

2016 Frisco Transit Center Master Plan



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Executive Summary

Project Overview

Purpose

In the 17 years since the Frisco Transit Center (FTC) opened in 1998, public and private transit service has increased significantly, in number of buses and shuttles as well as hours of service. Additional expansion is on the horizon, and Summit County has identified a need to update the FTC to accommodate additional transit service, enhance user experience and better integrate into the fabric of the adjacent development.

Scope

The Conceptual Master Plan establishes an integrated site vision that will guide immediate and long-term improvements over the next 20 years. The plan includes site and building programming, site configuration, order of magnitude costing and phasing options.

Process and Participants

The planning process included both informal and open-house style public input, inviting public and stakeholder input at major project milestones through two informal 'coffee breaks' at the FTC itself and at a more traditional open house nearby. Summit County and Summit Stage provided primary technical direction for the effort, with additional input from a Stakeholder Advisory Group (SAG) which met monthly for the duration of the project.

Programming and Configuration

The initial site programming effort produced six draft alternatives for site configuration, exploring both linear and loop configurations for bus bays. Similar exploration of potential approaches to the transit building itself considered three scenarios: renovation and expansion of the existing building, preservation of the existing building and construction of a second new building, and complete demolition of the existing building and construction of a new, larger building.

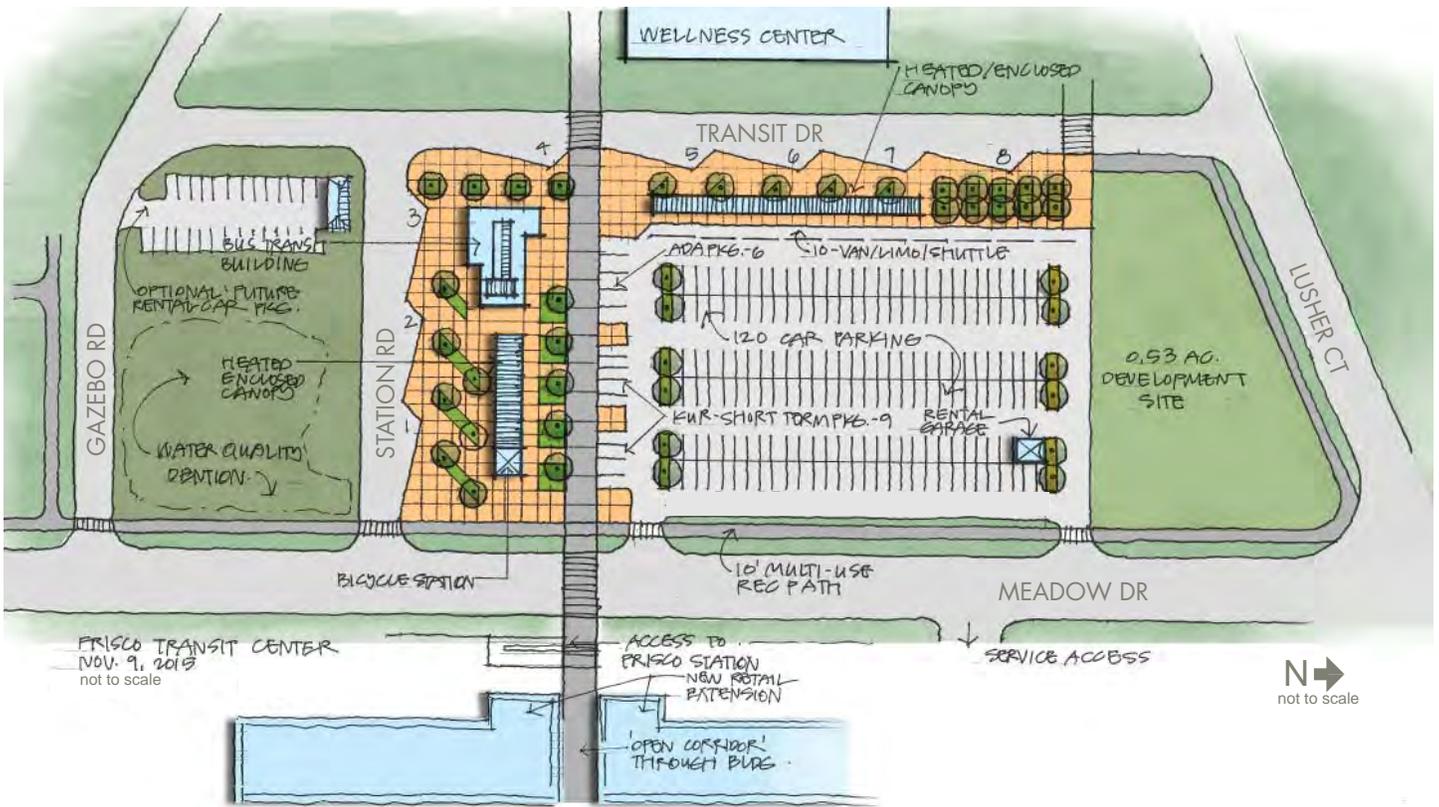
Site

The final concept plan provides space for up to 8 bus bays arranged in a linear configuration, utilizing one-way bus circulation. In order to increase patron safety and enhance transit operation, shuttle pick-up and drop-off is separated from bus traffic and takes place within a reserved area at the western edge of the central parking lot.

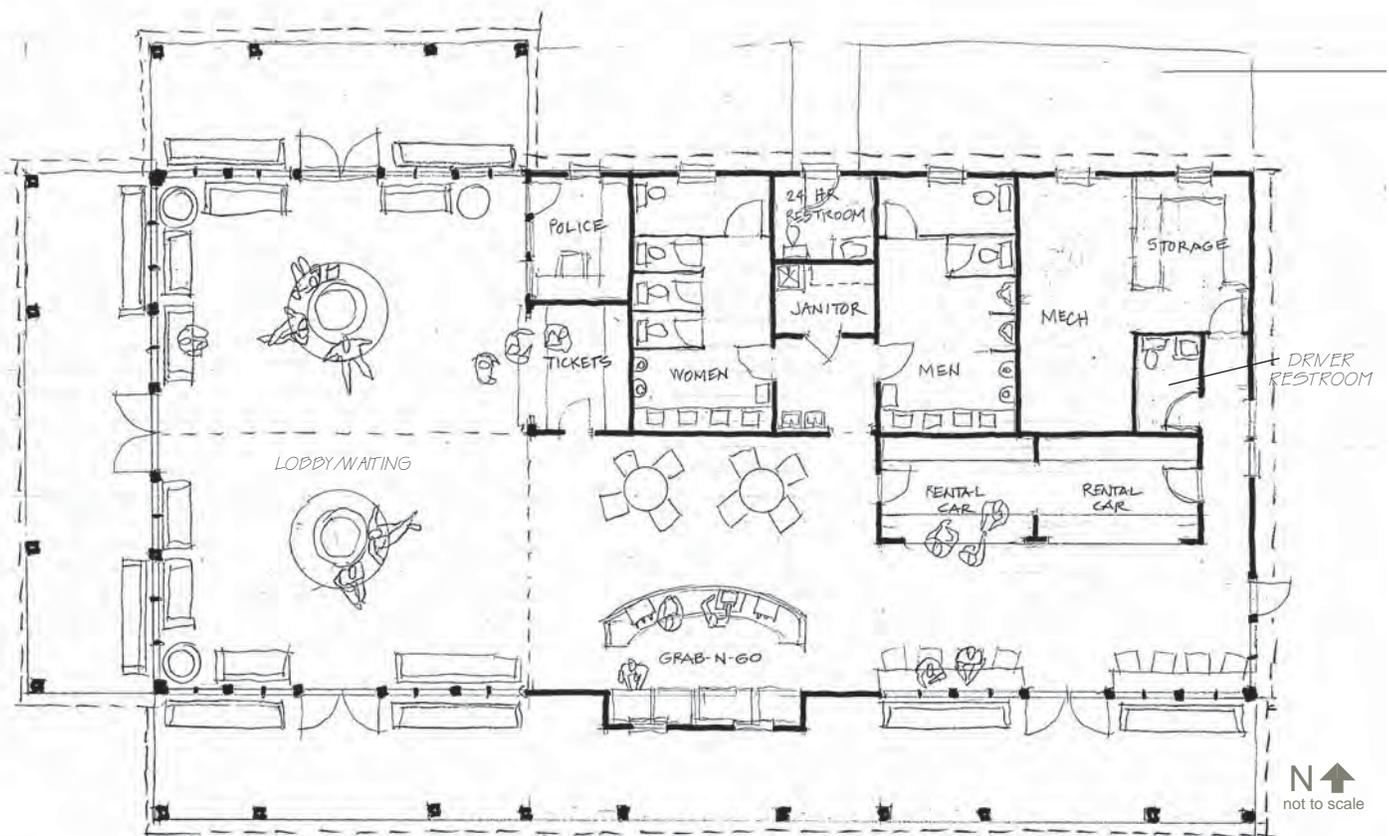
This main lot provides 120 patron parking spaces, with an additional 6 ADA and 9 kiss-n-ride spaces; an additional 30 spaces are available and dedicated for rental car parking. These spaces can be re-assigned to general or long-term patron parking with the construction of a dedicated rental lot at the south-western corner of the property.

Building

The final building program describes a new transit center to be constructed in the same approximate location as the existing building, which will be demolished. At 3200 square feet, the new building will offer roughly 50 percent more space than the current one, including enhanced amenities such as information and ticketing counters. Other critical elements of the new building include a police/security office and a 24-hour restroom accessible from the exterior when the building is locked.



Conceptual Transit Center Site: Site configuration



Conceptual Transit Center Building: Interior configuration

In addition to the new transit center building, the site will also provide two enclosed, heated outdoor shelters. Both the building and the shelters will reflect a contemporary mountain aesthetic in their architectural style.

Implementation

Phasing and Costs

Phasing strives to meet three primary goals: (1) increase short-term FTC functionality, (2) minimize 'throw-away' construction and (3) introduce near-term, patron-focused enhancements that will increase visibility, image and use of the transit center. Proposed phasing aligns with these goals, but is conceptual in nature.

All costs are estimated in 2016 dollars; escalation should be expected according to actual construction year. Overall site and building costs total approximately \$8.3 million dollars, including a 15% contingency.

Phase 1A: Station Drive	\$1,310,000
Phase 1B: Transit Drive	\$1,335,000
Phase 1C: South Parking Lot	\$ 215,000
Phase 2: Transit Building and Plaza	\$3,060,000
Phase 3A: Western Plaza	\$ 705,000
Phase 3B: North Parking Lot	\$ 710,000
Phase 3C: North Parking Lot Extension	\$ 255,000
Phase 4: Drainage Area	\$ 250,000
Phase 5: Frisco Station Access	\$ 465,000*
<i>* excludes property acquisition and architectural changes</i>	

TOTAL \$8,300,000

Next Steps

Upon adoption of this plan, the County must determine preferred delivery method; typical choice would be Design-Build, or Design-Bid-Build. At the same time, the County must determine what funding is available and in what time frame, in order to finalize a phasing plan and prepare a Request for Proposals (RFP). The RFP will be the primary mechanism to move this conceptual design package forward into design, engineering and ultimately construction.



Conceptual Transit Center Site: Phasing and Cost Diagram

Project Background

Purpose

The existing FTC came on-line in 1998, and currently serves a variety of public and private transportation providers. FTC users include Summit Stage, Greyhound, CDOT's new Bustang service, as well as a number of private shuttle companies and Hertz car rental. In the 17 years since the FTC opened, public and private transit service has increased significantly, both in number of buses and shuttles as well as expanded hours of operation, with additional expansion on the horizon.

In addition to transit changes, the FTC has also seen recent, ongoing development on adjacent properties. Most notable among these changes is the opening of Phase 1 of the Whole Foods Base Camp project immediately west of the site, with Phase 2 under construction. Phase 1 includes a variety of retail and dining, and Phase 2 will add office and wellness uses to the mix. Together, these changes in transportation service and adjacent development highlight a need for an updated transit center to enhance user experience, better accommodate expanded transit options, and to integrate aesthetically and functionally into the evolving community context.

Scope

This Conceptual Master Plan effort is intended to establish an integrated site vision that will guide immediate and long-term improvements over the next 20 years. Summit County anticipates phased implementation, so that the goal of the Conceptual Master Plan is not only to establish an end vision, but also to provide direction in a way that ensures interim decisions align with and do not preclude elements of the final site plan.

The Conceptual Master Plan established site and building programming, site configuration, order of magnitude costing and phasing options. It also performed high-level due diligence regarding site utilities, drainage and snow storage to ensure that any limiting factors were taken into account in the conceptual design.

Location

The FTC occupies a 6.2 acre parcel at 1010 Meadow Drive in Frisco. The site is bounded to the north and east by Lusher Court and Meadow Drive respectively, and unnamed roads to the west and south; the western road is buses-only. The Conceptual Master Plan effort was confined to this County-owned parcel, but gave careful consideration to multi-modal connections to adjacent uses.

Project Process

Timeframe and Methodology

Analysis, design and public participation took place over a four-month period, from September to December 2015. Efforts were divided into three phases, with public input included in each of these phases: programming, concept design and implementation.

The first phase, programming, explored existing and anticipated future needs for both site and building. Site programming identified needs regarding number of bus bays, shuttle spaces, and patron and staff parking, as well as critical information regarding the relationship between these elements. This program was then used to formulate a set of six site configuration and circulation alternatives.

Similarly, the building programming effort identified uses and square foot allocations for the transit center building itself, noting which uses were required and which were desired but not critical. This information was then used to prepare a series of architectural diagrams exploring both renovation and expansion of the existing building, as well as new construction.

The second phase, Concept Design, refined the site configuration and building alternatives created in the first phase, based in County and stakeholder input. This phase selected a single site layout and building option.

The final phase, Implementation, made minor refinements to the Concept Plan developed in the preceding phase, prepared a Rough Order of Magnitude (ROM) cost estimate, and recommended project phasing.

Next Steps

This Conceptual Master Plan is just that: a concept. The next step of implementation is to execute full design, engineering and construction documents. The County must determine preferred delivery method for these documents and eventual construction, whether a traditional Design-Bid-Build process, in which construction documents are put out for a competitive bid, or a more 'one-stop' Design-Build process, where a single consultant-contractor team takes the project from design and engineering the whole way through construction.

Once delivery method has been determined and regardless of which method is chosen, a Request for Proposals (RFP) should be prepared and issued as early as possible in 2016.

Documents are subject to the standard Summit County and Town of Frisco review and approvals process, and standard review times should be folded into the project timeline.

Simultaneous with this first phase of design and construction, the County should also begin to explore funding options for subsequent phases.

Project Participants

The effort included a series of informal and more structured public outreach events, as well as interaction with a Stakeholder Advisory Group (SAG).

Technical Oversight and User Interviews

Technical oversight was provided by County and Summit Stage Staff. The Design Team also met with Summit Stage bus drivers, conducting informal one-on-one chats with drivers in their break room; approximately 15-20 drivers spoke with the team during this time. Insights from these discussions were folded into concept and final design.

As part of the initial programming effort, the design team interviewed current site users regarding their existing use, site opportunities and challenges, as well as each organization or provider's future plans for service including any operational changes or expansion. The information obtained from these interviews is detailed more extensively in Chapter 1 Programming section of this report.

