



BRECKENRIDGE TOWN COUNCIL WORK SESSION

Tuesday, July 11, 2017; 3:00 PM

Town Hall Auditorium

ESTIMATED TIMES: *The times indicated are intended only as a guide. They are at the discretion of the Mayor, depending on the length of the discussion, and are subject to change.*

3:00-3:05pm	I	<u>PLANNING COMMISSION DECISIONS</u>	2
3:05-3:15pm	II	<u>LEGISLATIVE REVIEW</u> Authority to Enforce Parking Regulations Amendments (First Reading)	8
3:15-4:15pm	III	<u>MANAGERS REPORT</u> Public Projects Update A. Recreation Center Cardio Equipment Parking and Transportation Update Housing/Childcare Update Committee Reports	13 17 19 22 25
4:15-5:30pm	IV	<u>PLANNING MATTERS</u> Gondola Study Review Workforce Housing RFP/ Block 11 Development	27 48

Note: Public hearings are not held during Town Council Work Sessions. The public is invited to attend the Work Session and listen to the Council's discussion. However, the Council is not required to take public comments during Work Sessions. At the discretion of the Council, public comment may be allowed if time permits and, if allowed, public comment may be limited. The Town Council may make a Final Decision on any item listed on the agenda, regardless of whether it is listed as an action item. The public will be excluded from any portion of the Work Session during which an Executive Session is held. Report of the Town Manager; Report of Mayor and Council members; Scheduled Meetings and Other Matters are topics listed on the 7:00 pm Town Council Agenda. If time permits at the afternoon work session, the Mayor and Council may discuss these items.

MEMORANDUM

To: Town Council

From: Peter Grosshuesch, Director of Community Development

Date: July 6, 2017

Re: Planning Commission Decisions of the July 5, 2017, Meeting.

DECISIONS FROM THE PLANNING COMMISSION AGENDA OF July 5, 2017:

CLASS C APPLICATIONS:

- 1) Porter Residence (CL) PL-2017-0244, 27 Peak Eight Court
Construct a new, single family residence with 5 bedrooms, 6 bathrooms, 5,212 sq. ft. density and 5,965 sq. ft mass for a F.A.R. of 1:0.34. *Approved.*
- 2) Climax Jerky Wagon Small Vendor Cart Renewal (CK), PL-2017-0234, 100 S. Main Street
Renew the vendor cart permit for Climax Jerky, Inc., a retail business that sells dried meats from a covered wagon cart that is 8'4" long, 4'4" wide and about 8' tall. *Approved.*

CLASS B APPLICATIONS: None.

CLASS A APPLICATIONS:

- 1) Lincoln Park at the Wellington Neighborhood Filing 4 Subdivision (CL), PL-2017-0149, TBD Bridge Street. A proposal to subdivide 20.25 acres into twelve salable lots, private alleys, public right-of-way including vehicular bridge, and private and public open space per the Lincoln Park at the Wellington Neighborhood master plan. *Approved.*

TOWN PROJECT HEARINGS: None.

OTHER: None.



Porter Residence; 27
Peak Eight Court

Climax Jerky Wagon Small
Vendor Cart Renewal; 100 S.
Main Street

Walker House Addition,
Restoration, and Landmarking;
213 Lincoln Avenue

Lincoln Park at the
Wellington Neighborhood
Filing 4

PLANNING COMMISSION MEETING

The meeting was called to order at 5:30pm by Chair Schroder.

ROLL CALL

Christie Leidal	Jim Lamb - Absent	Ron Schuman
Mike Giller	Steve Gerard	
Dan Schroder	Gretchen Dudney	

APPROVAL OF MINUTES

With no other changes, the June 20, 2017, Planning Commission Minutes were approved as presented.

APPROVAL OF AGENDA

With no changes, the July 5, 2017, Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- Lee Edwards, Property owner in the historic district: 5 Years ago a regulation was added to the historic codes that no additions could be taller than the original historic structure. I never knew why this change was adopted and I would like to revisit this and find an answer. (Mr. Schroder: I don't have an answer to that at this time but we can look into it and get back to you. Would that suffice?) Mr. Edwards: Yes.

CONSENT CALENDAR:

- 1) Porter Residence (CL) PL-2017-0244; 27 Peak Eight Court
- 2) Climax Jerky Wagon Small Vendor Cart Renewal (CK), PL-2017-0234; 100 S. Main Street

With no call ups, the Consent Calendar was approved as presented.

TOWN COUNCIL REPORT:

Mr. Grosshuesch presented:

- Encroachment License Agreement ordinance was approved
- Goose Pasture Tarn spill way needs some expensive repairs
- A committee formed to make recommendations as to how the town could get to 100% renewable electrical energy is also recommending a goal for the entire community to get there as well. The committee reported out to the Town Council and recommended target dates of 2035 for the community, and 2025 for the Town. This topic will be discussed further at the August 8th Town Council meeting.
- Code committee recommendations reported to the Town Council
- Town Council budget retreat to be held on September 12.
- Bike race is Aug 11.

Commissioner Questions / Comments:

Ms. Dudney: May we attend the Telluride American Planning Association Conference? (Mr. Grosshuesch: Yes, we encourage all to attend and we will cover your expenses.)

PRELIMINARY HEARINGS:

- 1) Walker House Addition, Restoration and Landmarking (CK), PL-2017-0207; 213 Lincoln Avenue. Mr. Kulick presented a proposal to move the historic house no more than 10 feet, locally landmark the historic

property and add a one-car garage with a connector off the back of the house.

Commissioner Questions / Comments:

- Mr. Giller: Are there site features that are historically significant? (Mr. Kulick: The narrow entrance which accesses to the alley. The picket fence is within design standards and the applicants have no intention of changing that. The trees have matured nicely.) Moving the house is ok and will not affect the settlement pattern, correct? (Mr. Kulick: Yes that is correct.)
- Ms. Dudney: I believe you are not supposed to remove historic windows and you didn't address what would be done with the existing historic window that will be impacted by the connector. The window has to be removed or altered to add the connector. We didn't allow the removal of a historic window on another one of Janet's projects. (Janet: It is a historic opening and we are covering it up with the connector. We did that on Tony and Annie Harris's house and it was ok because it was on the rear of the house.) (Mr. Kulick: We have taken the position in the past that if it can be reversed later it is ok. We will go back and look for precedent on other projects.)
- Mr. Giller: Looks like the windows may need to be enlarged to meet building codes. (Mr. Kulick: There have been similar issues on previous buildings and our position is it is ok if it is required to meet life/safety issue requirements but to minimize the impact on the character of the building.) I would like to see you do what you can to save the historic windows.
- Ms. Leidel: Code 912 non conforming structure. I don't believe this building has had a fire or has been damaged so are we moving it just to move it? (Mr. Grosshuesch: We use a combination of code and precedence. The Atrium Building on French St is a precedent. It was over density and the change of use lessened the non-compliant over density condition, so we allowed the change. El Perdido was also over density condition and the change of use brought it more into conformance. We approved that one as well.) Mr. Kulick: The Randall out building was moved and so was an out-building that was part of the Judge Silverthorne House project, so we do have precedence for similar setback non-compliance issues.) What are the garage door materials? (Janet: We don't know yet, wood.)
- Mr. Schroder: Will you be removing anything when landscaping? (Mr. Kulick: The property is quite vegetated in areas but on the back easement it is down to dirt and scraggly grass and landscaping would help define the area.)
- Mr. Giller: How do you plan to meet the HERS index and is it 50% above a set standard or 50% above the current rating of the building? (Mr. Kulick: They need a 50% improvement over the current house score.)
- Mr. Schroder: Do you have a contingency plan if it doesn't pass the HERS rating? (Mr. Kulick: They will have an auditor to help insure that it can get the percentage needed. We have seen new construction fall below and the builder had to make additional changes to meet the score.)
- Mr. Giller: I think The HERS rating is a little too ambitious and I question how the 50% is assessed. I would suggest checking into that. I ask that you are careful in maintaining the historic nature of the house when considering design vs. energy efficiency.
- Ms. Leidel: If you move the building more than 10 ft. do you incur more negative points? (Mr. Kulick: Yes, -15 points would be assessed under Policy 24/R for moving a historic structure more than 10 ft.)
- Mr. Gerard: Is there any precedence for the town vacating alleys? (Mr. Kulick: The town has no desire to vacate the alley.)

Janet Sutterley, Architect, presented:

The house has been on and off the market. The problem with selling it is that it has no garage. I want to point out an error in the staff report, the height to the mean of the garage is wrong it is to the mean of the connector. Once we realized the addition on the side is historic we decided to keep it as is. The alley is un-maintained and I met with public works and it was decided not to vacate the alley. We are trying to do our best to have the connector within code. There is precedence for connectors on the rear of historic buildings that have altered an opening on

the original house. The residence was classically addressed off Lincoln Ave. The 12 ft. access easement was granted at some time but highly unlikely it could be reversed. The laundry cabin has one parking spot on the west side of the property but they have access to another spot south side. We will lose one tree from in front of garage with this design. We will have more details to the plan once there is a new owner. We wanted to move the home 10 ft. since there is additional density available and we wanted to make the garage as wide as possible to make it more proportional. We anticipate there will be two bedrooms on the upper floor.

Mr. Shuman: Some of the shutters seem to be inconsistent. (Ms. Sutterley: This plan shows that Mosh wanted them taken off.)

Public Comment:

Mr. Edwards: I use the walkway and riser stairs all the time to the alley and it is definitely used. I agree with staff to not vacate the alley. Was the decision to address the house off of Lincoln done to help with the setback issue?. If you alter the interior fabric you can't get state/federal tax credits. Please be aware of that. I thought the chief building inspector has the ability to not require changes to windows and rise and run on the stairs of historic buildings. It would be great to reuse the historic window that is affected by the connector.

Commissioner Questions / Comments:

Mr. Giller: I support the project. I am concerned about meeting the HERS rating. Moving seems ok without additional side setback negative points if you maintain the historic settlement pattern.

Ms. Liedel: I appreciate you looking for precedents as they relate to setback points and historic windows. If the precedent is there, I will support staff. I don't support moving the house under the code section that talks about damage to the house. I agree with the landscaping proposed in the easment. I am concerned with losing historic fabric and windows. Good project.

Mr. Shuman: Good project. Some comments remind me of past discussion of preservation vs. livability. I think it is a good idea to renovate, clean up, and make this home livable. The issues of fabric and windows are second to cleaning up the property and I am confident they can be worked through. Love seeing another home landmarked.

Ms. Dudney: Shouldn't get any more negative points for moving that are associated with the side setback. I support land marking and support landscaping.

Mr. Gerard: I support the project. I support moving the building and no more additional points incurred with the relative side setback. I like the siding and the connector looks good. I ask that you please try to save the historic window. Be careful when deciding on the fabric and the window as not to lose any historic appeal.

