Average Daily Room Nights (Source: Inntopia)

	2023	2024	2025
Jan		1,326	1,136
Feb		1,409	1,424
Mar		1,293	1,341
Apr		659	609
May		287	233
Jun		718	
Jul		932	
Aug	816	881	
Sep	771	755	
Oct	531	468	
Nov	576	578	
Dec	1,186	1,062	

LODGING DATA

Occupancy Rate (Source: Inntopia)

	2023	2024	2025
Jan		65%	67%
Feb		81%	84%
Mar		74%	76%
Apr		39%	37%
May		17%	15%
Jun		42%	
Jul		62%	
Aug	46%	52%	
Sep	43%	45%	
Oct	27%	30%	
Nov	29%	34%	
Dec	59%	62%	

Average daily room rates in Breckenridge have been collected since August 2023 for this dashboard and summary. A change in data sources in 2024 allows for some comparisons but more data over time will tell a more complete story. As a comparison, January 2024 saw a higher number of room nights compared to 2025, but the occupancy rate remained steady. Because of the small shift in numbers, the data is assumed to be close to the



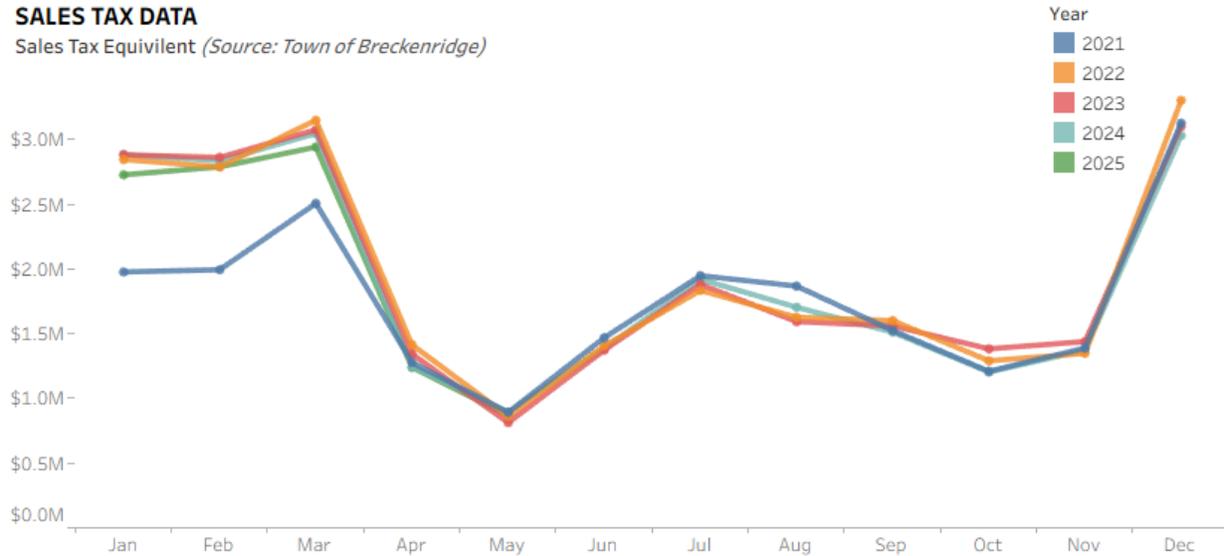
margin of error. The occupancy rate of Breckenridge has seen fluctuations since 2023 with May being the lowest month in overall occupancy.

Sales Tax Revenue Data

Sales tax revenue data is collected by the Town of Breckenridge on a monthly basis. The data below summarize sales tax business activity data from 2021 through May of 2025.

SALES TAX DATA

Sales Tax Equivalent (Source: Town of Breckenridge)



SALES TAX DATA

Sales Tax Equivalent (Source: Town of Breckenridge)

	2021	2022	2023	2024	2025
Jan	\$1.98M	\$2.85M	\$2.88M	\$2.89M	\$2.73M
Feb	\$2.00M	\$2.79M	\$2.86M	\$2.84M	\$2.79M
Mar	\$2.51M	\$3.15M	\$3.08M	\$3.05M	\$2.94M
Apr	\$1.28M	\$1.41M	\$1.34M	\$1.25M	\$1.24M
May	\$0.89M	\$0.86M	\$0.81M	\$0.90M	\$0.87M
Jun	\$1.47M	\$1.41M	\$1.37M	\$1.39M	
Jul	\$1.95M	\$1.84M	\$1.88M	\$1.92M	
Aug	\$1.87M	\$1.63M	\$1.59M	\$1.70M	
Sep	\$1.52M	\$1.60M	\$1.56M	\$1.51M	
Oct	\$1.21M	\$1.29M	\$1.38M	\$1.20M	
Nov	\$1.39M	\$1.35M	\$1.44M	\$1.37M	
Dec	\$3.13M	\$3.30M	\$3.10M	\$3.03M	

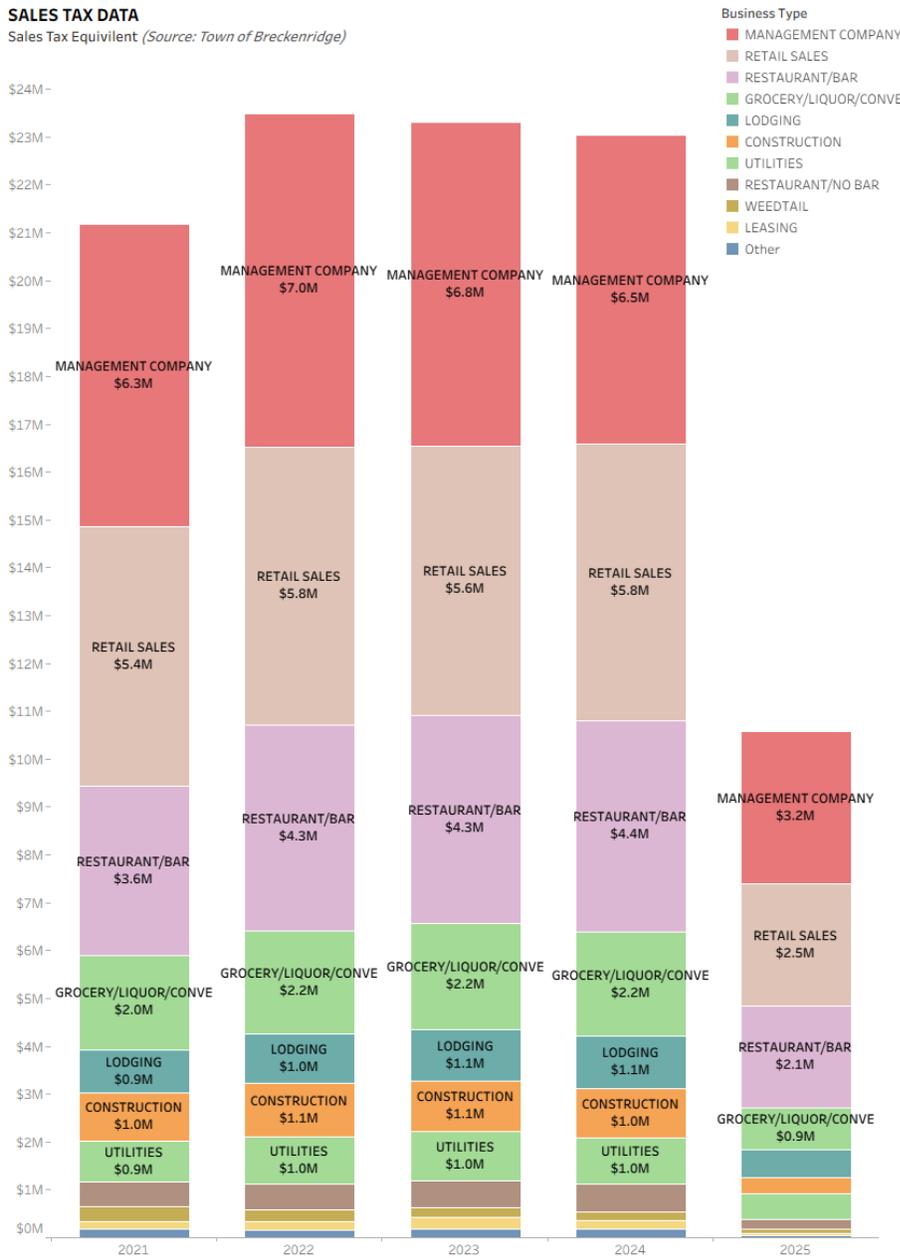
As a trend, the overall sales tax revenue data for the Town of Breckenridge follows a similar pattern, with some small exceptions. The winter of 2021 saw a major downturn compared to all other years, signaling the impact of COVID-19 during that season. The winters of 2022-2024 had almost identical sales tax revenues with slight increases each season. However, 2025 has seen a reverse of the trend with the lowest sales tax collections since



2021. Further tracking 2025's sales tax collections will be important to understand if changes in the tourism market are having a significant impact on overall collections.

SALES TAX DATA

Sales Tax Equivalent (Source: Town of Breckenridge)



*Note: 2025 only includes through April, compared to full years for each other year.

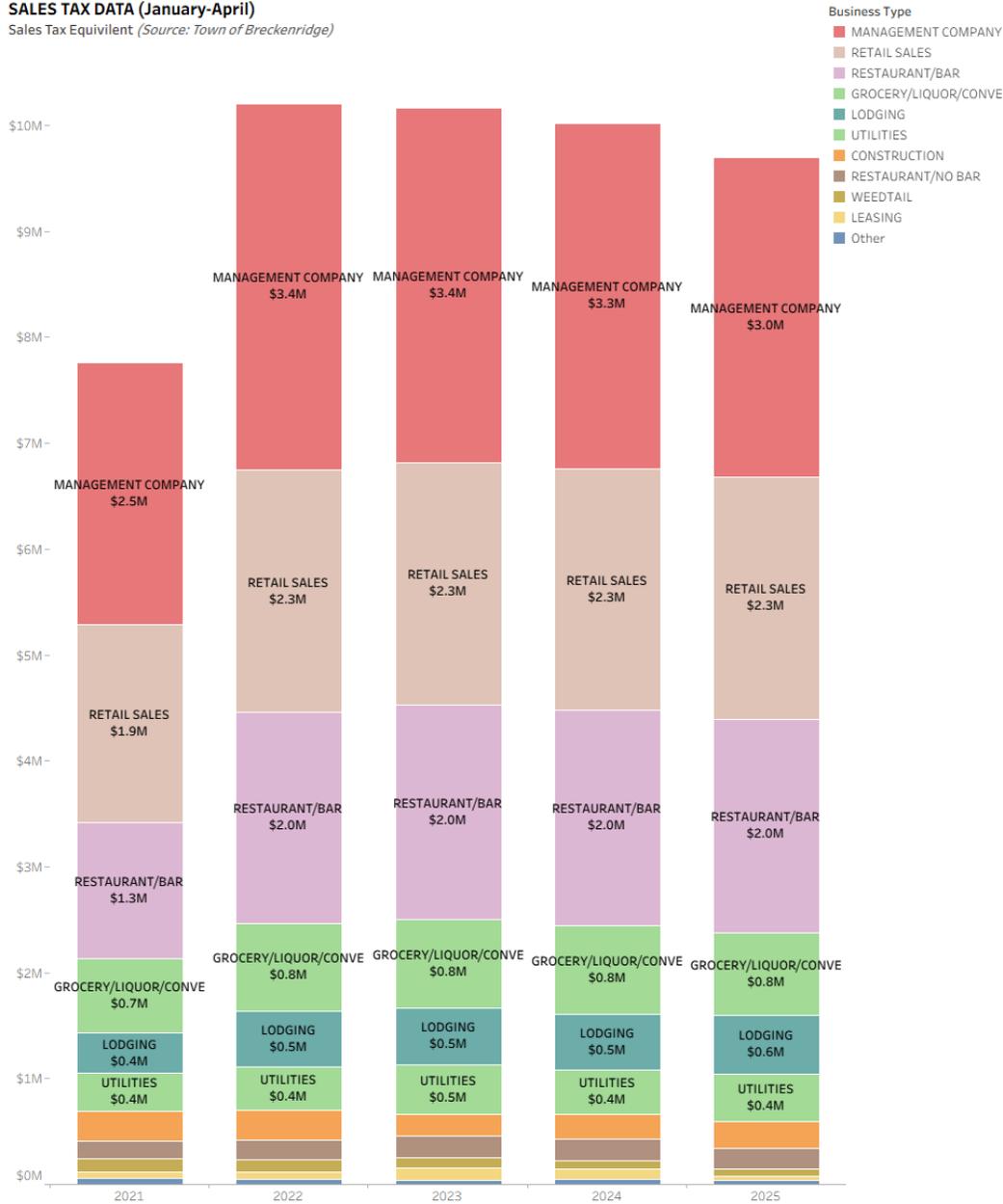
Breaking it down further to business type, management companies have consistently led in sales tax contributions, peaking at \$7.0M in 2022, followed by strong showings in retail sales and restaurants/bars. The 2025 data, updated through May only, appears significantly lower across all business types, particularly in management companies, retail, and



restaurants. This drop is expected due to the partial year and does not necessarily indicate a decline in activity, but rather reflects the incomplete nature of the current data.

SALES TAX DATA (January-April)

Sales Tax Equivalent (Source: Town of Breckenridge)



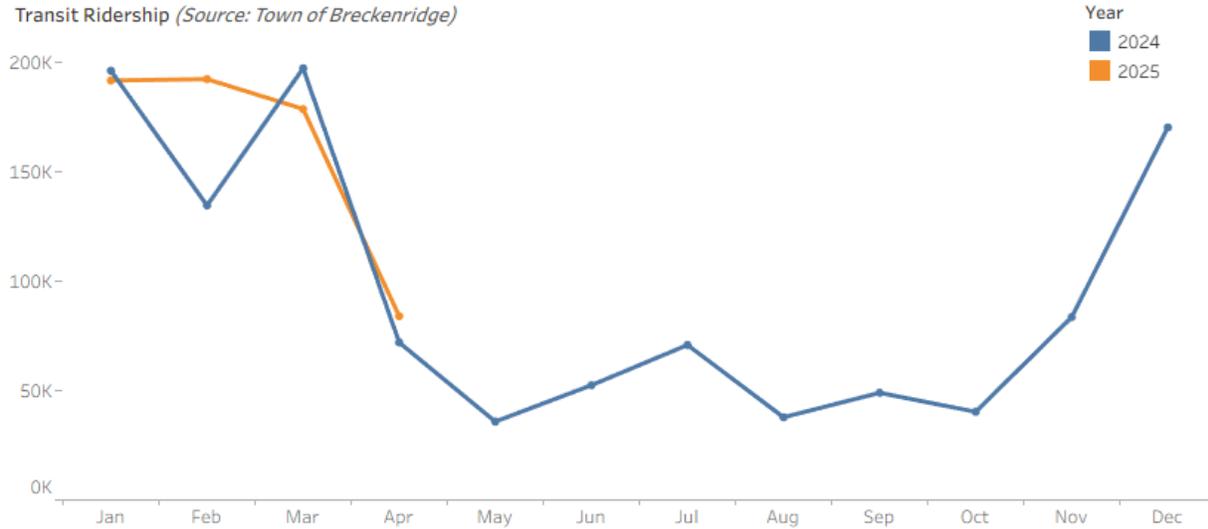
When comparing sales tax collections during only January-April, collections in 2025 show a slight decline from 2024; however, the difference in collections is fairly minor currently. All years have significantly higher collections compared to 2021, which was due to the ongoing impacts of the COVID pandemic. By industry, the total collections have been fairly static. The main difference in 2025 is a slightly lower volume in the management company category (down \$300,000).



Transit Passenger Data

TRANSIT DATA

Transit Ridership (Source: Town of Breckenridge)



TRANSIT DATA

Transit Ridership (Source: Town of Breckenridge)

	2024	2025
Jan	196K	192K
Feb	135K	193K
Mar	197K	179K
Apr	72K	84K
May	36K	
Jun	52K	
Jul	71K	
Aug	38K	
Sep	49K	
Oct	40K	
Nov	84K	
Dec	170K	

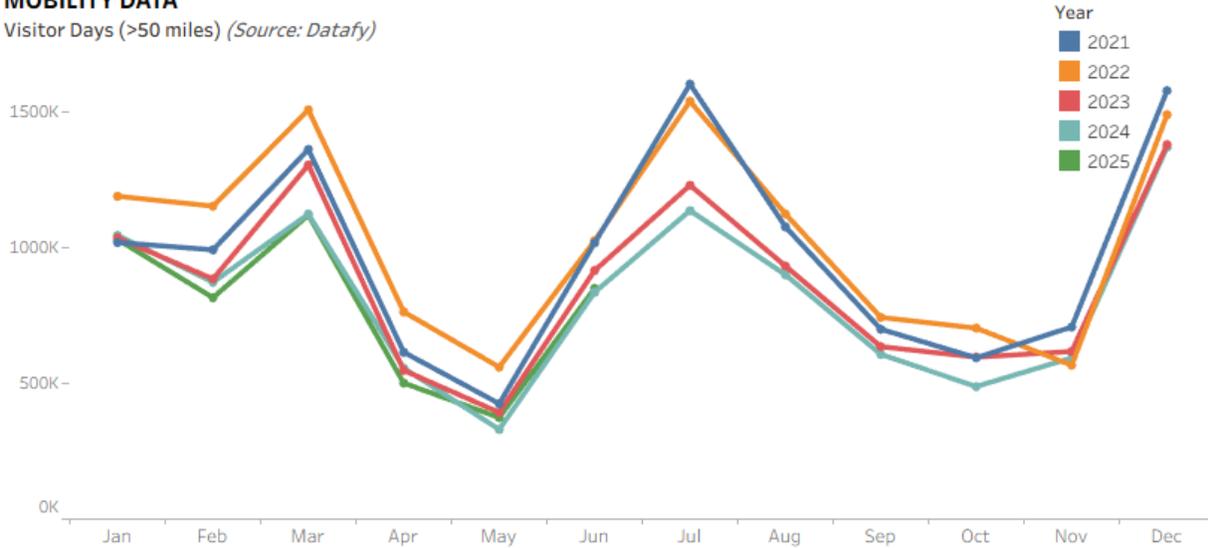
For transit ridership data, only 2024 has a complete year of data with four complete months of 2025. Overall, ridership in 2025 has jumped around compared to 2024. January 2024 to January 2025 was mostly consistent with 2025 being down just slightly. However, February saw a major shift with 2025 seeing almost 60,000 more trips. March 2025 saw a reverse trend with a slight downturn. Yet, April 2025 bounced back again to a slight increase from 2024. The timing of holidays likely plays a role in these metrics along with weather patterns during the ski season.



Mobility Data (via Datafy)

MOBILITY DATA

Visitor Days (>50 miles) (Source: Datafy)



MOBILITY DATA

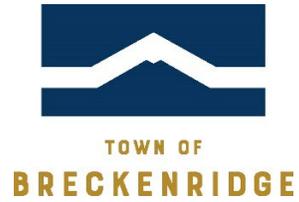
Visitor Days (>50 miles) (Source: Datafy)

	2021	2022	2023	2024	2025
Jan	1,018K	1,188K	1,035K	1,044K	1,029K
Feb	991K	1,151K	883K	871K	815K
Mar	1,360K	1,505K	1,303K	1,122K	1,118K
Apr	614K	762K	547K	556K	501K
May	425K	559K	393K	330K	374K
Jun	1,016K	1,024K	915K	835K	849K
Jul	1,600K	1,537K	1,228K	1,135K	
Aug	1,075K	1,123K	931K	899K	
Sep	699K	742K	635K	606K	
Oct	594K	703K	596K	488K	
Nov	707K	566K	617K	593K	
Dec	1,576K	1,488K	1,377K	1,368K	

Mobile location data (provided by Datafy) offers a unique lens into potential capacity and visitation trends. Visitor days recorded through mobile signals have shown significant declines compared to past seasons, particularly during shoulder months like April and May. The data through 2024 indicates relative strength during key travel periods, most notably in March (spring), July (summer), and December (winter). However, early data from 2025 reveals some dips in visitor days during the winter and a slight rebound during spring and early summer. It will be critical to monitor how the rest of the year develops, as this may signal a shift in visitor behavior or broader demand trends.

Conclusions

Overall, the 2024/25 update of the Town of Breckenridge Visitor Capacity Dashboard reveals mostly consistent seasonal patterns across key indicators, with a few emerging shifts worth monitoring. Traffic volumes remain elevated, particularly in early 2025, reinforcing pressure on infrastructure. Sewer usage and parking occupancy reflect modest declines, especially during spring and summer 2025, potentially signaling softening demand. Lodging and sales tax data suggest steadier trends through 2024, though early 2025 figures are lower, likely due to partial-year reporting and minor changes in the lodging landscape but still worth watching. Mobile location data from Datafy indicates a slight decline in visitor days and trips in winter 2025, but somewhat stabilizing during spring of 2025. As always, continued tracking of these datasets is critical to understanding the evolving dynamics of visitation and ensuring long-term balance between tourism and community well-being.



Memo

To: Town Council
From: Shannon Haynes, Town Manager
Date: 8/7/2025 (for 8/12/2025 work session)
Subject: Town Council/BTO Board Joint Discussion

Discussion Topics

Current Business Status

- a. Competitive Overview

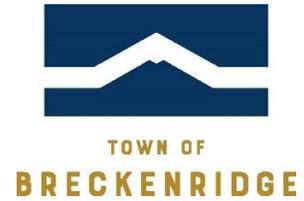
2026 Business Plan and Budget

- a. Flexibility within the plan

Additional/updated Plan and Budget to be determined

- a. Rationale for more complete season data
- b. Potential concepts for additional/updated business plan.

Open discussion



Memo

To: Breckenridge Town Council Members
From: Mark Truckey, Director of Community Development
Date: August 6, 2025
Subject: Planning Commission Decisions of the August 5, 2025 Meeting

DECISIONS FROM THE PLANNING COMMISSION MEETING, August 5, 2025:

CLASS A APPLICATIONS: None.

CLASS B APPLICATIONS:

1. [Defries Home Childcare Business, 91 McGee Lane, PL-2025-0201](#)

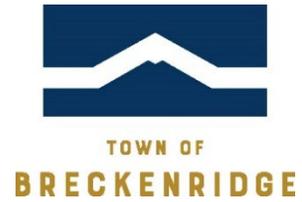
A proposal to use an existing residence for the use of a home childcare business. *Approved, see second memo.*

CLASS C APPLICATIONS: None.

TOWN PROJECT HEARINGS: None.

OTHER: None.