Public Outreach

Coffee Breaks

The Project Team held two informal open house-style 'coffee break sessions' at the FTC on October 20. FTC users, transit riders and local residents could review posters of project information and progress, and were encouraged to speak with County and Design Team members regarding their experience and vision for the transit centers. The two sessions were held from 7-9 am and from 4-6 pm, in order to reach the greatest number of people during these peak travel periods. Approximately 65 people attended the two events; many of these individuals were waiting for buses or passing through, but some attendees came specifically to talk to the Design Team. A summary of the input from these two sessions is included in the appendix of this document.

Public Open House

A public open house was held on November 18 at the Rio Grande Restaurant immediately adjacent to the FTC site. Information boards illustrating site and building programming, preferred site configuration and proposed architectural style were available for review and comment by the public. Approximately 70 people attended this event. Both meeting materials and a summary of input from this meeting are included in the appendix of this document.

Stakeholder Advisory Group

In addition to general public outreach, the Conceptual Master Plan effort also assembled a small working group; this group met four times over the life of the project and provided non-binding input on draft alternatives from the viewpoint of each member's specific organization or agency. Members included representatives from the Town of Frisco, the Frisco Station HOA, the Whole Foods Basecamp development and the Summit County Transportation Board.

Existing Conditions

Site Description

The FTC is located on Lot 1, Summit Transit Center Subdivision at 1010 Meadow Drive in Frisco, Colorado. The parcel is owned by Summit County Government and is 6.2 acres in size. It is bounded by public roads and rights of way Lusher Court to the north and Meadow Drive to the east. Town of Frisco-owned Meadow Park is directly south of the parcel and the privately owned Whole Foods Market Shopping Center lies to the west.

The project lies within a commercial district which includes both the Whole Foods Market and Frisco Station shopping centers, several hotels, numerous restaurants, a gas station, and a variety of commercial businesses.

The site is presently occupied with a central, large, asphalt-paved parking lot; a small, one-story transit building; an asphalt access drive along the southern side of the property shared with the Whole Foods Market shopping center; a concrete transit vehicle-only drive along the western property line; concrete interconnecting sidewalks and four small transit shelters; and three asphalt paths connecting to Lusher Court near Meadow Drive, running the length of the property along Meadow Drive, and connecting to Meadow Park.

Vehicular ingress and egress to the site is from three curb cut locations along Meadow Drive: the northern two to the central parking lot, and the southernmost shared by transit vehicles and the public accessing the Whole Foods Market shopping center. An egress for transit vehicles only to Lusher Court is located at the northwestern corner of the site.

Temporary greenhouses have been constructed on the undeveloped northern portion of the site. A sizeable stormwater detention pond occupies the southeastern, vacant portion of the site. The remaining, vacant southwest corner of the project is reserved for future development.

Vegetative cover outside of pavement areas consists of sparse grasses. Four planted landscape islands lie within the central parking lot and another lies on the south side of the parking lot adjacent to the transit building. Several small pockets of lodge pole pine lie along Meadow Drive south of the parking lot's southern curb cut.

Existing Facilities

Circulation and Loading

Bus

Buses circulate through the site in a one-way, clockwise loop. Approaching the site driving south on Meadow Drive, buses enter at the southern boundary and turn north to the boarding/alighting area. The boarding area features an approximately 300-foot long straight curb without defined bus bays, capable of accommodating five 40-foot buses at one time. Patrons boarding the furthest bus have an approximately 300-foot (one block) walk to the transit center building itself.

Shuttles

Shuttles follow the same pattern as buses and use the same loading area. At peak times, shuttle drivers have been forced to park beyond the paved boarding area, forcing passengers to use unpaved areas without sidewalks.

Private Vehicles

Patron parking provides two 2-way access points off of Meadow Drive. The parking lot is configured with east-west lanes, promoting direct pedestrian circulation to the bus loading area. The parking lot offers 163 standard and 6 accessible parking spaces. Of those 169 spaces, 25 are reserved for rental car and employee parking.

Pedestrian

Given the absence of other site uses, the sole pedestrian circulation on-site is from the parking lot to the bus loading area or the transit center building. Pedestrians may traverse the site edge north-to-south on the Meadow Drive bike path.

Bicycles

A 10'-wide, asphalt bicycle path/multi-use path runs along the site's eastern edge and provides connection to a one-block segment of bike path along Lusher Ct. Only a narrow, bicycle-unfriendly attached sidewalk exists between the gas station driveway and Summit Boulevard.

An additional asphalt spur connects Meadow Creek Park, abutting the south edge of the site, to the sidewalk in front of the transit center building. A similar path connects the bus loading area north to Lusher Court.

Bike racks are provided adjacent to the bus shelters, but do not meet industry best practices, particularly the ability to provide support at two points on the frame, and the ability to lock both front tire and frame.

Patron Comfort and Amenities

Exterior Shelters

The site maintains four standard bus shelters; the shelters are roofed and enclosed on all four sides, with offset openings on the east and west sides. The shelters have interior benches, but are not heated. Additional benches, newspaper boxes, ash receptacles and trash are provided outside the shelters.

Transit Center Building

The existing transit center building provides approximately 2165 square feet of interior space. The building offers separate women's and men's restrooms (accessible only when the transit center is open), a lobby/vending area, a car rental office, and a central waiting area. The main entrance faces north to the parking lot, with a secondary entrance to the west.

ADA Compliance

Both the transit center building and the bus loading area comply with current ADA regulations. Handicap parking is provided at the southwest corner of the parking lot closest to the transit building, as well as at the northwest corner of the lot and standardized curb ramps are present at both these locations. Interior fixtures, such as door handles, are compliant with principles of universal access.

Current Users

The FTC currently provides service from three bus providers, four shuttle companies and one car rental company. To better understand the existing and future spatial needs of the transit center, these key site users were interviewed about their current hours of operation and frequency of service. Additionally they were asked to provide feedback on the current configuration of the transit center and what aspects work well and which do not, as well as information on their immediate and long-term space and service operation requirements.

Buses

Summit Stage

The Summit Stage is a free public bus service throughout Summit County that provides service to ski areas, resorts, hotels, shopping centers, medical centers and some residential areas. From the FTC the Summit Stage provides service to/from Frisco and Copper Mountain, Leadville, Breckenridge and Silverthorne/Dillon/Keystone. The Summit Stage buses have designated parking locations and passenger shelters for the four lines. Other than the Leadville route, buses for each line arrive at the transfer center every 30 minutes. The Leadville route operates two round trips daily through the FTC.

Summit Stage staff noted that parking at the site reaches capacity three to five times per year, typically during the peak winter season and during special events. Previous planning efforts by Summit Stage have suggested expanding the parking to add another 200 spaces.

The state demographer estimates that the population in Summit County will grow by 60 to 70 percent by 2040. This growth will result in increasing transit demand and transit service to accommodate this demand.

Bustang

CDOT's Bustang service currently runs one round trip through the transit center; eastbound Bustang stops at the transit center at 8:55 AM Monday through Friday and westbound Bustang stops at the transit center at 7:50 PM Monday through Friday. Bustang operates a 51-passenger, 45-foot MCI coach.

This route has been quite successful in the first several months of operation and is expected to increase to two round trips daily when funds are available. Buses on the two round trips are not expected to be at the FTC at the same time.

Site Users

A Wide Variety of Modes....





Greyhound

Greyhound currently runs two scheduled routes through the transit center, for a total of 4 trips per day. Their coaches are rarely on-site at the same time.

Greyhound recommends staffing the FTC. The transfer center is currently an e-ticketing only site because there is no one on-site; current trips are for making connections at the transit center. Greyhound would also like to see additional passenger amenities such as additional shelters, more benches, bicycle racks and luggage lockers.

They currently have no plans to expand their services at the FTC. However, this is primarily due to the fact that they are only able to offer e-ticketing at the site. Nevertheless, Greyhound did acknowledge the likelihood of expanding service within a 10-year timeframe and the potential need for an additional bus bay in anticipation of accommodating multiple buses on-site at the same time and/or potential scheduling conflicts with other bus lines.



Rental Car

Hertz Rental Car

Hertz provides on-site rental car service, with up to 20 rental cars available on-site. Typically there are approximately four employees on site, adding to their parking needs. Hertz indicated that there would be a maximum of 40 rental vehicles on-site to accommodate long term growth and expansion. Under the current site configuration, Hertz states that questions about all services provided at the transit center come to them because other services do not have a person on-site. Hertz recommended better signage to inform patrons of services without on-site employees to answer questions. Regarding the Hertz operations, they would like a shelter to store cleaning materials and to provide protection from the elements while cleaning cars.



Shuttles

Colorado Mountain Express

Colorado Mountain Express (CME) is a private company that provides transportation to/from the Denver International Airport (DIA), mountain resort communities and downtown Denver. During the peak winter service periods, CME uses the site between 4:00 am and midnight, with service every half hour from 5:30 am to 10:30 pm. Generally, there are 2 to 3 vehicles on site at a time, with up to 5 vehicles during peak times. The average layover for each vehicle is approximately 10 minutes. CME uses a variety of vehicles, including Mercedes Sprinter vans, 10-passenger Ford vans and a variety of 4x4 SUVs. On peak days (5-6 times a year), CME will subcontract out the use of motor coaches to handle larger demand. There are no vehicles stored or parked on-site.

Site users would like better signage (top), more efficient facilities to clean rental cars (middle) and a formalized visitors' information kiosk or center (bottom).

Within the next two years, CME anticipates including motor coaches (55 passenger vehicles) as part of their regular fleet. As such, CME thinks that having a separate lane for larger vehicles, such as buses or motor coaches, may increase maneuverability and flow through the area. Their current fleet of vehicles is able to maneuver around the buses but they believe that as they grow their anticipated larger vehicles may not be able to move around as well and/or may present barriers to movement of other vehicles using the area as well.

CME also reported that 75 to 80 percent of their customers filter through the transit center, and while they think that the transit center ably meets their current needs, they appreciate the desire to make improvements and examine future needs.

Peak 1 Express

Peak 1 Express is a private company that provides direct service between DIA and various Summit County destinations. During the peak winter service, Peak 1 Express uses the transit center from 5:00 am to 8:00 pm. The service is an on-call service and depending on the number of bookings they are present on-site 2 to 3 times a day.

The transit center is used as a meeting location for their Mercedes Benz Sprinter and Ford Econoline vans, therefore usually 2 vans are on-site at the same time as they meet and shuffle passengers. Peak 1 Express really appreciates having the designated shuttle area; however, at times there are too many buses/vans in the queue and they are forced to park at the end of the lane where there is no sidewalk. They would like to see the sidewalk extended so that passengers do not have to stand in snow/mud. Alternatively, they recommended expanding to have two pick-up lanes to accommodate potential growth and cited Vail Transportation Center as a potential model.

Peak 1 Express also showed interest in having a sign indicating that they serve the center, as well as facility improvements such as better lighting, extended hours that the building is unlocked, and potentially remodeling the bus station to make a nicer and friendlier atmosphere. Peak 1 Express indicated that they are trying to grow their business but have no plan to expand their service area; they feel that they are more likely to increase the number of vehicles on-site at a given time than spread out during the day.

Summit Express

Summit Express offers transportation service to/from DIA as well as charter service to select areas in Summit County. During the winter, Summit Express uses the transit center from 5:30 am until as late as 3:00 am. Summit Express uses 15-passenger vans and large SUVs

User Input Design Considerations

- Provide separate areas for buses and private shuttles
- Comprehensive signing and information
- Real-time passenger information
- Ensure sidewalks are available for all designated boarding and alighting areas
- Provide off-site or designated space for rental car cleaning
- Ensure that the bus bays and shuttle areas are visible from the transit center
- Provide luggage lockers
- Provide bike lockers
- Coordinate costs sharing of capital site improvements with private users

which are on-site every 30-60 minutes with a 5 to 10 minute layover at the transit center while passengers load and unload. Therefore, there may be two or three of their vehicles on-site at once. Summit Express feels the location of the transfer station is ideal due to the proximity to the highway and the separation of the shuttle pick-up from general parking. However, they would like to see the buses and shuttles separated from each other because when a Greyhound bus is present the bus takes up most of the area and the vans have to park where passengers are forced to walk through snow and mud because there is no sidewalk. They currently have no place for expanding their operations and indicated there are no anticipated service changes or expansions in the works.

Fresh Tracks Transportation

Fresh Tracks Transportation provides shuttle services between DIA and various destinations in Summit County, including Frisco. Fresh Tracks also offers 13 scheduled daily departure times between DIA and the FTC. Fresh Tracks may be on-site at the transfer center from 5:30 am until as late as 3:00 am during the peak winter periods. Typically, there will be a maximum of 2 of their Ford Econoline passenger vans on site at a given time. Fresh Tracks likes the ability to get in and out of the transfer center easily via the bus/van lane, as well as the proximity to the highway. They did mention that at times it is difficult for their customers to see that the vans have arrived from the waiting area, especially if a bus is parked in the lane.

Fresh Tracks indicated no plans for service changes and/or expansion. As such, they do not envision their needs changing in the foreseeable future.

Agency	Existing	Future
Summit Stage	4 bays for 42-foot buses	6 bays for 45-foot buses
Regional	1 bay for 45-foot bus	1-2 bay for 45-foot bus
Rental Car	20 rental car spaces	40 rental car spaces
	5 employee spaces	10 employee spaces
		Sheltered space for staff to clean fleet
CME	5 10-passenger vans at one time	5 10-passenger van spaces
		1 55-passenger coach
Peak 1 Express	2 passenger vans at one time	3-4 passenger vans at one time
Summit Express	3 15-passenger vans at one time	3 15-passenger vans at one time
Fresh Tracks	2 passenger vans at one time	2 passenger vans at one time
Parking	163 spaces regular/6 handicap	300+ spaces
Shelters	4 summit stage	6 summit stage
		1 regional
Site circulation	Transit only access	Transit only access
		Separate shuttle and bus circulation

Opportunities And Constraints

The site has a number of opportunities and constraints that should be considered when testing alternative configurations. Not all alternatives may be able to take advantage of all opportunities, nor completely avoid or mitigate each constraint. Alternatives are themselves opportunities to weigh the trade-offs associated with capturing different benefits, and to explore community priorities relative to these trade-offs.

Opportunities

Adjacent Uses: West

New retail and commercial development immediately west of the Transit Center offers opportunity for integrated activity between the two sites. Phase 1 of Whole Foods Base Camp includes a grocery store, a specialty liquor store, several apparel retailers as well as a restaurant. Phase 2, now under construction, is anticipated to include health- and wellness-related uses such as non-emergency clinic services, potential athletic or workout options, as well as additional retail or casual food uses. Grocery stores in particular are an advantageous transit-adjacent use, providing patrons the ability to purchase essentials on their way to or from their destination.

The wellness building is situated on the Transit Center's western boundary, and although the facing façade is not a primary façade, it does provide closure and scale to the site and a much better potential integration than if a parking lot abutted the site. There are opportunities for widened pedestrian connections on both sides of the Wellness Building; designed properly, these connections could promote pedestrian traffic between the two sites.