Mr. Schroder: I support no more negative points associated with the side setback for moving the structure. Landscaping I support. I support land marking. I like the siding ideas and creating extra space above the garage.

COMBINED HEARINGS:

1) Lincoln Park at the Wellington Neighborhood Filing 4 Subdivision (CL), PL-2017-0149, TBD Bridge Street. Mr. LaChance presented a proposal, per the Wellington Neighborhood Master Plan, to subdivide a portion of the three lots into 12 salable lots, private alleys, public right-of-way including vehicular bridge, and private and public open space.

Commissioner Questions / Comments:

Ms. Liedel: Is the 50 ft right of way for a road? (Mr. LaChance: No, that is an existing utility easement for the Xcel Energy power lines.)

Ms. Dudney: I approve staff recommendations.

Ms. Leidel: I agree with staff.

Mr. Giller: I support.

Mr. Gerard: I support staff analysis. I respect the environmental sensitivity to lot 1 and 8 and support the lot line changes.

Mr. Schroder: I support redrawing of lot line and staff analysis.

Mr. Schuman made a motion to approve, seconded by Ms. Leidel. The motion passed unanimously.

Public Comment:
No Public Comments

OTHER MATTERS:

- No other matters

ADJOURNMENT:

The meeting was adjourned at 6:54pm.

Dan Schroder, Chair



MEMORANDUM

To: Mayor and Town Council
From: Shannon Haynes, Assistant Town Manager
Date: June 30th, 2017 (for July 11th work session)
Subject: Town Traffic Code amendments to allow enforcement by a Parking Enforcement Operator

Shortly, the Town plans enter into an agreement with Interstate Parking to provide parking management services. These services will include enforcing parking violations. Amendments to the Town Code are needed in order to provide the necessary authority for the issuance of parking tickets.

With Council's approval, the authority to issue tickets will be provided through the following minor edits to a variety of noted code sections:

Section 7-1-2 – Traffic Code

69.1 – Addition of a definition of “Parking Enforcement Operator”

Sections 1204 (1), (2) and (3) – Addition of “the parking enforcement operator” in order to provide authority for the Town’s parking operator to direct and allow parking in situations where it would not normally be allowed, but where it might be necessary due to unusual circumstances.

Section 1718 – Addition of 1718B (1) and (2) to allow the Town’s parking operator to enforce parking restrictions with the exception of the section concerning handicap parking. While handicap parking regulations include a simple restriction for parking in a designated space without a placard, they also include more complicated restrictions such as the investigation of the use of false placards. These more intensive investigations would be outside the purview of the parking operator and as such will remain the responsibility of police department staff.

Section 1-8-12 – Municipal Court – Non-Criminal Traffic and Code Infractions

J.5 – Addition of a new section granting the power to enforce and issue a penalty assessment (parking ticket) for violations of parking regulations to the Town’s parking operator.

In addition, Interstate Parking will handle parking ticket appeals. The appeals process will remain the same. Individuals unsatisfied with the result of the appeal will have the ability to be heard in Municipal Court.

Tim Berry and I will be present at the work session on Tuesday, July 11th to answer questions.

1 **FOR WORKSESSION/FIRST READING – JULY 11**

2
3 Additions To The Current Breckenridge Town Code Are
4 Indicated By **Bold + Double Underline**; Deletions By ~~Strikeout~~

5
6 COUNCIL BILL NO. ____

7
8 Series 2017

9
10 AN ORDINANCE AMENDING THE BRECKENRIDGE TOWN CODE CONCERNING THE
11 AUTHORITY OF THE TOWN’S PARKING ENFORCEMENT OPERATOR TO ENFORCE
12 THE TOWN’S LAWS CONCERNING THE PARKING OF MOTOR VEHICLES
13

14 WHEREAS, Section 42-4-110(1)(b), C.R.S., authorizes local authorities to adopt by
15 reference a model traffic code embodying the rules of the road and vehicle requirements set forth
16 in Article 4 of Title 42, C.R.S., and such additional local regulations as are provided for in
17 Section 42-4-111, C.R.S.; and
18

19 WHEREAS, the Town of Breckenridge has adopted (and amended) the Model Traffic
20 Code For Colorado, 2010 edition, as the Traffic Code for the Town; and
21

22 WHEREAS, the Town Council finds, determines, and declares that the Model Traffic
23 Code For Colorado, 2010 edition, as previously adopted (and amended) by the Town should be
24 further amended as set forth in this ordinance.
25

26 NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF
27 BRECKENRIDGE, COLORADO:
28

29 Section 1. Section 7-1-2 of the Breckenridge Town Code is amended to include the
30 following amendment to list of additional definitions to the Model Traffic Code For Colorado,
31 2010 edition, in Appendix I (Definitions) of the adopted code:
32

33 **(69.1) “Parking Enforcement Operator” means a person under contract to**
34 **the Town whose duties include, but are not limited to, enforcement of certain**
35 **of the Town’s laws concerning the parking of motor vehicles. The term**
36 **“parking enforcement operator” includes any employee of the Town’s**
37 **parking enforcement operator acting within the course and scope of his or**
38 **her employment.**
39

40 Section 2. Section 7-1-2 of the Breckenridge Town Code is amended to include the
41 following amendments to Section 1204 of the Model Traffic Code For Colorado, 2010 edition:
42

43 Section 1204 of the adopted code is amended as follows:
44

45 The introductory portion of Section 1204(1) is amended to read as follows:

1
2 (1) Except as otherwise provided in subsection (4) of this section, no person shall
3 stop, stand, or park a vehicle, except when necessary to avoid conflict with other
4 traffic or in compliance with the directions of a police officer, the parking
5 enforcement operator, or an official traffic control device, in any of the
6 following places:
7

8 The introductory portion of Section 1204(2) is amended to read as follows:
9

10 (2) Except as otherwise provided in subsection (4) of this section, in addition to
11 the restrictions specified in subsection (1) of this section, no person shall stand or
12 park a vehicle, except when necessary to avoid conflict with other traffic or in
13 compliance with the directions of a police officer, the parking enforcement
14 operator, or an official traffic control device, in any of the following places:
15

16 The introductory portion of Section 1204(3) is amended to read as follows:
17

18 (3) Except as otherwise provided in subsection (4) of this section, in addition to
19 the restrictions specified in subsections (1) and (2) of this section, no person shall
20 park a vehicle, except when necessary to avoid conflict with other traffic or in
21 compliance with the directions of a police officer, the parking enforcement
22 operator, or an official traffic control device, in any of the following places:
23

24 Section 3. That portion of Section 7-1-2 of the Breckenridge Town Code that pertains to
25 Section 1718 of the Town's Model Traffic Code is amended to read as follows:
26

27 1718. Notice On Illegally Parked Vehicle; Authority of Parking Enforcement
28 Operator to Enforce Certain Parking Laws.
29

30 A. Whenever any motor vehicle is found parked or stopped in violation of any of
31 the restrictions imposed by this code, the officer finding such vehicle shall take its
32 registration number and may take any other information displayed on the vehicle
33 which may identify its user if the driver of the vehicle is not present, and shall
34 conspicuously affix to such vehicle a penalty assessment notice directing the
35 driver thereof to respond to and answer the charge against him at a place and at a
36 time specified in said notice.
37

38 B. (1) The Town's parking enforcement operator shall have the power to
39 enforce all of the restrictions imposed by Part 12 of the Town's Model
40 Traffic Code (concerning the parking of motor vehicles) as adopted by
41 reference and amended in Chapter 1 of Title 7 of this Code, except for
42 Section 1208 of the Town's Model Traffic Code concerning parking
43 privileges for persons with disabilities, which the Town's parking
44 enforcement operator is not authorized to enforce.
45

1 (2) Whenever any motor vehicle is found parked or stopped in violation of
2 any of the restrictions imposed by this code that the parking enforcement
3 operator is authorized to enforce pursuant to subsection (1) of this section,
4 the parking enforcement operator shall take such vehicle's registration
5 number and may take any other information displayed on the vehicle which
6 may identify its user if the driver of the vehicle is not present, and shall
7 conspicuously affix to such vehicle a penalty assessment notice directing the
8 driver thereof to respond to and answer the charge against him at a place
9 and at a time specified in said notice.

10
11 Section 4. Section 1-8-12 of the Breckenridge Town Code is amended by the addition of
12 a new Section J.5, which shall read as follows:

13
14 **J.5 Parking Enforcement Operator: The Town's parking enforcement**
15 **operator as defined in the Town's Model Traffic Code shall have the power**
16 **to enforce all of the restrictions imposed by Part 12 of the Town's Model**
17 **Traffic Code (concerning the parking of motor vehicles) adopted by**
18 **reference and amended in Chapter 1 of Title 7 of this Code, except for**
19 **Section 1208 of the Town's Model Traffic Code concerning parking**
20 **privileges for persons with disabilities, which the Town's parking**
21 **enforcement operator is not authorized to enforce. As to any section of the**
22 **Town's Model Traffic Code that the parking enforcement operator is**
23 **authorized to enforce, the parking enforcement operator is authorized to**
24 **issue penalty assessment notices to violators of such laws. Such powers**
25 **include, but are not limited to, the power to affix a penalty assessment notice**
26 **as described in Section 1718B of the Town's Model Traffic Code.**

27
28 Section 5. Except as specifically amended hereby, the Breckenridge Town Code, and the
29 various secondary codes adopted by reference therein, shall continue in full force and effect.

30
31 Section 6. The Town Council hereby finds, determines and declares that this ordinance
32 is necessary and proper to provide for the safety, preserve the health, promote the prosperity,
33 and improve the order, comfort and convenience of the Town of Breckenridge and the
34 inhabitants thereof.

35
36 Section 7. The Town Council hereby finds, determines and declares that it has the power
37 to adopt this ordinance pursuant to: (i) Section 42-4-110(1), C.R.S.; (ii) Section 42-4-111(1)(a),
38 C.R.S.; (iii) Section 31-15-103, C.R.S. (concerning municipal police powers); (iv) Section 31-
39 15-401, C.R.S.(concerning municipal police powers); (v) the authority granted to home rule
40 municipalities by Article XX of the Colorado Constitution; and (vi) the powers contained in the
41 Breckenridge Town Charter.

42
43 Section 8. This ordinance shall be published as provided by Section 5.9 of the
44 Breckenridge Town Charter.

45
46 Section 9. The ordinance shall not become effective with respect to any state highway

1 located within the corporate limits of the Town of Breckenridge until it has been approved by
2 the Colorado Department of Transportation pursuant to Sections 42-4-110(1)(e) and 43-2-
3 135(1)(g), C.R.S.

4
5 INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED
6 PUBLISHED IN FULL this ____ day of _____, 2017. A Public Hearing shall be held at the
7 regular meeting of the Town Council of the Town of Breckenridge, Colorado on the ____ day of
8 _____, 2017, at 7:00 P.M., or as soon thereafter as possible in the Municipal Building of the
9 Town.