Memo



To: Town Council
From: Clif Cross, Planner II
Date: August 6, 2025 for meeting of August 12, 2025
Subject: Defries Home Childcare Business, 91 McGee Lane; PL-2025-0201
Planning Commission Approval Summary

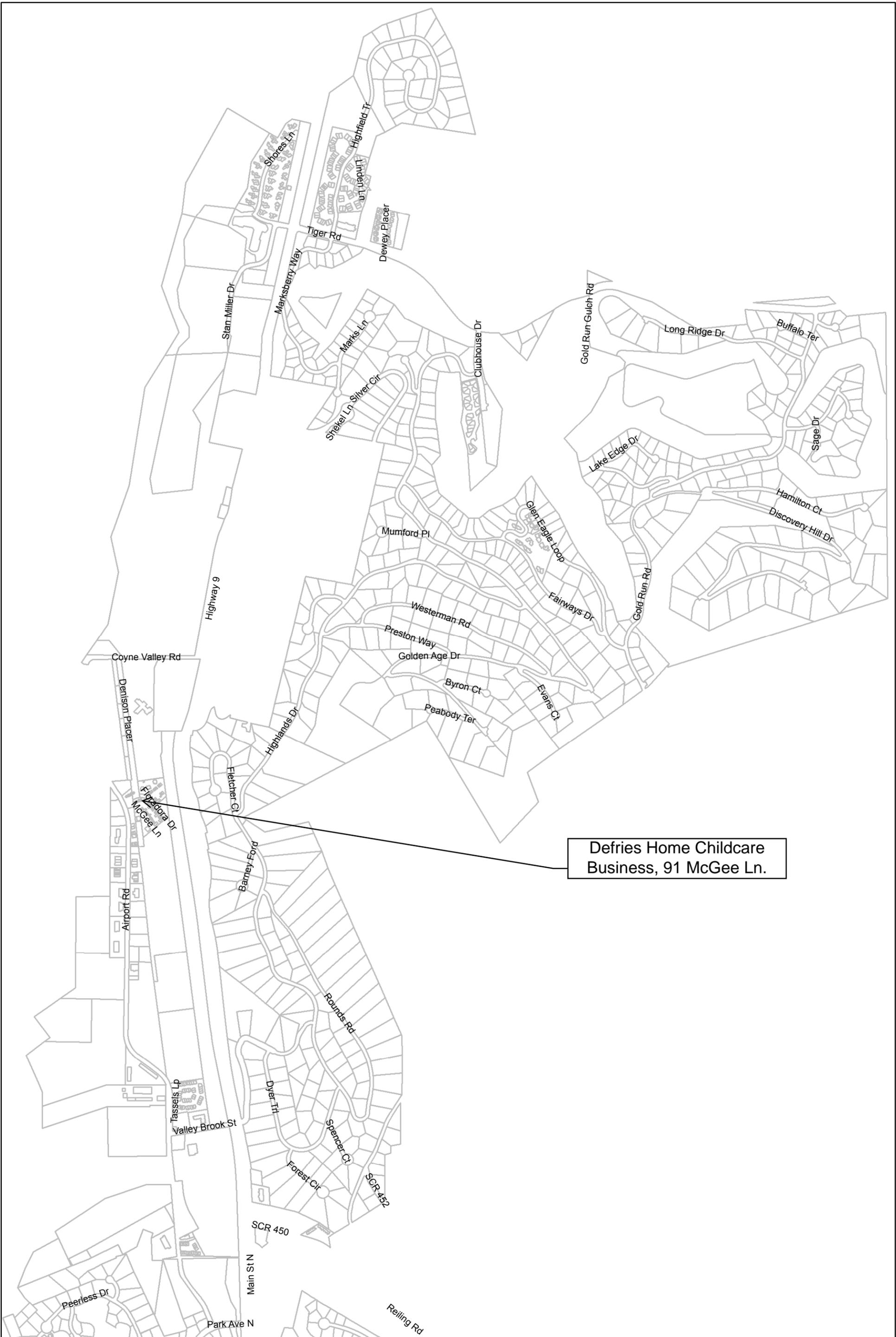
A Combined Hearing for the Defries Home Childcare Business, located at 91 McGee Lane, was held by the Planning Commission on August 5, 2025. The application proposes to use the townhome residence of 942 sq. ft. for the operation of a home childcare business. This application is required pursuant to Ordinance 15, Series 2005, Policy 38.5 (Absolute) Home Childcare Business.

The Commission found the proposal complied with all Priority Design Standards and Absolute Policies and assigned a total cumulative score of zero (0) points under the Relative Policies. The Development Permit was approved by a 7-0 vote of the Commission.

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

[Link to the packet materials](#)





PLANNING COMMISSION MEETING

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

ROLL CALL

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

APPROVAL OF MINUTES

With no changes, the July 15, 2025 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

With no changes, the August 5, 2025 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- None

OTHER MATTERS:

1. Discussion of Ex Parte Contacts and Other Matters Related to Quasi-Judicial Decisions

Ms. Keely Ambrose, Town Attorney, presented an overview of legal matters related to planning applications, the public hearing process, and quasi-judicial decisions.

Commissioner Questions / Comments:

Mr. Leas: The process to call-up by the Council, would they have to find an error in the procedure or a conflict? (Ms. Ambrose: No, the Council can call-up for whatever they want at their discretion, but they are bound by the same rules you are in having to consider a quasi-judicial decision and sticking to the code.) Their restriction is not as tight as the restriction of an appeal? (Ms. Ambrose: Correct.)

Mr. Frechter: Theoretically, if a project is called-up and the Town Council makes a decision, if the applicant appealed or challenged the decision in court would the ex parte limitation on discussion continue? (Ms. Ambrose: No at that point, if it gets kicked back by the District Court after review it would be a new application so the rules would start again. I do reserve the right to say if we were ever in that situation I would want to talk to you about it because it may depend on what the appeal is based on, whether or not a process based appeal.)

Ms. Gort: We're quasi-judicial but we do give advice on code updates such as the work session today?

Ms. Ambrose: You are also an advisory commission, so in this instance you are giving advice, input, and recommendations for the Town Council, the legislative body, to utilize.

Mr. Truckey: We have several advisory commissions, such as the Breckenridge Open Space Advisory Commission, that only gives advice and recommendations.

Ms. Ambrose: Anything you do representing the town you are considered a town officer/town official, so you should keep that in mind.

Mr. Giller: Is using a personal laptop a concern?

Ms. Ambrose: Personal laptops are fine. A possibility that I have not seen happen, would be having to give the entire laptop to a judge to go through. So, keeping any notes and files in a specific electronic folder would be helpful in that regard.

Ms. Propper: Site visits would be covered by insurance protection, correct?

Ms. Ambrose: Correct, with site visits you can go to the site, but you should not be discussing anything at the site.

Mr. Frechter: How do these rules apply to a Town Projects?

Ms. Ambrose: Town Projects are not quasi-judicial. You are again in an advisory role.
Mr. Smith: How would disclosing an ex parte matter work?
Ms. Ambrose: You should reach out to Staff first to let them know and they can help direct what you should say to disclose it at the next public meeting.

COMBINED HEARINGS:

1. Defries Home Childcare Business (CC), 91 McGee Lane, PL-2025-0201

Mr. Cross presented a proposal to use an existing townhome residence for the operation of a home childcare business.

Commissioner Questions / Comments:

Mr. Smith: For operating businesses in a deed restricted home, is there anything in the HOA or deed restriction that would prohibit a business?

Mr. Cross: Not that I'm aware of. We do allow in-home occupations in the town and deed restrictions don't make a difference in that. Additionally, we do waive all the fees with applications for deed restricted properties.

Mr. Leas: Does the town have a definition for what a business is? I feel there is a difference between an in-home occupation and an in-home business. Such as a difference in number of visitors or a monetary threshold that triggers a certain level of business versus non-business.

Mr. Cross: Off the top of my head, I'm not aware of a definition or any specifics regarding that. There are many different restrictions for in-home occupations regarding storage of materials, number of visitors, and more. The restrictions are there to prevent disruptions to the surrounding neighborhood whether it be visual or physical impacts. With a childcare facility, the separate policy allows for requirements specific to childcare, and in this case the childcare facility is limited to a maximum of six children.

Mr. Leas: For businesses such as a construction company versus a therapy office there would be a difference in the indication of business going on in the home. There's a big distinction between someone using a home office and someone going out and walking dogs. How is that distinction made?

Mr. Cross: An in-home occupation includes any commercial activity, so things like therapy offices and other things are something we often see.

Mr. Truckey: We do not have a definition of business, but that is a pretty standard definition found in a dictionary. With an in-home occupation we do have the restriction that they cannot use more than 25% of the home for their business. There is not a distinction between home occupation and a business in a residence.

Mr. Kulick: In a single-family neighborhood, anything that doesn't meet the threshold defined under the in-home occupation policy would not be allowed by that policy and at that point if the land use district doesn't allow it as a use then it would not be allowed. Any business that does business in town has to get a business license with the town, so the town has a vested interest in following this policy.

Ms. Propper: The packet notes that Ms. Defries has received a provisional 6-month business license, what is the story behind that?

Mr. Cross: She has been in operation for a while now but is under provisional approval because the State requires a land use approval letter, so she is going through this process to get that from the town and provide it to the State to receive a full license with the State.

Mr. Giller made a motion to approve the Defries Home Childcare Business, seconded by Mr. Frechter. The motion passed 7 to 0.

WORK SESSIONS:

1. Structure Hardening and Site Requirements Work Session

Mr. Cross presented a work session to review the recently adopted Colorado Wildfire Resiliency Code (CWRC). The following specific questions were asked of the Commission:

1. Does the Commission agree with the staff recommendation that the town adopt code amendments that meet the minimum requirements of the CWRC?
2. Does the Commission agree with staff's recommendation to create a new relative policy that will award positive points for designs featuring the most fire-resistant pathway for a structure under the CWRC provisions?
3. Does the Commission agree the building materials addressed under Policy 5R: Architectural Compatibility should be reviewed to potentially reduce or eliminate the assignment of negative points for some fire-resistant materials?
4. Does the Commission agree the adopted regulations must include an exemption for historic preservation and the protection of historic and contributing structures located within the Conservation District?
5. Does the Commission agree to the review of Policy 47R: Fences, Gates, and Gateway Entrance Monuments to allow more flexibility in fencing materials within 8' of any structure?
6. Does the Commission have any additional comments?

Commissioner Questions / Comments:

- Mr. Leas: Would this become a new policy in our code? (Mr. Cross: Yes, we can adopt this code as written in the CWRC or we could be more restrictive. Staff is recommending the adoption of a new absolute policy and a new relative policy.) The Class 1 and Class 2 are not referencing the construction type classifications already in the building code, correct? (Mr. Cross: Correct.) Are re-roofs required to get a building permit and if they had wood shake, they would have to replace it with a different material? (Mr. Cross: Correct.) Are there specific areas in the town where they're Class 1 and then Class 2 or are they mixed in around town? (Mr. Cross: They are mixed in around town. The map previously shown identifies low, medium, and high fire risk, and medium and high fire risk areas must meet the Class 2 requirements. The majority of Breckenridge is identified as requiring Class 2, except for the downtown area that is not identified as part of the WUI [wildland urban interface].)
- Ms. Gort: Is vinyl noncombustible too? (Mr. Cross: My understanding is that vinyl is allowed by the CWRC if the rest of the structure is constructed using hardened construction materials, as vinyl will still melt and burn. I would need to double check to be sure.)
- Mr. Frechter: What about sprinklers as an option for hardening? Such as roof sprinklers or external sprinklers. (Mr. Cross: There are discussions with all local jurisdictions looking at the IFC requirements for sprinklers and considering lowering the current square footage threshold. The CWRC does not require sprinklers. That may be a possibility for positive points.)
- Mr. Leas: Another difficulty that may play into external sprinklers would be the freezing temperatures.
- Mr. Smith: Has there been analysis done on how it will affect overall building costs? (Mr. Cross: No.) Are there many conflicts with our current code that need to be revised, aside from some material standards that need to be revised? (Mr. Cross: The biggest concern for staff is the Historic District and the materials allowed in the District. We are currently more flexible on non-historic structures. Additionally, Policy 5R currently has the most conflict as we assign negative points for many of the non-combustible and fire-resistant materials. This gets into the question of do we want to just adopt the CWRC as it's written or really create a detailed code that fits with Breckenridge's goals and current code.)

- Mr. Kulick: The State did listen to concerns expressed by communities with historic structures and allowed a carve out to preserve historic materials. Additionally, most of the historic district allows more noncombustible materials than areas outside the historic district because Hardie board siding was better able to mimic the lap siding found in the historic district. We do need to consider having more flexibility in materials outside the conservation district. It's not to say everything that's qualified as a high fire rated product would not receive negative points.
- Mr. Guerra: Does the code specifically disallow cedar shake shingles? (Mr. Cross: Yes, the code does not allow cedar shake shingles and also requires roof material to be a Class A material.) (Mr. Truckey: To clarify, cedar shake shingles can be Class A rated but must be repeatedly treated every few years to maintain the Class A rating. The Town disallowed them because it was not feasible to enforce the regular treatments and insurance companies were moving toward disallowing them as well.)
- Mr. Kulick: I also spoke with Lindsey Flewelling, our CLG representative, and she plans to do a training to cover historic preservation and building hardening, to merge the two State goals.
- Mr. Leas: Under Class 2, structural hardening specifically under protection of eaves and soffits. They refer to using a noncombustible material or by materials approved for not less than one hour fire resistant construction. Now, as I understand what that would require is the carpenter to put up 5/8 fire code drywall and then apply the wood material, which is usually three quarters of an inch. Perhaps it's tongue and groove on top of that drywall. Is that what we're thinking about here? Because the other way of doing that would be to use 5/8- or 3/4-inch fireproof interior plywood. Each of these materials has specific hygroscopic problems in the exterior environment which might necessitate some additional problems after the fact. I want to understand what we are going to ask a contractor to do, and how that may or may not compromise other things.
- Mr. Kulick: For some things that are getting more into technical building applications that will be something that we would have to take down notes and check with our Building Staff.
- Mr. Leas: The way the code is currently written leaves a lot of ambiguity that will make it hard for staff to enforce and for people that need to do the work to know what to do, and that will leave us open for lawsuits.
- Mr. Kulick: Some of these regulations will live in the Building Code and others will live in the Development Code. Assemblies and things like that will live in the Building Code.
- Mr. Giller: Code can be prescriptive or performance, and the Building Code is more performance, and the Development Code is prescriptive. But I do think we should have several work sessions similar to what Rick Fout [Breckenridge Chief Building Official] is doing with the Energy Code to bring local builders, designers, and homeowners up to speed.
- Mr. Leas: Fascia has the same issue. For exterior walls I'm relieved to see the CWRC allows heavy timber and log construction, which is common in Breckenridge construction. Under exceptions it lists exterior wall embellishments and wall trim but mentions exclusive of trim on exterior windows and doors. Does this mean exterior window and door trim is not available under the exception? (Mr. Cross: Correct, they are subject to the fire resistance materials standards.) What if it's over 2 inches, which is allowed under wood siding? (Mr. Cross: Overall, something to consider is most contractors, whether or not they're working in the town, will be subject to this code, as anything within the WUI will have to start operating within this and there will be adopted codes in the future that contractors and design professionals will have to adhere by. That will be where a lot more of the technical aspects outlined in the code would be. The overall intent of this code is fire resiliency itself. A lot of the more technical details will need to be fleshed out by the building community itself. Today within this work session we're looking to identify if Commissioners are comfortable with going to complete fire resistance and get rid of all

natural materials, and kind of what do you see as best without getting into the technical aspects of it.) (Mr. Truckey: It may be helpful for you to share those points with Staff, and we can have a meeting with the building staff to review that.) (Mr. Giller: I would like to join that as well.) I think that would be good, there's a lot of ambiguity that needs to be clarified. I think the intent here is good, but the specificity is missing, and that specificity is necessary if we're going to adopt something that will have such a big impact on buildings. In cases of replacement of materials on existing homes, with them suddenly having to learn these new regulations, that should be something we're taking a look at and considering.

Mr. Cross: Once repairs exceed 25%, such as roof damage, you would be expected to replace the entire roof material following the CWRC. For a 500 sq. ft. addition, once it exceeds 500 sq. ft., the new portion would be subject to these provisions. There is also additional guidance for alternative materials included. As far as testing materials within our climate, it is outlined within the CWRC. It is for the entire state, so it's not specific to our region, but it is the minimum baseline that we can take and apply to the town. We can adopt certain amendments to the code to make it specific to our jurisdiction, but it would need to meet the minimums the State has identified.

Mr. Giller: With a performance code, it allows experts to develop solutions that work, whether it be the designers, builders, or town planners. I don't think we want to get into a situation where we're providing construction details, that's more in the jurisdiction of the Building Department. This is a more big picture, upfront, top-down look at the code, and items like that will be included in the Building Code. (Mr. Truckey: I do agree, the Building Department will also be working on this and it will probably be a joint effort with Summit County.)

Ms. Propper: It's only properties that have been judged to be historic? (Mr. Cross: It would be anything in our historic district that has been designated as contributing.)

Ms. Crump: To clarify, the structures do not have to be contributing. The Town can also use our existing defined period of significance to allow for the historic exemption.

Ms. Propper: Would we potentially see historic structures coming in and wanting to do this structure hardening? (Mr. Cross: Potentially. That is something we need to discuss on what is the best way to allow that while still preserving the historic character and discussing the areas where we can implement structure hardening, such as the roof. We also need to consider where we can still preserve historic material.) Mark mentioned the fire-retardant sprays, would we want to encourage properties to use materials like that? (Mr. Kulick: The hierarchy of our code is that the Handbook of Design Standards is over the Development Code, so that is also something to consider. We're not forcing anyone with a historic building to alter its fabric, and we were relieved to see almost the entirety of our historic district is in the lowest risk zone. We can look at best practices for hardening historic buildings, but at this point we haven't gotten to that level of specificity.) If someone constructs an addition of over 500 square feet they would have to make the new addition compliant with this code but wouldn't have to change the existing structure? (Mr. Cross: Correct.) Would we have architectural compatibility issues? (Mr. Kulick: It may not be that much of an issue; we commonly have mixed materials of natural and nonnatural materials on a structure. It would be the job of the designer to design a compatible building. It might be less of an issue, rather than other things like cost.) Policy 47 only has an absolute policy, correct? (Mr. Cross: Correct.)

Mr. Frechter: Someone could remove all their trees and get negative points but then harden their structure to get positive points and offset that. They'd already be mitigating fire by removing the trees and then making up for it by hardening the structure. I'd rather see us awarding points for a smaller footprint that keeps the home away from combustible material. (Mr. Kulick: You cannot clear your entire lot, you can clear to a point you

receive negative points, but you can't clear all trees. Adequate landscaping is required. In order to have a performance-based code we do need to have some positive point options, so we need to add opportunities for positive points if we're removing some of our current positive point options. Building hardening was one of the top opportunities for that.) I'd rather lean more towards absolute than relative. I liked the idea of giving points for less is more, a smaller home with a smaller footprint. I do think for the historic district we need to reconsider as a Commission some of the manmade materials that are more natural like. Such as solar, is sustainability more important than not seeing solar panels in the historic district, and the same thing now with structure hardening. 1. Yes, 2. To some extent, my concern is that it becomes a way to get around doing some of the other things we don't want, 3. Yes, 4. I think there's more we can do to preserve the district while still trying to meet this code, 5. Yes.

Ms. Gort: 1. Yes, 2. Yes, 3. Yes, 4. Not sure what we would change from what's already included in the CWRC, 5. Not very fond of vinyl, but yes, 6. I'm very "pro changes" to encourage fire safety in our community.

Mr. Smith: 1. Yes, 2. Yes but carefully thought of positive points, 3. Yes, 4. Yes, 5. Yes, 6. I'd also like to invite any building material discussion to go through the sustainability team because I know some of the fire-retardant materials are created with harsh forever chemicals, and can be pretty nasty stuff.

Mr. Guerra: 1. Yes, 2. Yes, 3. Yes, 4. Yes, 5. Yes.

Mr. Giller: 1. Yes, 2. Yes, 3. Yes, 4. We should not exempt the historic district, but it should have its own separate code requirements, the park service has great requirements for that. Looking at roofs, 5' buffering and ventilation into the structure, 5. Yes, 6. The Santa Rosa fire showed the built-up areas, not just the WUI, are vulnerable, and this will require a lot of community engagement to work.

Mr. Leas: 1. Yes, I think that we should adopt the CWRC with the caveat that we clean up some of the ambiguity, 2. Yes, 3. Yes, 4. Yes, with sensitivity to Mike's comments, 5. Yes, 6. I think that we should open ourselves up to a lot of new materials that are currently being created and produced, such as thermally modified wood that may work well in the historic district so as to not compromise the historic integrity of the building.

Ms. Propper: 1. Yes, 2. Yes, 3. Yes, 4. Yes, 5. Yes, 6. I appreciate the comments that others have made regarding the environmental impact of these hardened materials and what we should consider in hardening historic structures.

OTHER MATTERS:

1. Town Council Summary
2. Class D Majors Q2 2025 (Memo Only)
3. Class C Subdivisions Q2 2025 (Memo Only)

ADJOURNMENT:

The meeting was adjourned at 7:45 pm.

Susan Propper, Vice Chair

Memo

To: Town Council
From: Town Staff
Date: 8/6/2025 (for 8/12/2025 work session)
Subject: Public Projects Updates

Broken Lance Culvert Bridge and Drainage Project

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

Schedule: Construction by Schofield Excavation is ongoing and includes waterline replacement, storm sewer, and bridge construction. Traffic control plans and detours will be updated frequently as work progresses.

Staff have developed online resources for residents and performed robust public outreach on the project including open houses, email updates, and direct coordination with impacted property owners. Please visit www.townofbreckenridge.com/brokenlance for construction updates on the project (link also available on www.BreckRoads.com).



View looking downstream in the excavation for the new bridge for Broken Lance Drive. The Blue River and sanitary sewer are currently being diverted around the excavation.

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

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

Asphalt and Concrete Repair Project

The asphalt and concrete repair project is an annual project that funds large roadway repairs, generally using a 2" mill and asphalt overlay or full-depth reconstruction when required, and concrete replacement including curb, gutter, sidewalks, and curb ramps.

Schedule: Remaining work for this season includes the milling and paving of Red Feather Road and Tomahawk Lane which is scheduled to occur in mid-August. Please visit www.BreckRoads.com for schedule updates as they become available.

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

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

Fiber 9600

Fiber installation along Four O'clock Road is complete and work is progressing along Village Road, Primrose Path, and King's Crown. We have been joint trenching in Stables Village, Highlands Riverfront, and Broken Lance to prepare for future connections. We have also been reviewing fiber utility designs for the Runway development and the Gold Rush development and we plan to add conduit in these areas. Allo is continuing to work on solidifying bulk MDU contracts. Kennington Place and Longbranch just signed bulk internet deals and we will be wiring these buildings in the near future. They also have strong interest from The Village at Breck, Main Street Station, Wedgewood, Ski Side, Huron Landing, Sawmill Condos, and conference services at Beaver Run. Additionally, we are looking at adding Wi-Fi at trailheads that are near existing fiber lines including Carter Park, Illinois Creek, Snowflake, base of the gondola, and the Recreation Center.

This link will show a map of where we have installed fiber in town: ALLO Availability
Residents and businesses can learn more and sign up for service by navigating to:
<https://www.allocommunications.com/locations/breckenridge/>

Budget:

Project Funding	
2024 CIP Prior Spending Authority	\$25,000
2025 CIP	\$2,000,000
TOTAL Funding	\$2,025,000

Carter Park Dog Park

Columbine Construction was selected as the dog park contractor through a competitive RFP process. They are expecting to begin construction on August 21st. They will begin with drainage improvements on the northwest side of the park. We will be able to keep the small dog park open for the first couple weeks of construction and then will assess the possibility of keeping it open longer as construction progresses or moving it to another side of the construction.



Budget:

Project Funding	
2024 CIP Prior Spending Authority	\$200,000
2025 CIP	\$450,000
TOTAL Funding	\$650,000



Memo

To: Town Council
From: Mobility Staff
Date: 8/5/25 for the 8/12/25 work session
Subject: Mobility Update

Free Ride Ridership

The Free Ride saw increased ridership in July driven by the Gold and Green Routes. This year, the Free Ride operated the Gold Route during the month of July when previously it was serviced by the ski area. The Green Route had over 1,600 passengers at its newest stop, Vista Verde #2. The Gray Route saw reduced ridership potentially due to summer long construction in Warriors Mark along Broken Lance. This was the 4th busiest July on record for The Free Ride behind 2019, 2018, and 2017.