Potential for Future On-Site Development

The new retail and wellness activity adjacent to the site also enhances the potential for additional complementary development on-site. Market information prepared for the Whole Foods Base Camp development suggest that up to 20,000 square feet of additional office or mixed-use potential may exist beyond that which is planned for that site; the north, Lusher Court edge of the FTC site is the most likely location for such development in terms of physical access and relationship to Base Camp.

Visitors' Center

With four tourism-oriented shuttles, Greyhound and Bustang, the Transit Center is the first stop for many visitors to Summit County and the high country; rental car employees note that as the only staff within the FTC, they frequently act as a de facto visitor information source. Providing dedicated visitor information, whether staffed or unstaffed, would assist visitors in orienting themselves and beginning their stay with a positive experience.

Views

Participants of the April 2015 charrette identified the Transit Center's stunning mountain views as one of its strongest assets, and add to the site's potential as a local or regional visitor center. Beyond building orientation, other small physical additions to the site such as a mountain peak finder or interpretive historical information could play to this opportunity.

Transit Center Building as Gateway Icon

Many users and stakeholders have described the existing transit center building as underwhelming, and noted potential for it to act as a gateway to both the transit center and Summit County. An iconic structure would enhance user experience and aid in wayfinding for the site itself. There are a number of approaches to creating this gateway function, from renovation to new construction and even constructing a new building in a more prominent location.

Future I-70 Rail Connection

Many studies have explored the potential for mass transit in or along I-70 as a means to address ever-worsening congestion on this central mountain route. Although no plans have gained significant traction, relationship between the Transit Center and a potential future I-70 service is an additional item of consideration for the master planning effort.

Constraints

Parking

Although existing patron parking appears to respond to available area more so than demand, Summit County has expressed a desire to maintain the existing 169 spaces. They would also like to introduce designated, physically separated parking for rental cars, effectively increasing the amount of parking on-site. Surface parking is land intensive, and the desired level occupies approximately one-third of the site.

There is also desire to preserve flexibility for structured parking, whether a multi-level structure or a single-level deck covering surface parking. Vertical circulation may be accomplished by a speed ramp, so called because the grade is too steep to allow parking on the ramp, or by a parkable ramp. Speed ramps require less horizontal distance, while parkable ramps are more space efficient. Future structured parking needs will inform the master plan, both in configuration of surface parking as well as location of site structures.

Adjacent Uses: East and South

To the east and on the other side of Meadow Drive is the rear, service façade of Frisco Station shopping center; to the south is Meadow Creek Park. Both of these uses make development along these boundaries less desirable than along the north (Lusher Ct) or even the west (Base Camp) sides.

Underground Utilities

Water

The parcel has excellent access to existing utilities. Water main lines are located not only in Lusher Court and Meadow Drive, but a main was also recently extended to the Whole Foods Market shopping center in the southern ingress/egress drive.

Sanitary

Sanitary Sewer main lines also run within Meadow Drive and the southern ingress/egress drive. These lines drain to the south.

Power/Gas/Communications

Power, gas and communications lines run in Lusher Court and Meadow Drive. The capacity of power lines may be in question and further coordination will be necessary with Xcel Energy pertaining to the capacity as the project moves into final design and engineering.

Other

Site related private utilities include street lighting and an irrigation system.

Snow Storage

As a mountain community, snow storage is a significant issue. The master plan must take into account not only the physical area required for snow storage, but also an efficient pattern of clearing it.

Drainage

The existing detention pond on the site was designed to accommodate full project buildout (see: *Final Drainage Study for the Summit Stage Transfer Station, 1996*). Assumed buildout included a parking lot expansion north of the current, central parking lot, and paved shuttle van transfer and boarding facilities south of the existing transit building.

Provided impervious areas proposed in the current master planning efforts do not exceed those identified at the time of original project plan development, no modification of the detention pond will be necessary.

Should the proposed, 2015/2016 master planning efforts encroach upon the detention pond area, or require the installation of a storm sewer to maintain connectivity, redesign of the detention and stormwater conveyance system will be necessary. This will involve a revised drainage report and coordination with the Town of Frisco Public Works Department.

Recommended Program

Site

Items of particular note in the FTC user interviews are the high number of shuttle vehicles, and the potential for one of the shuttle services, CME, to begin operating full size passenger buses. In addition to the numbers suggested by current use and future plan, Summit County desires to maintain a 'spare' bus bay in case of delays or breakdown. The 9 total bus bays accounts for 6 Summit Stage, 1 Greyhound/Bustang, 1 CME and 1 spare bay.

Based on existing timetables and user input, the program below is recommended to serve existing needs and provide flexibility for future expansion.

It should be noted that the recommended retention of existing parking supply is based on observation of existing usage, and should suffice for the planning horizon of this concept plan. A grant application submitted several years prior to this study recommended 300+ spaces, based on both assumed future growth and a potential train or other fixed guideway system. This number of spaces are unlikely to be necessary without a significant user change, such as a train.

RECOMMENDED SITE PROGRAM		
Use	Existing	Recommended
Bus Bays (45')	5 (undefined)	9
Shuttle Bays	shared w/ buses	8 to 10
Rental Car Parking	0 (shared)	40
Employee Parking	0 (shared)	10
Patron Parking	169	169
Future Development	n/a	20,000 SF

The recommended site programming described above represents an 'ideal' scenario, and was ultimately modified to fit site and budgetary constraints. The final site program is described in Chapter 2 'Concept Plan' of this report, and included a slight reduction in number of bus bays (8) and patron parking spaces, based on available space in the desired site configuration.

Transit Building

Rethinking needs....

Upgrades to Uses/ Functions

- Increase size of restrooms, from 3 stalls to 5 stalls
- Add family restroom
- Add a drivers' restroom
- Increase size of waiting area to accommodate 20 persons/1000 SF
- Add a second rental car counter

New Uses/Functions

- Summit Stage administrative office
- Operators' break room
- IT/Server room (and WIFI access)
- Transit ticket office
- Information/visitors center
- Food service/kitchen

Building

Transit service has increased significantly since the Transit Center building was constructed in 1998, and is anticipated to continue to grow, as described in the user interviews. Recent years have also seen transit centers beginning to offer more extensive patron amenities, and to serve a larger role in the community than a simple place to wait and purchase tickets.

Some of these new uses include a multi-purpose community room that can be used for meetings, events or as additional waiting area, and an information and visitor's center area, a need demonstrated by the quantity of questions fielded by the current rental car staff. Lockers and showers were also considered as a potential inclusion, but were discarded.

Additional upgrades to the center itself that require little to no footprint are WIFI access (with an IT/server room) and real time bus information displaying next arrivals. Solar cells are an additional enhancement option.

TRANSIT BUILDING Use	SF/ person	Existing		Recommended	
		# person	area, SF	# person	area, SF
Rental Car Counter/Room	125	5	620	2	250
Restrooms Men's	75	3	150	5	375
Restroom Women's	75	3	205	5	375
Restroom Family	80			1	80
Restroom Drivers'	80			1	80
Community Room	25			40	1000
Summit Stage Office	100			2	200
Operators Break Room	75			6	450
IT/Server Room	75			2	150
Transit Ticket Office	75			2	150
Information/Visitor Center	n/a			n/a	150
Food Service/Kitchen	n/a			n/a	400
Vending Machine Area	n/a		320	n/a	60
Waiting	50	15	730	20	1000
Security Office	40			1	40
Janitor Closet	100				100
Mechanical	400	n/a	140		400
Maintenance Equip. Storage	240				240
TOTAL			2165		5500

The programming phase of the project began with brainstorming what uses or upgrades might be desirable in a new or renovated transit center. The list above describes an 'ideal' scenario, and was ultimately modified to fit site and budgetary constraints. A revised building program is included in Chapter 2 of this document.

Plaza

In contrast to the transit center building, which is designed from the inside out, the passenger plaza is designed from the outside in. Location, shape, relationship to buses and site circulation are all determined as part of the site layout process. Then the plaza begins to form as its 'zones' are supported and reinforced by the placement of internal elements such as shelter, seating and planting areas. Detailed design of plaza is beyond the scope of the master plan, but a list of plaza elements are included here as part of the site programming effort.

Information and Orientation

- Wayfinding signage
- Ticket vending and validation
- Message board
- Schedule and real-time arrival information

Bicycles

- Bike racks/lockers/storage (covered)
- Repair station

Patron Comfort

- Shelters/canopies (heated and unheated)
- Windscreens
- Benches/seating (enclosed and open)
- Trash receptacles

Patron Amenities

- Public art
- Interpretive elements

Safety and Security

- Cameras
- Emergency telephone ('Etel')

Operations and maintenance

- Advertising (revenue stream opportunity)
- Heated pavement

Alternative 1 Summary Evaluation

Pros

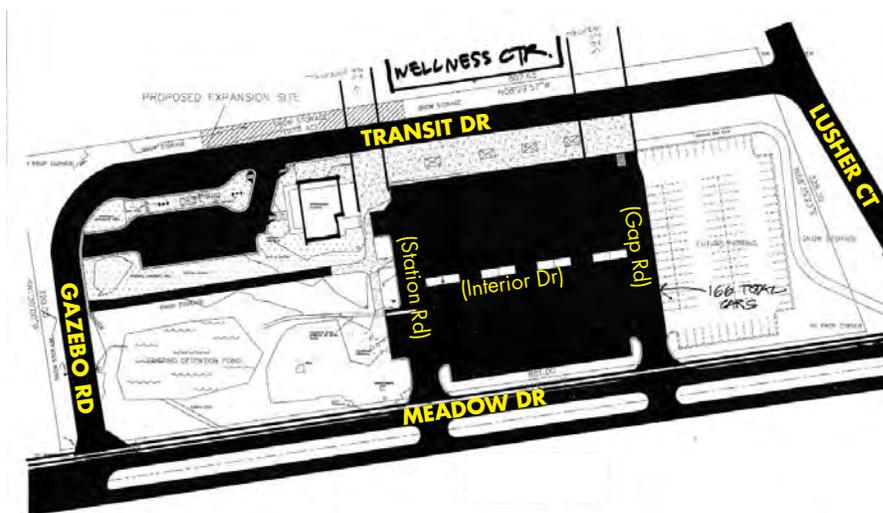
- Retain parking footprint, restripe
- Renovate existing building
- Separated rental car parking
- Consolidated Transit Center uses
- Minimized pedestrian crossings of bus circulation
- Large shuttle pick-up/drop-off
- Flexibility for future mixed-use development

Cons

- Two-way bus circulation
- Shuttles mix with patron vehicles

Draft Site Alternatives

For clarity the follow nomenclature is used herein to distinguish the roadways bounding the site: Lusher Court (north), Meadow Drive (east), Transit Drive (west), Gazebo Road (south). Transit Drive and Gazebo Road are fictitious names, but are used to avoid long descriptions such as 'the western portion of Hawn Loop', 'the southern leg of Hawn Loop.' Additional roadway names in parenthesis are used on some but not all of the options.



ALTERNATIVE 1

Bus Bays (max):	8
Shuttle Bays:	10
Transit Center:	EXISTING/EXPANDED
Parking:	148 + 30 dedicated rental

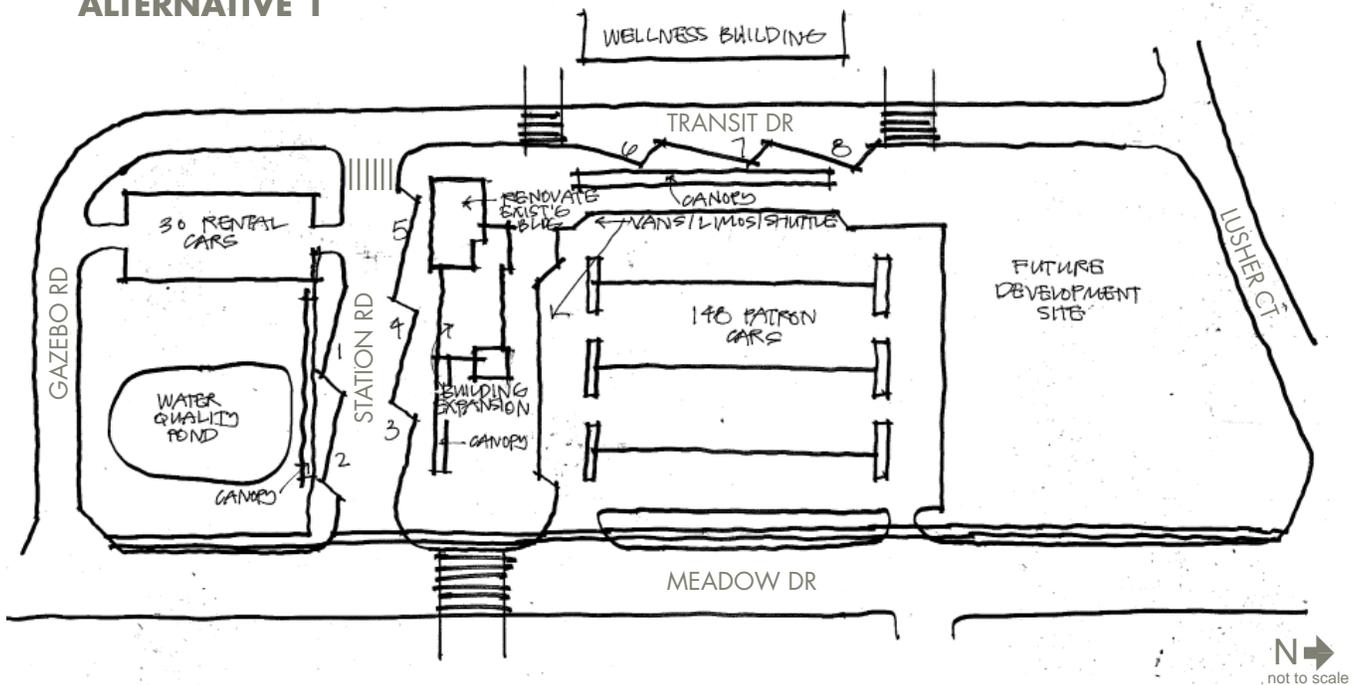
Bus Access

This site utilizes two-way bus circulation. Six of the eight bays (bays 3-8 on the plan) are approached from Meadow Drive, entering the site at Station Road and circulating north on Transit Drive. The remaining two bays (bays 1 and 2) are accessed by circulating west on Lusher Court, south on Transit Drive and east on Station Road; these bays could also be reached via Gazebo Road with a right turn onto Station Road. The majority of bus patrons board and alight on the transit center side of the roadway, with no need to cross bus circulation routes to reach the Transit Center building.

Shuttles: Van/Taxi/Limo

As described in the parking paragraph, the existing parking lot is retained but reconfigured to orient drive aisles north-south. The western and southern curbs of the parking lot are reserved for parallel shuttle loading and unloading, providing space for 10 vans.

ALTERNATIVE 1



Bicycles

The existing bicycle path along Meadow Drive is retained; all bikes will enter the site at the new plaza on the north side of Station Road. The existing north-south pathway connection into Meadow Creek Park is removed in order to mitigate potential bicycle-vehicular conflict at both Gazebo Road and Station Road. The north-south connection to Lusher Court may be retained until the northern parcel is redeveloped. At this time, such connection should be designed into the streetscape as part of the development plans.