10
11 TOWN OF BRECKENRIDGE, a Colorado
12 municipal corporation
13

14
15
16 By: _____
17 Eric S. Mamula, Mayor
18

19 ATTEST:

20
21
22
23 _____
24 Helen Cospolich, CMC,
25 Town Clerk
26

Memorandum

TO: TOWN COUNCIL
FROM: Shannon Smith, Capital Projects Manager
DATE: July 5, 2017 (for July 11th work session)
RE: Public Projects Update

CIP Project Updates

Rec Center Renovation and Tennis Center Construction

Schedule: Footers have been poured within the former indoor tennis space and steel columns and beams are now being staged to construct the second floor cardio/fitness area. The transportation of the steel beams into the renovation space caused some parking lot and customer inconveniences, as anticipated. These were handled well by both the customers and staff, and Hyder worked successfully to minimize service interruptions.

With the completion of the Phase 2 construction documents, Hyder has revised their construction schedule to speed up lobby demolition work. As part of the schedule, the Multipurpose Room and current Bearly Big space will be closed and renovated starting on July 10th. Once this work is completed (minus tenant finishes), the lobby will be closed and the entry/exit to the facility will be realigned through the Multipurpose Room beginning on August 7th. This temporary entry arrangement will allow Hyder to initiate nighttime lobby floor demolition and prompt an earlier opening of the renovated lobby on September 25th, when the facility closure ends. Staff has approved the revised construction schedule and will communicate with customers and staff accordingly.

With regard to the HVAC replacement, AHU 10, which serves the pool area, cannot be delivered to Hyder until approximately September 20th, which means that the pool area closure will be longer than originally anticipated. Under the revised schedule, the pool area will be closed between September 5th and October 16th. Again, this is due to the delivery date of the air handling unit from the manufacturer. Staff will communicate with the affected regular pool customers and the Silverthorne Recreation Center pool will be available for Breckenridge Recreation Center pass holders during the majority of the closure. However, the Silverthorne Recreation Center pool is also undergoing renovation September 5th-16th and will be temporarily closed, leaving no public recreation center pool in Summit County available for those eleven days.

Construction of the new indoor Tennis Center is progressing well. Installation of foundation walls and insulation is complete and backfilled; the steel frame for the Tennis Center is scheduled to be delivered July 10th. Due to required curing times and minimum temperatures for court surfacing, construction of the three outdoor courts north of the Tennis Center will begin shortly.

More information on these projects is available at www.BreckRecRenovation.com.



Budget: On February 28th Council approved a \$9.5 million dollar appropriation for the project to accelerate the previously phased portions. The total project budget is now estimated at \$17.2 million dollars. Staff will update the proposed budget with Council once the plans and added scope are finalized.

Project Funding	2016	2017	Total
CIP Budget	550,000	7,150,000	7,700,000
CIP Supplemental		9,500,000	9,500,000
Total Budget			17,200,000

Four O'clock Roundabout

Schedule: The roundabout was opened to traffic on June 30th following the ribbon cutting gathering at 12pm. State Representative Millie Hamner, Council, staff, contractors, and residents joined together to celebrate the long awaited opening of the roundabout. A big “thank you” to all departments and staff that supported the project during the construction and the ribbon cutting.



June 30, 2017



Budget: Staff will present a final project cost to Council in the coming months once all invoices are CDOT reimbursements are received.

Project Funding	2011	2013	2015	2017	Total
CIP Budget	100,000	150,000		775,000	1,025,000
CIP Supplemental			100,000		100,000
CDOT IGA		600,000	800,000		1,400,000
Total Budget					2,525,000

Broadband Project Update

The Town issued an RFP seeking partners for its proposed Broadband project on June 16th. The deadline for proposal submissions is July 14th. The RFP document is posted on our website and our partners at the NWCOG have helped ensure that it reached appropriate vendors. Staff will review submittals and have an update for Council at a future meeting.

CIP projects with no updates:

- Ski Hill Road Reconstruction by Alpine Metro District (updated 6-27-17)
- Blue River Habitat and Landscaping (updated 6-13-17)
- Outdoor Rink Turf and Padding (updated 6-13-17)
- Skate Park Coping Repair (updated 5-23-17)
- Outdoor Ice Rink Bleacher Heating (updated 4-25-17)
- Blue River Parks – Oxbow Park (updated 4-11-17)
- Sawmill Creek Pipe
- Old Masonic Hall – Southside Landscaping
- Riverwalk Improvements & Minor Repairs

Completed Projects:

- Prospector Park Restrooms (updated 6-13-17)
- Asphalt Overlay (updated 5-9-17)
- Breckenridge Skate Park Seasonal Shade Structure (updated 3-28-17)



MEMORANDUM

TO: Town Council

FROM: Scott Reid – Director of Recreation
Kevin Zygulski – Recreation Operations Manager

DATE: July 5, 2017 (for July 11, 2017 meeting)

SUBJECT: Cardio Equipment Purchase Options for Recreation Center Renovation

Summary

The current Recreation Center renovation project provides an opportunity to upgrade the cardio equipment and effectively plan for the maintenance and replacement of the equipment into the future. Staff has evaluated the demands and costs of various cardio equipment elements within the renovation space and recommends an additional expenditure of \$312,000 in FY 2017 to jumpstart the cardio replacement effort. Additional budgeting for future cardio equipment replacement could be accomplished via an annual facility allocation. Staff seeks Council direction regarding how best to approach this expense in both the short and long term.

Background

Cardio fitness equipment (including treadmills, stair steppers, elliptical machines, spin bikes, rowers, etc.) is a fundamental element of the Recreation Center and an important basis on which customers judge the quality of a recreational facility. One of the primary goals of the current Recreation Center renovation is to construct a larger, modern cardio fitness deck in the new mezzanine area of the former indoor tennis space. As the renovation proceeds, Town staff has been evaluating the existing cardio equipment, future demands for the expanded cardio area, and the associated cost/budget implications.

Currently, annual budgeting for the 70 existing pieces of cardio equipment has included \$50,000 for minor equipment replacement and \$10,000 for repair and maintenance. This \$60,000 annual allocation has proven insufficient for the existing facility demands. Many of the cardio pieces are well over the three-year standard replacement age and 26 of the pieces of equipment are over six years old (twice the standard replacement age). In practical terms, aging equipment results in increased maintenance costs, reduced service times, and the customer perception that the Recreation Center's cardio equipment is outdated and poorly maintained. Recreation operations staff has worked to keep the existing cardio equipment in service until decisions could be made regarding the renovation.

To fill the new renovation-related cardio deck and spin studio, staff proposes increasing the number of cardio equipment to 94 pieces, which would meet customer demands and also increase the annual replacement and repair/maintenance line items proportionally. Staff evaluated multiple approaches to accomplishing this cardio equipment expansion including: 1) simply moving the existing equipment to the new space and adding 24 new pieces, 2) financing the cost of all 94 new pieces, or 3) purchasing 94 new pieces of equipment outright. Notably, the purchase of new equipment, whether financed or outright, incorporates a three-year parts and service warranty in which all costs associated with repair and maintenance (e.g. service calls, labor, and parts) are included.

Budget Implications

Increasing the number of cardio equipment pieces in the Recreation Center will inevitably increase the long term operational costs. As mentioned above, the current \$60,000 annual allocation has not met the existing demands, and will certainly not meet a 34% increase in pieces of equipment (from 70 to 94 pieces). Staff also believes that simply moving the current, aging cardio equipment to the newly renovated space will neither meet customer expectations nor address the long term maintenance or replacement needs we already face. The renovation offers an opportunity for a clean slate from which staff can effectively plan for the current and future cardio equipment demands.

The total cost for purchasing the 94 pieces of new cardio equipment is \$373,000. \$61,000 of this cost could be drawn from the existing FFE budget related to the Recreation Center renovation. The remaining \$312,000 could be paid for outright or financed (which would result in \$24,000 of additional finance fees over the course of a three-year loan at \$8,000 per year). Also, to budget for the cardio equipment replacement in three years, staff has calculated that an annual allocation of \$114,000 would be needed. (This number assumes some revenue will be generated from the sale of the three year-old equipment at a rate of 15% of the original equipment value.)

If you compare the increased annual operational costs of expanding from 70 to 94 pieces (conservatively, \$60,000 x 1.34 = \$80,400) with the proposed \$114,000 annual replacement allocation, the difference is \$33,600 annually, or \$100,800 over three years. The question at hand is whether \$33,600 of additional annual cost is worth ensuring the Recreation Center consistently has the most state-of-the-art, well-maintained cardio equipment available. Financing the equipment would add \$8,000 per year to this number.

Staff Recommendation and Conclusion

Staff recommends pursuing outright purchase of the 94 new pieces of equipment because it would meet increasing customer demands, reflect well on the newly renovated facility, and solve the maintenance and replacement schedule issues we currently face. Whether to finance or purchase the equipment outright is obviously another decision, but staff recommends avoiding the \$8,000 in annual finance fees if possible.

Staff believes that this approach would fulfill the vision of the Recreation Center renovation, meet customer expectations, address existing issues with aging cardio equipment, and prepare for a long-term replacement plan through an annual facility allocation.

If Council agrees with the staff recommendation, the next step would be to appropriate \$312,000 in 2017 so that the equipment could be purchased and installed for the projected November 2017 opening of the new cardio deck. Council would also expect an additional annual appropriation of \$33,600 in the 2018 budget and thereafter to meet the three-year replacement rate for the cardio equipment.

We look forward to answering Council's questions on Tuesday.



MEMORANDUM

To: Mayor and Town Council
From: Staff
Date: July 5th (for July 11th work session)
Subject: Parking & Transportation Update

Below is a brief update on Parking and Transportation projects. Staff will add new projects to this list as they are developed and discussed with Council.

Active Projects - New Updates

Transit & Parking Information Technologies (Work Session 07/11/17)

Syncromatics Implementation: Free Ride Staff and Syncromatics, Inc. have been coordinating efforts over the past few weeks for deployment of the new transit technologies including software and hardware installation. This consists of loading schedules, routes, stops, driver information, etc. Internally Free Ride staff is verifying data, checking real-time accuracy, and beta-testing information on five Free Ride buses. Project is tracking on schedule including public launch Sept. 2017.

Budget: \$500,000 (Budgeted as part of 2016 CIP)

Outreach & Communication (Work Session 7-11-17)

- Executed Roundabout 'celebration/ribbon cutting' at noon on 6/30.
- Working on River Walk Improvements public outreach, including event producers that will be affected between 8/28 – mid-Nov.

Social Media Update (Work Session 7-11-17)

Facebook

78 new page likes

9,408 people reached

Post engagements were up by 39%

The Four O'Clock Roundabout completion post reached 3,230 people and had 876 clicks, far outpacing the other posts during this period.

Twitter

49 new followers

The top Breck Forward tweets had to do with the Roundabout opening.