Route	July		July		YTD		Year	
	2025	2024	+/-	%	2025	2024	+/-	%
Gold	10,238	4,580	5,658	123.5%	47,364	46,990	374	0.8%
Green	6,283	1,630	4,653	285.5%	52,156	24,185	27,971	115.7%
Brown	0	0	0	0	233,526	233,069	457	0.2%
Trolley	11,449	15,401	-3,952	-25.7%	58,435	61,025	-2,590	-4.2%
Purple A	3,583	4,513	-930	-20.6%	56,167	60,116	-3,949	-6.6%
Yellow	0	0	0	0	218,271	216,593	1,678	0.8%
Purple B	4,928	2,876	2,052	71.3%	38,977	45,246	-6,269	-13.9%
Gray	30,865	34,330	-3,465	-10.1%	87,842	126,961	-39,119	-30.8%
TOTALS	67,346	63,330	4,016	6.3%	792,738	814,185	-21,447	-2.6%

E-Ride Ridership

The Breck E-Ride has continued its successful operations but has observed some ridership decline in recent weeks compared to the same period last year.

Week	2025 Trips	2024 Trips	% Change	2025 Dates	2024 Dates
<i>Pre-Launch</i>	325	282	15%	5/1 - 5/4*	5/1 - 5/5*
<i>Week 1</i>	428	167	156%	5/5 - 5/11	5/6 - 5/12
<i>Week 2</i>	526	606	-13%	5/12 - 5/18	5/13 - 5/19
<i>Week 3</i>	746	600	24%	5/19 - 5/25	5/20 - 5/26
<i>Week 4</i>	843	1130	-25%	5/26 - 6/1	5/27 - 6/2
<i>Week 5</i>	807	1197	-33%	6/2 - 6/8	6/3 - 6/9
<i>Week 6</i>	1412	1422	-0.7%	6/9 - 6/15	6/10 - 6/16
<i>Week 7</i>	1785	1492	20%	6/16 - 6/22	6/17 - 6/23
<i>Week 8</i>	2011	1896	6%	6/23 - 6/29	6/24 - 6/30
<i>Week 9</i>	1963	2037	-4%	6/30 - 7/6	7/1 - 7/7
<i>Week 10</i>	1658	2059	-19%	7/7 - 7/13	7/8 - 7/14
<i>Week 11</i>	1752	1798	-3%	7/14 - 7/20	7/15 - 7/21
<i>Week 12</i>	1644	1908	-14%	7/21 - 7/27	7/22 - 7/28
<i>Week 13</i>	1588	1964	-19%	7/28 - 8/3	7/29 - 8/4
YTD Totals:	17488	18558	-5.8%		

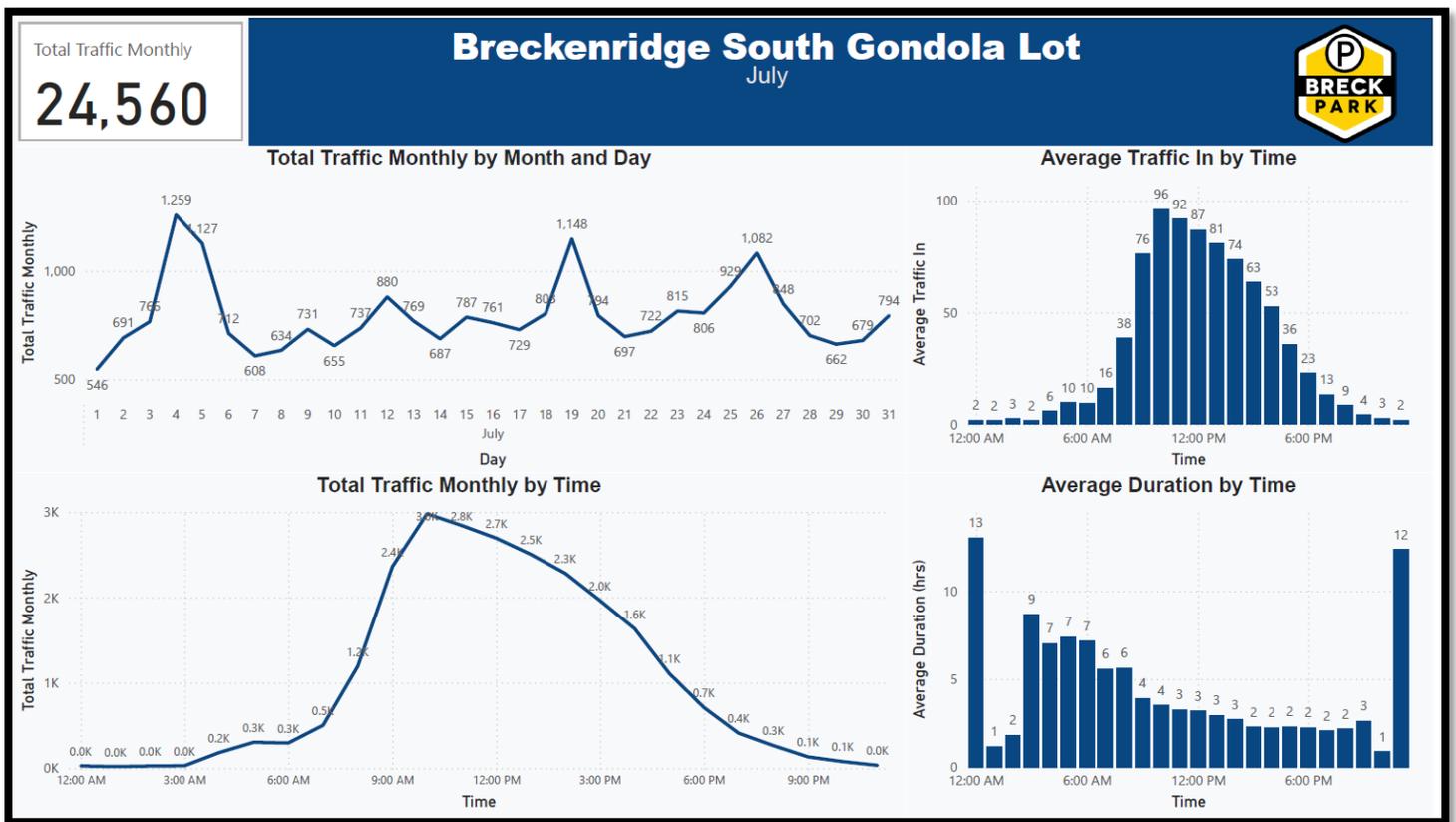
There are likely multiple contributing factors to the dip in ridership ranging from weather, change in the minimum age requirement from 16 to 18, general decline in visitation, free summer parking in the South Gondola lot, and more people owning their own e-bikes (thanks in part to Colorado's [\\$450 E-Bike Tax Credit](#) launched last year).

Staff are working with Ski & Racquet HOA on finalizing an encroachment license agreement to allow for placement of an E-Ride hub on their property, adjacent to the existing bus stop. There are 10 deed-restricted units in the vicinity, and we aim to have this additional hub in place by early September.

Parking

Runway/Airport Oversize-Overnight parking will be moving further south to accommodate updates to the Runway housing development fence line. The process will be completed on August 18th and the BreckPark.com homepage will have the most updated information. The size should remain the same at around 25-30 spaces.

The South Gondola Parking Structure saw a 103% increase in parking sessions compared to July of 2024. The month saw a daily average of 792 parking sessions, with an average length of stay of 3.5 hours. It is interesting to note that on only five days the structure reached full capacity. We are noticing an average of 40 vehicles in the early mornings, most likely locals and visitors utilizing the Quandary Peak Shuttle.





Memo

To: Town Council
From: Sustainability Staff
Date: 8/12/25
Subject: Sustainability Update

Materials Management

Construction and Demolition Diversion Workshop July 31

On July 13th, SCRAP and consultant VERTSites presented a workshop to the building community on voluntarily diverting construction and demolition waste. The workshop was attended by 16 contractors. Topics included an overview of Colorado policies and programs, challenges in Colorado climates, recovery best practices, and foundations of a construction materials management plan. Group discussion ranged from barriers to implementation of diversion such as sorting materials to voluntary vs. mandatory measures. SCRAP is seeking voluntary contractors to participate in C+D diversion to collect information to better inform programs moving forward.

This fall, HC3 and SCRAP will be hosting a SCRAP tour and demo of the new Rotochipper, the first piece of heavy equipment purchased through Strong Future funding that helps chip and mulch clean, untreated pallets. The Rotochipper helps keep pallets from the landfill and creates a marketable landscape product for resale. Staff will circle back with an invitation when the date and time is set.

Accommodation Unit Recycling Compliance Letter

In December 2024, an informational letter was sent to all Accommodation Unit businesses license holders describing best practices for recycling. It has come to staff's attention that not all STRs have recycling available under the PAYT/URO ordinance.

Specifically, Town Code [5-6-3](#) reads:

- A. *Responsibility for Solid Waste:* The owner of real property and any other person who causes the accumulation of solid waste at the owner's property are both individually responsible for any solid waste placed, stored or kept at such property.
- B. *Collection Service Requirement:* Each owner of real property or occupant thereof shall be responsible for:
 - 1. Preventing the accumulation of solid waste, whether by retaining the services of a licensed hauler or by self-hauling; and
 - 2. At least one (1) trash container and one (1) recyclables container for each individual residence or commercial enterprise unless said parties share collection service. Generators located adjacent to one another or sharing a trash enclosure may share collection service. (Ord. 25, Series 2022)

Staff is collaborating on a second letter with more robust compliance information to be sent to all Accommodation Unit business license holders.

Dark Sky Town Lighting Project and Material Diversion

In 2024, the Town Council [changed the code to support pursuit of Dark Sky Community certification](#) and included requirements to reduce light pollution of exterior lighting. The co-benefits of Dark Sky compliance are many and include preserving the views of the night sky, improving sleep patterns, promoting wildlife movement and patterns, and maintaining ecosystem integrity. As part of the Town's commitment to the Dark Sky transition, Streets and Parks Divisions have diligently worked to replace 204 streetlights at the following locations:

- North Park Avenue
- Town Hall
- Ski Hill / Lincoln (between Sawmill and Town Hall)
- South Park Avenue
- Tiger Dredge
- F Lot
- Corkscrew
- Wellington Rd (Gold Flake down to High St)
- High St/Library parking lot
- French St lot
- South Pine/Goldflake Terrace

This fall, Staff will continue converting fixtures in the Public Works parking areas and Town bus shelters.

In addition to a commitment to dark skies, the Town also has robust material management goals as outlined in the SustainableBreck Plan. By 2035, the Town will divert 40% of landfill waste through recycling and composting. To that end, the Dark Sky transition of streetlights and Town facilities have generated approximately 4,000 lbs of materials. Of that, 6.79lbs of material (packing slips and strapping) were landfilled. Everything else was recycled, reused, or pallets taken to the SCRAP clean pallet stream for a project diversion rate of 99.8%.

Energy

Mountain Energy Project Settlement

Following the results of cross-answer testimony and rebuttal testimony in early July, the Mountain Community Coalition negotiated a settlement agreement with Xcel and intervening parties (except UCA) that addressed many of MCC's concerns related to the project. We feel this is a positive outcome that helps advance our clean energy and affordability goals. MCC recognizes this is not the end and will continue to have a seat at the table as implementation of energy efficiency measures, community outreach, and deployment of LNG and CNG, and discussions on system-wide gas rates proceeds. Two public comment hearings were held on August 4, 2025 and several written public comments have been submitted.

Summary of specific settlement outcomes related to MCC goals (*pending Hearing Commissioner decision*):

1. Decarbonization and energy efficiency -
 - a. Immediate deployment of NPA (energy efficiency and clean energy) measures with bonus rebates. This includes gas for gas and gas to electric appliance rebates as well as building envelope measures ensuring *energy choice* for residents and businesses.
 - b. Incentives funded at the proposed \$49M from all gas rate payers system-wide.
 - c. Includes reduction in the size of LNG facility.
2. Affordability -
 - a. Reduced the capital outlay of LNG by \$3M
 - b. The Company to agree to an electric heating rate pilot that would help shave off peak heating costs during the coldest parts of the year. Future rate case addressing this issue in 2027.

- c. Avoided a \$300M gas infrastructure upgrade which was the baseline alternative; the proposal is ~1/2 the cost of what could otherwise have happened
 - d. Received additional incentives above current Company offerings and includes transport gas customers who receive gas from local distribution companies.
 - e. Ensured the costs of this project would be spread across all rate-payers and not just those in the Eastern Mountain Gas system.
3. Health and Safety -
 - a. Ensured local government and first responder access to supplemental facility sites per federal, state, and local laws, rules, and regulations and required collaboration with local authorities related to wildfire risk.
 - b. Ensured emptying of tanks during summer months when not needed for heating.
 4. Mitigation of LNG/CNG
 - a. Company commitment to work with local land use authorities to mitigate visual site disturbance.
 - b. Local neighborhood outreach on facilities.
 - c. Reduced number of LNG tanks.
 5. Alternatives like Thermal Energy
 - a. This wasn't specifically addressed, but an interim regulatory filing in 2028 will address any changes to modeling and methodologies or emerging scenarios which would include any progress on S. Frisco's project and Breckenridge's gas planning pilot project.
 6. Outreach
 - a. Establish a working group with the Company MEP project team to meet monthly to coordinate NPA outreach, messaging, workforce training, marketing support, and to gauge feedback on programs and customer experience.
 7. Reliability of Electric Grid - 2028 interim regulatory filing will include plans to ensure reliability of the electric grid as load increases due to electrification and other policies (i.e. wildfire shut offs, etc).

Next steps: The Hearing Commissioner must make a ruling on the proposed settlement agreement which will determine next steps. This will take place following the evidentiary hearing scheduled for August 12-14 where intervening party witnesses are cross-examined by other parties and the Hearing Commissioner. Party position statements will then be filed in advance of the Hearing Commissioner's decision.

- [Settlement Agreement](#)
- [Company Testimony](#)
- [MCC Testimony](#)
- [Sierra Club Testimony](#)
- [SWEEP Testimony](#)
- [PUC Staff Testimony](#)

The public can learn more about this project at the Company's website: [Mountain Energy Project | Projects Near You | Customer Support | Xcel Energy](#) To follow this proceeding, search for Proceeding No. 25A-0044EG using the [CPUC E-Filings System](#).

The CPUC encourages public comments on any issue they are considering. Anyone may file a comment or objection to a proceeding online. You can also email dora_puc_website@state.co.us, call 303-869-3490, or submit comments by mail:

Colorado Public Utilities Commission
 1560 Broadway, Suite 250
 Denver, CO 80202

Workforce Scholarship Application

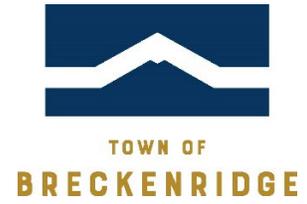
As part of the building energy code update and Colorado Energy Office grant award, the Town has \$75,000 available to support the workforce through trainings, certifications, and equipment purchases that achieve compliance with the new building energy

code, all-electric projects, or energy efficiency. More information, including approved course list, can be found at [Breckenridge Workforce Development Grant | SustainableBreck](#).

Mobility

Breckenridge EV Ride and Drive Event

The Town of Breckenridge and High Country Conservation Center will host a community EV Ride and Drive event on Thursday, August 7th from 3-6pm on the ground floor of the South Gondola Parking Garage. The event is intended to provide local community members the opportunity to test drive electric vehicles and learn about their benefits. At the event, staff from HC3 and EV ambassadors will be available to answer questions about their EV driving and ownership experiences, EV technology and rebate opportunities.



Memo

To: Town Council
From: Duke Barlow, Open Space & Trails Manager
Date: 8/4/2025 (for 8/12/2025)
Subject: Open Space & Trails Update

Enclosed please find the draft BOSAC meeting minutes from the July 21, 2025 meeting. Staff will be present to answer any questions.

Please note that this meeting summary was partially generated using AI transcription technology and has been reviewed by the designated minute taker for accuracy and completeness.

I) CALL TO ORDER

Nikki LaRoche called the July 21, 2025 regular meeting of BOSAC to order at 5:30 pm. Other members of BOSAC present were David Rossi, Chris Tennal, Bobbie Zanca, Krysten Joyce, Matt Powers, and Town Council liaison Jay Beckerman. Staff members present were Mark Truckey, Chris Kulick, Alex Stach, and Tony Overlock. OST Manager Duke Barlow was absent. Katherine King from Summit County Open Space was also present. Members of the public: Jeff Carlson, Sarah Watson, Ella Hagen, and Mike Hagen.

II) APPROVAL OF MINUTES

A) BOSAC REGULAR MEETING – June 16th, 2025

The minutes were approved as presented.

III) PUBLIC COMMENTS

Mr. Carlson shared a positive comment praising the work being done by BOSAC and OST staff.

Mike and Ella Hagen asked the Commission to consider the idea of creating a natural, gravel surface track at the McCain property for both high school athletes and community use. The Hagens state that this would provide a safer and more productive training facility compared to the current asphalt track, which becomes icy in the spring due to snow-clearing practices.

Commissioners asked questions regarding the size and cost of the proposed track, which Mr. Hagen replied would ideally be 400 meters long and about 3 meters wide, with an estimated cost of under \$50,000. Ms. LaRoche acknowledged the suggestion and confirmed it will be considered as part of their research and community feedback process.

IV) STAFF SUMMARY

A. Field Season Update

B. FOBT Update

C. Forest Health Update

D. Acquisitions Update

E. Bioacoustics

Mr. Powers asked for clarification on the intended purpose of the Bioacoustics program, which was provided by staff.

F. Copper Canyon Survey Results

Mr. Overlock clarified a few key points regarding the Copper Canyon Survey Results. The Copper Canyon survey revealed a divided opinion on a potential trail (55% in favor, 45% opposed). Mr. Overlock explained that it is crucial to interpret these results not as a definitive vote, but as valuable feedback, as many "in favor" respondents also voiced significant concerns. Commissioners are encouraged to review the detailed comments for a nuanced understanding of community sentiment.

The Open Space program's core objectives for acquiring Copper Canyon are to expand open space and provide public access where feasible. Currently, some residents perceive the area as unmanaged. The vision is to bring Copper Canyon under professional management, similar to the successful transformation of the B&B property, ensuring thoughtful and sustainable use. This professional management, coupled with the property's designation as a low habitat-sensitive area (which still acknowledges wildlife presence), will guide future planning.

Mr. Overlock also explained that the proposed trail will incorporate an uphill climbing design philosophy to address concerns about steepness and mitigate potential issues similar to Aspen Alley. The possibility of a dedicated directional trail is also under consideration to further address these concerns.

Ms. Joyce asked about a future site visit to the location, to which Mr. Overlock proposed that the commissioners could visit the site at next month's meeting (August 2025).

G. McCain Public Engagement

H. 51 Carter Drive Easement

I. STRAP

J. Other

Ms. Zanca participated in a recent guided wildflower hike and praised staff for their expertise.

V) OPEN SPACE DISCUSSION

Summit County and Town of Breckenridge Wildlife Camera Monitoring Report 23/24 (18:50)

Mr. Stach presented the 2023/24 Summit County and Town of Breckenridge Wildlife Camera Monitoring report for the Golden Horseshoe SUA area. The study, led by Allison Morton from the Summit County OST, provides baseline data on wildlife presence and movement within the Golden Horseshoe. Key findings include the determination to not pursue a proposed trail in Dry Gulch due to elk sightings, and the discovery that ungulates are not using the 4 Mile Bridge underpass as expected. The study also confirms the value of the Lincoln Park wetland in the recently acquired Rich Gulch property for moose and bird species. The report highlights the importance of continued monitoring in areas like the Ranch at Breck for future trail planning decisions. Rock Island Road emerged as a hotspot for wildlife diversity, including mountain lions and pine martens. OST staff and Commissioners

discussed expanding the program and sharing this data with Colorado Parks and Wildlife (CPW) to update and refine existing habitat maps.

BOEC Parking (33:52)

Mr. Overlock presented a few layouts for a proposed parking lot change at the Breckenridge Outdoor Education Center. BOSAC and staff discussed how to specifically expand parking options at the Reservoir/Sawmill trailhead, focusing on adding ADA-compliant and mobility-impaired spaces. The group considered the need to balance accessibility with maximizing usable parking, given the high demand observed in the staff's parking lot camera analysis. After reviewing options for adding four new spots and debating between ADA, mobility-impaired, and general parking spaces, BOSAC ultimately recommended adding one ADA spot within the existing parking area and four general spaces in the expansion area. Following this decision, Commissioners also discussed potentially converting one general spot to mobility-impaired in the future if needed, with plans to continue monitoring usage.

Aspen Alley Trail Seasonal Use Restrictions (52:02)

Mr. Overlock introduced potential options regarding seasonal use restrictions on the popular Aspen Alley Trail for three weeks in the fall, when the trail becomes extremely popular.

Town and County staff identified three options for the proposed seasonal use restriction: 1) increased education, 2) alternating days for hikers and bikers, or 3) hiking only with limited biking hours. Most Commissioners favored option 2 - alternating even/odd days for bikers and hikers, with biking restricted to downhill only during the restriction. There was also a healthy discussion involving extending the period to 30 days for better implementation or starting the restriction earlier, around Labor Day. BOSAC leaned towards keeping the time period to roughly September 13th to October 5th, because an earlier implementation time would make it difficult to complete signs and public outreach materials. BOSAC emphasized the need for clear communication and signage, including using QR codes and working with tourism offices to promote alternative trails. Staff plan to use TRAFx hike and mountain bike counters to gather data and potentially adjust the policy in future years. Mr. Beckerman also proposed a 4th option, which involves the construction of chicanes to help slow mountain bike traffic. Ms. Watson provided a public comment, encouraging commissioners to lean towards Option 2 as opposed to Option 3. Ms. Watson also felt that both directions of travel should be open on "mountain bike only days."

Ultimately, BOSAC agreed on option 2, alternating days between hikers and bikers, with most members supporting this approach. Mr. Beckerman expressed concerns about the impact on tourism and guest experience, citing feedback from local businesses about frustrations with Town regulations. Mr. Beckerman also noted a significant drop in occupancy rates and sales tax revenue in Breckenridge compared to other resort towns and asked his fellow Commissioners to think about how this change might affect tourism.

The commission members supported recommending moving Option 2 to the Town Council: **6 v 1.**

After the decision, BOSAC briefly discussed enforcement strategies, liability concerns, and communication plans for the new system. These included improving existing signage and

communication, new conflict-focused signage to prevent problems, encouraging different routes, and asking visitors for their opinions on Aspen Alley through an on-site QR code survey.

VI) OTHER MATTERS RELATED TO OPEN SPACE TOPICS

Mr. Powers made a comment regarding trail maintenance on the Minnie Mine Trail and asked the crew to make a minor adjustment to a particularly technical climbing section.

Ms. LaRochelle asked staff how they are responding to social media comments on the Nightmare on Baldy reroute. Mr. Overlock said staff will address the realignment, and Mr. Stach spoke briefly on how staff respond to feedback.

Mr. Tennial commented on the McCain Open Space site visit prior to the meeting and requested that staff increase communication with BOSAC regarding programming on the McCain property going forward.

VII) COUNCIL MATTERS RELATED TO OPEN SPACE TOPICS

Mr. Beckerman shared updates from the Town Council, including an update on the Blue River Pathways project involving recreation path underpasses. Mr. Beckerman also stated that THK presented their McCain Open Space planning presentation to the Town Council, following which a decision was made regarding overflow skiing parking. Mr. Beckerman shared that Council was presented with two options and that Council ultimately decided that a temporary 500-spot option on the McCain School District tract was the only choice for safety reasons. Mr. Beckerman also provided brief updates on the skate park expansion, dog park improvements, and upcoming Council agenda items.