Rental Cars

Dedicated rental car parking is provided in the site's southwestern quadrant, south of the new Station Road. This lot provides space for 30 vehicles. Rental counter will be located within the Transit Center Building, immediately north of the rental car parking area. Patrons will flow between the two areas via the crosswalk at the western end of Station Road.

Transit Center Building

This alternative retains and expands the existing transit center. The building relationship to rental cars and shuttle loading/unloading encourages the use of the Station Road crosswalk. The expansion/renovation anticipates an approximately 12,000 square-foot transit plaza east of the existing building. The bus waiting area north of the building would receive similar paving and amenities, in order to aesthetically tie the two areas together.

Parking

The existing parking lot location, size and configuration are retained. Circulation aisles are re-oriented north-south in order to increase parking efficiency.

The north-south dimension of the existing parking lot is insufficient for the vertical circulation required for decked or structured parking; an additional 75' should be reserved to the north in order to maintain future flexibility. This dimension assumes a 12-foot floor to floor height in the garage (10-foot floor plus 2-foot structure depth) with a 5% grade so that cars may park on the ramp.

Alternative 2 Summary Evaluation

Pros

- Large shuttle pick-up/drop-off
- Retain parking footprint, restripe
- Separated rental car parking
- Consolidated transit center uses
- Flexibility for future mixed-use development

Cons

- Two-way bus circulation
- Some bus patrons must cross bus circulation

ALTERNATIVE 2

Bus Bays (max):	8
Shuttle Bays:	9
Transit Center:	NEW
Parking:	175 + 38 dedicated rental

Bus Access

This site utilizes two-way bus circulation. Five of the eight bays are approached from Meadow Drive, entering the site at Station Road and circulating north on Transit Drive, as in Alternative 1. The remaining three bays are accessed by circulating west on Lusher Court, south on Transit Drive and east on Station Road. The majority of bus patrons board and alight on the transit center side of the roadway, with no need to cross bus circulation routes to reach the Transit Center building, although passengers of the three southern bus bays will need to cross Station Drive.

Shuttles: Van/Taxi/Limo

Shuttles load and unload in a dedicated, cut-out zone on Meadow Drive. This space provides room for 9 vans, and puts patrons directly in the plaza/transit center area without the need to cross vehicular circulation.

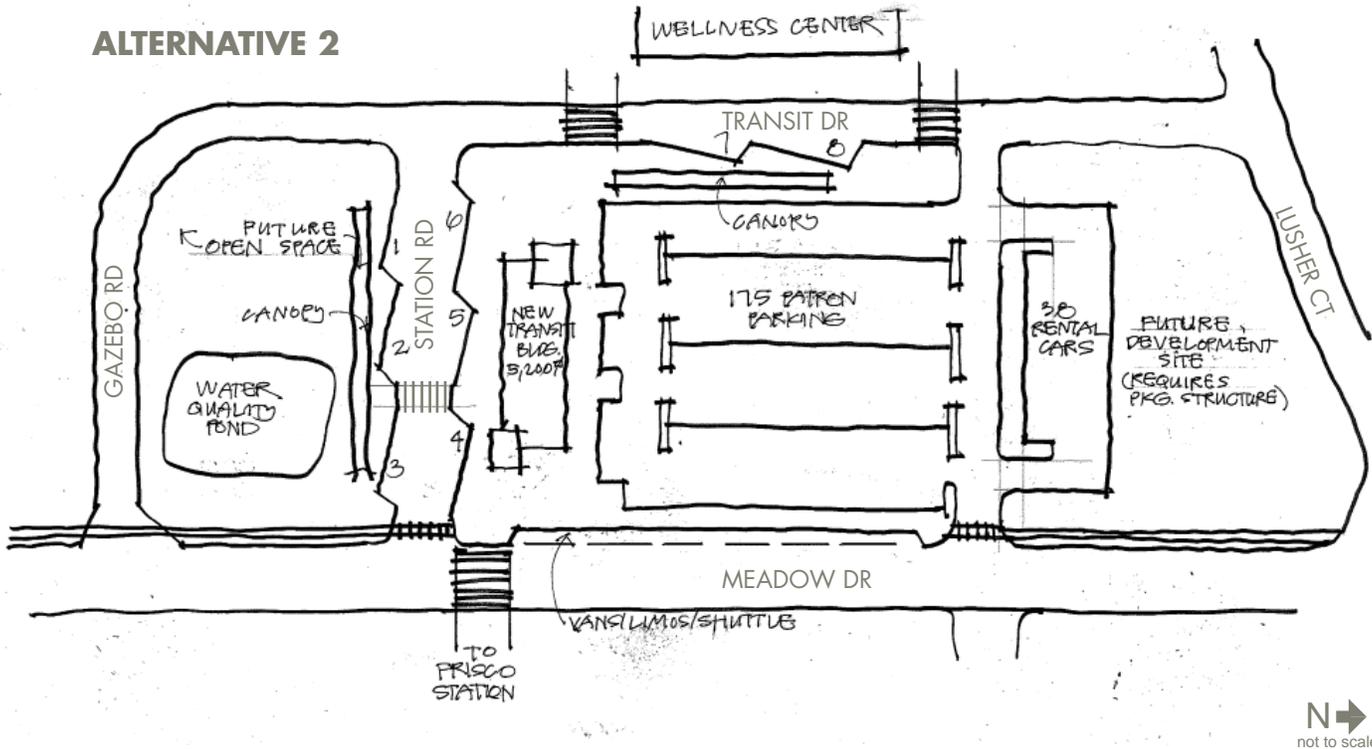
Bicycles

The existing bicycle path along Meadow Drive is retained; all bikes will enter the site at the new plaza on the north side of Station Road. The existing north-south pathway connection into Meadow Creek Park may be retained but should be re-aligned with the Station Road crosswalk. The north-south connection to Lusher Court may be retained until the northern parcel is redeveloped. At this time, such connection should be designed into the streetscape as part of the development plans.

Rental Cars

A dedicated rental car lot is added north of the existing patron lot. This area could be gated or not, and the rental counter will be located within the Transit Center Building.

ALTERNATIVE 2



Transit Center Building

This alternative features a new transit center building located more centrally in relation to the six Station Road bus bays. The building would have two roughly equally sized plazas to the east and west.

Parking

The existing parking lot is retained and reconfigured to provide north-south circulation oriented to the new Transit Center building. Rental cars are parked in a dedicated lot. If a parking deck were considered in the future, the structure would need to span both the patron and rental car parking.

Alternative 3 Summary Evaluation

Pros

- One-way bus circulation
- Retain existing building (and enlarge)
- Shuttles separated from patron vehicles
- Large shuttle pick-up/drop-off
- Retain parking footprint
- Separated rental car parking
- Minimal pedestrian crossing of bus circulation
- Flexibility for future mixed-use development

Cons

- Limited number of bus bays
- Transit center uses separated into 2 buildings
- Shuttle patrons must cross bus lane

ALTERNATIVE 3

Bus Bays (max):	6
Shuttle Bays:	8
Transit Center:	NEW / RETAINED (2 BUILDINGS)
Parking:	160 + 30 dedicated rental

Bus Access

This site utilizes one-way bus circulation. All buses approach the site on Meadow Drive, with three sawtooth bays on Station Drive and three bays on Transit Drive. All bus patrons board and alight on the transit center side of the roadway, with no need to cross bus circulation routes to reach the Transit Center building.

Shuttles: Van/Taxi/Limo

Shuttles enter the site at Gazebo Road, and use the dedicated load/unload areas on Transit Drive or Station Road. Each of these cut-outs will accommodate 4 vans, or 8 vans total.

Bicycles

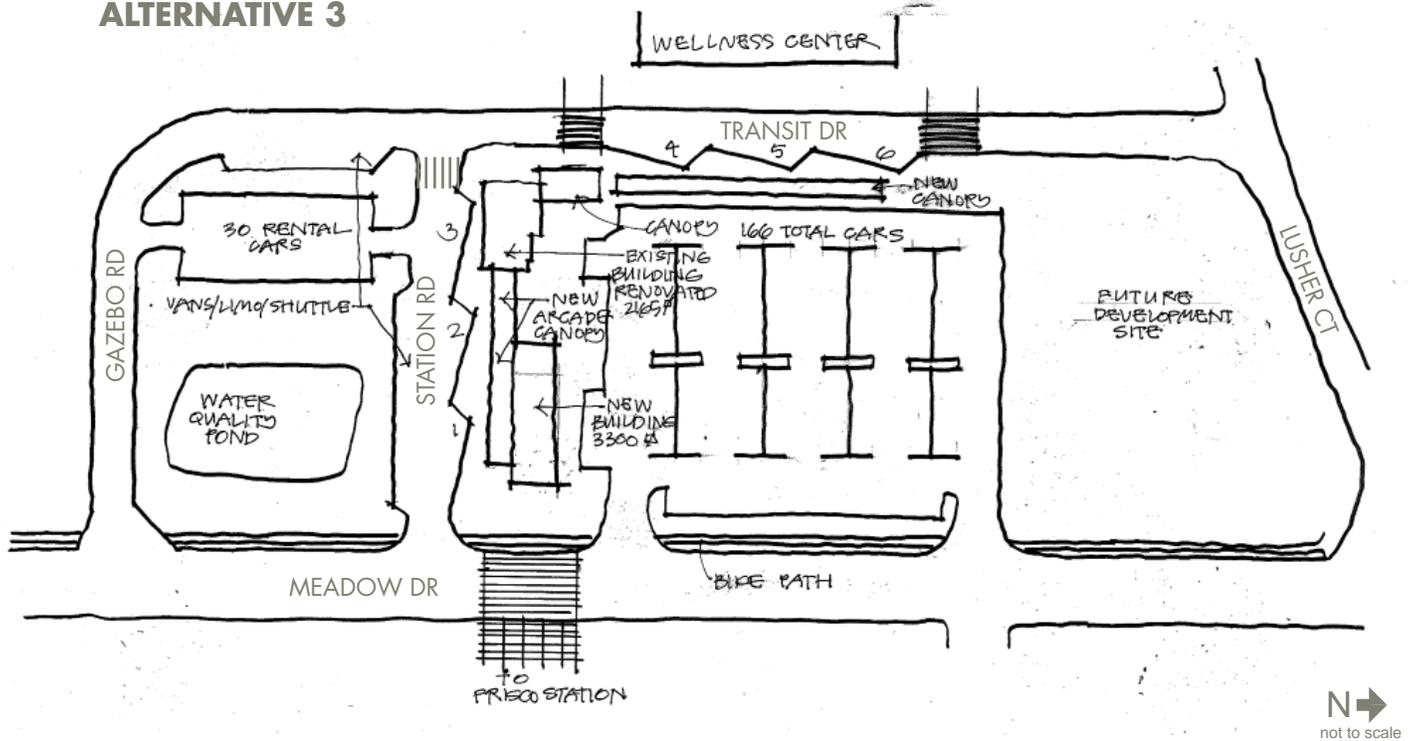
The existing bicycle path along Meadow Drive is retained.

The existing north-south pathway connection into Meadow Creek Park is removed in order to mitigate potential bicycle-vehicular conflict at both Gazebo Road and Station Road. The north-south connection to Lusher Court may be retained until the northern parcel is redeveloped. At this time, such connection should be designed into the streetscape as part of the development plans.

Rental Cars

This alternative uses the rental car location and configuration also shown in Alternative 1. Dedicated rental car parking is provided in the site's southwestern quadrant, south of the new Station Road. This lot provides space for 30 vehicles. Rental counter will be located within the existing, remodeled Transit Center Building. Patrons will flow between the rental counter and the rental car parking via the crosswalk at the western end of Station Road.

ALTERNATIVE 3



Transit Center Building

This alternative retains and remodels the existing Transit Center building to be used exclusively as a rental car facility. All other functions will be housed in a new iconic transit and visitor center on Meadow Drive. The two structures may be stand-alone, or could be connected with a simple canopy or a completely closed arcade.

Parking

The existing parking lot is retained.

As noted in a preceding option, existing north-south parking dimensions are insufficient for the vertical circulation required for decked or structured parking, and approximately 75' should be reserved north of the existing lot to maintain future flexibility.

Alternative 4 Summary Evaluation

Pros

- Potential for iconic/gateway Transit Center building
- Dedicated shuttle pick-up/drop-off
- Maintain existing parking

Cons

- Two-Way bus circulation
- Shuttle circulation mixed with patron parking
- Some patrons cross bus lane
- Limited shuttle pick-up/drop-off
- Rental car parking broken into two areas
- Crossing of Meadow Drive not aligned with future Frisco Station 'cut through'
- No place for future mixed-use development

ALTERNATIVE 4

Bus Bays (max):	8
Shuttle Bays:	6
Transit Center:	NEW
Parking:	145 + 40 dedicated rental

Bus Access

This site utilizes two-way bus circulation. Circulating clockwise, buses approach the site on Meadow Drive, with three sawtooth bays on 'Gap Road', and two sawtooth bays on Lusher Court. Circulating counter-clockwise, buses drive west on Lusher Court and south on Transit Drive to reach the three sawtooth bays on the south curb of Gap Road. Bays on Gap Road are spaced to provide room for a pedestrian crosswalk.

Shuttles: Van/Taxi/Limo

Shuttles will load and unload in a reserved area along the northern edge of the patron parking lot.

Bicycles

The existing bicycle path along Meadow Drive is retained.

The existing north-south pathway connection into Meadow Creek Park is removed in order to clarify expectation with regards to bicycle circulation. A complementary path along the east curb of Transit Drive can be created.