Instagram - 539 followers (17 new)



TO: Breckenridge Town Council

CC: Rick Holman, Shannon Haynes, James Phelps

FROM: Fred Williamson - Free Ride Transit Manager

Date: July 03, 2017

RE: Free Ride Ridership Numbers – June 2017

June 2017 YTD Ridership is up over **14%** compared to June 2016. Monthly ridership for June 2017 is up **59%** over June 2016. Brown ridership continued to show an increase. Some of the increase was attributed to the construction of the round a bout. The Brown route has reverted to 30 minute service from previous construction schedule of 20 minute service. The change was made July 01, 2017. Purple totals are up 72%. The Main Street Trolley continues to perform very well.

	2016		2017		Month		YTD	
	June	June YTD	June	June YTD	#'s	%	#'s	%
Black	3,311	28,195	4,392	27,182	1,081	32.65%	-1,013	-3.59%
Brown	3,144	125,009	7,175	156,457	4,031	128.21%	31,448	25.16%
Orange/Trolley	421	7,025	5,946	29,981	5,525	1312.35%	22,956	326.78%
Purple	5,520	58,399	9,501	80,697	3,981	72.12%	22,298	38.18%
Yellow	19,014	310,199	22,804	306,427	3,790	19.93%	-3,772	-1.22%
Shuttle Lots	0		0	3,685	0	n/a	3,685	n/a
Special Event	0	3,398	71	4,469	71	n/a	1,071	31.52%
TOTAL	31,410	532,225	49,889	608,898	18,479	58.83%	76,673	14.41%

Active Projects - No Updates

Block 11 Bus Turnaround (Work Session 9-27-16)
Four O'clock Pedestrian Improvements (Work Session 9-13-16)
F-lot Pedestrian Connection (Work Session 9-13-16)
Gondola Feasibility (Work Session 6-13-17)
Park Ave Roundabouts- S. Main St. & Village Rd (Work Session 04-11-17)
Way-finding – Pedestrian Improvements (Work Session 6-27-17)
Parking (Work Session 6-27-17)
Purple B Route Improvements (Work Session 4-25-17)
Ride Share Partnership (Work Session 12-13-16)
Riverwalk Pedestrian Improvements (Work Session 03-28-17)
Transit & Parking Information Technologies (Work Session 4-25-17)
Transit Stop Improvements (Work Session 5-9-17)
Parking Structure(s) (Work Session 6-13-17)
ZipCar (Work Session 6-13-17)

2017 Completed Projects

Park Avenue Traffic Modeling (Work Session 1-24-17)
Village at Breckenridge Pedestrian Crossing Safety Improvements (Work Session 02-28-17)

MEMO

TO: Town Council, Rick Holman, and Shannon Haynes;
CC: Peter Grosshuesch and Laurie Best
FROM: Jennifer McAtamney
RE: Child Care Update
DATE: July 5, 2017 (for July 11, 2017 worksession)

Staff will be attending the work session to provide a Tuition Assistance recap during the regular Housing/Child Care Update. The deadline for applications for the 2017/2018 enrollment period was July 1st and staff would like to provide Council with a summary of the applications and the status of the review process. Staff will also be available to answer any questions that Council may have in regard to the Child Care Program or Tuition Assistance.

The Child Care Advisory Committee held a regular meeting on June 7th, 2017. Committee members present included Johanna Gibbs, Greta Shackelford, Jay Homola, Laura Amedro and Erin Gigliello. Two of our committee members Aaron Ness & Julie Paradysz were absent. Town staff present was Peter Grosshuesch & Jennifer McAtamney.

The following topics were covered:

Colorado Child Care Contribution Credit (CCTC): Erin shared information from her recent conference. The CCTC enables qualified child care providers to receive financial donations directly from individuals and businesses. Taxpayers are incentivized to use the credit because they can claim a Colorado income tax credit up to 50% of their total contribution.

Contributions for eligible child care purposes are:

- donating money for the establishment or operation of any of the following: a licensed child care facility that uses the donation to provide child care, an approved facility school that uses the donation to provide child care, a registered child care program that provides child care services similar to those provided by licensed child care centers (see Dept. Rule 1 CCR 201-2, 39-22-121(5)(a)(ix) for additional information), or a grandfathered child care program or facility;
- pooling moneys of several businesses and donating such moneys for the establishment of a licensed child care facility;
- donating money to establish a registered grant or loan program for parents requiring financial assistance for child care;
- donating money to a registered program for the training of child care providers; or
- donating money for the establishment of an information dissemination program that assists parents with information and referral services for child care.

More info is available on this program at:

Gary Community Fund Info on CCTC: <http://www.garycommunity.org/co-child-care-contribution-tax-credit>

Tool Kit for Child Care Providers: <http://www.garycommunity.org/how-use-toolkit-child-care-providers>

Colorado Dept of Revenue: <https://www.colorado.gov/pacific/sites/default/files/Income35.pdf>

We will be sure to communicate this to our partner centers to leverage this as a fundraising opportunity with local businesses. We will also find a way to promote this type of participation to make our community a stand out in supporting families and early childhood education and care.

Tuition Assistance Update: To date we have 69 people actively working on applications and 8 have been submitted. We are continuing outreach with email blasts and Facebook, and will continue to visit local centers to make sure parents have the support they need to complete their applications. We will begin processing them later this week. We should note the volume seems greater than last year at this time.

Some good learning from this round is that we need to generalize the verbiage in our application to be less tied to specific dates. Instead of "Upload your 2016 Taxes"; we are going to use language like upload last year's taxes etc. Jennifer will also be allocating more time to prep as we did feel a bit pressed with application revisions and supporting material updates especially with AMI data being released late.

Nature Based Preschool: Tiernan Spencer a former employee of Timberline Learning Center and current Assistant Director of Mountain Top Children's Museum who just completed a degree in Sustainability Studies at CMC and has put together a presentation to share with the committee on nature based learning centers as an option for parents. She believes that with the strong connection to our natural environment this philosophy seems like a natural fit here in Breckenridge. There are numerous parents that Tiernan has met through her work that have indicated this would be a philosophy they would be interested in for their children.

Nature preschools feature nature as the organizing concept of the program. Beyond that they have the same child development goals that more traditional schools have, and are committed to accomplishing those goals through experiences in and with nature. Another important aspect is helping children begin to develop care and concern for the natural world.

During her presentation Tiernan also shared an excerpt from Schools Out: Lessons from a Forest Kindergarten a documentary about a Swiss Forest Kindergarten where young children spend their days learning in the forest. It was quite different from what we typically see here for Kindergarten. You can check it out here: <https://vimeo.com/32463946>

In addition to her presentation she has also developed a business plan for a nature based center if committee members are interested in taking a look at that.

As an aside we discussed how Little Red developed their Summer Trail Program. This is essentially an additional classroom of 15 children that are not in the building during the day. This provides an additional revenue stream and gives these 4 year olds heading to Kindergarten a new experience touring the community and adventuring across the county each day to return to the school for pick up.

2017-2018 Program Goals and Aspirations - We have identified a number of initiatives that we would like to invest in to further our program goals. The committee discussed our need to continue to educate the Town Council on these concepts prior to the 2018 budget approval cycle. We will plan on visiting council in July to give a brief update on Tuition Assistance Enrollment and then will return again in late August or early September to present metrics and lay out 2018 program requests.

Teacher Salaries: We want invest in our teachers and make sure they are paid in a manner that is equal to their qualifications and responsibilities required to perform the job. This is an important aspect of increasing teacher retention and continuing to improve the quality of our programs. We would like to better understand what type of program the council would support.

Leverage Grant Writing: Rather than always look to the Town for funding we want to leverage the significant contribution made by the Town of Breckenridge to child care by hiring a grant writer to write collective impact Grants for our 4 non-profit centers. The alignment of the 4 partner's non-profit status, Early Childhood Education and significant participation by the Town of Breckenridge make us a good candidate for collective impact grants. This would give us the ability to offset some of current budget items for professional development, contract services, and capital needs. We have identified these program elements as items that are important quality drivers and attractive funding opportunities for grantor organizations statewide.

Updated Needs Assessment: Perform an annual update of our formal Child Care Needs Assessment. This will provide additional data and back up beyond our own tracking to determine when we will need additional capacity. The committee is supportive of making this a regular part of the program.

Capacity Study: Undertake a capacity study to determine if we have additional opportunities to expand within our existing schools to ensure that we have maximized our current capacity prior to constructing any new facilities. We have already identified an opportunity at Carriage House to subdivide one classroom and create 8 new late toddler spots.

Remodel and Expansion of Carriage House: The committee felt strongly after touring the 4 centers that Carriage House as the oldest building has seen hard use over the last 22 years and could use a refresh ensure they are competitive with the other facilities. We continue to work with Martha to flesh out a complete budget to split the large classroom and refresh/remodel the whole school. We would like to provide funds for this to make sure it is completed in 2018.

Initiate Planning for 4th Center: This item is conditional on the outcome of the capacity study and needs assessment. In the event the report indicates we will need to increase capacity by or before 2020 we would request a CIP line item so we could initiate work on programming to produce an initial set of plans so the project will be shovel ready prior to reaching the crisis we saw 10 years ago with large waiting lists and frantic parents.

Committee members should also send Jen questions that might be generated that around our proposed program elements so we can provide committee members with a list of talking points and fact based answers.

At 5:04 pm we adjourned
Next meeting: July 5th, 2017

MEMO

TO: Mayor & Town Council
FROM: Rick Holman, Town Manager
DATE: July 6, 2017
SUBJECT: Committee Reports for 7-11-2017 Council Packet

POLICE ADVISORY COMMITTEE	July 5, 2017	Chief McLaughlin
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2017 Community Representatives: Dave Askeland, Carrie Balma, Tom Byledbal, Dick Carleton, Jeff Chabot, Claire Drewes, Phil Gallagher, Javier Gaspar, Ramon Gomez, Sandi Griffin, Tessa Rathjen, Jason Smith, Jim Trisler, Hal Vatcher; student representatives Geneva Ascher & Ben Carlson.