VIII) EXECUTIVE SESSION

Ms. LaRochelle moved that BOSAC go into executive session under C.R.S. § 24-6-402(4) for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategies for negotiations, and/or instructing negotiators concerning a property that the Town may be interested in acquiring for open space purposes. Mr. Tennial seconded the motion. BOSAC went into an executive session at 7:29 PM.

The executive session of BOSAC concluded at 7:38 PM. The participants in the executive session were Nikki LaRochelle, Krysten Joyce, Matt Powers, David Rossi, Chris Tennial, Bobbie Zanca, and Council liaison Jay Beckerman. Staff present included Alex Stach, Tony Overlock, Chris Kulick, and Mark Truckey. Katherine King from Summit County Open Space & Trails was present.

IX) ADJOURNMENT

A motion to adjourn the BOSAC meeting was made by Ms. LaRochelle, and Ms. Zanca seconded it. The July 21st, 2025, regular meeting of BOSAC ended at 7:40 PM.

The next regular meeting of BOSAC is scheduled for August 18th, 2025.

Nikki LaRoche, Chair

DRAFT



Memo

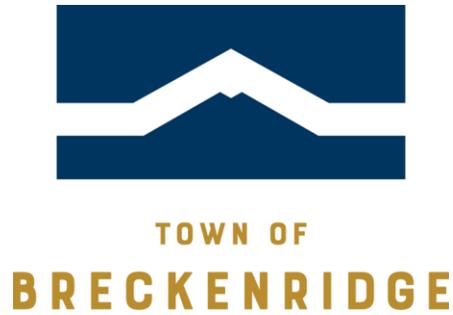
To: Breckenridge Town Council Members
From: Mae Watson, Town Clerk
Date: 8/7/2025
Subject: Committee Reports

The following committee reports have been submitted and included:

- Social Equity Advisory Commission
- 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	INCLUDED
Communications	Staff	No Meeting/Report

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



Breckenridge Social Equity Advisory Commission

July 16, 2025, 5:30pm

Breckenridge Town Hall
Council Chambers
150 Ski Hill Road
Breckenridge, CO

*Striving for racial and social equity for all by removing barriers and
facilitating opportunities to thrive*

I. Call to Order

Chair Burns called the meeting to order at 5:34pm.

Roll Call

Present: Jordan Burns, Jotwan Daniels, Carol Saade, Michelle Mahoney, Abigail Martinez, Ujala Vatas, Isaura Cirillo

Virtual:

Absent: June Walters, Tahja Grier

Discussion/Approval of Agenda

Motion to Approve: Council Member Daniels, Seconded: Commissioner Vatas

Discussion/Approval of the Minutes

Motion to Approve Minutes: Commissioner Daniels, Seconded: Commissioner Vatas

II. Staff Summary

i. Helen and Scott's Role

Helen Cospolich, Director of Municipal Services and Community Engagement, provided an update on her position with the Town of Breckenridge. Helen explained how she oversees the Communications and Community Engagement Division and assists with facilitating meetings and providing guidance when needed. Deputy Town Manager Scott Reid expressed his willingness to assist in any way he can.

ii. McCain Parcel Planning Neighborhood Meetings

Flor Cruz provided an update on a recent open house event hosted by the Open Space and Trails Department, which successfully engaged several Spanish-speaking community members.

She highlighted that food, bilingual materials, interpretation services, and the chosen location all contributed significantly to the event's success. Council Member Carol Saade encouraged the Civic Engagement Subcommittee to consider using the same location and format for a future meet-and-greet or community resource event. Chair Burns expressed excitement for an outdoors event.

iii. I am Summit Video 2.0 Update

Flor Cruz reported that the "I Am Summit 2.0" video series had recently been launched and encouraged the Commission to share it through their networks and social media platforms. She noted that participation numbers had significantly decreased this year and advised the Immigration Rights and Advocacy Subcommittee to take this into account when planning future series. Commissioner Mahoney inquired about the frequency of video series launches, and Flor explained that there is no set schedule, but they are typically released a few times a year since each series takes several months to produce.

III. Presenter

i. Laurie Best and Darci Henning - Town of Breckenridge Housing Division: Runway Project

Laurie Best, Director of Housing, and Darci Henning, Housing Program Manager, introduced themselves, explained their roles and provided background on the Town's long-term vision of maintaining a diverse, livable community.

Laurie Best provided an overview of the Runway Project which aims to provide a mix of housing types, including townhomes, duplexes, and single-family homes, with affordability determined by Area Median Income (AMI) ranges. Laurie explained that the first phase includes 81 units across different AMI categories.

The discussion began with several general questions regarding AMI (Average Medium Income), current occupancy in past rental projects, the affordability of the proposed units, new home buyers, and purchase accessibility for the community.

During the initial discussion, Commissioner Vatas asked about pricing and what percentage of the Town's population would be able to afford or meet the AMI criteria for the proposed units. Commissioner Martinez asked about opportunities and educational resources for new buyers. Commissioner Cirillo requested clarification on how AMI translates to actual salaries and emphasized the importance of minimizing and defining acronyms during meetings and in public communications. Commissioner Cirillo also advised that the workforce living outside of Summit County be considered when analyzing household median incomes. Both Commissioner Martinez and Commissioner Cirillo expressed concern for potential buyers who face additional barriers due to their ITIN status, noting that this population often incurs higher costs while likely earning the least income.

The discussion moved into the following topics:

Deed Restriction: Ownership of Other Property

Commissioner Martinez stated that priority should be given to first-time buyers. Chair Burns agreed with allowing buyers to own another property, noting that it would still support a sense of community because buyers are required to make the unit their primary residence. Commissioner Cirillo commented that the approach was acceptable but not very equitable, expressing concern that

it seemed to allow wealthier individuals to build more wealth while leaving lower-income buyers with fewer opportunities. Commissioner Mahoney emphasized the importance of clearly communicating the amount that higher-income households contribute to subsidizing the project.

Deed Restriction: Income Caps

Chair Burns advised that there should be transparency in dollar amounts, not percentages, even if only in ranges, as this would allow people to better understand their ability to purchase and afford the home. Commissioner Daniels also recommended having clear communication regarding how income capping will work and emphasized that local community members should be served first. Commissioner Vatas advised defining income and making sure all different types of incomes are accounted for beyond just wages. Commissioner Vatas also expressed that the price set was not necessarily attainable for people in that income or cap range and recommends that household expenses also be taken into consideration. Both Commissioner Vatas and Cirillo expressed concerns for the way affordability was being assessed. Commissioner Martinez reemphasized the importance of education. Commissioner Daniels reaffirmed that from the beginning, the Commission's stance has been that the unit prices are not attainable.

Deed Restriction: Light

Commissioner Vatas expressed concern about the possibility of having empty homes in the future or creating an advantage only for the first buyer, given the limited number of local residents who might be able to afford these homes over time. Commissioner Daniels expressed concern that the deed restriction light approach could create a two-tiered system that reinforces inequality by providing higher-income buyers with significant wealth building opportunities while limiting appreciation for those in income capped units. He noted that this dynamic could exacerbate inequities between those who have access to wealth building properties and those who do not. Commissioner Daniels also emphasized that the Town should not prioritize the financial feasibility of the project over inclusivity and equitable access. Additionally, he recommended ongoing analysis of demographic trends and equity outcomes to allow for course corrections as needed.

Accessory Dwelling Units (ADUs)

Commissioner Cirillo recommended letting the buyer make the final decision whether to rent the ADUs or not. Chair Burns stated that if a buyer wanted to recoup any of the cost of building an ADU, they should be required to rent it out for a period of time to help another person in the community. Commissioner Daniels reinforced his perspective on making sure this was a part of a larger strategy to help renters build equity and have wraparound services in collaboration with other community partners. Chair Burns supported the idea of helping renters move into homeownership through equity building and offering additional lottery opportunities. Commissioner Vatas recommended helping people who need more subsidy and will not be able to resale at market value, build the ADU and then asking them to rent it.

Lottery Priorities

Commissioner Mahoney expressed appreciation for the 4-bedroom homes that could accommodate larger families and would like to see more 4-bedroom units because there is still a need. Commissioner Cirillo agreed with prioritizing applicants who have lived in the community for a long time. Chair Burns acknowledged both perspectives and expressed concern about seeing community members leave because they are no longer able to find housing. Commissioner Daniels suggested adding more context and flexibility to the application process by implementing a point-based system rather than relying solely on income caps or local residency, creating a more complex way to

prioritize applicants. Commissioner Vatas agreed with Commissioner Daniels and supported giving priority to people who live in or contribute to Breckenridge and have lived in the community for more than 10 years. Commissioner Martinez also agreed.

Fee

The Commission agreed with having a minimal, non-refundable \$50 fee for the lottery application and requiring a \$5,000 earnest money payment two months prior to closing to ensure that the prospective homebuyer is truly committed to purchasing the unit and the developer is not stuck carrying the cost of the completed unit and having to “go back” to the lottery list to locate and secure a replacement purchaser.

IV. Commission Roster Update

Chair Burns announced that Vice Chair Grier will be stepping away from the Commission and that efforts will begin to find a new member to fill the vacant seat. The Commission expressed gratitude to Vice Chair Grier for her dedication, work, and valuable contributions.

V. Subcommittee Updates

Chair Burns stated that subcommittee updates were available in the agenda packet for their review.

***Celebrate Diversity / Community Outreach & Engagement /Community Education & Influence
Immigration Rights and Advocacy
Civic Engagement***

VI. Upcoming Community Events

Chair Burns reminded the commission about the upcoming community events.

VII. Upcoming Council Items

VIII. Upcoming Agenda Topics

IX. Other Matters

X. Public Comment (Non-Agenda Items)

There was no public comment.

Chair Burns adjourned the meeting at 7:39 pm.

Summit Stage
July 30th, 2025
Transit Board Meeting and Annual Planning Retreat

Notes from current meeting:

- Commissioner Mamula and Chris Lubbers discussed concerns of grant funding remaining in place for the Transit Headquarters Project. The FTA reached out to the Stage directly to discuss the project and request a re-scoping of the project to align with the current administration’s goals. Staff are doing everything in their power to keep the project moving forward and approved to receive grant reimbursements. Commissioner Mamula is also working to communicate the issues and find resolutions with the State, as the Stage is not the only Colorado transit agency experiencing this uncertainty. Reimbursements to the Stage have been made through May.
- As part of the planning retreat, discussion was had about new bus stop requests that were received throughout the past year. New stops presented were in Keystone, Dillon, Blue River, and North Star Village. All stops were noted to house valuable workforce and should be considered further but at this time, those projects will be held due to high costs to prepare each specific site. Reconsideration will come in July of 2026.
- Microtransit was briefly discussed with an agreement to hold this project until the RTA is decided in late 2026.
- Large event transit support was discussed, and Stage staff will collect calendar dates for events that they may be able to support with additional transit service. Once a calendar is created, the board will discuss which events might warrant additional transit service with to and from locations considered for the best impact to keep cars off the road.
- **RTA Updates** – See pages immediately after this for the latest information on the value a Regional Transportation Authority could add to our community.

Ridership:

- Total June 2025 fixed-route ridership was 87,196. An 11.8% decrease from June 2024 of 98,904.
- Ridership changes by Route June 2025 vs. June 2024:

Route	% Difference (Gain / Loss)
Breckenridge - Frisco	-5.1%
Frisco - Silverthorne	-16.8%
Copper - Frisco	7.8%
Keystone/Dillon/Silverthorne	-18.8%
Swan Mountain Flyer	NA
Boreas Pass Loop	-19.3%
Free Ride Purple Contract	36.7%
Silverthorne Loop	10.7%
Wilderness Loop	-20.7%
Blue River Commuter	-81.9%
Lake County Commuter	0.7%
Park County Commuter	5.2%
Total	-11.8%

*The decrease in Stage ridership in June is similar to the Free Ride’s 13% decrease in the same month.

Summit County RTA Formation Process

What is an RTA?

- A Regional Transportation Authority (RTA) is an organization, enabled by Colorado state statute, that can be formed with the approval of a majority of voters within the clearly defined geographic boundaries of the proposed RTA. The "authority" is essentially an agreement between at least two governmental entities that forms a third governmental entity that administers the transportation system.
- Once approved, the RTA can plan, finance, implement, and operate a regional transportation system within the RTA boundaries.
- The transportation system can include transit, bicycle, pedestrian, roadway, airport ground transportation, air service, and railway transportation services / infrastructure.

Why does an RTA make sense economically?

- Grant funding opportunities are available both at the federal and state level for operational and capital projects, which decrease the local burden on the transportation system. These funding opportunities often can favor regional entities that serve larger populations with shared visions.
 - Clean Transit Enterprise (CTE) supports public transit vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing from the passing of recent bills SB21-260 and SB24-230.
 - Multimodal Transportation and Mitigation Options Fund (MMOF) funds multimodal transportation projects, including fixed route and on-demand transit.
 - Office of Innovative Mobility (OIM) funds projects that fill an essential role in transportation demand management.
 - Various federal funding programs like:
 - Better Utilizing Investments to Leverage Development (BUILD)
 - Grants for Buses and Bus Facilities Formula Program (5339)
 - Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
 - Surface Transportation Block Grant Program
 - Carbon Reduction Program
- Streamlined processes can save resources through shared facilities, vehicles, and maintenance.

Why does an RTA make sense politically?

- Improved regional coordination to improve the regional transportation network.
- Long-term alignment on a transportation vision ensures alignment in planning and implementation of more near- and mid-term plans.
- Shared representation of the community on regional transportation issues. Typically, an RTA Board of Directors includes one elected official from each member jurisdiction, giving an equal voice to both smaller and larger communities.

Why would a voter support an RTA?

- Improving transit options for getting to work, school, and activities.
- Greater transportation connections for Summit County's workforce.
- Reduced traffic, parking, and environmental pressures.
- Improved and safer roadway conditions.

Summit County RTA Formation Consulting Team

Project Facilitation:

Bill Ray

303-885-1881

bill@wr-communications.com

Transportation Planning:

Fehr & Peers:

Jason Miller

720-420-1204

j.miller@fehrandpeers.com

Mikhail Kaminer

720-539-7239

m.kaminer@fehrandpeers.com

- More recreational and commuter opportunities on regional amenities (such as the Transit to Trails program).
- Improved pedestrian access to bus stops with improved amenities.

What potential projects could this RTA accomplish?

- More frequent service on existing routes.
- New transit services to connect to unserved areas (such as to Kremmling).
- New transit services to provide more direct connections (such as between Frisco and Dillon).
- New and upgraded bus stops.
- Roadway safety improvements.
- Pedestrian and bicycle transportation improvements.

How is an RTA funded?

By Colorado law, the local funding mechanism for an RTA can be established in multiple ways. RTAs across the state have employed different combinations of these financing strategies to best serve their communities.

- **Sales Tax** of no more than 2% on every transaction (excluding groceries and utilities).
- **Annual Motor Vehicle Registration Fee** of no more than \$10 per vehicle.
- **Visitor Benefit Tax** of no more than 2% of the price of an accommodation.
- **Property Tax Mill Levy** of no more than 5 mills on taxable property.
- **RTA Enterprises** owned by an RTA through bonds and contracts with other governmental/private entities.
- **Bonds** issued by the RTA.
- **Federal and State Grants** as applied by the RTA.
- **Fares and User Fees** paid by the users of the RTA.
- **Public-Private Partnerships** with interested institutions, corporations, and other private entities.

Examples of other RTAs in Colorado

Core Transit (Eagle Valley)

Established in 2022, Core Transit's main focus is on providing user-friendly multimodal transportation to navigate Eagle County safely, easily, and affordably. The RTA supports regional transit improvements, transit-related facilities (housing and maintenance), local air service minimum revenue guarantees, and first/last mile transit related bike and pedestrian facilities.

SMART (San Miguel County)

Established in 2016, the San Miguel Authority for Regional Transportation (SMART) strives to deliver safe and reliable transit services and to consistently advocate and promote the use of multimodal transit systems. The RTA provides commuter fixed route, off-season fixed route, local shuttles, and bike path support.

GVRTA (Gunnison Valley)

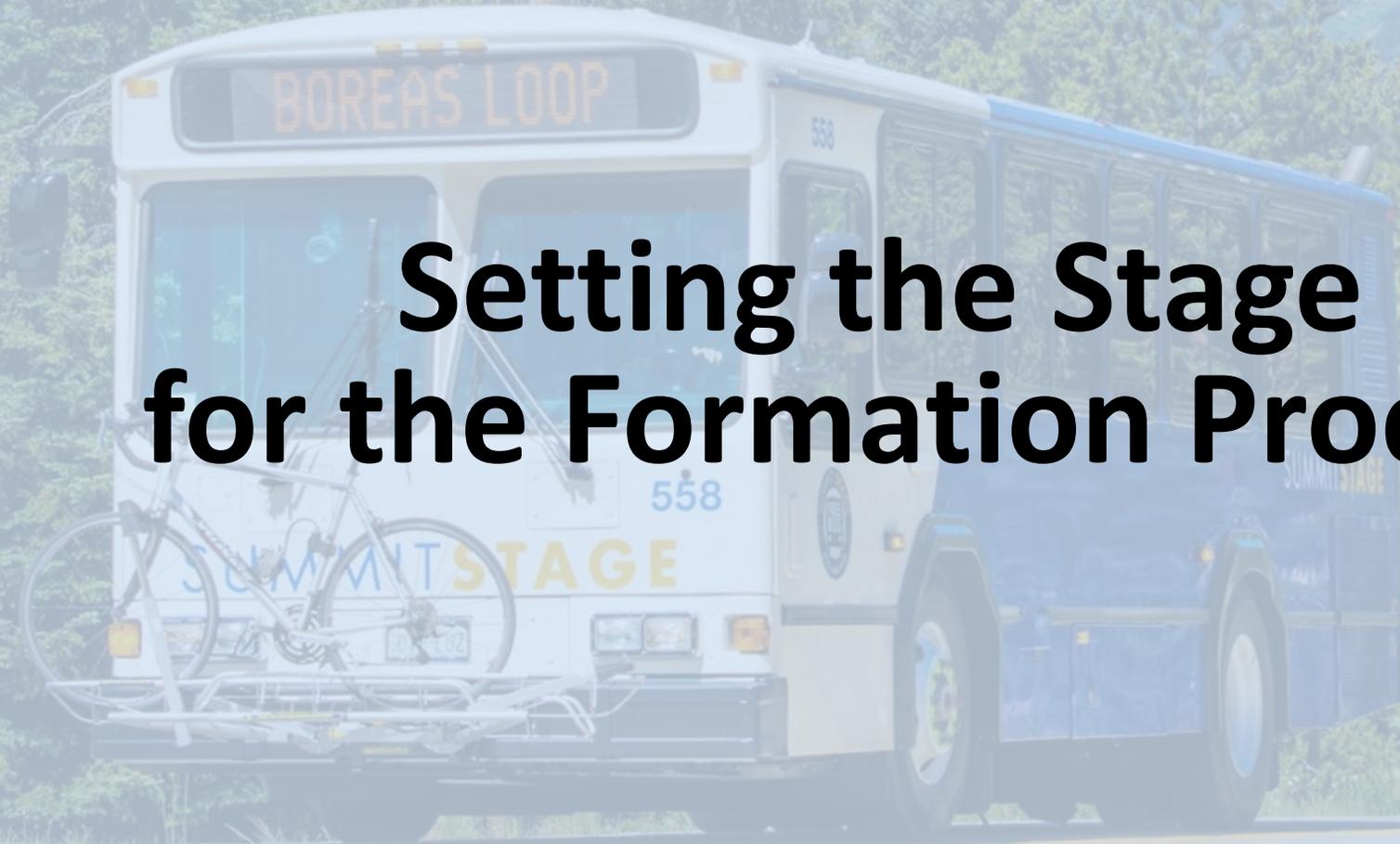
Established in 2002, the Gunnison Valley Regional Transportation Authority (GVRTA) mission is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, to provide a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor, and to provide senior and human service transportation in Gunnison County. As a result, the RTA provides a commuter free bus, senior bus service, and air service.

RFTA (Roaring Fork Valley)

Established in 2000, the Roaring Fork Transportation Authority (RFTA) connect the region with transit and trails. Their services include commuter bus service, intra-city service, ski shuttle service, and other seasonal services. The RTA also manages a large portion of the Rio Grande Trail.

Summit County RTA

Setting the Stage for the Formation Process



Regional Transportation Authority (RTA)



Public entity formed by two or more local governments—counties, cities, towns or special districts—to work together to address regional transportation issues



Allows communities with different needs and resources to collaborate on transportation issues



Transportation improvements may include transit, air, roadways, trails, rail, and associated equipment, services, and facilities



Governed by a board of appointed elected officials representing the member governments

Establishing an RTA

- ✓ Creation of an RTA is a formal process defined in state law
- ✓ Local governments work together to create an intergovernmental agreement (IGA) that sets forth governance, service goals and other key operating provisions of the RTA
- ✓ IGA document must be agreed upon by the elected councils and boards in each community
 - ✓ Ultimately, voters must agree to the formation of the RTA and any taxing or bonding requests made to provide funding for the RTA's services and operations
- ✓ CDOT and neighboring jurisdictions must have an opportunity to review and comment on IGA

Intergovernmental Agreement (IGA)

- Establish composition of the Board of Directors and officers
- Set terms for voting by the Board—decisions that require majorities and supermajorities
- Establish boundaries and membership of the RTA
- Define service goals
- Contemplate funding:
 - Sales tax (excludes groceries)
 - Property tax
 - Visitor Benefit (i.e. lodging tax)
 - Motor vehicle registration fee
 - Service Fees and Tolls
 - Pledge of member revenues or discretionary contributions
 - Private Contributions
 - Federal and State Grants

MOUs and Formation Committees

- Many RTA processes start with Memorandum of Understanding between local governments and other partners involved
- MOU addresses overall goals decision-making/voting, meeting cadence, cost sharing
- Committees can include:
 - **Formation Committee:** Elected officials. Responsible for IGA
 - **Technical Committee:** Staff and key stakeholders. Responsible for recommending service goals.
 - **Stakeholder Committee:** Nonprofits, non-member local governments, HOAs, business groups. Provide feedback on priorities.

RTA Formation Timeline





Memo

To: Breckenridge Town Council
From: Dana Laverdiere, Director Human Resources
Date: August 4, 2025 (for August 12, 2025, Council work session)
Subject: Town of Breckenridge Staffing Analytics

Introduction: This memo summarizes staffing trends for the Town of Breckenridge through Q2 of 2025. The Town’s biggest success in Q2 is Full Time Year-Round (FTYR) turnover was significantly lower than last year’s Q2, resulting in a decrease in the 12-month rolling turnover. First year turnover was also significantly lower this quarter compared to last year’s second quarter. All departments have been focused on retention strategies, as well as hiring practices.

Information: The Town of Breckenridge’s FTYR turnover rate remained relatively the same from 4.4% in Q1, 2025 to 4.8% in Q2, 2025 with 10 separations, all voluntary. This reflects significantly fewer separations when compared to last year during the same time frame (17 separations in Q2, 2024). The months of April, May and June are historically higher because it marks the end of the ski season and employees leave Summit County for reasons unrelated to employment.