Rental Cars

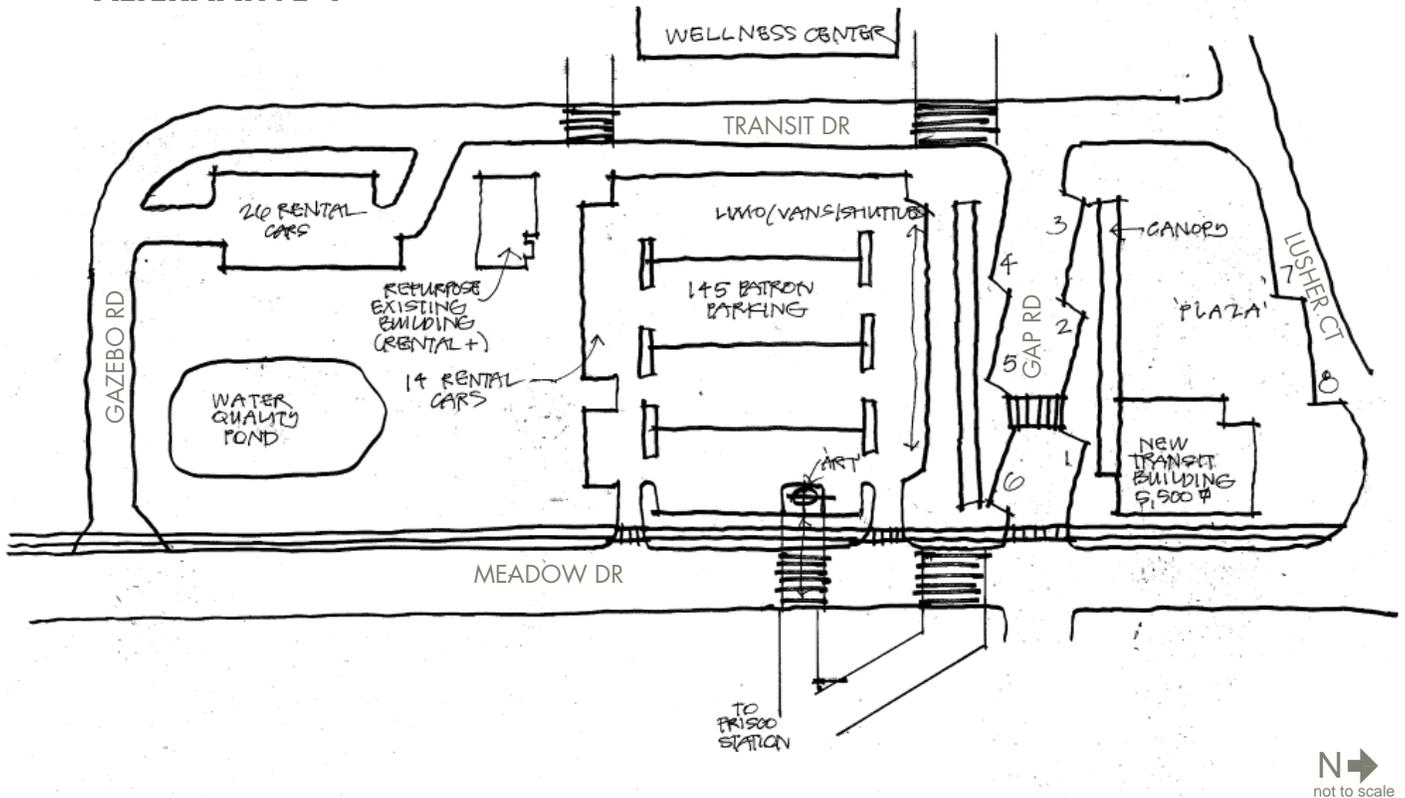
Rental car parking is provided in two areas; in a dedicated lot as described in Alternative 1, and in the southernmost row of the patron parking lot. The smaller number of spaces in the patron parking lot could be used as 'executive' or 'fast pass'-type rental.

Transit Center Building

This alternative constructs a new, iconic Transit and Visitors Center on the northeast corner of the site. This location allows a new building to act as a gateway to both the Transit Center itself, as well as Base Camp. The existing transit center is retained for use as a rental car facility only.

If fixed-guideway transit were ever to be constructed on I-70, this site also lends good visibility and a potential shared station location to the Transit Center.

ALTERNATIVE 4



Parking

This scheme retains and expands the existing parking lot in order to maintain the existing number of spaces and also provides additional rental car parking. The lot would also be reconfigured in a north-south direction to align pedestrian circulation oriented to the transit center and bus bays.

This configuration does not provide sufficient dimension in either the north-south or east-west direction for the vertical ramping required in a parking structure.

Alternative 5 Summary Evaluation

Pros

- One-way bus circulation
- Greater number of bus bays
- Potential for iconic/gateway Transit Center building
- Consolidated transit center uses
- Semi-segregated rental car parking
- Large number of shuttle pick-up/drop-off
- Flexibility for future mixed-use development

Cons

- Complete site reconfiguration
- Consolidated location of bus and parking access on Meadow Drive
- Very mixed parking system
- E-W pedestrian connection not as strong as other alternatives
- Requires use of Meadow Drive for bus bays
- Requires relocation of Meadow Drive bike path

ALTERNATIVE 5

Bus Bays (max):	9
Shuttle Bays:	10
Transit Center:	NEW
Parking:	125 + 30 dedicated rental + 90 office

Bus Access

This site utilizes one-way bus circulation. Circulating clockwise, buses approach the site on Meadow Drive, with five sawtooth bays on Meadow Drive and four sawtooth bays on 'Interior Drive'. All bus bays unload into the plaza, eliminating the need for bus patrons to cross bus circulation.

Shuttles: Van/Taxi/Limo

This option provides shuttle boarding and alighting on Interior Drive. Shuttles enter the site from Lusher Court to Interior Drive, with designated shuttle spaces on the west curb. This area provides room for 10 vans.

Bicycles

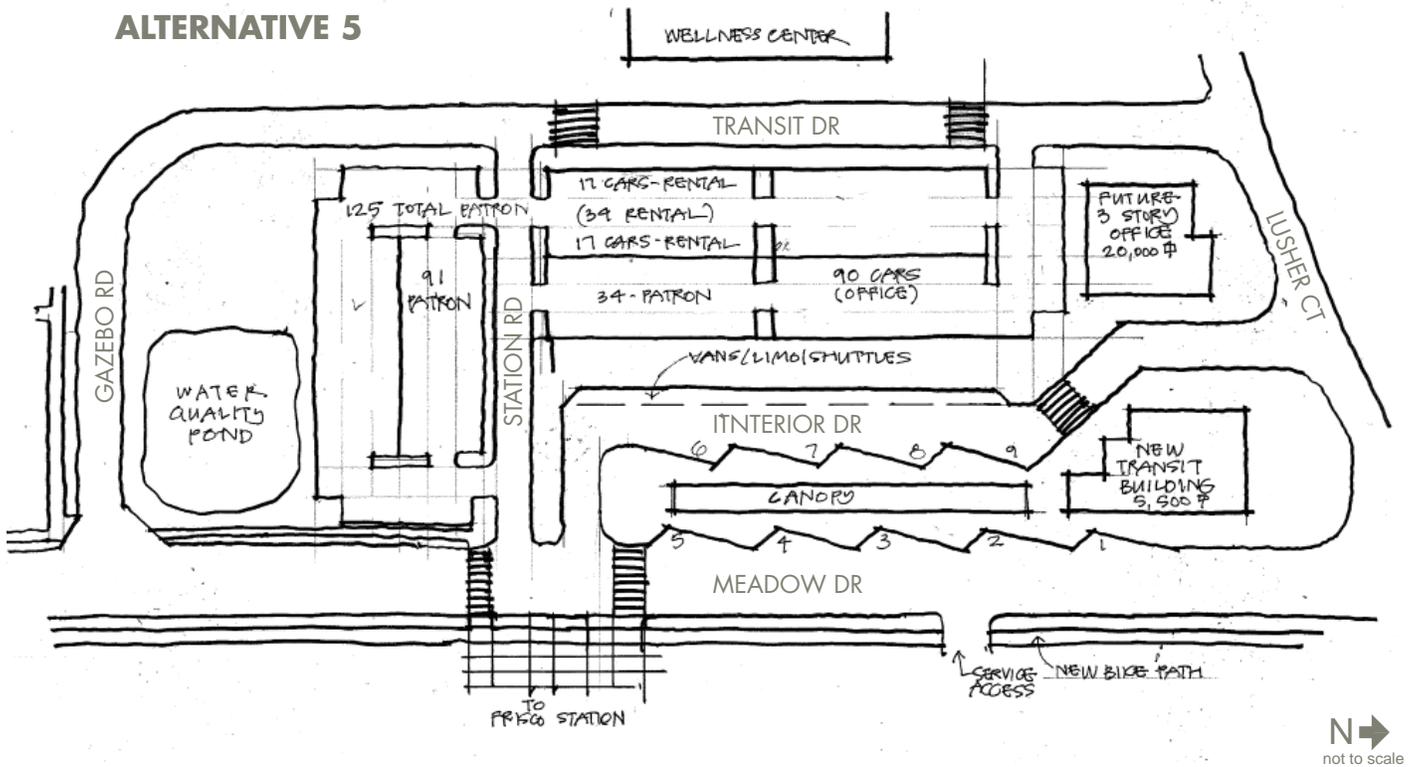
Since the entire west curb of Meadow Drive will be used for passenger loading and unloading, transitioning into plaza, the bike path is relocated to the east side of the roadway.

The existing north-south pathway connections into Meadow Creek Park and to Lusher Court are both removed. These paths no longer reflect desire lines with regards to bicycle circulation.

Rental Cars

The western half of the shared office/rental car lot is reserved for rental car parking. This bay may be gated if desired. Rental car counter is included in the new transit center building; it is expected that patrons will exit the building, cross Interior Drive, and follow the Interior Drive sidewalk to the rental lot.

ALTERNATIVE 5



Transit Center Building

This alternative constructs a new, iconic Transit and Visitors Center on the northeast corner of the site. This location allows a new building to act as a gateway to both the Transit Center itself, as well as Base Camp. All transit center uses would be consolidated in this building and the existing structure demolished.

If fixed-guideway transit were ever to be constructed on I-70, this site also lends good visibility and a potential shared station location to the Transit Center.

Parking

Patron parking is located in both the southern and western lots.

If a deck or structure were considered, parking would need to span Station Road and be configured in a north-south direction over both the southern and western lots in order to achieve a parkable ramp.

Draft Building Alternatives

The programming effort explored three approaches to expansion of the transit building. The first approach is to retain and add onto the existing building; the second approach is to retain the existing building as-is and build a second complementary building. The remaining, third approach demolishes the existing building and constructs a new, one-story transit center.

Existing



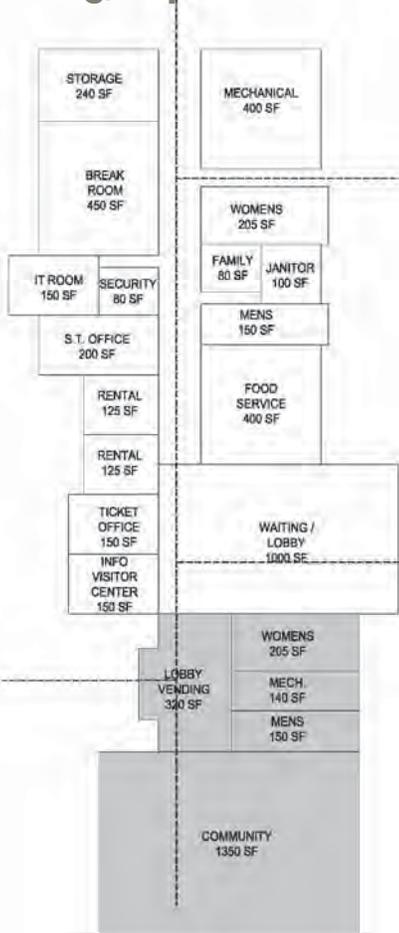
The study did not explore two-story options. The public nature of the building would require that a two-story building include an elevator for full, universal access to the second floor. As percentage of total building construction costs, an elevator would require a significant increase and was not judged an appropriate use of project funds.

The site alternatives shown in the preceding section use a placeholder footprint for the transit center and are not linked to any specific one of the building alternatives shown in this section.

EXISTING

The existing transit building, constructed in 1998, offers approximately 2165 square feet (SF) of interior space. Functions are very basic, and include men and women's restrooms, a small mechanical closet, a lobby/vending area, a large waiting room, and two rental car counters. The main entrance faces the patron parking lot (north), with an additional entrance on the west side.

Existing, Expanded



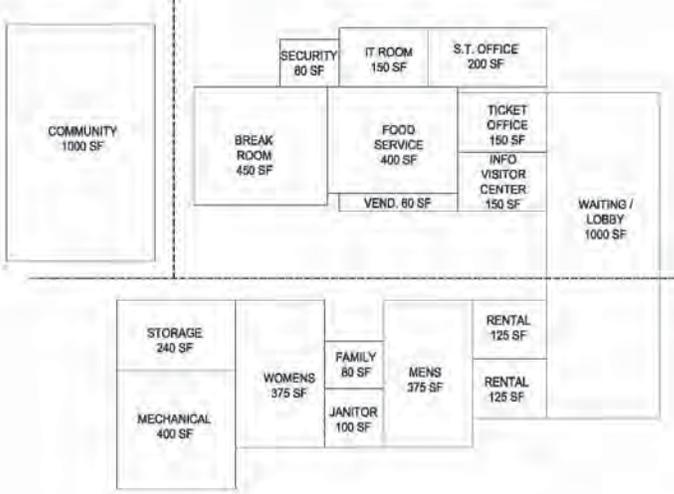
EXISTING, EXPANDED

The first approach retains and expands the existing building to the east. Spatial division of the original interior space would remain unchanged, although the waiting area and rental car counters would be aggregated to serve as a community room. A new waiting room would occupy a more centralized location in the new structure, immediately east of the existing building. The original restrooms would be retained, with a second set of restrooms added in the new wing.

EXISTING PLUS NEW

This approach would divide transit center functions between two buildings, the retained existing building and a new complementary building. Depending on site layout, the two buildings could be located in close proximity to each other, and linked by an open or closed walkway. Alternately, the two buildings could occupy opposite portions of the future transit plaza, providing a shorter walk to shelter; this approach might be preferable if bus and shuttle bays are dispersed across the site.

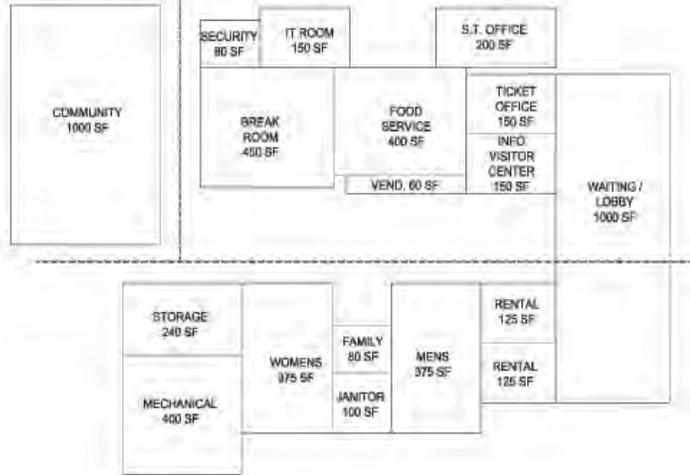
Existing Plus New



NEW 'A', ONE-STORY

This approach would construct a completely new transit center building, with a new waiting area occupying one entire façade of the building. Depending upon site orientation, this configuration is intended to take advantage of the site's mountain views.

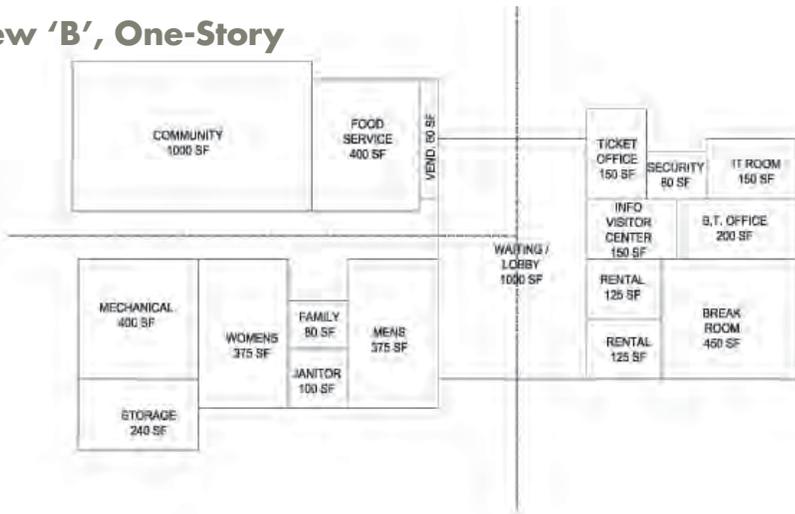
New 'A', One-Story



NEW 'B', ONE-STORY

Also a completely new structure, this building would offer a centralized waiting area in the middle of the building, with views out two sides.