The Police Advisory Committee (PAC) held its bimonthly meeting on July 5, 2017. The Chief and PAC members discussed the following:

- **Investigations Update:** Detectives recently obtained a search and arrest warrant for a suspect in a drug distribution case from 2016, however the suspect died of a drug overdose before the warrant could be served. The detectives have been working with other agencies to determine if recent burglaries throughout the county are related. They have also been investigating a recent break-in at the Riverwalk Center where a musician's instrument was damaged.
- **Downtown First year assessment and survey:** Surveys were sent to downtown businesses and residents in May. Survey results indicated 85 percent of business owners felt the downtown officers had a positive impact in downtown core and quality of life issues. 86 percent felt the officers had a positive effect on the transient issues, and 44 percent reported they had worked directly with the downtown officers.
- **Drug update from RWB:** At the request of PAC members during a previous meeting, Chief McLaughlin provided drug related information from medical overdose calls that Red White and Blue Fire Department has handled during the past three years. Alcohol and marijuana were common but were often mixed with other substances such as opioids, heroin, prescription drugs, LSD and psychedelic mushrooms. All Breckenridge Police officers are now carrying and have been trained in the use of Narcan to assist with opioid overdoses
- **Parking:** Matthew Collver provided a parking update advising the group the Town is hiring a private parking company to manage our parking. Matthew stated the biggest advantage would be this company has parking expertise that will be beneficial as parking expands and potential structures are built and have to be managed. The biggest change to parking will occur internally as police staffing needs will be reduced. Committee members expressed a concern that staff would potentially lose their jobs. AC Erb assured the group that the Town recognizes the value of the staff and is working to mitigate effects. Matthew advised the group that the company will mirror the spirit of professional and courteous parking enforcement that the Department has practiced for several years.
- **4th of July:** PAC members agreed it was another successful year and expressed appreciation for the professionalism of the PD staff at the events.
- **Department Awards Ceremony:** Chief McLaughlin reported that Senator John Cooke (former Breckenridge PD officer) spoke at the first annual department award ceremony held in June. Several department awards were presented and it was an enjoyable event for officers and their significant others. Chief McLaughlin advised the department recently received the American Spirit Award from the Colorado Association of Police Chiefs. This award was in recognition of the Department's efforts in community policing, the downtown officer program, outreach to the homeless and the mentally ill.
- **Response to Resistance:** AC Erb reviewed 3 Response to Resistance reports. There were no questions or comments concerning these reports.
- **Halloween:** Chief McLaughlin requested input regarding potential modifications on High St and Harris St during Halloween evening this year instead of completely closing the streets. The trend the Police Department has observed during the past few years is that more children and families are out in the Wellington and Vista Point neighborhoods and now potentially the Lincoln Park development. Rather than entire closures of Harris and High, Chief McLaughlin recommended additional cautionary signage be posted with a couple of officers roving in the area. In this manner, the PD can concentrate needed resources up in the neighborhoods where we are seeing more people. A PAC member who lives on High Street agreed the numbers have drastically dropped off, but they do see children earlier in the afternoon. One suggestion was the possibly just close High Street with volunteers from the neighborhood. Chief McLaughlin agreed to continue looking at possible solutions.

Committees*	Representative	Report Status
CAST	Mayor Mamula/ Erin Gigliello	No Meeting/Report
CDOT	Rick Holman	No Meeting/Report
CML	Rick Holman	No Meeting/Report
I-70 Coalition	Rick Holman	No Meeting/Report
Mayors, Managers & Commissioners	Mayor Mamula/ Rick Holman	No Meeting/Report
Liquor and Marijuana Licensing Authority	Helen Cospolich	No Meeting/Report
Summit Stage Advisory Board	James Phelps	No Meeting/Report
Police Advisory Committee	Chief McLaughlin	Included
CMC Advisory Committee	Rick Holman	No Meeting/Report
Recreation Advisory Committee	Jenise Jensen/Scott Reid	No Meeting/Report
Workforce Housing Committee	Laurie Best	No Meeting/Report
Child Care Advisory Committee	Jennifer McAtamney	<i>Included Under Work Session Agenda Item</i>
Breckenridge Events Committee	Kim Dykstra	No Meeting/Report
Parking and Transit Taskforce (Breck Forward)	Shannon Haynes/ Chief McLaughlin	No Meeting/Report

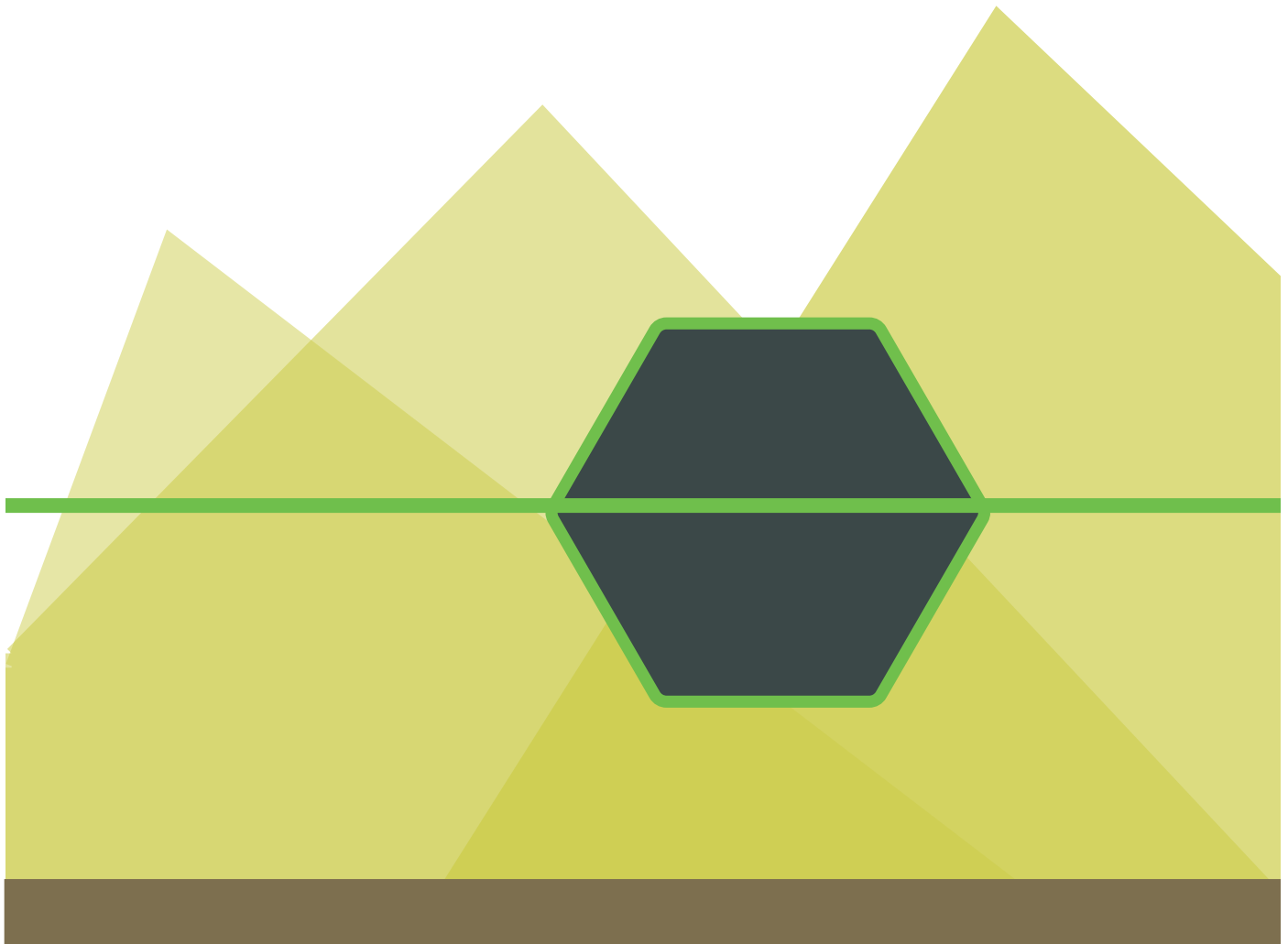
Note: Reports provided by the Mayor and Council Members are listed in the council agenda.



MEMORANDUM

To: Town Council
From: Peter Grosshuesch, Director of Community Development
Subject: Gondola Feasibility Study
Date: July 5, 2017

SE Group has completed their research on potential gondola alignments and the associated property ownerships. This is the first task in phase one of their scope of services. The other tasks that would be next in the sequence of their scope of services are Demand and Capacity, and Costing analysis. SE Group will be in attendance at the July 11th Town Council work-session to present their findings and answer related questions.



**TOWN OF BRECKENRIDGE
TRANSIT GONDOLA FEASIBILITY STUDY
PHASE 1**

06/30/2017



ACKNOWLEDGEMENTS

This report was prepared by SE Group for the Town of Breckenridge and Breckenridge Town Council for the July 11, 2017 Town Council Meeting. This report completes Phase 1 of the Transit Gondola Feasibility Study.

Town of Breckenridge

Peter Grosshuesch, Community Development Director

Town Council

Mayor Eric Mamula

Elisabeth Lawrence

Erin Gigliello

Jeffrey Bergeron

Mark Burke

Mike Dudick

Wendy Wolfe



EXECUTIVE SUMMARY

Planning firm SE Group was retained by the Town of Breckenridge to conduct a preliminary evaluation around the concept of connecting various transit nodes throughout the Town with an aerial ropeway system (gondola). The approach and conclusions of the Phase 1 analysis are included within this report.

This Transit Gondola Feasibility Study for the Town of Breckenridge is guided by the following questions:

- ◆ *Does a ropeway transportation system appear to be an effective transit solution for the Town?*
- ◆ *Are there potentially feasible alignments sufficient to accommodate the system?*
- ◆ *To what extent would residents and visitors use the system and experience an enhancement of service?*
- ◆ *When considering construction, operation, maintenance, and potential offsetting costs, what are the economic realities of this concept?*
- ◆ *What other options are available to meet transit needs of the future?*



Phase 1 begins to answer the questions above at a high level. The purpose of a phased approach for this project was to first examine the feasibility at an elevated, conceptual level rather than embarking upon a lengthy, detailed, and comprehensive planning and feasibility analysis all at once. The purpose of Phase 1 was to examine the siting, capacity, and costing of a gondola before proceeding with further study of concept refinement, project development, and analysis with greater specificity. The findings herein provide opportunity for the Town Council to make an informed decision as to whether to proceed to the subsequent phase of the analysis (Phase 2).

The siting component of Phase 1 consisted of identifying primary/priority segments through Town, determining ideal and feasible locations for stations, and connecting them via necessary corridor(s). Land ownership, physical constraints (e.g., buildings and topography), and the utility of each station were considered in siting the gondola corridor and stations. To evaluate anticipated demand for such a system, a review of existing transit data was performed on current bus ridership data and other assumptions (e.g., “induced demand”). Additionally, a financial model was created to assess initial capital costs, maintenance requirements, operation costs, and sources of capital/debt service. The financial model also looks at potential cost offsets which may be realized through the reduction of existing (bus) transit requirements.

The findings of this report evaluate a gondola system with a preliminary target capacity of approximately 2,800 people per hour (pph), costing between \$34 million and \$52 million to construct. The system would be approximately 2 miles in length, with termini at the Satellite North Parking and either F-Lot or the Ice Rink at the southern end. The system would be comprised of seven stations located at peripheral parking areas, in-town destinations, and ski area access points throughout Town, including the Recreation Center, the Riverwalk Center, and the existing BreckConnect gondola. The system is intended to meet the needs of residents and visitors alike for both winter and summer use.

This system has the potential to reduce traffic congestion in Town, eliminate significant portions of the existing bus service, reduce in-town parking demand, and improve resident/visitor access to the town core (Main Street). Additionally, the gondola system would significantly improve the movement of skiers/riders onto and off of the mountain.