2024 - 2025 FTYR Separation Data									
Q2 2024		Q3 2024		Q4 2024		Q1 2025		Q2 2025	
Voluntary	Involuntary	Voluntary	Involuntary	Voluntary	Involuntary	Voluntary	Involuntary	Voluntary	Involuntary
16	1	9	1	5	0	7	2	10	0
8.4%		4.9%		2.5%		4.4%		4.8%	

Turnover by Department

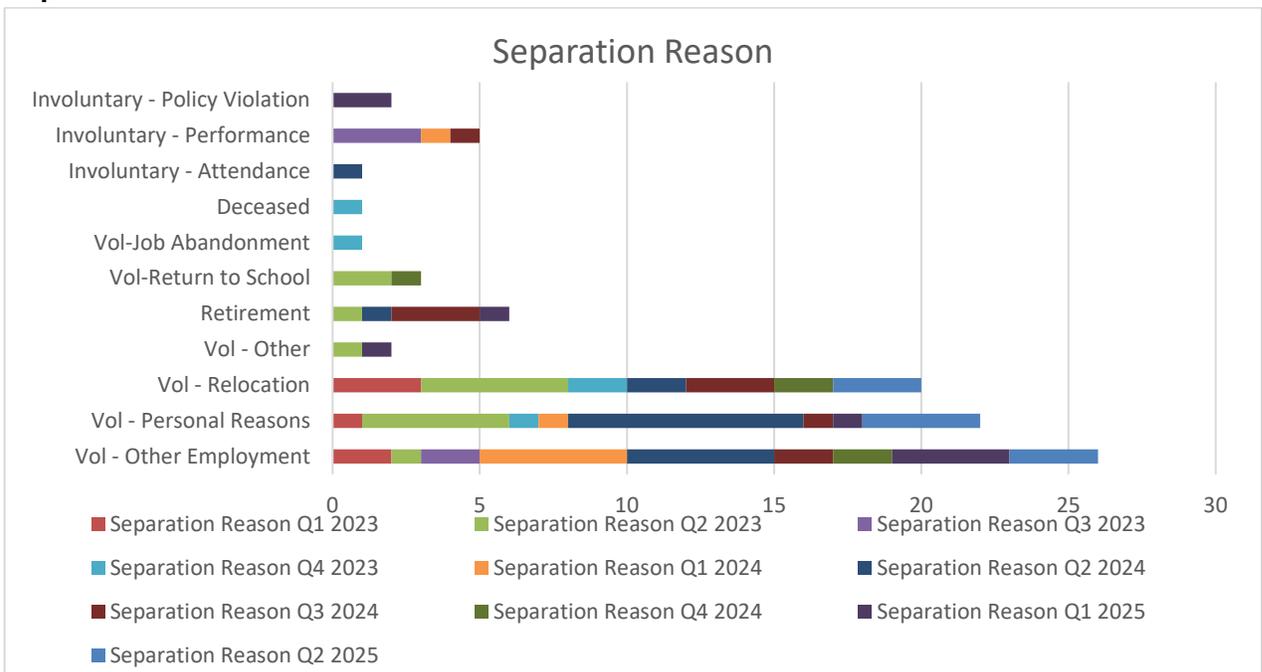
	Separations by Department							
	Q3, 2024		Q4, 2024		Q1, 2025		Q2, 2025	
	Turnover	Turnover Rate	Turnover	Turnover Rate	Turnover	Turnover Rate	Turnover	Turnover Rate
Comm Dev	0	0%	0	0%	0	0%	0	0%
Finance	0	0%	0	0%	0	0%	0	0%
Human Resources	0	0%	0	0%	0	0%	0	0%
Muni Serv/Com Eng	0	0%	0	0%	0	0%	1	14.3%
Police	4	14.8%	2	7.7%	2	8.0%	2	7.7%
Public Works	2	2.2%	3	2.2%	2	2.0%	7	7.1%
Recreation	3	8.8%	0	0%	5	14.3%	0	0%
Administration	1	14.3%	0	0%	0	0%	0	0%
IT	<i>Included w/ Administration in 2024</i>				0	0%	0	0%
Housing	<i>New department in 2025</i>				0	0%	0	0%

Total Historical Turnover



Town of Breckenridge rolling 12-month total turnover is trending at 16.75%. This is a 2.56% decrease from the end of 2024.

Separation Reasons



This graph looks at the separation reasons for Q1 2023 through Q2 2025.

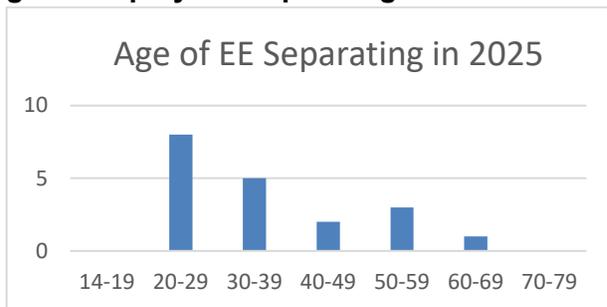
In Q2 2025, three employees left for other employment (two outside of Summit County and one within). Four employees left for personal reasons and three relocated (two out of state and one out of Summit County).

First Year Turnover by Department

First Year Turnover by Department					
Department	Q1	Q2	Q3	Q4	Total
Comm Dev	0	0			0
Finance	0	0			0
Human Resources	0	0			0
Muni Services/Comm Eng.	0	0			0
Police	0	1			1
Public Works	1	2			3
Recreation	2	0			2
Administration/IT	0	0			0
IT	0	0			0
Housing	0	0			0
Total	3	3			6

In Q2, 2025, The Town had three employees separate within their first year of FTYR employment. This is significantly less than in Q2, 2024 (9 first year separations). First-year turnover measures the employees who leave the organization within their first 12 months of employment. Tracking this metric is important because it helps identify potential issues with recruitment, onboarding, or job fit, and supports efforts to improve employee retention and reduce the costs associated with early departures.

Age of Employees Separating in 2025



For the past two years, the highest turnover was among those 30-39 years old. However, in 2025, our highest turnover has been among the 20-29 age group, yet this age group makes up only 13% of our FTYR population.

Application Volume to date

Total Applications by Quarter					
	Q1	Q2	Q3	Q4	TOTAL
2019	515	522	422	401	1860
2020	450	174	374	128	1126
2021	485	437	323	254	1499
2022	436	376	368	332	1512
2023	495	402	396	165	1458
2024	652	465	491	214	1822
2025	690	326			1016

The Town had a total of 326 applicants for all positions in Q2, 2025 including full-time, part-time, and seasonal positions. It may be lower this quarter as Q1 had such a high volume of applications and summer seasonal positions were filled early.

Additional Recruitment Data

Promotions from PT/Seas to FTYR					
	Q1	Q2	Q3	Q4	Total
2023	6	4	6	1	17
2024	12	3	1	1	17
2025	11	2			13

Promotions from FTYR to FTYR					
	Q1	Q2	Q3	Q4	Total
2023	5	9	4	3	21
2024	7	2	1	4	14
2025	5	1			6

This data highlights the Town’s ability to hire and promote within.

FTYR Rehires					
	Q1	Q2	Q3	Q4	Total
2023	1	7	1	0	9
2024	1	2	2	5	10
2025	0	0			0

Number of FTYR Hires					
	Q1	Q2	Q3	Q4	Total
2023	19	15	13	3	50
2024	18	10	14	7	49
2025	14	11*			25

*0 Rehired, 2 Promotions, 9 New Employees

In total, the Town hired 11 new FTYR employees in Q2, 2025, keeping on track with hiring levels the past two years. This number includes 2 promotions from PT/Seasonal to FTYR.

Vacancy

The vacancy rate decreased in Q2, 2025 to 5.38% from 6.3% (end of Q1, 2025). There were 12 FTYR vacancies as we closed out Q2, 2025 (4 in Public Works and 4 in the Police Department).

Volunteer Program

Since June of 2023, employees have volunteered a total of 931 hours with local non-profits in the community equating to a \$43,780 investment from the Town. Employees volunteered a total of 236.5 hours in Q2, 2025.

Summary

In summary, the Town stays focused on only hiring the best and most qualified candidates, and retaining current employees through competitive pay, competitive benefits, housing options, and leadership. Staff will be available during the work session to answer any questions.



Memo

To: Breckenridge Town Council Members
From: Jon Dorr, Assistant Director of Recreation
Date: 8/6/2025 (for the 8/12/25 work session)
Subject: Breckenridge Events Committee

The Breckenridge Events Committee met on August 6, 2025. Below you will find the meeting minutes and a link to the SEPA calendar. Upcoming events such as BIFA/SPARK and Oktoberfest were shared in detail. BEC continued their strategic discussion as it pertains to events and will share some more information and direction after the October meeting. There are no additional items of note.

Minutes
Breckenridge Events Committee
Wednesday, August 6, 2025
Right event, right time, right result

Attending: Jeff Edwards, Tony Cooper, Dave Feller, Tamara Nuzzaci Park, Karlie McLaughlin, Kelly Sanders, Dave DePeters, Jon Dorr, Marika Page, Lucy Kay, Ken Miller, Jen Mehlin, Michele Chapdelaine

Guests: Sarah Wetmore, Becca Reniers, Majai Bailey, Jenny Hammock, Hayden van Andel, Mike McCormack, TJ Messerschmitt

- I. **Jeff called the meeting to order at 9:03 am.**
 - a The Committee Chair took roll call.
 - b A motion was made to approve July 9, 2025, meeting minutes.
 - **M/S/P**

- II. **Upcoming Events** – BEC reviewed upcoming events and had no concerns
 - a 8.7-8.9.25 24th Annual Breckenridge August Arts Festival @MSS
 - b 8.10-16.26 Breck Epic
 - c 8.10-12.25 Breck Bike Week
 - d 8.14.25 BIFA (SPARK public viewings Aug 15,16, 17)
 - e 8.21-23.25 Breck Wine Classic @ Beaver Run
 - f 8.22-24.25 Hog Fest @ MSS
 - g 8.24.25 Carter Museum Birthday Party
 - h 8.30.25 Summit Foundation Duck Race
 - i 8.30 -9.1.25Breck Crest Trail Run Festival
 - j 8.30-9.1.25 50th Annual Great Divide Art Festival @CMC
 - k 9.12-15.25 Oktoberfest
 - l 9.18-21.26 Breck Film Festival

m 9.26-27.25 Breckenridge Bluegrass & Beer Festival @ MSS

III. Review Past Events - no concerns

- a 7.10.25 Breck Create Annual Fundraiser
 - Fundraising goal was to raise 110K after expenses, outcome was 130K after expenses
- b 7.19.25 Breck Summer Beer Festival @ Beaver Run
 - 1362 tickets sold – 350 VIP (sold out), 1012 GA
- c 7.25-26.25 Breck Food & Wine Festival @MSS
- d 7.31.25 Breckenridge Backstage Theatre's Annual Gala

IV. General Updates

- a Boy Scout Fee Waiver Request
 - Boy Scouts have had fee waived annually for Christmas Tree sales. Requesting continuation. BEC approved Waiver request.

V. Strategic Discussion

- a Seasonal Trends - How do current numbers compare to pre-pandemic years?
 - Summer months have been slower overall, seeing a shift to more wedding groups and private parties through August vs. earlier in the summer
- b Audience Alignment - Community wants, guest expectations - where they align, diverge
 - Are events bringing in who we want, and who we expect
- c Competitive Landscape - What are we missing?
 - BEC to review competitive markets monthly to explore what is or is not working
- d Efficiency & Focus –
 - Find synergy across the calendar and streamline where possible (October meeting)
- e How Events Go To Market - How can we collaborate and coordinate on messaging
- f Timeline - Lead-time needed to shift strategic investments

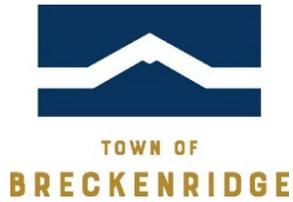
VI. Review Agenda Items for next BEC Meeting, Wednesday, Sept 3, 2025

- a Competitive market comparison - Steamboat
- b Oct - BTO & Breck Create Review Strategic Matrix (Event Goals/Metrics/Performance)

VII. Meeting adjourned at 9:56am.

The Breckenridge Events Committee evaluates events against four strategic goals:

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



Memo

To: Town Council
From: Shannon Haynes, Town Manager
Date: August 5, 2025 (for August 12, 2025)
Subject: Manager's Update

Town Council Goals (Check all that apply)

- | | | | |
|-------------------------------------|---------------------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | More Boots & Bikes, Less Cars | <input type="checkbox"/> | Leading Environmental Stewardship |
| <input type="checkbox"/> | Deliver a Balanced Year-Round Economy | <input type="checkbox"/> | Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> | Organizational Need | | |

Summary

For discussion at the last Council meeting, members were provided with notes from the July 22nd Breckenridge Social Equity Advisory Commission Meeting. To ensure public transparency, those notes are attached.



TOWN OF
BRECKENRIDGE

Memo

To: Town Council
From: Laurie Best, Housing Director and Darci Henning, Housing Program Manager
Date: 7/17/2025 (for 7/22/2025 work session)
Subject: Breckenridge Social Equity Advisory Commission Meeting Notes Re: Housing

Town Council Goals (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> More Boots & Bikes, Less Cars | <input type="checkbox"/> Leading Environmental Stewardship |
| <input type="checkbox"/> Deliver a Balanced Year-Round Economy | <input checked="" type="checkbox"/> Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> Organizational Need | |

Summary

On Wednesday, June 16, 2025, Housing Department staff members presented to the Breckenridge Social Equity Advisory Commission (BSEAC) and solicited input related to the Town’s housing initiatives and the proposed Runway Neighborhood. A robust discussion ensued in which BESAC commissioners offered helpful, insightful input pertaining to the Town’s housing program. Summarized takeaways from the wide-ranging BSEAC conversation include:

- Attainability is questionable given current prices and income caps. The Commission feels strongly that the Town should offer a for-sale product priced for community members with lower incomes.
- Emphasis on considering actual household expenses, not just AMI, and ensuring clarity on how affordability is assessed.
- Additional and ongoing community outreach and education (especially in Spanish) is needed for prospective homebuyers and tenants to make more informed decisions and benefit from the Town’s workforce housing projects.
 - Education should include a clear explanation of AMI, income caps, and all terms in plain dollar figures and simple language.
 - Homeownership preparedness and financial literacy are essential for success.
- Income testing is valuable for ensuring the appropriate units are available to the applicants who most need the unit.
- As proposed, the deed restriction approach will help ensure that the lowest-priced units are available for those with the greatest need. However, the same approach will result in a two-tiered benefit structure in which those with more wealth/resources stand to gain more than those with less wealth/fewer resources. This regime will likely exacerbate the community’s existing wealth gap.
- With regard to accessory dwelling units, most BSEAC commissioners were hesitant to restrict the type of use/tenant requirements for the Runway Neighborhood and instead recommended that the Town incentivize building out ADUs for rental purposes (e.g. financial support, fee waivers).
- With regard to the lottery process, consideration (i.e. additional lottery “entries”) should be given to those individuals who work in Town/the Upper Blue Basin and those who have lived in Summit County for ten years or more. The proposed non-refundable application fee (\$50) for the lottery process and the increased earnest money amount (\$5,000 within two months of closing) are considered reasonable.
- In addition to discussing the need for English and Spanish education, the commission asked staff how citizenship is handled. The Town does not check for citizenship; in addition to the tenets of the deed

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.

restriction, a buyer must be able to secure a loan. In some cases, the buyer will need to use an ITIN in that process, which will likely result in a more expensive loan.

Background

At the May 21st BSEAC meeting, Housing Director Laurie Best presented information regarding the Town's housing programs. BSEAC commissioners provided broad input regarding housing initiatives and requested that Laurie return with additional, more specific information regarding the proposed Runway Neighborhood. The attached memo (in both English and Spanish) was provided to BSEAC in advance of the July 16th meeting.

During the meeting, staff presented jointly and sought to delve more deeply into pertinent issues related to the proposed Runway Neighborhood, including development costs, unit mix and price points, income caps, deed restrictions, ownership of other properties in Summit County, accessory dwelling units (ADUs), and lottery processes. The information below is an effort to summarize the discussion and the consensus points from the BSEAC discussion.

Laurie and Darci outlined the background of the Block 11 property and the Town's planning efforts to date to develop the 25-acre Runway Neighborhood parcel. Staff explained the differing community needs for both rental and for-sale units and strived to focus the current discussion on the for-sale side of the equation. Laurie addressed the inaccuracy of the perception that the Town had multiple deed-restricted units "sitting empty". Specifically, Laurie explained that the Vista Verde II occupancy rate is currently at 93%, which is above the definition of "stabilized" lease ups of 90%.

Runway Budget/Unit Price

The memo and presentation outlined how the proposed Runway Neighborhood subsidization approach and pricing structure results in the lower-priced units (e.g. townhomes and duplexes) being subsidized by the higher-priced units (cottages and single-family homes). BSEAC commissioners appreciated the insight as to how the project "pencils" and recommended that more information be provided to prospective homebuyers so that they can better understand how the pricing structure works. BSEAC provided this specific feedback:

- There is a need for homebuyer education, translated and provided in both English and Spanish, which is essential to successfully implementing workforce housing programs in the Town and Summit County.
- The AMI-based structure is confusing, flawed, and does not accurately reflect the true cost of living for families in the Breckenridge area.
- The proposed lowest-priced units (townhomes) will be out of reach for many people in the community.
- Non-citizen community members have more barriers to homeownership due to limited lenders, higher interest rates, language barriers, and lack of knowledge as to how to navigate the system.

Deed Restrictions

Town staff outlined the potential deed restrictions for the proposed Runway Neighborhood including no ownership of other properties in Summit County and income testing/restrictions for the lower AMI units, and deed restriction lights. No majority consensus was reached regarding the proposed limitation on ownership of other developed properties in Summit County.

BSEAC provided the following on Ownership of Other Property in Summit County:

- Priority should be given to first-time buyers.
- Some commissioners felt that allowing buyers to own another property should be acceptable if the purchased town unit is their primary residence, supporting a sense of community.
- Concern was raised that this approach may favor wealthier individuals, allowing them to build more wealth while limiting opportunities for lower-income buyers.
- Emphasis was placed on clearly communicating how higher-income households contribute to subsidizing the project.

BSEAC provided the following on Income Caps:

- Commissioners agreed that income testing is appropriate for the lowest-priced units so that those heavily subsidized units can be purchased by those who need them the most.
- There is concern regarding the potential to abuse the system and underreport total income to obtain a lower-priced unit

- There should be transparency in actual AMI dollar amounts (not just percentages), even if only provided in ranges, to help people understand affordability.
- Clear communication is needed on how income capping will work, with a focus on serving local community members first.
- There is a need to clearly define income and include all types of income beyond just wages.
- The importance of buyer education was emphasized.
- Overall, there is agreement that the unit prices as proposed are not truly attainable for the targeted income groups and that household expenses should also be considered.

BSEAC commissioners provided the following feedback on Light Deed Restrictions:

- There could be limited demand for an estimated \$1.3M home in a deed-restricted workforce neighborhood.
- The potential price appreciation on a “light” deed restriction could potentially put the unit out of reach for most local home buyers and will benefit the “haves” over the “have nots”.
- Generally agreed with the proposed use of “light” deed restrictions to help subsidize lower priced homes.
- Raised concerns about the possibility of empty homes in the future or the system benefiting only the first buyer, given limited affordability over time
- Concerned about the risk that a “light” restriction approach could create a two-tiered system, giving higher-income buyers greater wealth-building opportunities while limiting appreciation for income-capped buyers.
- Inclusivity and equitable access should not be sacrificed for financial feasibility
- Ensure ongoing monitoring of demographic trends and equity outcomes was recommended to adjust policies as needed.

Accessory Dwelling Units

Staff outlined the current proposal to provide ADU-ready garage shells for many of the Runway Neighborhood units and asked whether BSEAC agreed with the proposal to require those units to be rented to members of the community at set rental rates.

BSEAC provided the following feedback:

- Requiring an owner to rent an ADU after finishing it out limits the ability of a homeowner’s freedom to choose the way they want to use their property. BSEAC does not support a requirement to rent if the Town has not paid to finish the ADU.
- Incentivize ADU use as rental units by helping offset the cost of upgrading the garage shell, then requiring renting the ADU for some time period to benefit the community.
- With ADUs there is the potential to benefit the wealthier community members via ongoing ADU rental income and increased future sale prices.
- Provide “wraparound” services to supplement ADU renters and reduce their rental rates.
- ADUs should be part of a larger strategy to help renters build equity, with supportive services.

Lottery Approach and Fee

BSEAC commissioners unanimously supported charging a minor, non-refundable lottery entry fee (\$50) to offset administrative costs. Further, BSEAC agreed that requiring a \$5,000 earnest money payment two months prior to closing will help address issues related to prospective buyers walking away from their contract just prior to closing.

BSEAC shared the following in regard to the lottery approach:

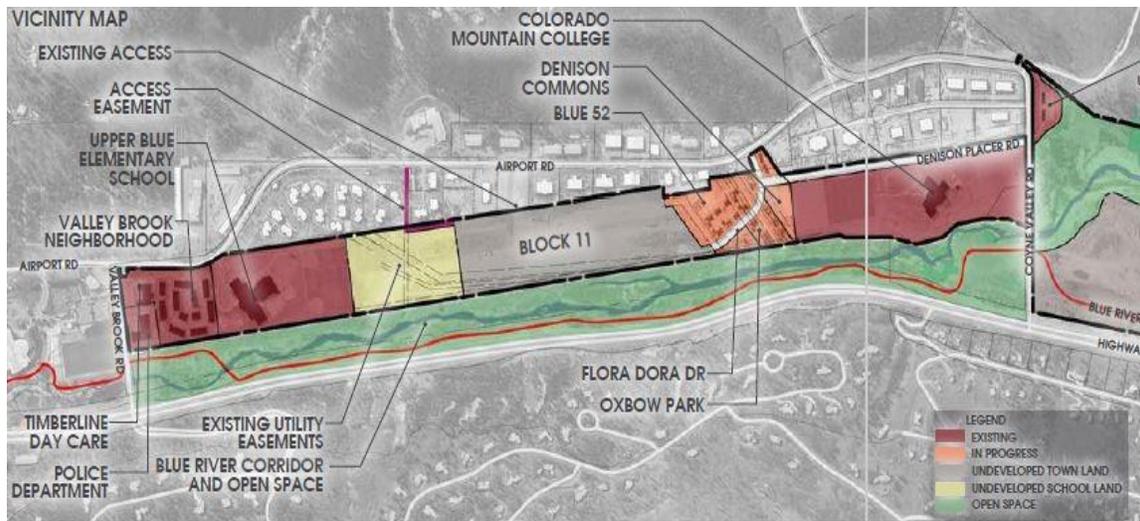
- There was agreement on prioritizing applicants with long-term ties to the community and prioritizing people who live in or have contributed to the community for more than 10 years.
- The commission supports priority for homebuyers who work in the Town/Upper Blue Basin.
- Concern was expressed about residents leaving because of limited housing availability.
- A point-based system was suggested to create more flexibility beyond simple income caps or residency requirements. (This would be similar to a weighted lottery, which would be difficult to administer).

Memo

To: Breckenridge Social Equity Advisory Commission
From: Laurie Best-Town of Breckenridge Housing Department Director
Date: 7/10/2025 (7/16/2025 Meeting)
Subject: Runway Neighborhood Discussion

At your upcoming meeting on July 16th we'd like to discuss the Runway Neighborhood Development Project. This is the latest Town housing project intended to add additional homeownership opportunities for the local workforce. Your feedback will be informative and helpful as we continue to work on the plan, the budget, the deed restriction, and lottery/sale processes.

Background. The Runway Neighborhood site is approximately 25 acres (shown below in yellow and grey). The property is part of a large acquisition completed by the Town in 2002 that is commonly known as the Block 11 property. Block 11 is the linear 72 acre parcel between the Blue River and Airport Road on the east and west and Coyne Valley and Valley Brook Roads on the north and south. A Master Plan was completed in 2006 to establish the permissible land uses and density. The uses include the Upper Blue Elementary School, the Colorado Mountain College Campus, the Breckenridge Police Department, the Timberline Learning Center and approximately 37 acres of housing (210 to 400 units depending on the density). Since 2006 about 205 workforce units that support a variety of household types, sizes, and income levels have been developed.