New 'B', One-Story



Refined Design Key Considerations

- Orient outdoor areas west and south for sun and views
- Provide a centralized waiting area, indoors and out
- Separate buses and shuttles
- One-way bus circulation preferred
- Shuttle drop off within site
- Info, ticketing and rental counters within waiting area
- Create critical architectural mass

Final Site and Building Program

Site Configuration

County Input

The Design Team met with Summit County to discuss the site configuration and transit center building alternatives described in the preceding chapter. Participants identified positive and negative features of each plan, and decided to move forward with two refined alternatives. Particular areas of discussion included the appropriate number of bus bays and shuttle parking spaces; the group felt that eight bays were sufficient, instead of the recommended eight bays plus one spare (total nine). They also discussed whether it was the County's responsibility to provide shuttle boarding areas for private shuttle companies; the group ultimately felt that it is in the best interest of the County's robust tourism industry to promote easy and convenient multi-modal transition; a cost sharing agreement could be pursued to offset some of the overall cost of these infrastructure improvements.

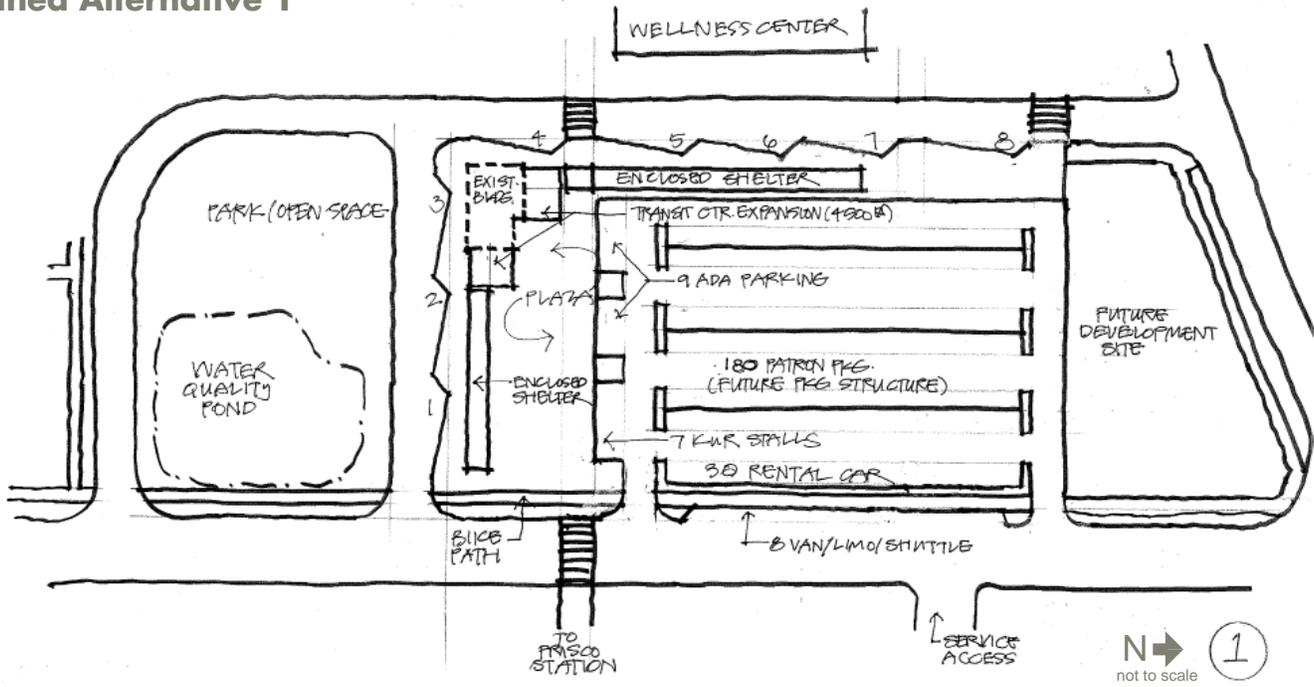
The first alternative merged the features of Alternatives 1, 2 and 3 into a single refined plan; the new plan utilized one-way bus circulation and included all shuttle, rental car and patron parking functions in a single lot.

The second plan, labelled above as Refined Alternative 2, was a modified version of Alternative 5; the refined plan utilized the same one-way, centralized bus circulation but moved the transit hub from the northeast to the southwest corner of the site. Alternative 4 was discarded.

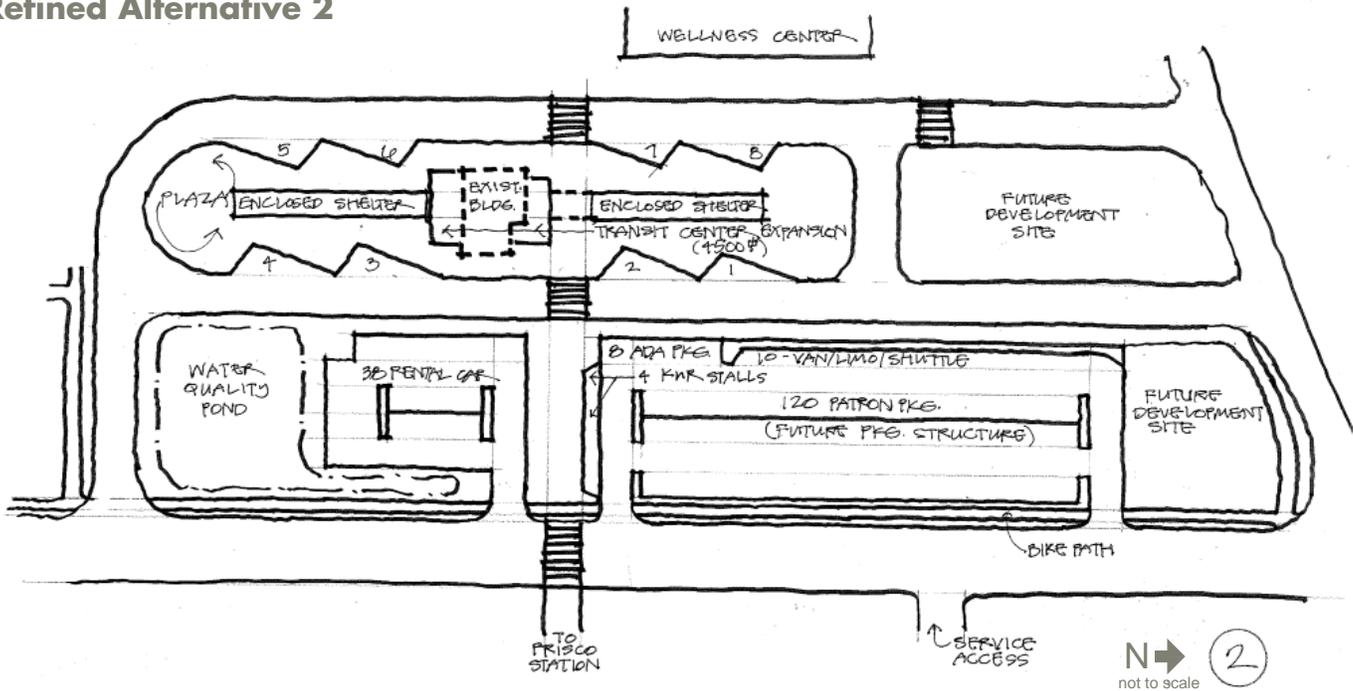
Stakeholder Input

One week after the County discussion session, the Design Team met with the Stakeholder Advisory Group (SAG) to discuss the two refined alternatives. The SAG noted that although Refined Alternative 2 did an excellent job of creating an intuitive, consolidated transit facility, it would require a complete rebuild of the site that would be costly and would not lend itself to phased implementation. In contrast, the group felt that Refined Alternative 1 could be accomplished more cost effectively and in a phased manner that would prioritize patron comfort and amenities. Full notes from the SAG meeting are included in the Appendix.

Refined Alternative 1



Refined Alternative 2



Thinking Green Sustainable Measures

As residents of a mountain community that values its natural resources, stakeholders expressed interest in promoting environmental sustainability at both the individual and the community level. Some ideas that could apply to the FTC building and site include solar panels on the building, passive solar, native landscaping, LED lighting, and electric car charging stations.



image: flickr user felixkramer



image: solarcity.com

Building Program

Using the program detailed in the programming phase of the project and an order-of-magnitude construction cost of approximately \$400/SF derived from recent comparable projects in the area, the County and SAG calculated an approximately \$2.2 million dollar cost for a 5500 SF new transit building. Considering the facility needs and funding available for the project, the County and SAG felt it was prudent to revisit and reduce the building program proposed during the Programming Exercise. The final building program reduced the proposed building footprint by approximately 40 percent, from 5500 SF to 3265 SF.

The most significant reduction was the removal of the 1000 SF community room; while the group supported this idea in concept, they felt its potential utilization is sufficiently unproven when compared to the additional cost. Likely to be used primarily in association with the community room, the kitchen was revised to include only a small refrigerator, sink and counter space; this area is labelled on the plan as 'Grab N Go' and replaces the 'Vending Machine Area' listed in the program. The group agreed that they would like to document the potential for adding these facilities in a later phase of the project, and ensure that design does not preclude such an expansion in the future.

Other changes included the elimination of the Summit Stage office and the operators' break room, and the Transit Ticket and Information/Visitor Centers were also scaled back to be counters.

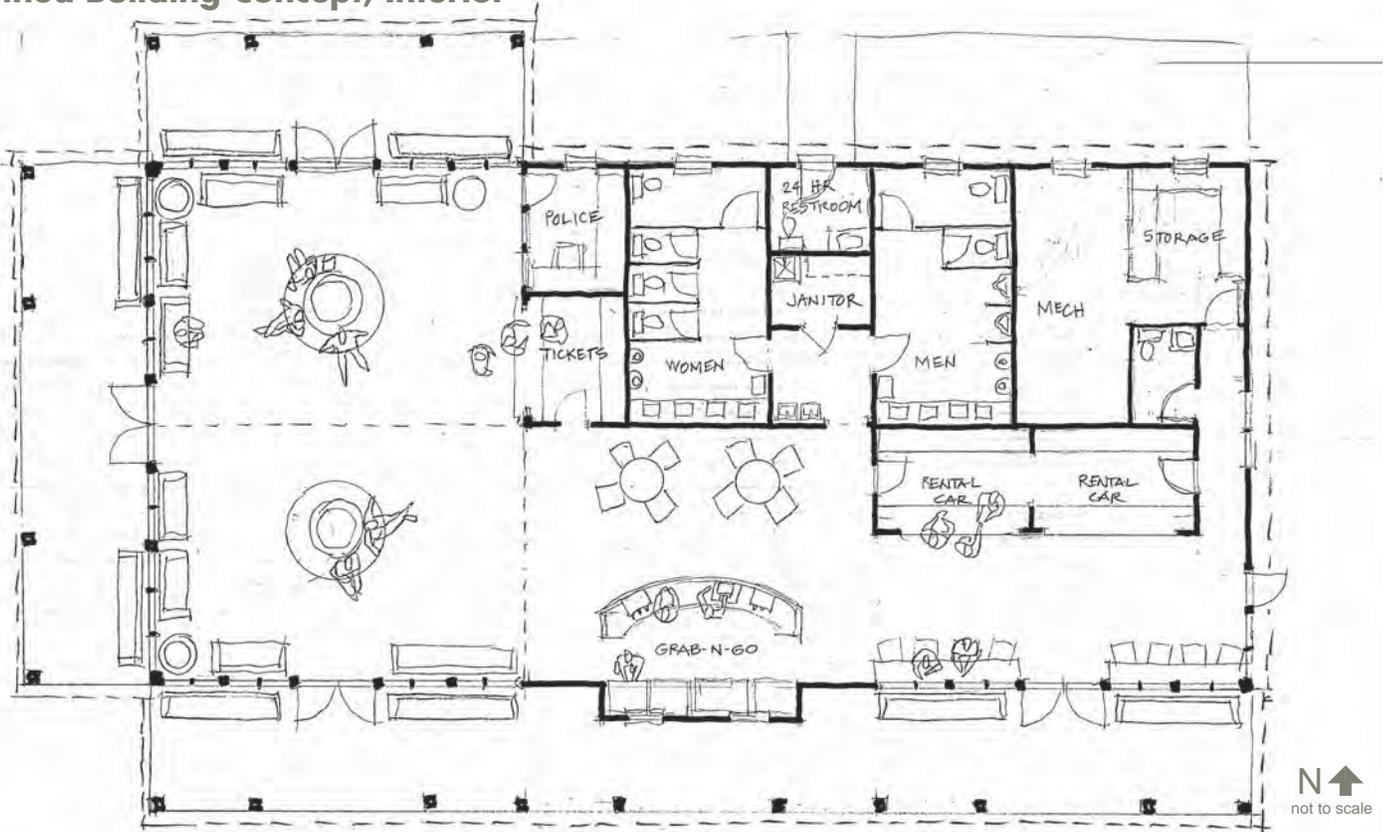
Community feedback indicated a strong desire for a small sheriff/security office, a use which has been retained in the final program, and for an exterior restroom access making these facilities available when the transit building is closed. In addition to staffed security or police, extended hours of operation were also identified as a need. Currently transit providers offer service between 6 am to 2 pm, with potential for later and earlier service being discussed. It is recommended that the transit center be open and staffed for 30-60 minutes on each side of first and last scheduled service.

Architectural Style and Furnishings

Although architectural style will be developed in subsequent design phases, the stakeholders identified a strong preference for a contemporary mountain style. 'Rustic' materials such as wood and stone were preferred, with an overall desire to have the new transit center building blend with the adjacent Base Camp development to project the image of a single, integrated campus.

Site furnishings such as lighting, benches and paving materials should complement the new Transit Center Building, and should similarly match or coordinate with like elements within the Base Camp development.

Refined Building Concept, Interior



TRANSIT BUILDING Use	SF/ person	Existing		Recommended	
		# person	area, SF	# person	area, SF
Rental Car Counter/Room	125	5	620	2	250
Restrooms Men's	75	3	150	5	375
Restroom Women's	75	3	205	5	375
Restroom 24-hr	80			1	80
Restroom Operators'	80			1	80
Community Room (future)	25				
Transit Ticket Counter	80			1	80
Information/Visitor Counter	n/a			n/a	125
Vending Machine Area	n/a		320	n/a	60
Waiting	50	15	730	20	1000
Security Office	40			2	80
Janitor	n/a				300
Mechanical/IT Server	n/a				300
Maintenance Equip. Storage	160				160
TOTAL			2025		3265

Refined Building Program: the matrix above identifies the refined building program; the new building will be approximately 60% larger than the existing structure.