SITING

◆ *Are there potentially feasible alignments sufficient to accommodate the system?*

The siting analysis considered numerous factors to assess the viability of locating a gondola through Town. These factors included physical constraints (e.g., buildings and topography), property ownership, existing and future parking areas, and the utility/accessibility of each potential station location to passengers. Each consideration is elaborated upon in this section.

Figure 1 presents the three potential system configurations selected for analysis. While each system configuration begins at Station 1 (Satellite North Parking), each system has a different end point and length as it progresses to the south.

STATIONS 1-5	Evaluated as the shortest and simplest configuration, this segment would begin in the Satellite North Parking at Station 1 and continue with three mid-stations (Upper Blue Elementary, Recreation Center, City Market) and terminate at the Gondola Center.	System Length: 7,530 ft. Total Stations: 5 Gondola Cabins: +/- 84
STATIONS 1-7	Extending the segment above, this configuration would begin in the Satellite North Parking at Station 1, continue with five mid-stations (Upper Blue Elementary, Recreation Center, City Market, Gondola Center, Riverwalk Center), and terminate at the south end of F-Lot parking (Station 7).	System Length: 10,395 ft. Total Stations: 7 Gondola Cabins: +/- 116
STATIONS 1-7b	Including the segment comprised of Stations 1 through 5 and extending from the Gondola Center, this segment would not have a station at the Riverwalk Center, but instead have a mid-station/turn on the northwest edge of the dredge boat pond, and then continue across South Park Avenue and overhead along Highway 9 to reach Station 7b west of the Ice Rink.	System Length: 12,630 ft. Total Stations: 7 Gondola Cabins: +/- 140



In comparing the configurations, two systems were evaluated that extend south from Station 5 (Gondola Center). The system would either extend from Station 5 (Gondola Center) to Station 7 (F-Lot) or would run from Station 5 (Gondola Center) to Station 7b (Ice Rink). Both options have been evaluated within this assessment.

The systems comprised of Stations 1–5 and Stations 1–7 present few physical barriers; the alignments easily pass between existing buildings, transect relatively few private parcels, and appear to have a clear corridor. The segment from Station 6b (Dredge) to Station 7b (Ice Rink) presents the only viable alignment to reach the Ice Rink, but would be difficult. The alignment would run overhead above Highway 9 from the corner of South Park Avenue and Main Street to the corner of Boreas Pass Road and Main Street. Additionally, Station 7b cannot be located as proximate to the Ice Rink parking as may be desired without additional infrastructure.

For all system alignments, it is anticipated that the system would be configured to allow the segment from Station 1 (Satellite North Parking) to Station 3 (Recreation Center) to be operated only in the winter and during peak periods of the summer. This would allow the Town of Breckenridge to “turn off” some segments during off peak time periods, saving on operational costs.

Additional alternatives were considered that passed over buildings, but were eliminated. Although a station close to Maggie Pond or Beaver Run would have high utility, the area proved challenging to navigate because buildings are densely clustered and taller than in other areas. The southernmost stations also proved challenging from a siting standpoint. Extending the gondola to the Ice Rink requires either additional turn stations, or complex engineering to rapidly gain and lose altitude to pass over existing buildings. It was also difficult to site an alignment that ended at a practical location on the Ice Rink property without additional, costly turns.

After careful examination with Town of Breckenridge staff, several configurations were eliminated and two final alignments containing three Station segments are evaluated and presented herein for consideration by the Town Council.

Physical Constraints

A gondola system at this scale and capacity requires a clearance corridor width of approximately 40 feet to accommodate towers, rope, cabins, and requisite clearance distances to ensure safe operation. Though tower footprints are relatively small once installed, the required corridor width applies at the ground level should tree clearing be necessary. The gondola alignments presented here pass between existing structures to the greatest extent possible, and do not require crossing above buildings. As mentioned above, alignments that required passage over buildings were not pursued for further analysis. Topography was also considered in siting stations, with a preference for flat areas and minimization of grade changes between towers and stations. **Figure 2** presents the



alignments on aerial imagery of the Town of Breckenridge to provide context for how the alignments fit with existing buildings, vegetation, and in relation to Breckenridge Ski Resort and downtown Breckenridge.

Property Ownership

An assessment of property ownership was conducted through the acquisition of detailed parcel data. A Geographic Information Systems (GIS) database was developed to allow site planning and property ownership to be considered and evaluated. Appendix A (to be viewed electronically at large format scale 30"x60") contains a map of parcels listing each owner.

The assessed alignments occupy Town-owned property to the greatest extent possible to reduce the costs and impacts to private landowners. Existing tracts of Town-owned property were utilized in the alignment corridor where possible. **Table 1** displays ownership of all parcels intersected by each alignment.

TABLE 1. PROPERTIES INTERSECTED BY GONDOLA ALIGNMENTS

PROPERTY OWNER	STATIONS 1-7	STATIONS 1-7B
Town of Breckenridge	X	X
Highway 9 ROW	X	X
Vail Summit Resorts	X	X
Summit School District	X	X
Main Street Station Master Assoc.		X
Kire LLC		X
Breck RE LLC		X
Richard and Patsy Bly	X	X
Nona Brown		X

From the standpoint of both physical constraints and property ownership, the system alignment from Stations 1-7 is the most straightforward. Proceeding south beyond F-Lot, the alignment encounters numerous physical barriers, requires alternate stations to reach the desired destinations, and passes through numerous private properties.

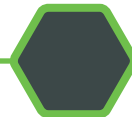


Utility

One of the primary goals of this study is to site gondola stations that would serve as a viable transportation option for Town residents and visitors, while minimizing the number of stations/turn stations (for cost and time reasons). The gondola system aims to reduce traffic congestion, improve connectivity between Breckenridge Ski Resort and the Town of Breckenridge, and enhance both transit service and the experience of using transit.

To that end, stations were located and spaced to serve the primary destinations within the town core, and to provide ready connections between Town of Breckenridge origins and Breckenridge Ski Resort destinations. General transportation patterns were analyzed to site the stations and alignments in a way that maximizes their utility. Winter patterns are characterized by heavy morning and afternoon skier/rider traffic to and from peripheral parking areas, as well as intermittent access to Town destinations throughout the day and evening. Thus, existing and future parking areas offer the opportunity to intercept vehicles before they enter the downtown core, contributing to congestion. Passengers parking at the periphery would then access Town of Breckenridge or Breckenridge Ski Resort destinations via the gondola.

A 1,200-foot radius (displayed on **Figures 1 and 2**) was selected as a reasonable distance passengers would be willing to walk to access a station. This “walkshed” represents the area that is considered gondola-accessible. The 1,200-foot walking distance takes into consideration winter conditions with passengers carrying snowsports equipment. It can be assumed that a reasonable walkshed would be even larger during summer months. If the walking distance to a station is too far, potential passengers may seek other transportation options that are perceived as more convenient potentially impacting the ability to decrease present bus service levels.



CAPACITY

◆ *To what extent would residents and guests use the system and experience an enhancement of service?*

The Town of Breckenridge Free Ride program reports that Annual Passenger Trips increased from approximately 538,000 in 2012 to approximately 750,000 in 2015—an average increase of 11.6 percent per year. At this rate of growth, passenger trips will exceed one million per year by 2018 or 2019. Additionally, it is reported that traffic control is required 60 percent of operating ski season days.¹

Existing Free Ride bus ridership data was used to estimate demand for transit along the proposed gondola alignments. Hourly ridership for two busy Saturdays in January (14th and 28th) 2017 as analyzed for the Yellow, Brown, and Trolley routes. Passenger counts during the peak morning and afternoon hours were summed for stations that generally follow the gondola alignments.

Ridership between Station 1 (Satellite North Parking) (see **Figure 1**) and Station 5 (Gondola Center) was found to be 300 passengers per hour (pph) during peak morning hours. This represents skiers/riders parked at the satellite lots accessing the BreckConnect gondola by bus, residents coming into Town, and workers/employees of Breckenridge Ski Resort going to work. Similarly, the opposite direction in the afternoon (Station 5 to Station 1) along this alignment was found to be 310 pph. This alignment is primarily served by the existing Yellow Route. In addition to the Yellow Route, Breckenridge Ski Resort provides bus service to guests via the Gold Rush and Red routes that also follow this alignment. Including passengers on these buses, transit ridership between Stations 1 and 5 increases from 300 pph to almost 800 pph both in the morning and afternoon peak hours.

Bus service between Stations 5 (Gondola Center) and Station 7 (F-Lot) is served by both the Yellow and Trolley routes. It also follows part of the Black Route provided by Breckenridge Ski Resort. Existing ridership between these locations was 250 pph (from south to north), 50 pph (north to south) during peak morning hours and 350 pph (north to south) during peak afternoon hours. Including passengers on the Black Route, ridership grows to 350 and 450 pph, respectively.

¹ Town of Breckenridge 2017 Adopted Annual Budget, page 74.



Bus service between the Station 7b (Ice Rink) and Station 7 (F-Lot) is served by the Brown Route and Breckenridge Ski Resort's Blue Route. These routes also service outlying neighborhoods and parts of the ski area so they do not match the alignment as cleanly as the Yellow Route serves Stations 1–5. However, the existing ridership is roughly 250 pph (south to north) during the peak morning hours, and 350 pph (north to south) during the peak afternoon hours. Including Blue Route passengers, these ridership numbers increase to 350 and 450 pph, respectively.

These numbers are conservative estimates that account for existing bus ridership only. A gondola system is considered to induce additional trips due to ease of use, a more desirable rider experience, reduced wait times, and/or origins and destinations of high utility. Gondola systems can be designed for a variety of capacities, based on cabin size and configuration. Systems can also be installed below their design capacity, allowing capacity to easily be increased in the future. It is recommended that the Town of Breckenridge start with a system that has capacity of approximately 2,800 pph. This capacity includes current ridership on analogous Breckenridge Ski Resort and Free Ride buses, and allows for future transit growth and additional, induced trips.



FINANCIAL EVALUATION

- ◆ *When considering construction, operation, maintenance, and potential offsetting costs, what are the economic realities of these concepts?*

Using the information gathered, SE Group consulted lift equipment manufacturers (as well as our own internal data) to establish preliminary parameters for the cost, installation, operation and maintenance (short and long term) of the gondola concepts. Within this first phase, general estimates of the gondola’s ability to replace or displace reliance upon existing transit systems were evaluated, and the potential for offsetting project costs were reviewed. The financial evaluation has been depicted by sets of Station segments to identify which segments provide the most attractive cost to benefit ratio.