Runway Neighborhood Plan/Budget. Beginning in May of 2024 staff began working with a design/development team and the Town Council on various buildout options for the Runway property. On May 13, 2025, the masterplan for the Runway Neighborhood was approved by the Town Council authorizing 147 homes plus up to 44 potential ADUs which will represent the buildout/completion of the Block 11 property.

Recognizing that over 300 new deed restricted apartments have been added in the Upper Blue over the last few years and there are some other on-going projects under way, the Council expressed interest in a mixed income homeownership neighborhood similar to Wellington Neighborhood that would serve

entry level home buyers as well as missing middle and higher income household. Because of the cost to develop the neighborhood, the Council opted to phase the development and split the project into two phases. The first phase will include 81 homes consisting of 18 - 2 bedroom townhomes, 12 - 3 bedroom townhomes, 20 - 3 bedroom duplexes, 4 - small 3 bedroom single family cottages, 16 - 3 bedroom single family homes, and 11 - 4 bedroom single family homes. Staff is working with the local developer who intends to launch the site work/infrastructure this summer with vertical construction to start spring of 2026 and first homes delivered in spring 2027.



With the basic plan/program complete, the next step is to finalize the costs and budget and then establish the form of deed restriction and sales process details. The chart below, with proposed price points, illustrates how the single family homes which are the higher AMI units help cover the subsidy needed for homes below 120% AMI. Even with the higher income homes, the gap to be covered by the Town is about \$34 million for the first phase (81 homes). That gap includes about \$24 million in site/civil infrastructure and \$10 million in vertical construction costs that cannot be covered without a significant increase to sale prices. Town staff do not believe an increase in sale prices is an acceptable option. While the gap in the cost of construction and the revenue (sale proceeds) is challenging, this project will serve a need in our community, and we expect demand will be high (similar to the Stable Village project where the number of applicants far exceeded the homes available). We do not expect that cost will go down in the future or that locals will be able to afford higher price points in the future so we've been working with the Town's finance team and Council to allocate the funding necessary out of the Town's designated housing funds.

Unit Type	Cost Per unit	Sale Price	AMI	GAP PER UNIT	GAP PER UNIT TYPE
Townhome - 2 bedroom (no garage)	\$ 424,875	\$ 351,000	85%	\$ (73,875)	\$ (443,250)
Townhome - 3 bedroom (no garage)	\$ 559,875	\$ 450,000	90%	\$ (109,875)	\$ (439,500)
Duplex - 3 bedroom (1 car garage)	\$ 632,625	\$ 620,000	120%	\$ (12,625)	\$ (25,250)
Cottage SF - 3 bedroom (1 car garage)	\$ 606,750	\$ 680,000	130%	\$ 73,250	\$ 73,250
Single Family - 3 bedroom (2 car garage)	\$ 696,750	\$ 780,000	150%	\$ 83,250	\$ 333,000
Single Family - 4 bedroom (2 car garage)	\$ 830,625	\$ 850,000	145%	\$ 19,375	\$ 38,750
Single Family - 4 bedroom (2 car garage) Light DR	\$ 830,625	\$ 1,300,000	180%	\$ 469,375	\$ -

It should be noted that there are already approximately 1,700 deed restricted units in Breckenridge and the Upper Blue Basin, which includes the area from Farmer's Corner (High School) to Hoosier Pass, built by the Town, the Town and County, or by the private sector in partnership with the Town. Approximately half are home ownership and half are rentals. There are a variety of home sizes and price points, and all of the developments required some form of subsidy (land, cash, incentives, fee waivers, market rate units, etc.) Many of these are in vibrant local neighborhoods and apartment complexes. But, it is

estimated that 550 additional for sale units are needed by 2028 to accommodate our workforce, to replace market rate units that are lost to vacation home, retirement, or remote workers, and to reduce the number of employees commuting to jobs.

We hope this information provides the Commission with a good overview of the Runway project and the overall landscape of housing in Breckenridge.

Deed Restriction/Sales Process. As we prepare for the sale and marketing of these homes there are several issues still to be considered, and we are particularly interested in the Commission's comments on the deed restriction and the sales process. Following are some of the topics which we'd like to discuss so your perspective can be relayed to the Town Council who ultimately will establish the terms of the deed restriction and sale process:

Deed Restriction Questions:

Ownership of other property - In previous lotteries the buyers of townhomes, which are the lowest priced and most subsidized units, were prohibited from owning another home in Summit County while the buyers of the higher priced duplexes and single family homes were allowed to own one other property in Summit County. While there is a difference in the way the households were restricted, staff ultimately felt the difference was reasonable because the higher priced single family homes were actually subsidizing the lower priced townhomes which enables us to offer those low price points. The buyers of the higher priced units are covering the cost to produce their unit as well as subsidizing the lower price points. The lower priced townhomes were intended as entry level to serve households who had not had the opportunity to access homeownership at all while the higher priced homes were targeting households that had possibly been in the community for a longer period of time or were looking for units that met their needs as families had grown, but were still unable to access market rate units because of the high prices.

Income Caps - In Stables Village the buyers of the townhomes were subject to income testing and the buyers of the duplexes/single family homes were not. Again, there is a difference in the way the households were restricted, but we ultimately felt the difference was reasonable because it was very important that the lowest priced homes go to the households that need that lower price point because it is all they can afford. Without an income cap on those most affordable units, higher income households could buy those units when they could actually afford the higher priced units. With the higher income units, the Town has not been as concerned about capping income because the purpose is to provide a mixed income neighborhood that serves a very diverse workforce.

In addition, income capping the lowest priced units enables the Town to utilize State grants to offset some of the subsidy required to achieve those price points. The State will provide gap funding thru Prop 123 if homes are income tested at 100% AMI. We expect the townhomes will all be affordable to households at 80% AMI or less when they are delivered starting in 2027. So, this does provide a sufficient buffer in terms of the pricing and the income cap. Staff supports the income cap because without the Prop 123 funds, the Town's subsidy increases by \$2.1m approximately.

Deed Restriction Lites - In most deed restricted neighborhoods that have been developed by the Town all of the restricted units are full deed restrictions, subject to an appreciation cap in order to ensure they stay affordable over time. Because these units are so discounted to market, without an appreciation cap they could be resold by the first buyer at whatever price the market will bear and would not stay as affordable over time for subsequent buyers. Long term affordability is an important goal of the housing program, especially with the Town's significant up front subsidy to make the developments financially feasible. But, given the increasing gap between the cost to produce units and the prices that locals can afford to pay, it has become more challenging to pencil projects even with cash subsidy from the Town. It should be noted that the Town has allowed private sector developers to include market rate units in their neighborhoods to help cover the gap, but the Town has never included unrestricted market rate units in Town projects. As a way to potentially maintain the lowest price points without increasing the Town subsidy, staff have

proposed some higher priced deed restriction lite units. These are not market rate units, because they are still subject to employee occupancy, but the price would not be capped and could increase based on what the market will bear for an employee restricted unit. Your reaction to this concept would be helpful.

Accessory Dwelling Units (ADUs) - The Council is very interested in maximizing the number of homes created, and ADUs can provide a great opportunity for the owner of the home, for the community as affordable rentals for local workforce, and for quality of life as the units are dispersed in neighborhoods as opposed to larger apartment complexes. The current concept for ADUs is to build out the shell on all 44 single family units that can accommodate an ADU. These are the higher priced units that target higher income households. This would be unfinished space above the garage useable as storage only, but ADU ready in terms of stubbed water/sewer lines. Staff believe the owner/buyer should be responsible for the expenses associated with the buildout of the ADU if the owner chooses to finish the space as an ADU. A portion of their expense could be recouped as a capital improvement and the ADU can serve as a separate unit subject to the deed restriction. One issue to be discussed, and we look for your input, is whether an ADU must be rented, or if it can be left empty, or used for family?

Lottery Process Questions:

Priorities - To ensure everyone has the same access to these units the Town will use a lottery process to determine the order in which buyers will be able to enter a sales contract. In the past the Town has included some priorities in the lottery, for example buyers who have lived in the community for 10 years have received an extra ticket in some previous lotteries. That clearly provided a greater opportunity to certain households, and staff is concerned there could be some unintentional consequences impacting protected classes. Staff are not recommending priorities based on time in the community, but still believes there is significant benefit in prioritizing buyers who work in the Upper Blue/Breckenridge. One of the goals of the housing program is to try to reduce in-commuting, vehicle miles traveled, and congestion and one way to do that is to reduce the distance between home and work. Staff feel this is still an important and valid goal, and a priority in the lottery would support that goal.

Fee - Unfortunately, in the past the developer's lender requirements sometimes caused the lottery and sale process to occur well in advance of when the units were completed and ready for closing/occupancy. This occurred because lenders have been requiring executed contracts prior to funding the construction loan. We are hoping to work with the lenders to minimize this issue, because it is very challenging for the buyer and the developer to execute purchase contracts more than a year before the home is ready, and in some cases before the vertical construction has even started. Circumstances can change over the period of a year and as a result there are lots of last minute dropouts which create issues for the developer who has completed the home and is covering the interest on the loan until the sales revenue is realized. We've also discovered that applicants are submitting for multiple lotteries and frequently are participating in lotteries for homes that they cannot afford or do not meet their needs at all. We will be evaluating the lottery and sales processes and possibly modifying some elements that could include a fee to enter the lottery and higher or escalating earnest money requirements as the home gets closer to completion.

Summary- Staff are very interested in your comments and feedback on these issues and also looks forward to any additional comments or questions. We look forward to a good discussion and your suggestions as we continue to move towards the start of this new local neighborhood.

BRECK CREATE

August 6, 2025

TO: Mayor Owens + Town Council

FR: Tamara Nuzzaci Park

RE: Q2 2025 Impact Report

The enclosed Q2 Impact Report has two sections:

1. Arts District Report. Cumulative and features data from the many organizations who enliven the District's venues with their events, programs and performances
2. Breck Create Report. Cumulative and in the same format for comparison

Please review the report in advance in preparation for the work session. Our presentation will cover the high-level data and trends as well as answer questions.

We will only answer questions on Breck Create's recent program outcomes or Precious Plastics report (Slide 11-18). We will not specifically review this information.

We invite you to learn more about all the programs, performances and partnerships happening during BIFA by browsing the [2025 BIFA Program Guide](#).

As stewards of the Breckenridge Arts District, we look forward to the opportunity to report and continue progress toward increased awareness, understanding, transparency and data-driven decision-making. Thank you for your time.



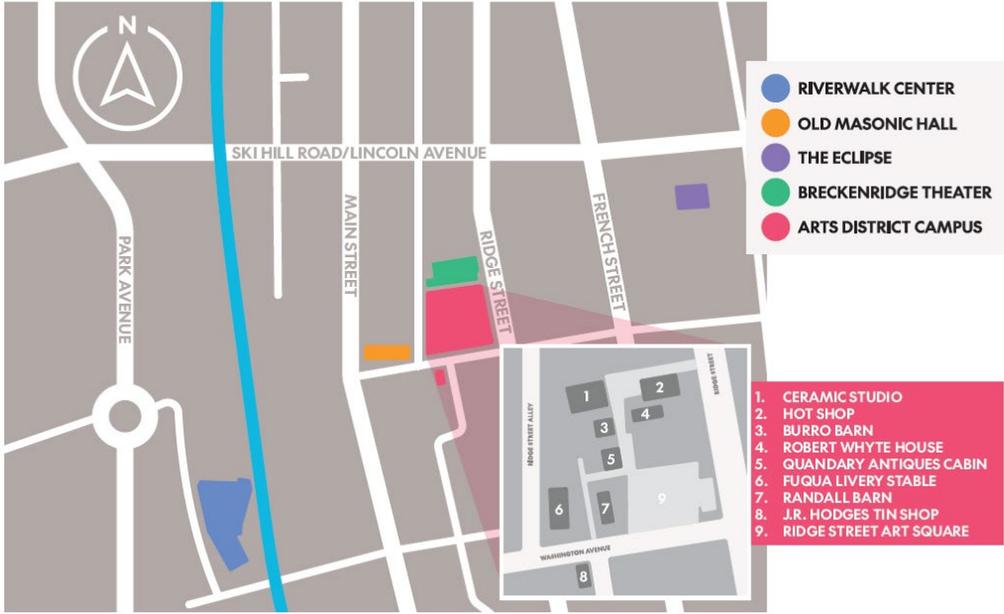
ARTS DISTRICT 2025 Q2 REPORT

SUMMARY

1. Overall participation flat, carried by Riverwalk Center - better than occupancy trends – and no material change in visitor participation YOY
2. Q3 – showcasing best of NRO, BBT, Breck Film and BCA with high impact programming & events
3. Challenging economic environment necessitates Arts response for '26 & '27
4. Breck Create on track to achieve financial and operational goals

ARTS DISTRICT OVERVIEW

ARTS DISTRICT MAP 5 VENUES • 14 FACILITIES



- RIVERWALK CENTER
- OLD MASONIC HALL
- THE ECLIPSE
- BRECKENRIDGE THEATER
- ARTS DISTRICT CAMPUS

1. CERAMIC STUDIO
2. HOT SHOP
3. BURRO BARN
4. ROBERT WHYTE HOUSE
5. QUANDARY ANTIQUES CABIN
6. FUQUA LIVERY STABLE
7. RANDALL BARN
8. J.R. HODGES TIN SHOP
9. RIDGE STREET ART SQUARE

Resident Companies



BRECKENRIDGE
BACKSTAGE THEATRE



MICHAEL STERN, MUSIC DIRECTOR



Other Q2 Facility Users:

Town of Breckenridge, Summit School District, Summit Concert Band, Summit Jazz Band, Office of Joe Neguse, Office of Michael Bennet, Father Dyer Church, Private Family, 7 Professional Local Artists

DASHBOARD: Q2 Cumulative

Future KPIs noted with X for framework reference

Forthcoming in 2026: YOY % Change, Economic Impact, Other Social Intangibles, Patron Services Performance to Promise

Engagement

Total Participation

23,065

Indoor/Outdoor

Total Participation

22,365

Indoor Only

Unique Households

1,456

Total # Public Events

863

Facility Utilization

65%

Economy

Economic Impact

In process

\$ Impact/\$ invested

In Process

Earned Media Hits

In Process

Arts Community

Collaboration (BCA)

9/3/3 (to date)

Program/Cmt/Planning Mtg

Facility Users

18

Professional artists

217

Social Intangibles

In Process

Operations (BCA)

Performance to Promise

92% (June Only)

Facilities readiness

100%

Event Services: Prod/Tech

In process

Event Services: Patron Services

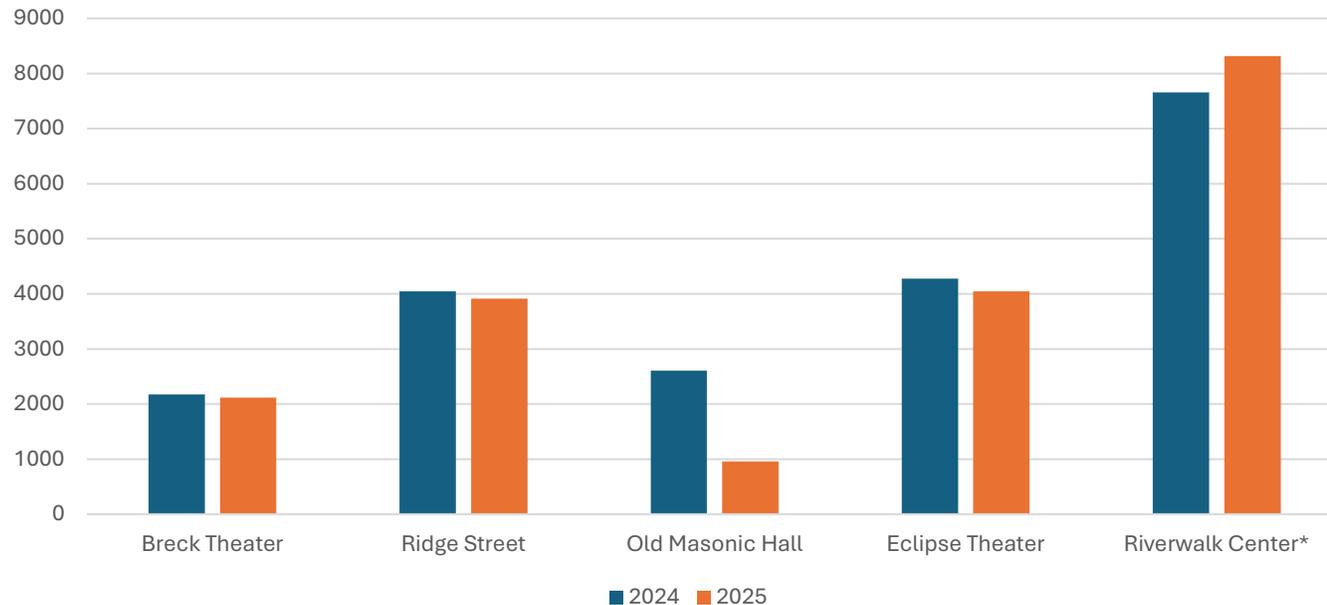
Customer Service

In process

Ticket Transactions/Service Complaints

ARTS DISTRICT: Engagement-Participation Detail

Arts District Admissions by Venue



Generally Flat, carried by Riverwalk Center, normalized for OMH

Riverwalk Center:

- Strong % sold
- Fewer more impactful events

Old Masonic Hall:

- Down due admissions highly dependent upon art installation being Immersive vs 2D

Mix of Breck, Summit and Visitor zip codes generally consistent YOY – no drop in visitors

Data Notes: Admissions is the lowest common denominator for all spaces. Ticketed events only; while Riverwalk and Audience View are utilized for ISSC, timed registrations data are not included



BRECK CREATE REPORT SUMMARY

KPI Framework Drafted + Measurement Systems Implemented

Full Financial & Operational Transparency

Outlook: 2025 Financials On-Track + Data Insights for 2026 planning

Strong Outcomes: AirStage Après, July 4, Creative + Culinary Affair

SPARK On-Track + Added Marketing Investment

BIFA programs, partnerships and participation positioned for success

Precious Plastic Impact + Direction

BRECK CREATE DASHBOARD: Q2 Cumulative

Forthcoming in 2026: YOY % Change, Economic Impact, Patron Services Performance to Promise

Engagement

Total Participation
7,845 (34%)
Indoor/Outdoor

Total Participation
6,773 (30%)
Indoor only

Total # Public Events
411 (34%)

Unique households
493 (57%)

Facility Utilization
58%

NOTE: (%) of Total Arts District

Impact

Economic Impact
In Process

\$ Impact/\$ invested
In Process

Earned Media Hits
46 to date

Arts Community

Collaboration (BCA)
9/3/3 (to date)
Program/Cmt/Planning Mtg

Professional artists
23

Social Intangibles
In Process

Financial

Contributed Revenue
42% *to goal*

Earned Revenue
55% *to goal*

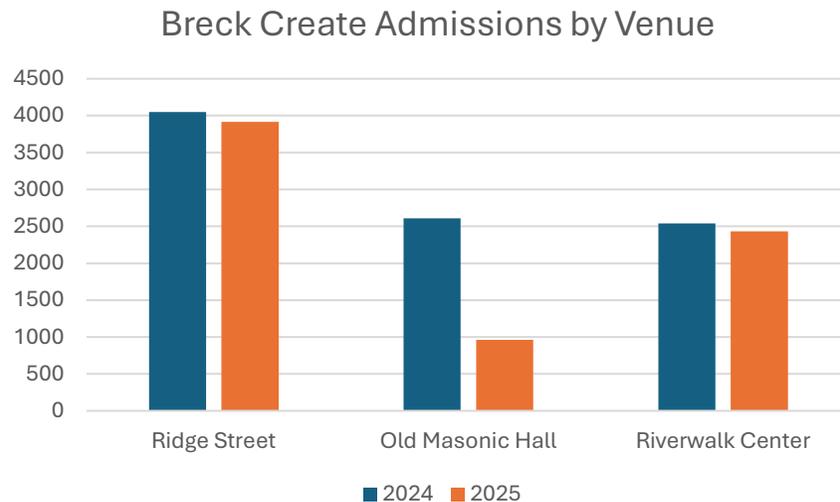
Expense
42%

*NOTES:
As of June 30 (50% of Fiscal Year)
On track to meet or exceed budget goals*

BCA Objectives (Shade indicates progress to goal)



BRECK CREATE: Engagement-Participation Detail



Data Notes: Does not include outdoor counts

Riverwalk Center admissions generally flat, but capacity sold increased– fewer, more impactful events a possible strategy for ticketed popular entertainment (“Presents”)

OMH visitation down – immersive, eye-catching art installations a stronger attraction than 2D art, initiate conversations with community leaders about future strategy and test collaborations in 2026

Precious Plastic class participation down; requests for producing objects up – lean into artist residencies to test production model

Randall Barn participation down 19% YOY – likely due to impact of similar business opening on the Arts District, consider reorienting subsidized local artist studios/retail to be street facing and more visible

AirStage Après attendance feels up (anecdotal) – continue alignment with farmers market and consider scaling up (Data Not Included)

RESPONSE TO COMMUNITY + LANDSCAPE SHIFT

The Challenge:

- Community: Desire for more/different programs, possibly a return of live music – CMP Survey to confirm
- Business: Clear need for response to faltering & declining demand. Push for renewed events strategy to build business and drive destination/brand

Arts Response:

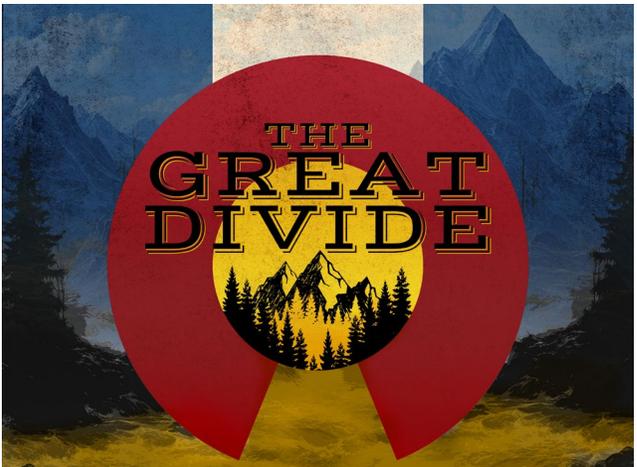
- BCA: Pull together local arts organizations, BTO, Events Committee, Restaurants/retail/lodging to develop a response plan
- Council: Shape plan and approve go-forward commitment

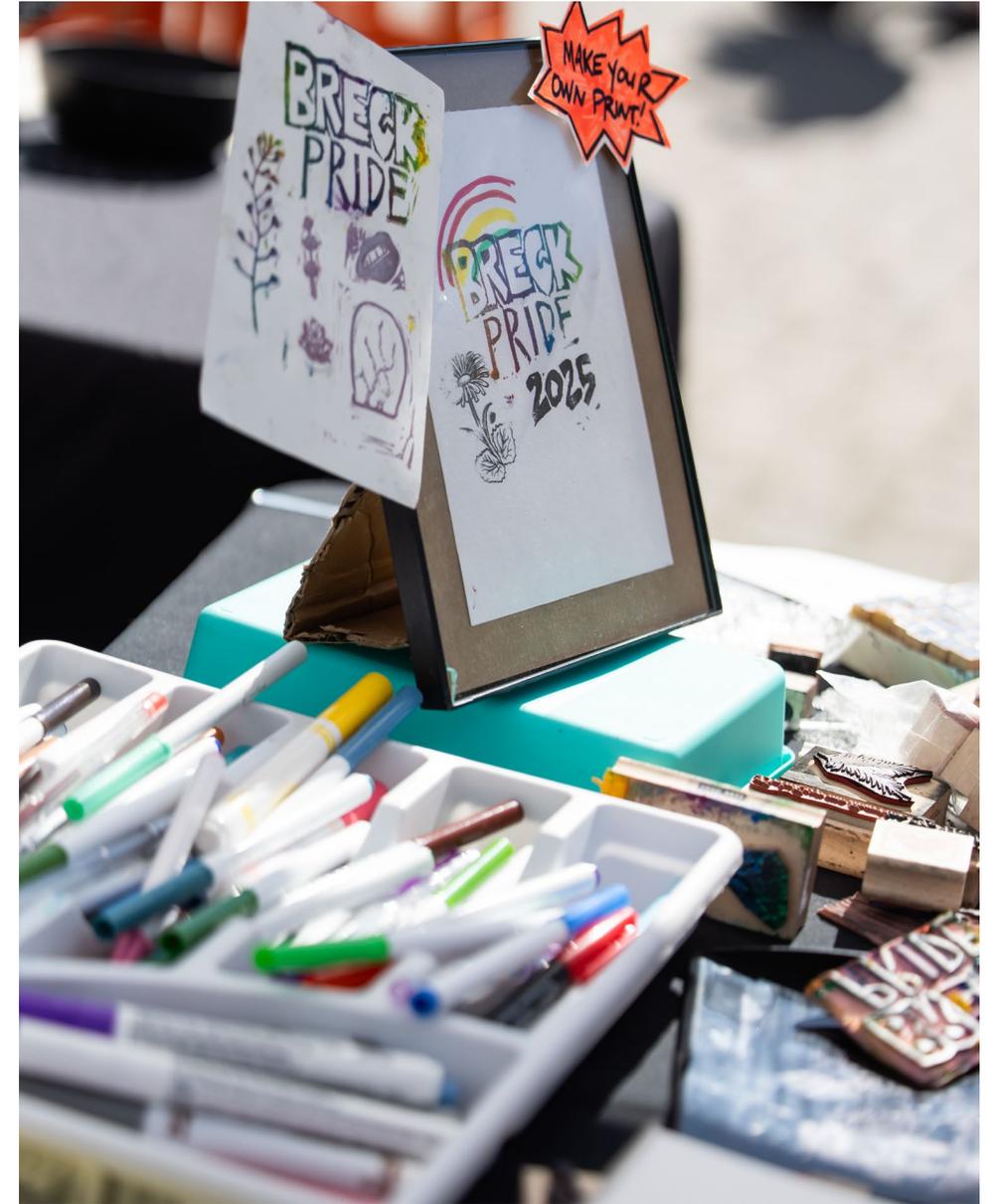
Note: Scheduling major artists and performances can take 12-18 months > Creatively seek shorter term impact performances and events, while building solid plan for '27.