Concept Plan Summary Evaluation



Features

- Heated, enclosed outdoor shelters
- New transit building
- More bus bays
- Dedicated shuttle boarding/drop-off
- Short-term 'kiss n ride' drop-off
- 23,000 SF development site (future)

Site Configuration and Circulation

Bus Bays:	8
Shuttle Bays:	10
Transit Center:	NEW (phased)
Parking:	135 + 30 dedicated rental <i>optional, additional 25 rental in south lot</i>
Future Development:	23,000 SF

Bus Access

The plan utilizes one-way bus circulation, with buses approaching the site on Meadow Drive and entering the site on Gazebo Road or Station Road. All buses turn north on Transit Drive and exit the site back onto Lusher Court. Three bays are located on the north side of Station Road, and an additional five bays on Transit Drive. All bays unload patrons directly onto the transit plaza, with no direct need to cross the bus circulation route; patrons wishing to access the Whole Foods Base Camp development on foot may use one of two designated crosswalks across Transit Drive.

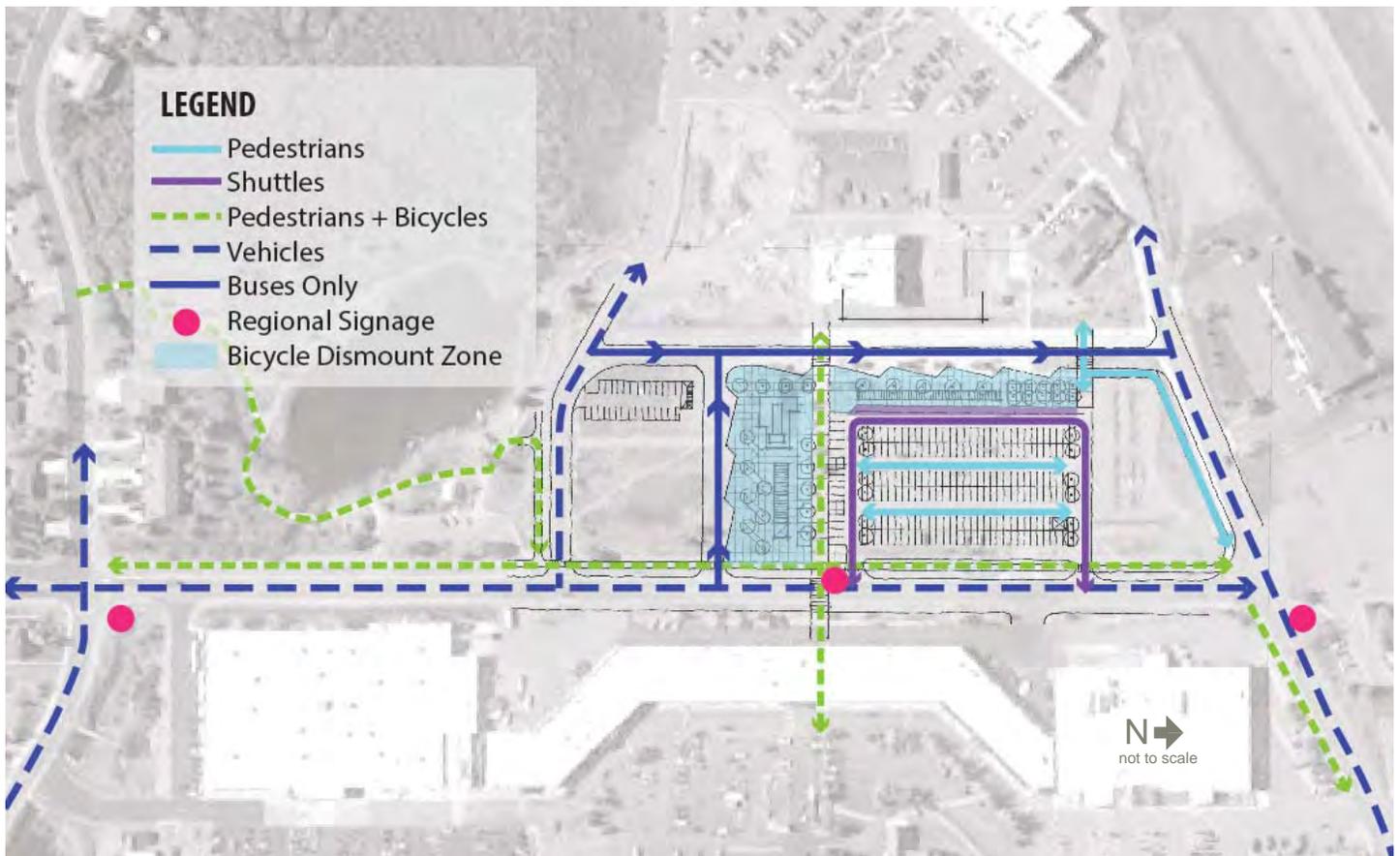
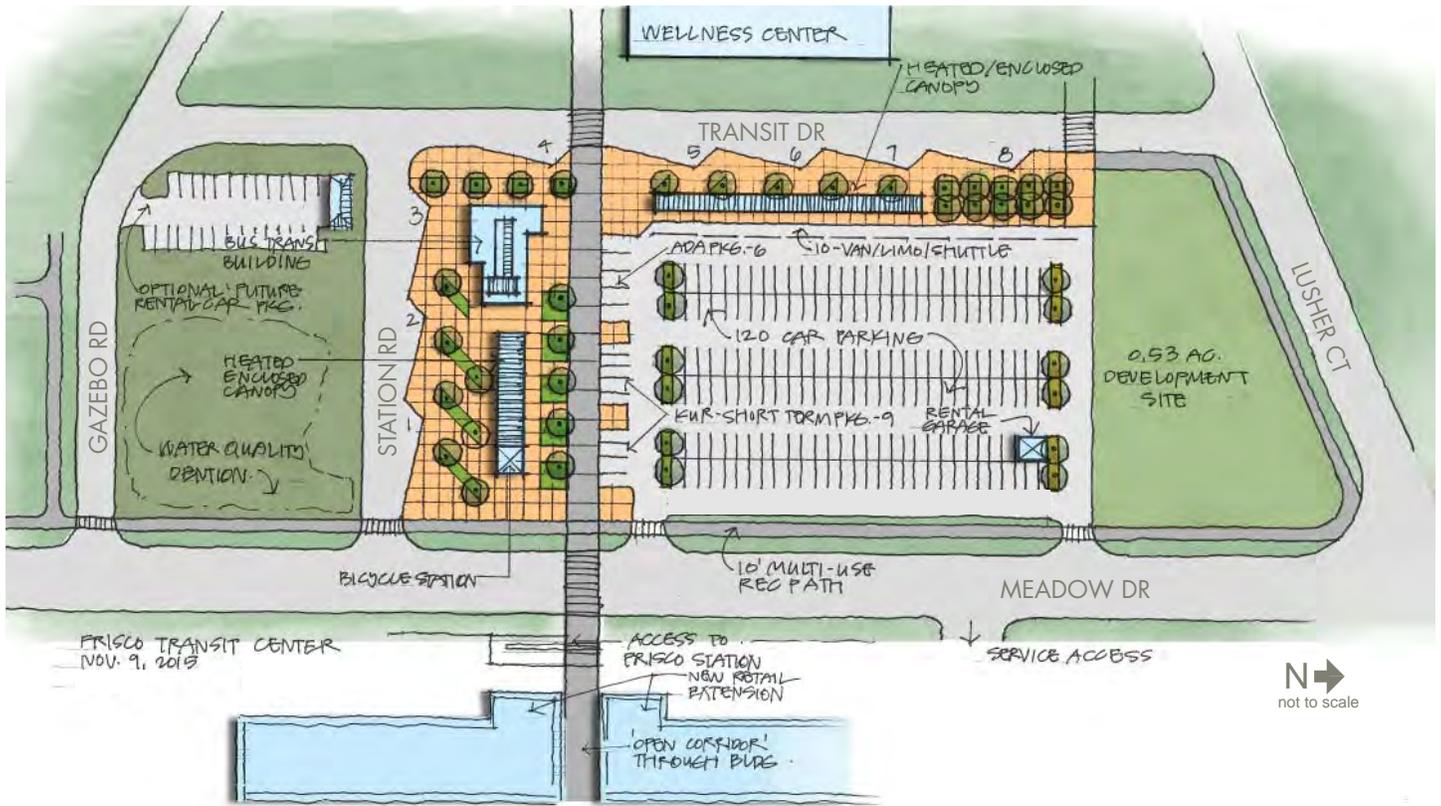
Van/Taxi/Limo

The western curb of the parking lot is reserved for parallel shuttle parking, with direct boarding/alighting onto the transit plaza. This area can accommodate 10 shuttles with an assumed length of 20-25 feet, with approximately 8-10 feet between shuttles for unloading of equipment. Signage and enforcement will be important to ensure that these spaces are not appropriated for drop-off and pick-up functions by private motorists. Kiss-n-Ride short-term parking is provided for this function at the southern edge of the lot.

Pedestrians

As ridership and bus service expands, it is very important to ensure pedestrian safety and minimize modal conflict. The Transit Drive crosswalks are very specifically located to connect directly with existing pedestrian connections on the Base Camp site, and are extra-wide for increased visibility and to accommodate pulse (large) crowds.

Elsewhere on the site, pedestrian crossings are very carefully defined and consistently marked with crosswalks. The existing, uncontrolled crosswalk connection across Gazebo Rd has been intentionally eliminated to reduce modal conflict and potential liability, and to increase transit efficiency.



The diagram above shows mode-specific circulation to and within the FTC site. Regional signage is shown with pink dots; additional, more detailed on-site signage location is illustrated in the signage section of this document.

Bicycles

The central multi-use path at the western side of Meadow Drive remains unchanged and provides connection south and north. Cyclists may use the 20'-wide east-west pedestrian spine south of the parking lot to access the bus bays, although the transit plaza itself will be a dismount zone.

Enhanced bicycle parking will be provided at the southern end of the enclosed shelter closest to the bike path. Depending upon demand, this parking could be simple racks underneath an extension of the shelter roof, or could be a fully enclosed card-accessed storage area similar to the 'Bike then Bus' facilities being built around Boulder County. A fully enclosed shelter should be transparent and could be easily executed by extending the structure and storefront glazing of the adjacent shelter; it would not need to be heated.

Bike share may be provided in the future and would be located adjacent to the Meadow Drive multi-use path. A typical depth for a single-loaded bike station would be nine feet; length would depend on the number of docking stations. A double loaded station (docking stations facing both sides) would require a 16'-6" depth.

Rental Cars

For the short and mid-term future, the eastern half of the parking lot can be reserved for rental car parking. This bay may be gated if desired. In the long-term, a dedicated rental car lot will be constructed in the southwestern corner of the site, south of the Transit Center Building. Two rental car counters are included in the new transit center building.

Transit Center Building and Outdoor Shelters

The concept plan illustrates a new transit center; the new building would occupy the same approximate site as the existing building, and would offer expanded patron amenities as described in the preceding pages. The site will also offer two new enclosed and heated shelters within the outdoor plaza area.

Parking

The concept plan re-uses and slightly expands the existing parking lot. Re-striping in a north-south direction increases efficiency, and extending the lot approximately 50 feet north reserves the footprint necessary for a parking structure should such a direction be selected in the future. The expanded lot accommodates 135 patron spaces, including 9 Kiss n Ride and 6 ADA-accessible spaces. An additional 30 spaces are provided for rental cars, and 10 parallel spaces for shuttles.

The northern expansion could be deferred, but would reduce shuttle parking from 10 to 8, rental car parking from 30 to 25, and overall patron parking from 120 to 95. ADA and Kiss n Ride parking would remain unchanged.

The County may wish to designate a section of parking as paid, long-term parking. A designated long-term area instead of mixed short- and long-term parking simplifies winter plowing and provides easier verification of payment. In this case, long-term public parking would replace rental car parking in the eastern-most bay (up to 30 spaces, shown in blue on the graphic at right), and rental car parking would occupy all or some of the second bay (up to 60 spaces, shown in pink on the graphic at right). Locating long-term parkers in the eastern-most bay would provide proximity to pay stations located along the bike path or allow gating.

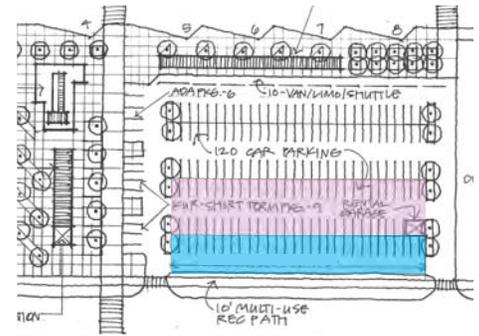
There are a variety of pay stations and mechanisms the County could choose to implement; the County should consult with a parking specialist to determine which option best suits FTC needs. Regardless of mechanism, pay stations should be clearly visible and located as close as possible to the parking spaces; use of the eastern-most bay allows pay stations to be located in the strip between curb and multi-use path. If long-term parking is highly utilized, the County may wish to consider installing a canopy over these designated spaces.

Plaza and Landscape

The concept plan calls for integrated planting beds within the transit plaza. These beds could remain flush and be sized for snow storage during the winter months, or raised planters with widened capstones that double as seating. The latter approach would require that snow be moved off the plaza and into the adjacent water quality detention area. All landscape should be designed to maximize sight lines and promote the principles of Crime Prevention Through Environmental Design (CPTED).

Lighting is critical to real and perceived site safety, and should be designed according to most current best practices to minimize glare and adhere to the Town's Dark Sky requirements.

Stakeholders indicated a strong preference for plaza design sensitive to the surrounding mountain landscape, including rock and wood seating areas and native plantings. There was also interest in extending landscape improvements to the detention pond area, with interpretive signage and seating.

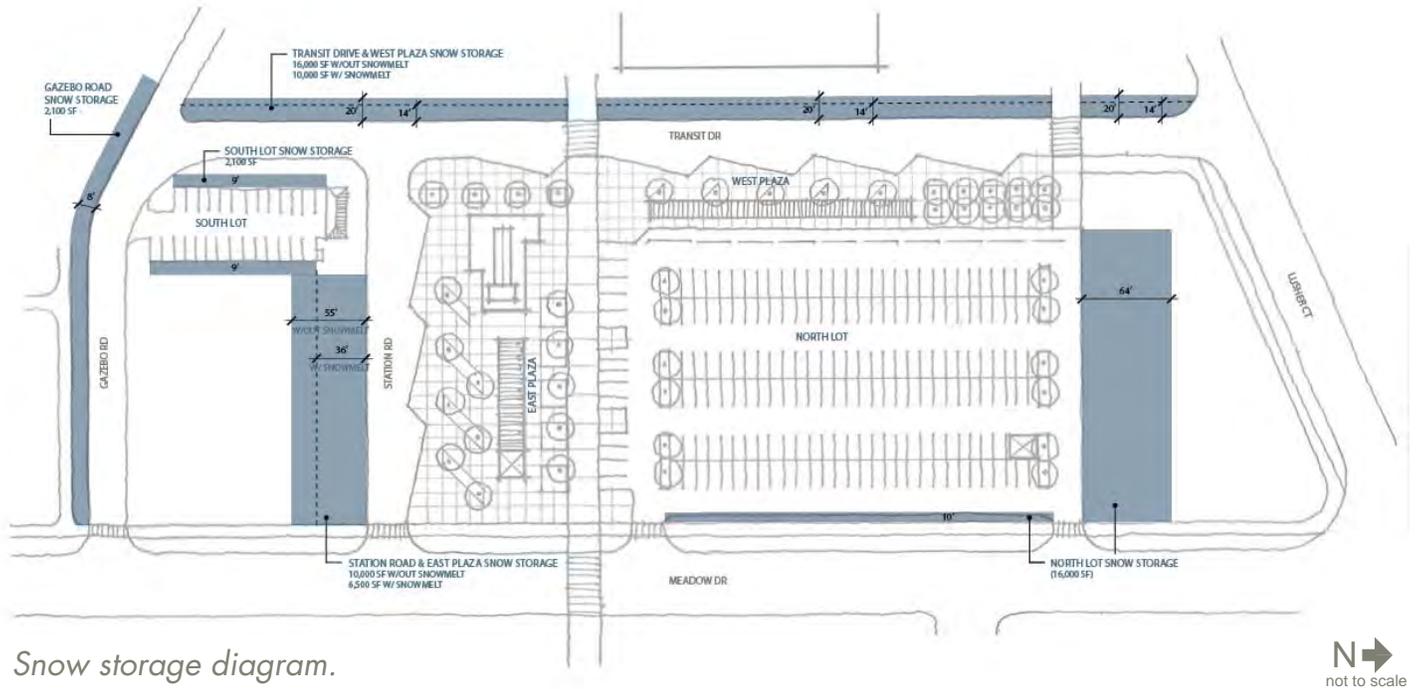


Long-Term Paid and Rental Car Parking Plan.