Capital Cost of Equipment and Infrastructure

Based on the identified system configurations and capacities, preliminary anticipated total project costs were developed by SE Group in conjunction with Leitner Poma engineers. The anticipated capital costs include all lift equipment, site works, buildings, design, engineering, permitting and an applicable project contingency (10 percent of total). The values calculated are preliminary, based on project details known to-date and error on the conservative side where assumptions are required. While the equipment costs are thought to be reasonably accurate, the estimated costs for site works and buildings have been generalized at approximately 50 percent of the equipment costs (based on discussions with Leitner Poma). If undertaken, more detailed site planning and analysis may reveal these costs to be somewhat overstated.

TABLE 2. ANTICIPATED CAPITAL COSTS BY SEGMENT

SEGMENT	EQUIPMENT COST	SITE WORKS & BUILDINGS	DESIGN & PERMITTING (5%)	CONTINGENCY (10%)	TOTAL PROJECT COST
Stations 1–5	\$20,000,000	\$10,000,000	\$1,500,000	\$3,000,000	\$34,500,000
Stations 1–7	\$30,000,000	\$15,000,000	\$2,250,000	\$4,500,000	\$51,750,000
Stations 1–7b	\$32,000,000	\$16,000,000	\$1,600,000	\$3,200,000	\$52,800,000



Operations, Operating Cost and Maintenance

The analysis evaluated anticipated operating and maintenance costs inclusive of labor (operators, supervisors and maintenance personnel), daily/annual maintenance requirements/supplies, power, insurance, licensing and inspection. Operating costs were aggregated as a total cost per operating hour ranging from \$370/hour when three stations are online, \$617/hour with five stations operating, and \$863/hour for seven stations operating.

Season, days and hours of operation were developed using the following scenarios:

- Winter operations would run from November 15 to April 30, 7:00 a.m. to 10:00 p.m.
- Summer operations would run from June 1 to October 15, 9:00 a.m. to 10:00 p.m.
- Except for peak periods, summer operations would not include Stations 1 (Satellite North Parking) and Station 2 (Elementary School)

Long-term maintenance costs for equipment replacement/refurbishment were calculated based on 20 years of cumulative operating hours, and include stations refurbishment, wire rope replacement, motor and gearbox overhauls, and gondola cabin restoration. These long-term maintenance requirements are apportioned over a 20-year operating period and included as an annual operating expense.

To account for potential future inflation and cost increases, all operating and maintenance costs are inflated by 3 percent per year within the model.

Capital Origination and Debt Service

Per discussions with the Town of Breckenridge finance department, capital necessary to implement the project (under all configurations) would likely be secured by municipal bond. Terms included in the financial analysis are 100 percent bonding, 4 percent annual interest with a 20-year amortization. Annual expenses to service (retire) this debt have been allocated within the model by operating year.

Potential Operating Expense Offsets

As discussed, a key planning parameter for the gondola system is its ability to replace/offset current bus services and associated operating costs. A preliminary analysis of the Breckenridge Free Ride bus services indicates that the presence of a gondola system has potential to reduce annual operating costs for the bus system by \$200,000 to \$600,000 (depending on routes eliminated, or reconfigured).

Although specific data was not available for evaluation, the gondola system additionally has potential to offset Breckenridge Ski Resort bus service operating costs by as much as \$1 million annually.



Summary of Financial Evaluation and Operating Costs

As described above, three systems were evaluated in detail. The following tables present a summary of the operating expenses, maintenance costs, debt service requirements and Net Operating Cost by year for the first ten years of operation for each system configuration evaluated.

TABLE 3. SYSTEM 1: STATIONS 1-5 (SATELLITE NORTH PARKING TO GONDOLA CENTER)

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
Annual Operating/Maintenance Expenses	\$2,195,300	\$2,261,159	\$2,328,994	\$2,398,864	\$2,470,829	\$2,544,954	\$2,621,303	\$2,699,942	\$2,780,940	\$2,919,987
Long-Term Maintenance Reserve	\$201,500	\$207,545	\$213,771	\$220,184	\$226,790	\$233,594	\$240,602	\$247,820	\$255,254	\$262,912
TOB Operating Cost Offset (reduced bus services)	(\$500,000)	(\$515,000)	(\$530,450)	(\$546,364)	(\$562,754)	(\$579,637)	(\$597,026)	(\$614,937)	(\$633,385)	(\$665,054)
Annual Facility Cost Before Debt Service	\$1,896,800	\$1,953,704	\$2,012,315	\$2,072,685	\$2,134,865	\$2,198,911	\$2,264,878	\$2,332,825	\$2,402,809	\$2,517,845
Debt Service		\$2,538,570	\$2,538,570	\$2,538,570	\$2,538,570	\$2,538,570	\$2,538,570	\$2,538,570	\$2,538,570	\$2,538,570
Net Operating Cost (after debt service)	\$1,896,800	\$4,492,274	\$4,550,886	\$4,611,255	\$4,673,435	\$4,737,481	\$4,803,449	\$4,871,395	\$4,941,380	\$5,056,415

TABLE 4. SYSTEM 2: STATIONS 1-7 (SATELLITE NORTH PARKING TO F-LOT)

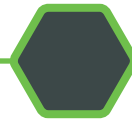
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
Annual Operating/Maintenance Expenses	\$3,247,747	\$3,345,179	\$3,445,535	\$3,548,901	\$3,655,368	\$3,765,029	\$3,877,980	\$3,994,319	\$4,114,149	\$4,319,856
Long-Term Maintenance Reserve	\$295,000	\$303,850	\$312,966	\$322,354	\$332,025	\$341,986	\$352,245	\$362,813	\$373,697	\$384,908
TOB Operating Cost Offset (reduced bus services)	(\$500,000)	(\$515,000)	(\$530,450)	(\$546,364)	(\$562,754)	(\$579,637)	(\$597,026)	(\$614,937)	(\$633,385)	(\$665,054)
Annual Facility Cost Before Debt Service	\$3,042,747	\$3,134,029	\$3,228,050	\$3,324,892	\$3,424,639	\$3,527,378	\$3,633,199	\$3,742,195	\$3,854,461	\$4,039,710
Debt Service		\$3,807,856	\$3,807,856	\$3,807,856	\$3,807,856	\$3,807,856	\$3,807,856	\$3,807,856	\$3,807,856	\$3,807,856
Net Operating Cost (after debt service)	\$3,042,747	\$6,941,885	\$7,035,906	\$7,132,747	\$7,232,494	\$7,335,233	\$7,441,055	\$7,550,051	\$7,662,316	\$7,847,566

TABLE 5. SYSTEM 1: STATIONS 1-7b (SATELLITE NORTH PARKING TO GONDOLA CENTER)

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
Annual Operating/Maintenance Expenses	\$3,247,747	\$3,345,179	\$3,445,535	\$3,548,901	\$3,655,368	\$3,765,029	\$3,877,980	\$3,994,319	\$4,114,149	\$4,319,856
Long-Term Maintenance Reserve	\$295,000	\$303,850	\$312,966	\$322,354	\$332,025	\$341,986	\$352,245	\$362,813	\$373,697	\$384,908
TOB Operating Cost Offset (reduced bus services)	(\$500,000)	(\$515,000)	(\$530,450)	(\$546,364)	(\$562,754)	(\$579,637)	(\$597,026)	(\$614,937)	(\$633,385)	(\$665,054)
Annual Facility Cost Before Debt Service	\$3,042,747	\$3,134,029	\$3,228,050	\$3,324,892	\$3,424,639	\$3,527,378	\$3,633,199	\$3,742,195	\$3,854,461	\$4,039,710
Debt Service		\$3,885,116	\$3,885,116	\$3,885,116	\$3,885,116	\$3,885,116	\$3,885,116	\$3,885,116	\$3,885,116	\$3,885,116
Net Operating Cost (after debt service)	\$3,042,747	\$7,019,146	\$7,113,167	\$7,210,008	\$7,309,755	\$7,412,494	\$7,518,315	\$7,627,311	\$7,739,577	\$7,924,826



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Financial Evaluation Summary

As previously detailed, the potential gondola systems range in annual net operating costs from \$4.5 million/year to \$7 million/year—inclusive of some cost offset through reduced Breckenridge Free Ride bus services. These values specifically do not include any sort of cost offset for reduced Breckenridge Ski Resort bus services.

The recent Lift Ticket Agreement with Breckenridge Ski Resort does present an opportunity for additional resources for considering the viability of a potential gondola system. In the 2017 Adopted Budget, an additional \$3.5 million was itemized as revenue within the Parking and Transportation Fund.²

With anticipated capital costs ranging from approximately \$34 million to \$53 million, in virtually all operating years and scenarios, the yearly cost of servicing the bonded debt is greater than the annual operations and maintenance expense. Within the analysis there is a possibility that further, more detailed, planning and design may measurably change (lower) the anticipated capital costs making a selected system more approachable. As an example, the current system has been configured at 2,800/pph to accommodate rough estimates of future user demand. More detailed planning calculations may reveal that a system with a capacity of 1,800/pph would be sufficient resulting in measurable decreases in the capital cost of the system (and the ability to increase capacity in the future by hanging more cabins on the line).

² Town of Breckenridge 2017 Adopted Annual Budget, p. 140

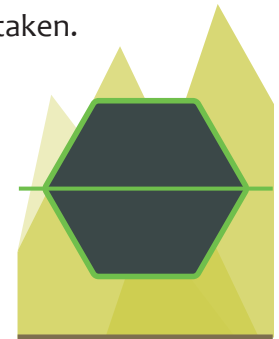


PHASE 1 CONCLUSION

Reviewing the principal goals of this evaluation, the following points summarize the findings of this first phase of analysis:




- An aerial ropeway system presents an effective and attractive option for the Town of Breckenridge to not only satisfy existing and future transit demand, but to improve the connectedness of outlying areas (parking) with the town core. The configuration of current facilities and infrastructure present challenges for residents and guests to conveniently connect to Main Street and move throughout the length of town. Current reliance on individual cars and existing public transit creates undesirable traffic congestion throughout the year. A gondola system would measurably improve the existing conditions.
- Land ownership and present uses of available land do continue to present a viable corridor for a potential gondola system. The system from Stations 1 to 5 would be relatively easy, Stations 5 to 7 appear to be workable, and Stations 5 to 7b are comparatively problematic.
- The gondola configurations evaluated were specifically planned to capture 100 percent of the existing bus routes/stops within the corridor. It is expected that utilization induced by speed, experience, and convenience would be more than double existing bus ridership in the near-term and could triple use into the future.
- The anticipated net operating cost of the gondola system would represent a roughly 100 to 150 percent increase in Town of Breckenridge annual Parking and Transportation operating expenses (if the Town were to own and operate the system in its entirety).
- While extensive analysis of other transit systems was not undertaken, it is reasonable to conclude that the gondola systems evaluated are the most cost effective alternate method of mass transit. Other systems (light rail, funicular, mono-rail) are costlier and deployed in situations where considerably more capacity is demanded.

Based on this analysis and the preliminary conclusions provided, the Breckenridge Town Council may elect to proceed with further analysis under Phase 2. If Phase 2 is pursued, a singular gondola system would be selected as the most viable configuration and more detailed planning, use assessment and financial analysis would be undertaken.