SPARK UPDATE

- Produced on behalf of the Events Committee and Town of Breckenridge
 - Foreign Visa + Production
 - Marketing Spend Increase (+\$40,000)
 - Business Communication + Collaboration
 - Earned Media (32 hits / 10 featured stories)
 - Crowd Safety Plan / What to Expect
 - Total Town Investment \$220,000
 - Key Learning: Optimizing a destination event investment requires 18 month runway
- 





OUTCOMES: AIRSTAGE APRÈS

- Increasing community ownership + enthusiasm
- Increased participation YOY ~200-250/event
- Juneteenth/Pride Regional Talent highly appreciated



OUTCOMES: JULY 4

- Cirque: Overall Positive / Drove people back downtown. Sightlines an issue
- Count 1500-2000;
- informal poll 65/35 Visitors to locals
- Dog Fashion Show – large turnout





**OUTCOMES:
CREATIVE +
CULINARY AFFAIR**

- Sold Out: over 300pp in attendance
- Net \$128k
- 20 Restaurateurs and vendor "this event creates community"





PRECIOUS PLASTIC

PROGRAM GOALS

- Increase Campus Activation
- Increase Community Partnerships
- Engage Increasingly Relevant Artists
- Deliver Inspiring Creative Experiences
- Align with BCA Value “Respect for our natural and cultural environment” and ToB Sustainability Goals
- Achieve breakeven funding model

Building the brand of plastic as fine art and craft

PRECIOUS PLASTIC: BY THE NUMBERS

Building the brand of plastic as fine art and craft

Plastic Collection: 1,805 individual drop offs
Plastic Collected: 8,635.35 lbs*
Plastic Transformed: 3,036.15 lbs*

Classes Offered:

101 (Carabineers), Open Studio, Junk to Gems (Jewelry), Tray Making, Pick a Project, Beams and Benches, Plastic Planters, and Mosaics

Grants:

Committed: Richard Reed Foundation, Moniker Foundation, Xcel Energy, Price waterhouse Coopers, BGV

Waiting to hear back from: NEA (\$40k seems likely), High Country Conservation, Colorado Circular Economies

*As of 7/8/2025



PRECIOUS PLASTIC: MOVING FORWARD

- Finetune Operations
- Continue education model with Open Studio/Remaker workshops
- Increase outreach, engagement and collaboration with Community Stakeholders on next steps
- Engage artists and creatives who work in this medium to help us consider a “production model” and realize what’s possible



PRECIOUS PLASTIC: ARTIST JODI STUART

- Artist in Residence - Fall 2025
- In-School Program with Summit High School - Fall 2025
- Outdoor Installation on Ridge Street Arts Square – Winter 2026
- Exhibition @ Old Masonic Hall - opens January 2026





PRECIOUS PLASTIC: ARTIST THING THING

- Design Collective
- Artist Residency, February 2026
 - Open studios
 - Community stakeholder workshops
 - Artist talks
 - Student workshops
- Chat bench project



APPENDIX:

Arts District Engagement-Facility Usage Detail

	Venue / Facility	FY24 Q2						FY25 Q2					
		# of Days Utilized	% Utilized	# of Public Events	Capacity	Admissions	% Sold	# of Days Utilized	% Utilized	# of Public Events	Capacity	Total Admissions	% Sold
Indoor	Riverwalk Center	44	24%	21	14,135	7,660	54%	41	23%	20	15,000	13,797	92%
	Breckenridge Theater	58	32%	29	2,951	2,171	74%	52	29%	51	2,654	2,118	80%
	Eclipse Theater	151	84%	201	28,350	4,278	15%	149	83%	199	39,385	4,043	10%
	Old Masonic Hall	134	74%	3		1,971		122	68%	6		1,088	
	Ridge Street Arts Square												
	Ceramic Studio			189	2,198	948	43%	167	93%	189	2,042	928	45%
	Hot Shop			55	330	214	65%	91	51%	56	336	230	68%
	Quandary Antiques Cabin			51	494	213	43%	64	36%	56	536	222	41%
	Fuqua Livery Stable			34	204	56	27%	128	71%	14	84	35	42%
	Randall Barn			104	690	396	57%	99	55%	81	626	250	40%
Robert Whyte House			0	0	0	0%	1	1%	0		0		
Tin Shop			9	80	38	48%	17	9%	13	54	54	100%	
Barney Ford Museum			0	0	0	0%	1	1%	1		0		
	Subtotal	387	54%	696	49,432	17,945	36%	932	43%	686	60,717	22,765	58%
Outdoor	Old Masonic Hall Patio	0	0%	1	13	12	92%	4	2%	4	59	22	37%
	Barney Ford Lot			0	0	0	0%	4	2%	4		700	
	Blue River Plaza			0	0	0	0%	4	2%	4		150	
	Subtotal	0	0%	1	13	12	92%	12	7%	12	59	872	37%
	GRAND TOTAL	387	54%	697	49,445	17,957	64%	944	25%	698	60,776	23,637	47%
NOTES:		FY24 Q2 AV Data Only; Non-Ticketed event admissions for Arts District not available											

APPENDIX:

Breck Create Engagement-Facility Usage Detail

		FY24				FY25			
	Venue / Facility	# of Public Events	Capacity	Total Admissions	% Sold	# of Public Events	Capacity	Total Admissions	% Sold
Indoor	Riverwalk Center	7	5,960	2,541	43%	4	3,500	2,434	70%
	Old Masonic Hall	2		2,608		8		960	
	Ridge Street Arts Square								
	Ceramic Studio	185	2,250	948	42%	189	2,042	928	45%
	Hot Shop	53	318	214	67%	56	336	230	68%
	Quandary Antiques Cabin	48	453	213	47%	56	536	222	41%
	Fuqua Livery Stable	25	156	56	36%	14	84	35	42%
	Randall Barn	91	660	391	59%	81	626	250	40%
	Robert Whyte House								
	Tin Shop	9	92	38	41%	13	54	54	100%
	Subtotal	420	9,889	7,009	48%	421	7,178	5,113	58%
Outdoor	Old Masonic Hall Patio	1	13	12	92%	4	59	22	37%
	Subtotal	1	13	12	92%	4	59	22	37%
	GRAND TOTAL	421	9,902	7,021	70%	425	7,237	5,135	48%

Memo

To: Town Council
From: Duke Barlow, Open Space & Trails Manager
Date: 8/5/2025 (for 8/12/2025)
Subject: Aspen Alley Trail Seasonal Use Restrictions

Town Council Goals (Check all that apply)

- | | | | |
|-------------------------------------|---------------------------------------|--------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | More Boots & Bikes, Less Cars | <input type="checkbox"/> | Leading Environmental Stewardship |
| <input type="checkbox"/> | Deliver a Balanced Year-Round Economy | <input type="checkbox"/> | Hometown Feel & Authentic Character |
| <input type="checkbox"/> | Organizational Need | | |

Summary

Staff recently learned that the Town, in coordination with Summit County Open Space (County), has the ability to institute use restrictions on the Aspen Alley Trail through a short-term amendment to the 2019 Golden Horseshoe Special Use Authorization (SUA). This approach would be a seasonal restriction permitted by the United States Forest Service (USFS) to address use conflicts on Aspen Alley that peak during fall foliage season. The Breckenridge Open Space Advisory Commission discussed potential use restrictions during their July 21, 2025, meeting and recommended the implementation of an alternating day use restriction, between hikers and bikers, on the Aspen Alley Trail from September 13 through October 5, 2025. Staff requests Council direction on BOSAC's use restriction recommendation.

Background

The Aspen Alley Trail is 1.3-mile, natural surface, non-motorized singletrack trail connecting the Boreas Pass Trailhead and the Wakefield Sawmill Museum on Boreas Pass Road. The trail, a popular recreation route primarily situated on the National Forest, also crosses sections of private property- with access secured by trail easements- and property owned by the Town and County.



Annually, each fall, the USFS, County, and Town staff receive an increase in complaints relating to user experience on the Aspen Alley Trail. While available data is limited, web traffic on the All-Trails app indicates a significant spike in Aspen Alley user activity from mid-September through early October annually (Figures 1-3). Additionally, public

1

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.

surveys at the Open Space Open House and online through the OST Facebook page indicate an openness to the idea of seasonal use restrictions on the trail (Figures 4-6).

Guidance from the [2023 OST Master Plan](#), on the implementation of use restrictions, consists of this section on page 46, addressing high-use areas: “Stewardship is particularly challenged in high-use areas. The OST program will minimize the impacts of these areas through dispersed use strategies, trailhead amenities, restoration techniques, and communication strategies”.

Summit County’s [2022 OST Master Plan](#) has the following outdoor recreation goal (7.2): “Enhance user experiences, minimize conflicts, and reduce safety concerns with trail design practices and/or applying alternative management strategies such as directional trails and separating uses, when and where appropriate”.

In an effort to achieve a long-term solution addressing the increasing user conflict on Aspen Alley, staff have enlisted the assistance of the SE Group, a consulting firm specializing in recreational planning with a long, successful history of working with the USFS, to expedite the National Environmental Policy Act (NEPA) analysis review for an alternative, uphill route. Although this application is expected to be submitted to the USFS for review before the end of 2025, it isn’t guaranteed approval, nor is there a stated timeline for the review by the USFS.

Given the known user conflict issues coupled with the inability to construct an alternative uphill route prior to fall 2025, staff presented BOSAC with three options to consider during their July 21, 2025, meeting:

- **Option 1-** Continued data collection on peak use times, days, and types/ directions of use. From September 13-October 5, 2025, increased staff presence at the bottom and top of the Aspen Alley Trail, comprised of Town, County, USFS, and (possibly) FDRD staff members, and increased signage and messaging intended to decrease user conflict through the recommendation of alternative trails with similar fall foliage experiences and additional emphasis on respectful and safe trail etiquette. The Town, County, and USFS would partner with their respective communications teams to communicate this messaging as broadly and effectively as possible. Examples would include Breckenridge Tourism Office’s “B Like Breck” app, trail navigation apps, official websites and social media channels, roadside VMS boards, and additional on-trail etiquette signage. Trail counter data collection initiated this spring for hikers and bikers would be collected throughout the rest of 2025.
- **Option 2-** The institution of alternating day use restrictions on Aspen Alley from September 13-October 5, 2025. This approach would entail a hiking-only restriction on odd days of the calendar and biking-only on even days. Whether uphill biking on the trail would be allowed on biking-only days would also need to be determined. Alternatively, uphill biking traffic could be routed on Boreas Pass and Illinois Gulch Roads to further reduce conflict.
- **Option 3-** Aspen Alley to be closed to biking from 10:00am- 6:00pm daily from September 13- October 5, 2025. Mixed non-motorized use would be allowed outside the restricted hours.

* The increased staffing and messaging outlined in Option 1 would also be applied to Options 2 and 3.

** The indicated time period of September 13-October 5, 2025, represents a three-week window within which staff would have the ability to implement recommended use restrictions. The actual duration of these restrictions could be decreased based on variables such as weather, staffing availability, and public feedback.

Each option presents significant pros and cons. Below is a table listing notable considerations for each.

	Pros	Cons
Option 1	<ul style="list-style-type: none"> • Requires no scheduling adjustment for users • Allows opportunity to gather additional data prior to restricting use. 	<ul style="list-style-type: none"> • Continued user conflict concerns and potential for conflicts and incidents.
Option 2	<ul style="list-style-type: none"> • Separates user groups, reduces user conflict. • Simple use separation- easier to communicate to public. • Lessons learned from this use restriction experiment can inform future management decisions. 	<ul style="list-style-type: none"> • Requires scheduling adjustment for users. • Difficult to enforce restrictions. • Messaging to non-local users may be challenging. • Concentrating hiking use to half the days could potentially exacerbate trailhead parking issues.
Option 3	<ul style="list-style-type: none"> • Separates user groups, reduces user conflict. • Lessons learned from this use restriction experiment can inform future management decisions. 	<ul style="list-style-type: none"> • Requires scheduling adjustment for users. • Preferential treatment to one specific user group. • Difficult to enforce restrictions. • Specific hours restriction adds layer of complexity that's difficult to effectively manage and message, particularly for non-local users. • Potential for increase in risk during designated mixed-use hours, due to concentration of allowed bike use hours.

During their July 21, 2025, meeting, BOSAC voted 6:1 to recommend Option 2 to Council, which included the stipulation of downhill-only travel on designated biking days. Commissioners cited reduced user conflict, increased safety, improved user experience, equitable sharing of a popular amenity between two user groups, recent informal discussions with community members, and the effectiveness of robust messaging as compelling reasons for their recommendation. Brief consideration was given to extending the recommended restrictions beyond the proposed three-week duration, but the idea was dismissed for logistical reasons.

The County, as a partnering land manager, is conducting their own process with their respective elected and appointed officials, beginning with a scheduled August 12, 2025, discussion with the Summit County Open Space Advisory Commission (OSAC). It is imperative that the Town and the County are aligned on the implementation of any use restrictions.

Historical context

The proposed short-term amendment to the SUA, authorizing use restrictions on the Aspen Alley Trail, would be for three-weeks of peak foliage this year. Should the Town and County seek to repeat these, or other use restrictions in the future, additional amendments would need to be established on an annual basis. In the event of a request for a long-term amendment to the SUA, a more exhaustive review process will be required.

Legal enforcement of any use restrictions will be difficult to institute this fall. The USFS doesn't have the necessary staff capacity, and the Town currently lacks an appropriate ordinance for police enforcement. On the advice of the Town attorney, staff is not recommending pursuing an ordinance at this time. If the Town seeks to implement use restrictions in the future, passing a corresponding ordinance could be revisited.

However, implementation of open space policy changes, coupled with strong messaging has been an effective tool in changing user behavior in the past, with the downhill-only mandate on the Side Door Trail serving as a recent example. We believe that with the proposed messaging, along with the periodic presence of staff and our partner agencies on the trail, that the need for active enforcement will be minimized.

Public outreach/engagement

In addition to the Open Space Open House and social media survey results referenced above, multiple BOSAC commissioners conducted their own, informal community polling prior to the Aspen Alley use restriction discussion during the July 21, 2025, BOSAC meeting. Each commissioner was surprised to discover strong support, among those questioned, for Option 2.

Financial Implications

Concerns were raised during the July 21, 2025 BOSAC discussion regarding the potentially adverse impact use restrictions could have on tourism. Local business owners have recently expressed concerns over declining visitation and worry this may correlate to increased restrictions instituted by the Town, such as those relating to water bottles, plastic bags, and outdoor lighting. While difficult to quantify, restricting user groups on a popular recreational trail could further discourage local tourism.

Equity Lens

Working to make our Town Open Spaces & Trails safe and enjoyable for everyone is a key tenet of the Town's Open Space & Trails program. By separating user types, the recommended seasonal, alternating day use restriction aims to decrease user conflict on the Aspen Alley Trail and improve the user experience.

Staff Recommendation

Staff recommends implementing the alternating days proposal as outlined in Option 2, to reduce user conflict during the peak fall foliage season. The measures outlined in Option 1 would also be implemented- continued data collection, increased staffing and communications. Staff requests Council guidance on BOSAC's recommended seasonal use restriction on Aspen Alley.

Specifically, does Council support restricting use on the Aspen Alley Trail to alternating user days between hikers and bikers from September 13 through October 5, 2025 in cooperation with Summit County?

Figure 1

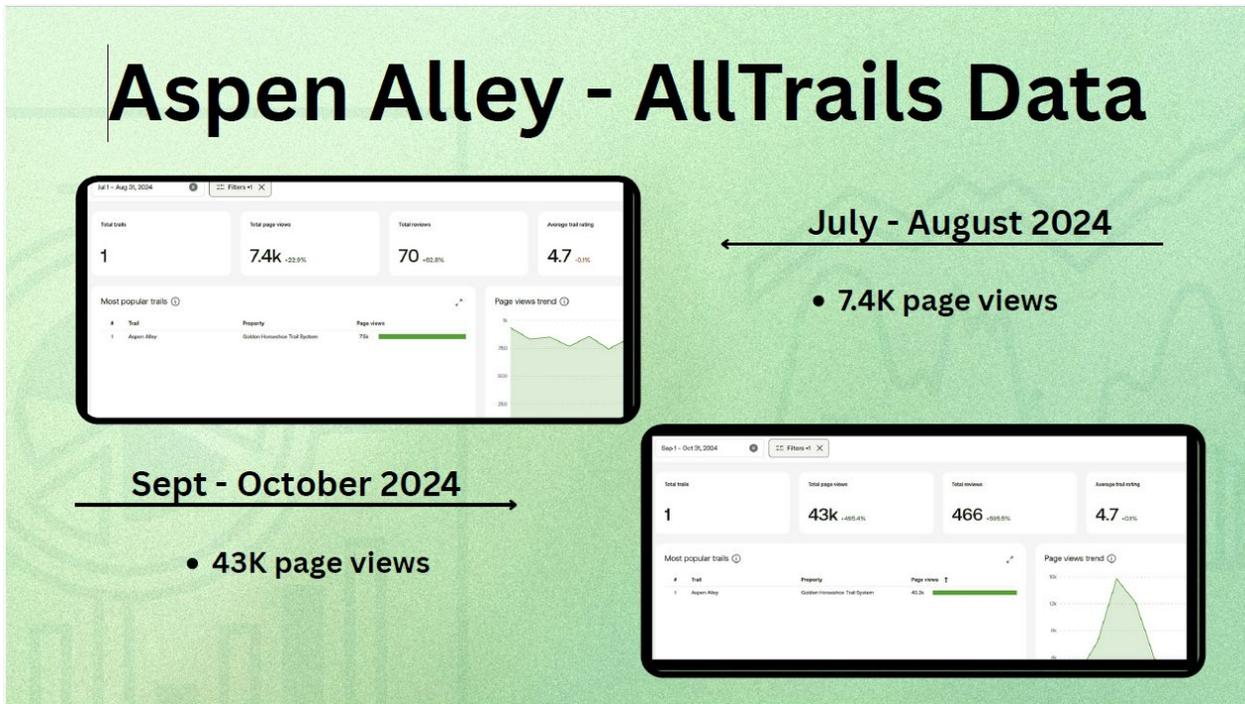


Figure 2

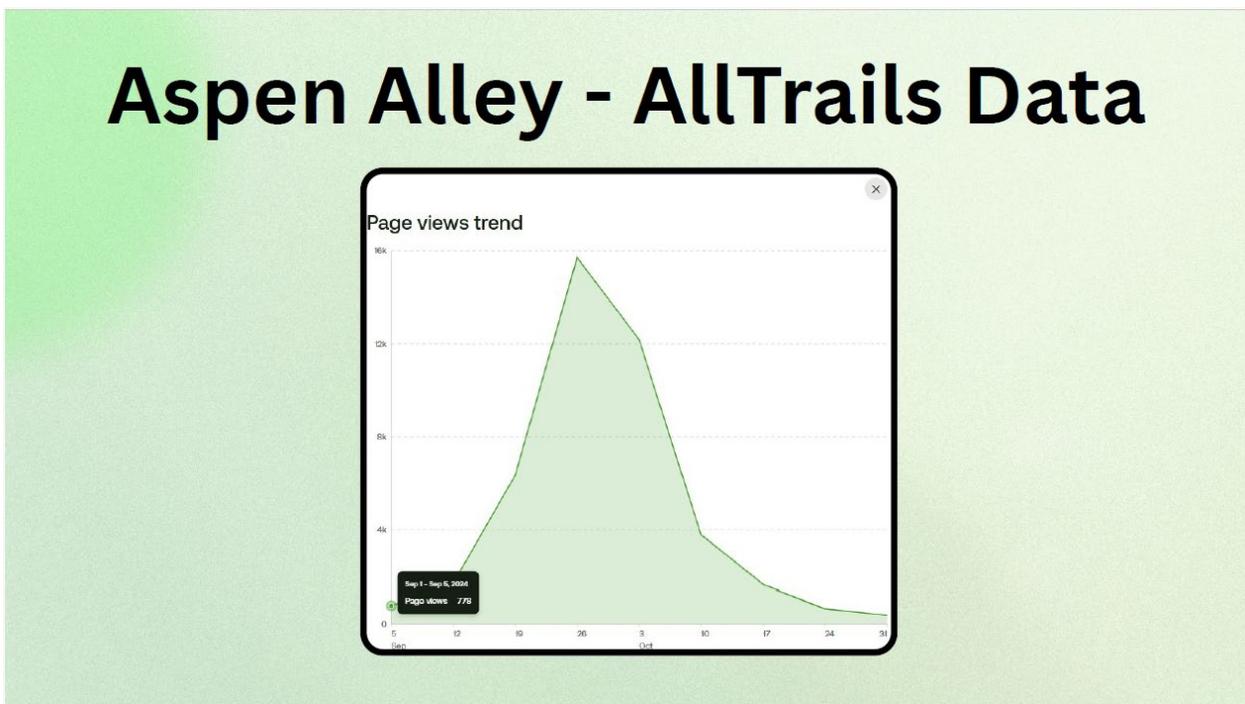


Figure 3

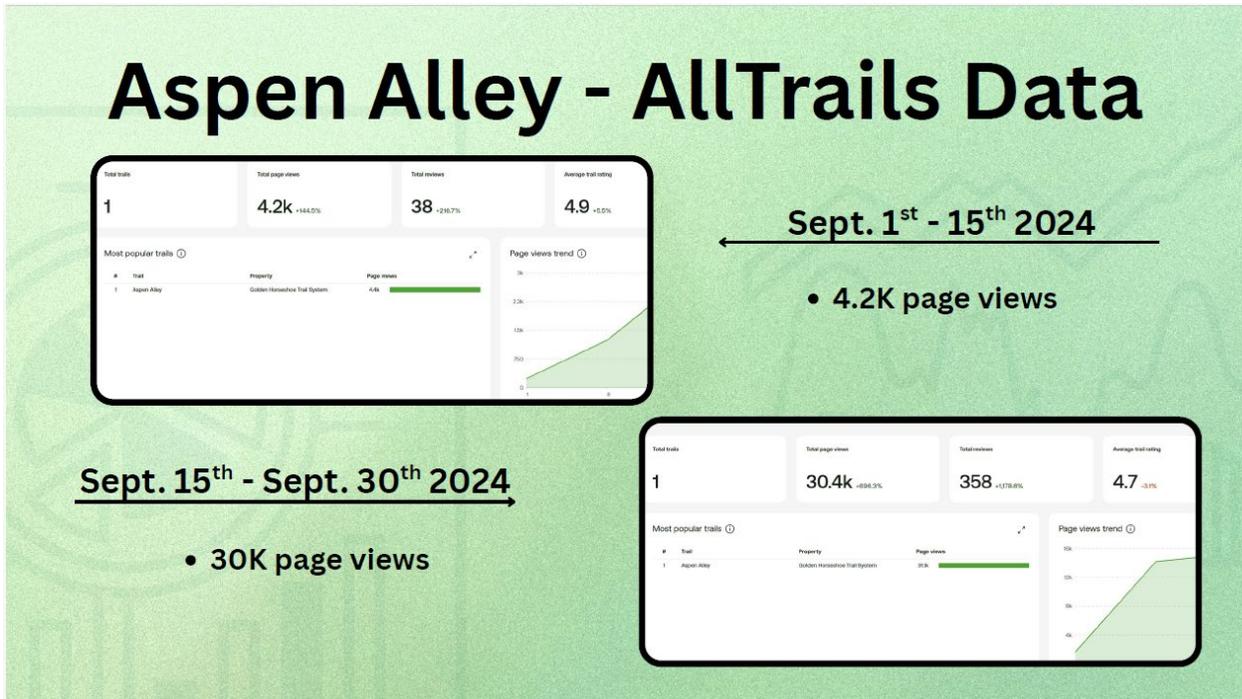


Figure 4

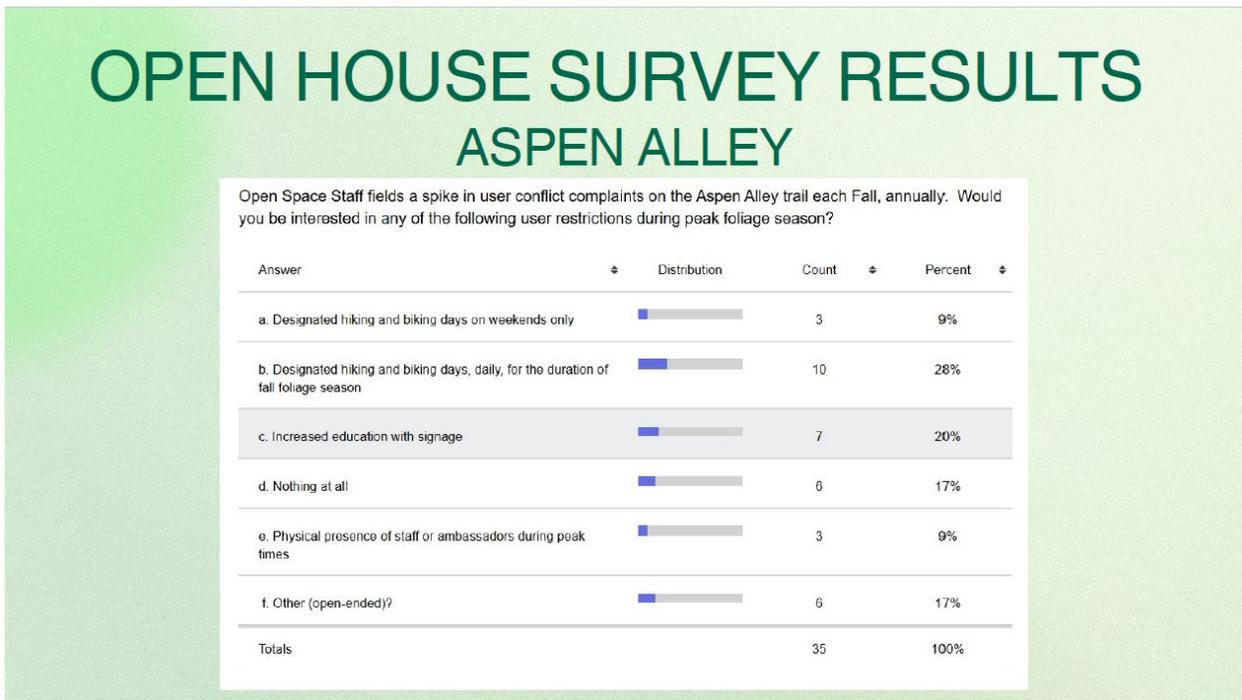


Figure 5

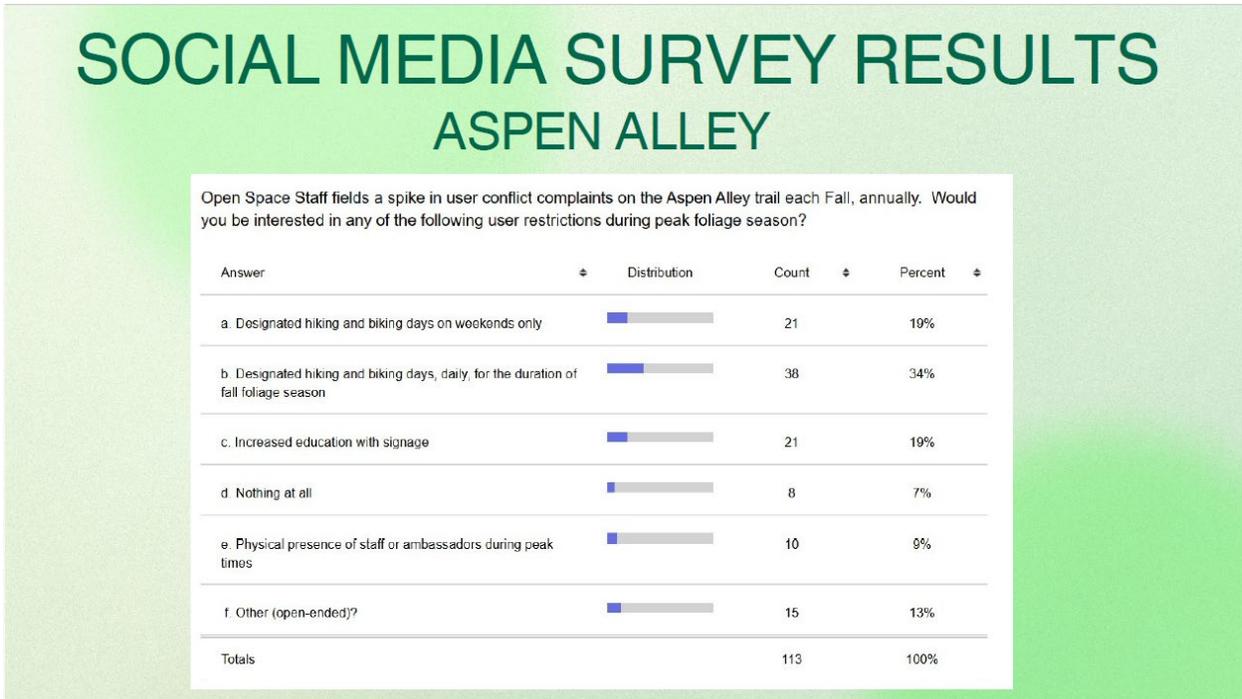


Figure 6





TOWN OF
BRECKENRIDGE

Memo

To: Town Council
From: Rick Fout, Chief Building Official, and Philip Sweat, Deputy Building Official
Date: August 6, 2025 (for 08/12/25 work session)
Subject: 2024 International Energy Conservation Code Adoption

Town Council Goals (Check all that apply)

- | | | | |
|-------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> | More Boots & Bikes, Less Cars | <input checked="" type="checkbox"/> | Leading Environmental Stewardship |
| <input type="checkbox"/> | Deliver a Balanced Year-Round Economy | <input type="checkbox"/> | Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> | Organizational Need | | |

Summary

In February, the Town of Breckenridge (TOB) accepted a grant award from the Colorado Energy Office's (CEO) Energy Code Adoption Grant Program, to facilitate the early adoption of the 2024 International Energy Conservation Code (IECC). The IECC contains two separate provisions - one for commercial buildings and one for residential buildings. Along with code adoption support, the Grant requires recipients to also adopt the State's Model Electric Ready and Solar Ready Code; in order to meet grant requirements, the Town needs to have these new Energy Codes in effect by October 28th, 2025. Strategic amendments to these codes are being proposed by the TOB Building Division, which will include some alignment with the upcoming statutorily required State of Colorado's Low Energy and Carbon Code (LECC). Adoption of the LECC must be completed by mid to late 2027 in Breckenridge.

With Sustainability goals for energy efficiency and Green House Gas (GHG) emission reductions, plus the needs of our citizens at the top of our minds, the Building Division is proposing minimal, targeted amendments that move us forward without placing an undue burden on our local community, contractors, and design professionals. As Breckenridge's build-out approaches, we are also proposing amendments that will increase the energy efficiency of existing buildings and systems, since renovation, remodel and replacement will represent a large segment of Breckenridge's redevelopment going forward. Highlights of significant changes and proposed amendments are attached.

Background

The Town of Breckenridge adopts new Building Codes with local amendments every six years. Including, without mentioning them all, commercial and residential codes for Energy, Building, Mechanical and Plumbing, plus reference codes for Fire, Fuel Gas and Accessibility. These codes are updated by the International Code Council (ICC) every three years and most Colorado jurisdictions, Breckenridge included, historically skip one cycle and adopt the next in six-year increments. Our neighboring jurisdictions, Summit County and the Town of Frisco, are both on the same general timeline as Breckenridge. However, for Breckenridge the new Energy Code adoption is needed early

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and first (Council action required by September 23rd, 2025), due to accepting the CEO's grant of \$124,500. The larger library of 2024 ICC code book adoptions will follow, with the other codes taking effect in January 2026, as per normal timing. The current codes adopted locally are the ICC's 2018 codes, including the IECC. The 2024 IECC and the 2024 ICC codes that we are in the process of adopting, are the most current codes published and will align with neighboring jurisdictions as well as the State of Colorado.

Public outreach/engagement

Through a collaborative effort, the Breckenridge Building and Sustainability Divisions have hosted six different New Energy Code Adoption Roundtables/Open Houses at the South Branch Library, spanning from mid-April to early August. At these sessions, we have laid out a road map to adoption for our local community, contractors and design professionals, with Shaunna Mazingo from Mazingo Code Group as our facilitator and technical expert. Shaunna is our grant-hired Energy Code consultant for the process, leading presentations on significant changes and comparisons from current codes to the 2024 IECC. Information on residential and commercial Energy were both included at the Roundtables. Working with Shaunna and various area Stakeholders, we have progressed democratically through sensible proposed residential and commercial amendment options to the 2024 IECC, all tailored to our unique and challenging climate zone.

We have received many positive exit comments by attendees at the six outreach Roundtables/Open Houses. We believe the building and design community is generally comfortable with the changes being proposed, are happy with the level of outreach that has occurred, and with their ability to participate in the process. At the six meetings, we had over 150 members of the public attend and participate in the Energy Code adoption discussions.

Furthermore, as part of this Colorado Energy Office grant, five additional training courses on the 2024 IECC and supporting topics, are scheduled between September 2025 and February 2026. With High Country Conservation Center's help facilitating the workshops, topics will focus on advancing knowledge for trade professional's on energy codes, green building science, energy ratings, heat pumps, beneficial electrification, and more. Workforce Development Scholarships are also available through the CEO's grant, supporting \$75,000 worth of continuing education, and energy-related equipment purchases for our contractor community. This Town/Sustainability Division scholarship program assists with continuing education, certifications, workforce training, and equipment purchases for contractors and individuals who apply. Funding is on a first come first served basis and can be applied for at <http://www.sustainablebreck.com/workforce>.

Financial Implications

As noted above, the Town has received a grant from the Colorado Energy Office to facilitate the public process, early adoption of the new Energy Codes, trainings and scholarships. Financial impacts to the Town will be limited to staff time devoted to adopting the new codes. These codes may, in some cases, create additional upfront construction expenses relating to constructing more energy-efficient buildings (e.g., enhanced insulation). However, because the codes will result in more energy efficient buildings, we expect that long-term energy costs for homeowners and business owners will be reduced.

Equity Lens

Related to the Town's Equity Blueprint and corresponding Equity Lens, the adoption of the new Energy Code, the 2024 IECC, is neutral as it provides minimal requirements, with some area driven amendments, to safeguard the public health, safety, welfare and energy efficiency of new and existing buildings and structures.

Staff's public outreach efforts related to the 2024 IECC adoption include producing and distributing most pertinent meeting materials at the Roundtables/Open Houses in Spanish as well as English. Additionally, an English to Spanish translator has been on site to assist at the South Branch Library Roundtables/Open Houses and will also be available at upcoming trainings.

Staff Recommendation

The three local Building Departments (Breckenridge, Summit County, and Frisco) have concluded that the 2024 IECC has finally reached a level of rigor that surpasses the longstanding, Summit Sustainable Building Code (SSBC). This development enables us to retire the SSBC across all three jurisdictions, with the jurisdictions relying on the standardized IECC framework as it continues to be updated. Additionally, the Town is targeting enhanced efficiency requirements and is proposing to make additional efficiencies in buildings exceeding a certain square foot threshold required. The proposed threshold is 4,500 square feet and up, which aligns with the proposed new sprinkler requirement threshold (previously 6,000 square feet) that the local Fire Departments will propose for January 2026. Staff also noted that efficiency targets in buildings above certain square footage thresholds are also expected to be part of the State's LECC codes, which the Town will be required to adopt in mid to late 2027.

The information provided here is intended to be an update on the new Energy Code adoption for Council. Staff requests that Council provide any feedback to incorporate for review at the next work session on August 26th.

1. Staff recommends eliminating the SSBC in favor of the 2024 IECC for this upcoming code cycle.
2. Staff requests Council reviews and provides feedback on the proposed local amendments to the 2024 IECC, including those amendments related specifically to home size thresholds for additional energy efficiency measures.

Highlights of Significant Changes & Proposed Amendments 2024 IECC

Commercial Provisions

- Thermal Envelope R-Values for Metal Buildings with above grade walls significantly increase from R-13 + R-13c.i. (continuous insulation) to R-13 + R-17c.i.
- U-factors for Fixed, Operable and Entrance Door Fenestrations increase across the board with Entrance Doors the most notable from .77 to .63.
- All “New” Commercial Buildings will now have to comply with the Colorado Model Electric Ready and Solar Ready Codes.
- Energy Cost Budget Pathway is Deleted. Appendix G is modified based on Site Energy Use Intensity.
- Building Water Use Reduction Tables are now provided in the code.
- Appliances in Commercial Multi-Family are now required to comply with Energy Star program requirements.
- Additional Energy Efficiency Credits are now required, and Applicants/Designers have a table to choose from during the design process.
- REMP will now be included in this Code providing better accessibility.
- Revised EV charger requirements for “New” Commercial Parking Spaces that will align with the Planning Code and it’s point allocation for positive or negative points.

Residential Provisions

- U-factor for Vertical Fenestrations (windows, fixed or operable, opaque doors, etc.) increases from .32 to .30 in climate zone 7.
- Blower Door test requirements increase from 2.7 ACH (Air Change per Hour) to 2.0 ACH.
- All “New” Residential Buildings will have to comply with the Colorado Model Electric Ready and Solar Ready Codes.
- For Above Code Pathways, the Summit Sustainable Building Code (SSBC) has been deleted in its entirety and replaced with two options: Department of Energy’s Zero Energy Ready Home Program or The State of Colorado Model Low Energy and Carbon Code.
- Additional Energy Efficiency Credits are now required and Applicants/Designers have a table to choose from during the design process.
- Our previous ordinance provided a prescriptive pathway. This was a huge success with owners, designers and contractors alike. As part of the community outreach and feedback we received, and in working together with Summit County, we are proposing a new prescriptive pathway, R408.3 “Pathway on a Platter”. This provides a prescriptive “roadmap” to energy compliance for homes up to 4500 square feet of conditioned living space.
- For homes that exceed 4500 square feet of conditioned living space and also want a prescriptive path, we are proposing Section R408.3.2 “Larger Platter Requirements” that include several more energy efficiencies.
- REMP will now be included in this Code providing better accessibility.
- Existing Buildings with “New” additions will also have to comply with 5 Additional Energy Efficiency Credits. If the addition adds to or creates a dwelling unit that exceeds 4500 square feet of conditioned space, another 5 Credits will be required.



TOWN OF
BRECKENRIDGE

Memo

To: Town Council
From: Laurie Best, Housing Director and Melanie Leas, Housing Project Manager
Date: 8/4/2025 (for 8/12/2025 Council Meeting)
Subject: Runway Neighborhood Vertical Pricing Update

Town Council Goals (Check all that apply)

- | | | | |
|-------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | More Boots & Bikes, Less Cars | <input checked="" type="checkbox"/> | Leading Environmental Stewardship |
| <input checked="" type="checkbox"/> | Deliver a Balanced Year-Round Economy | <input type="checkbox"/> | Hometown Feel & Authentic Character |
| <input type="checkbox"/> | Organizational Need | | |

Summary

The development team (developer) for the Runway Neighborhood has collaborated closely with Town staff to prepare a budget for Phase 1 vertical construction. At Town Council’s direction, staff has engaged a third-party owner’s representative firm, Artaic Group, lead by Chris Guarino and John Bills, to further vet these costs to ensure fair pricing. The Artaic Group has put together an analysis of all vertical costs and compared those costs against similar projects and industry standards, the findings of which will be presented to the Council during executive session.

Background

At the June 10th Town Council meeting, the Developer Agreement was approved, allowing Phase 1 infrastructure work to proceed on the planned construction of 81 townhomes, duplexes, and single-family homes. In accordance with the agreement, the development team continues to analyze vertical construction pricing to identify the funding gap between total building costs and projected sales revenue. This gap will help determine the necessary subsidy to meet the Town Council’s established goals of larger unit sizes that increase livability while meeting sustainability goals and providing quality construction.

At the July 22nd meeting, Town staff, the Artaic Group, and the developer discussed next steps to review vertical pricing and determine how those costs compare against similar projects across the state, county, and past Town of Breckenridge projects. After reviewing each line item, Artaic has determined that the overall project costs and cost per square foot align well with similar projects and are coming in lower than industry averages. At this stage, overall project costs remain consistent with the previously discussed \$34.6 million investment from the Town. A vertical construction subsidy of \$10.6 million is currently projected to be necessary to ensure price points between \$351,000 and \$850,000 are maintained. The subsidy supports affordability at time of purchase and helps preserve lower resale prices, ensuring long-term affordability for resales across future generations of homebuyers. Details will be presented by Artaic in executive session.

At the July 22nd Town Council meeting, staff was also directed to explore options for incorporating Accessory Dwelling Units (ADUs) into select single-family homes. The intent is to create additional deed-restricted rental units and potentially offer homeowners a source of rental income. The current estimate for the build out costs are approximately \$30,000 in utility/permit fees and \$120,000 in construction costs. While staff recognizes the value of adding rental inventory and economic opportunity for homeowners, several concerns must be weighed:

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- **Affordability Risks:** Incorporating ADU construction costs into the initial home price could significantly increase sale prices (approximately \$150K), narrow the qualified buyer pool, and subsequently create issues with long-term affordability
- **Homeowners as Landlords:** Not all homeowners may be prepared or inclined to act as landlords. If we built out the ADUs buyers may purchase just to get a single family but not truly want this role.
- **Sweat Equity Limitations:** Building ADUs during initial construction removes the opportunity for homeowners to add value over time through their own investment and sweat equity.

Staff is also monitoring the development of potential state-level ADU grant programs, which could help reduce the financial burden on the Town or future homeowners. This is something we believe should be further explored over the coming years.

To move forward, staff has identified and recommends two models for ADU integration:

1. **ADU Ready:** All possible units are built as ADU ready and there is the option for future ADU buildout. Staff will evaluate state programs and TOB grant funding options. This option allows buyers to determine what is right for them
2. **Hybrid Model:** All possible units are built as ADU ready and if the buyer would like the ADU fully built out at purchase AND they want to rent it, then the cost would be shared between the Town and homebuyer. Staff will evaluate state programs and options for TOB grant funding options.

A grant program would be vetted to determine what requirements would be tied to Town funding for the build out (i.e., a required rental of the unit, a lower AMI rental requirement, etc.). This could be a combination of state grant monies and TOB contribution (i.e., permit fee waivers, water/sewer tap fee contribution, etc.). Staff would like more time to vet this type of program that would incentivize the build out of the units, while not placing all the burden on the new homeowner.

Most loan programs do not allow for offsetting rental income from the rental of an ADU to be used in qualifying for their mortgage on their primary residence. Therefore, we are not recommending adding the cost of the build out to the sale price of the unit at this time as it should be the buyer's decision to build out the unit and they may want to defer this decision from the time of purchase.

It should be noted that during the buildout of Lincoln Park, the option for an ADU ready unit was available at an increased cost to the buyer. We have seen most of these units built out over the years, especially those who selected the upgrade of ADU ready. We believe we would see the build out of ADUs in the Runway neighborhood since all single-family unit types would be supplied with ADU ready capabilities.

Public outreach/engagement

Public outreach remains an integral part of the overall Runway Neighborhood project. Staff has had conversations with the Breckenridge Social Equity Committee (BSEAC) regarding the construction of ADUs. However, the development of vertical pricing is subject to the confidentiality of bids to be discussed in executive session. No public outreach has occurred relative to the development of vertical pricing

Financial Implications

It is currently estimated that the Town's financial contribution to the overall project will be \$34.6M, with \$24M towards infrastructure and the remainder towards the vertical subsidy to ensure unit affordability. If the ADU costs are passed to homeowners then there would be no change to these contribution numbers. However, in the Town-Funded or Hybrid Models, the necessary subsidy would increase. The Finance Department cash flow report, which indicates the Town's financial well-being, demonstrates that the Town can likely absorb a slightly higher subsidy, but this may require holding off on or reducing the scope of other Town projects.

Equity Lens

Staff attended the Breckenridge Social Equity Committee's (BSEAC) July 16th meeting to discuss implications of this project as it relates to pricing of units, deed restrictions, lottery processes and ADUs. The group shared their

concerns of requiring units to be rented, requiring homeowners to be landlords, and concerns about price creep for subsequent buyers.

Staff Recommendation

Staff is recommending moving forward with the next steps of vertical construction, which includes the conveyance of the property in September. This direction will allow the developer to begin discussing options for financing the project while finalizing the vertical pricing over the coming months and securing a general contractor.

Staff will return to further discuss the conveyance at the end of August and complete another price check-in prior to a final decision on conveyance in September. As a reminder, Council would have another chance to review any pricing fluctuations at the January final pricing check-in.