Town of Breckenridge Gondola Feasibility Study





Potential Alignments

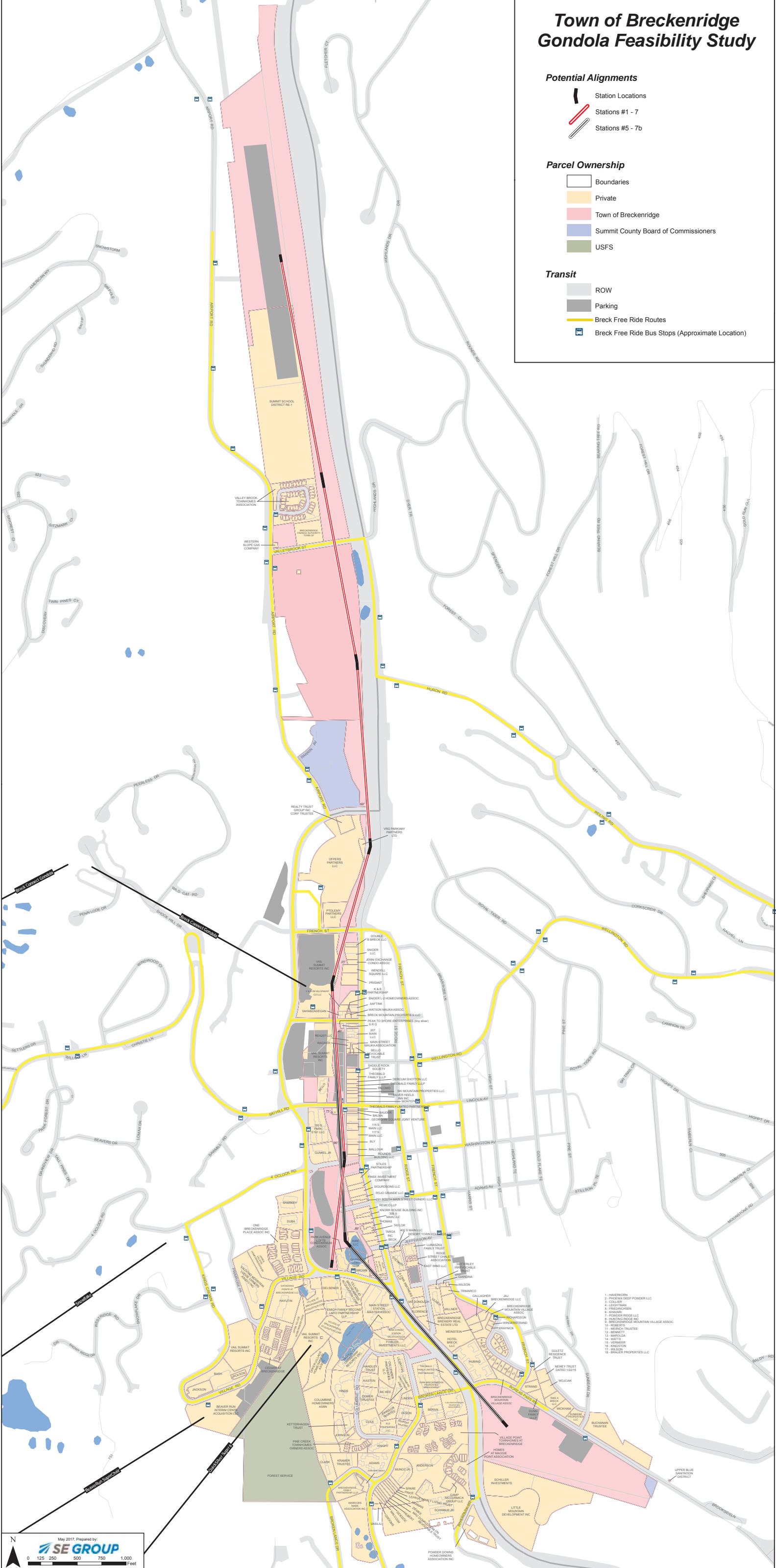
-  Station Locations
-  Stations #1 - 7
-  Stations #5 - 7b

Parcel Ownership

-  Boundaries
-  Private
-  Town of Breckenridge
-  Summit County Board of Commissioners
-  USFS

Transit

-  ROW
-  Parking
-  Breck Free Ride Routes
-  Breck Free Ride Bus Stops (Approximate Location)






- 1 - HURRICONS
- 2 - PHOENIX DEEP PONDERS LLC
- 3 - COLLIER
- 4 - LLOYD HARRIS
- 5 - FREDERICKSON
- 6 - FREDERICKSON
- 7 - POWERS RIDGE LLC
- 8 - POWERS RIDGE LLC
- 9 - BRECKENRIDGE MOUNTAIN VILLAGE ASSOC
- 10 - HERRINGTON
- 11 - HERRINGTON
- 12 - BENNETT
- 13 - HERRINGTON
- 14 - WATTS
- 15 - WATTS
- 16 - WATTS
- 17 - WATTS
- 18 - BRADY PROPERTIES LLC

Town of Breckenridge Gondola Feasibility Study

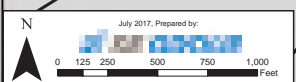
Phase 1

Figure 2

Potential Alignments

-  Station Locations
-  Stations #1 - 7
-  Stations #5 - 7b

1,200' buffer (linear) is displayed from the stations in each alignment






The graphic features a central dark grey hexagon with a thick green border. A horizontal green line passes through the center of the hexagon. The background is composed of several overlapping, semi-transparent green triangles of varying shades, creating a layered, geometric effect.






APPENDIX A

Town of Breckenridge Gondola Feasibility Study





Potential Alignments

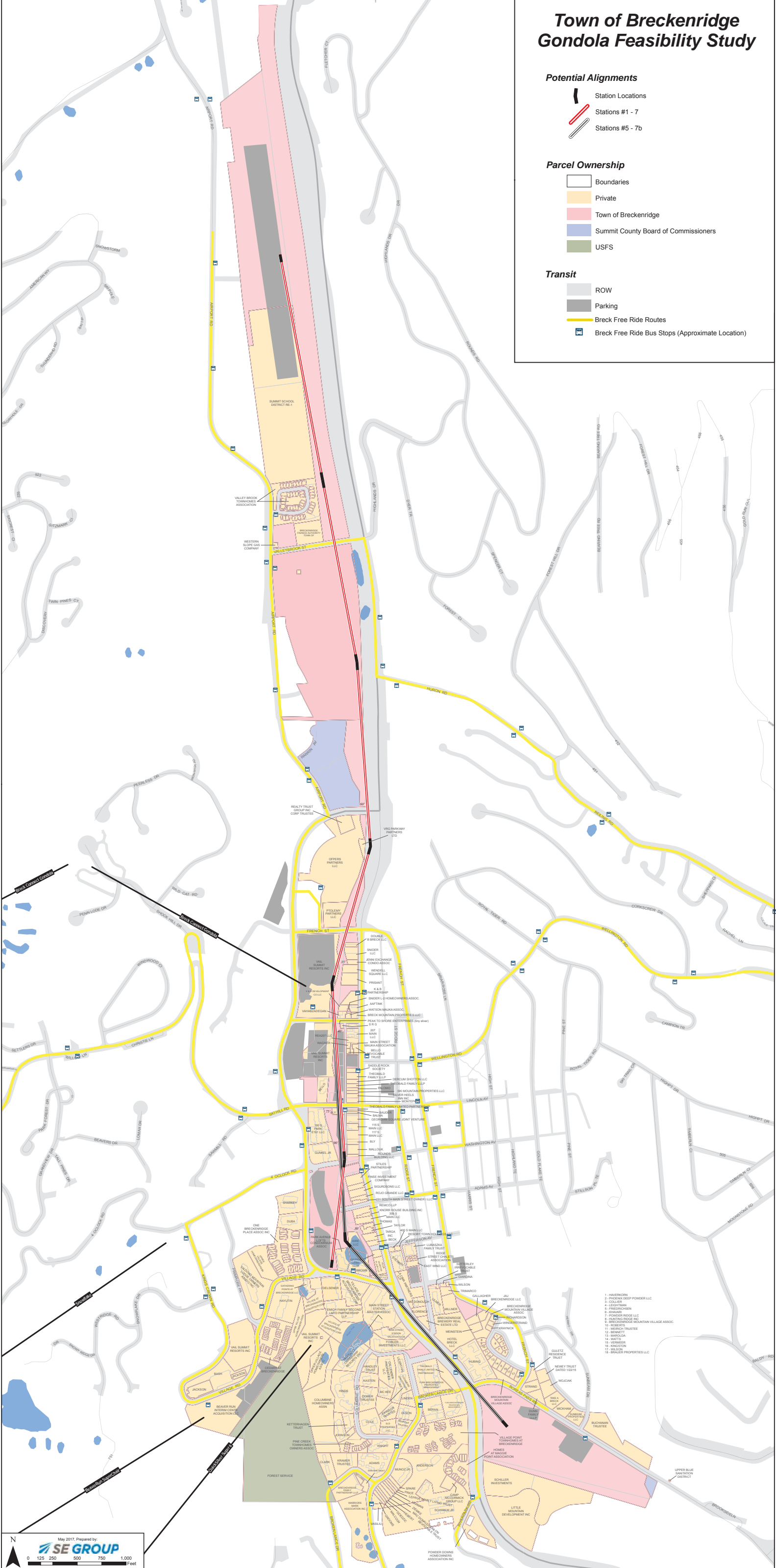
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-  Stations #5 - 7b

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-  Breck Free Ride Routes
-  Breck Free Ride Bus Stops (Approximate Location)



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- 16 - JACOB
- 17 - WILSON
- 18 - BRADY PROPERTIES LLC



 May 2017, Prepared by:

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 Feet

MEMO

TO: Town Council, Rick Holman, and Shannon Haynes;
CC: Peter Grosshuesch
FROM: Laurie Best
RE: Council Update re: Housing Developer RFP/Proposals Update
DATE: July 5, 2017 (for July 11 worksession)

On April 25, 2017 staff issued a Request for Proposals for an Affordable Housing Developer. The goal was to solicit proposals for the next workforce housing development, possibly to follow Blue 52. The Blue 52 Townhomes will be delivered in 2017 and 2018, so the tentative schedule for the next project would be a 2019/2020 delivery. The purpose of this memo is to update the Council on the status of this recruitment and our next steps.

Several developers attended the open house in May, and in June we received five different proposals. The proposals vary from 16 units on 2 acres up to 202 units on 9.48 acres. Staff has performed a preliminary review of the proposals and the different approaches, but at this time we are not ready to move forward with the selection process or any negotiations on a specific project or projects. We intend to finalize the Block 11/McCain Master Plan with the Council, and then work thru the proposals with the Housing Committee and Council over the next couple months.

Staff will be available at your worksession on July 11, 2017 in the event there are any questions.