If designated long-term parking and rental car parking are both provided in the central lot, long-term parking would occupy the eastern-most bay (blue) and rental cars the second bay (pink).



Low profile payment stations can be placed within planted zones.



Development Site

The concept plan includes an approximately half-acre site that could be used for future development; future uses should be market-driven and could include mixed-use commercial/office, retail or residential uses. The ever-present need for affordable housing combined with the site's ready access to public transportation make it particularly attractive for residential uses. Reduced and shared parking should be considered in tandem with any future development proposals.

Snow Storage

The concept plan performed very high-level due diligence to ensure that appropriate snow storage would be available on the site. Snow storage is also a critical consideration in landscape design, and should be explored in more detail in future design phases.

The accompanying diagram illustrates approximate areas that would be used for snow storage; this diagram assumes that snow would be pushed to the storage sites, rather than hauled. It should also be noted that Town of Frisco approval would be necessary for snow storage in the detention pond area.

If and when the northern portion of the property is developed, a new snow storage strategy would be necessary both for that development and for the snow being stored on that site in this plan.

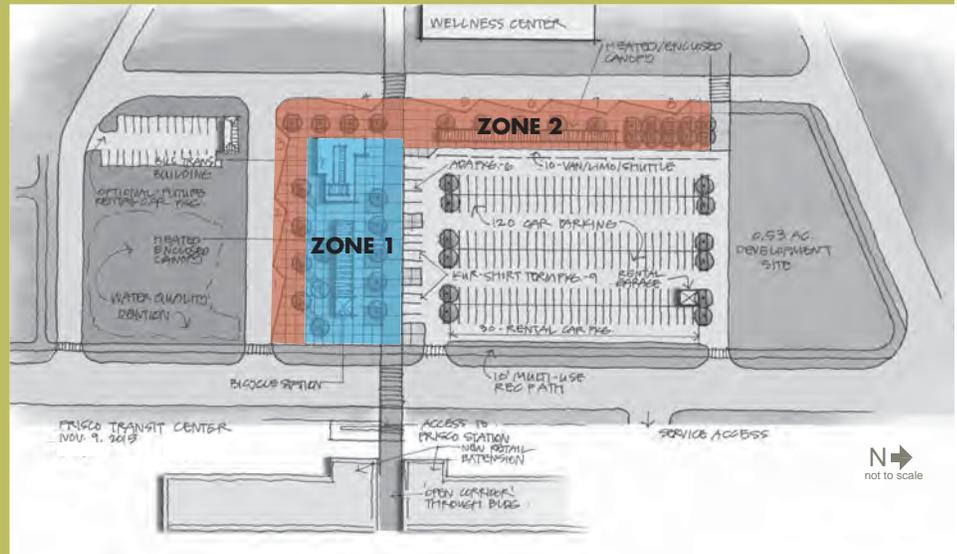
Snowmelt

Dealing with Winter Weather

Radiant snowmelt is an option that would eliminate, in the case of small snow events, or reduce the need for plowing on the site. This type of system runs a heated water-glycol mix through a piping system installed underneath concrete or asphalt. Fluid is heated by a boiler and controlled mechanically.

The FTC site would require two separately controlled snowmelt zones, as shown in the diagram. The estimates at right include only the mechanical system associated with each zone. Associated architecture to house mechanical systems (approximately 100 SF per boiler) or demolition and replacement of flatwork (pavement) are not included.

The radiant piping loops have a typical limit of 300 linear feet for efficiency of the system. The boiler for Zone 1 and one of the boilers for Zone 2 could be housed in the new transit center building; the second Zone 2 boiler would need to be located near bay 7 or 8. An enclosed boiler space could potentially be designed into the new shelter.



Zone 1

- 23,000 SF pipe zone
- 1 - 5,000 MBH boiler
- 1 - Manifold
- 1 - Circulator pump
- 1 - Main pump
- 1 - Glycol feeder and holding tank
- 1 - Air separator

TOTAL:
\$ 460,000

Zone 2

- 33,000 SF pipe zone
- 2 - 5,000 MBH boilers
- 2 - Manifolds
- 2 - Circulator pumps
- 1 - Main pumps
- 1 - Glycol feeder and holding tank
- 1 - Air separator

TOTAL:
\$ 660,000



Mountain Vernacular Architecture: Future design of the transit center should strive for context-appropriate architecture that evokes the traditions of the surrounding landscape. The renderings above represent just one concept of how the new transit center could look, and are not intended to be prescriptive.

Making a Place for Bikes

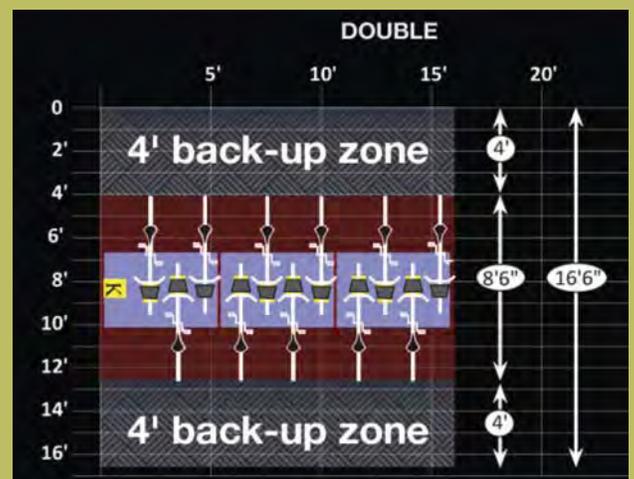
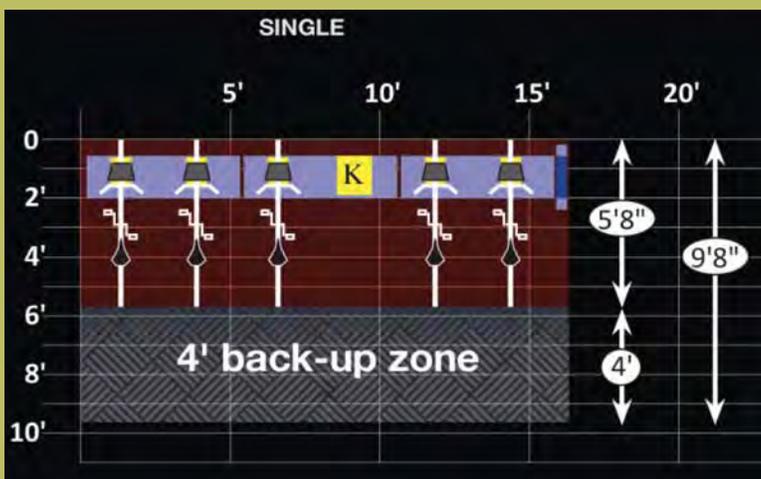
Bus then Bike Shelters

Stakeholders have indicated an interest in covered bicycle parking. A type of facility gaining popularity is sometimes called 'bus then bike'. These shelters may be freestanding or attached/within a larger building, and are often accessed by card. Cards (RFID) are typically provided free of charge, but do need to be requested in advance from the provider. In the photo at right, the parking facility includes a vending machine with quick-fix bike items, such as tubes.



Bikeshare

Another popular cyclist amenity are bike share systems. Docking stations required 9'8" if single loaded, or 16'6" if double loaded. Both of these dimensions include 4' back-up zones.



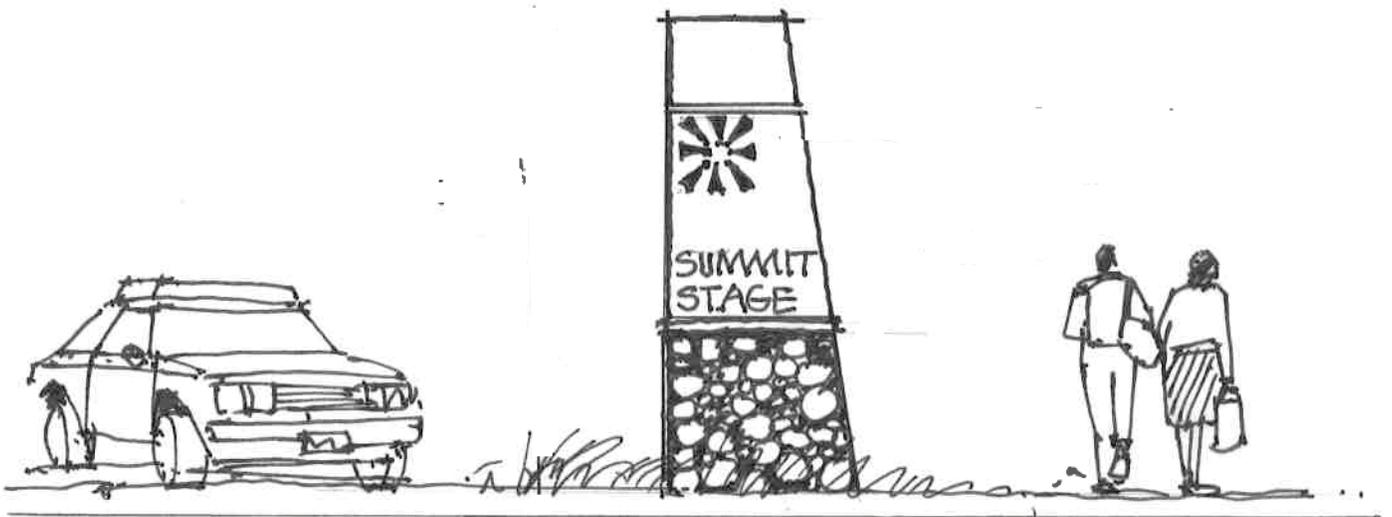
Signage and Wayfinding

Existing Signage

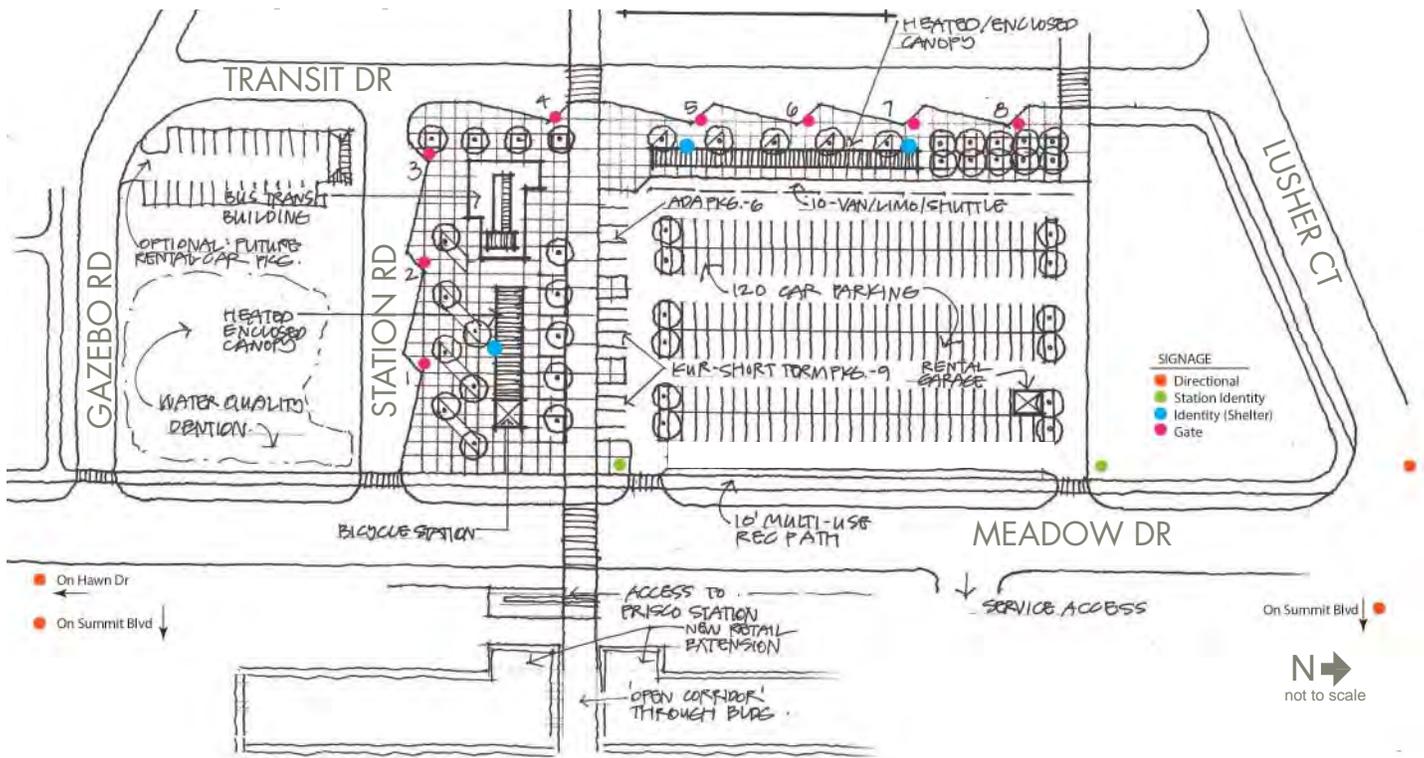
Signage and wayfinding play an important role in guiding patrons to the station, establishing station identity, and enabling users to quickly and easily find their departure gate. The Frisco Transit Center does have existing signage and, although attractively designed, it is easily missed due to a combination of context (it gets lost in the surrounding streetscape features) and size.

Signage Hierarchy

Signage should be planned as a hierarchy, providing the appropriate type and amount of information at the appropriate location. Signage is also mode-specific; a sign directed at motorists travelling at a speed of 35 miles per hour will be larger, use larger type, and have less information than a sign directed at cyclists or pedestrians. The design team recommends an initial four-part hierarchy of signs for the Frisco Transit Center project; additional sign types may be added as needed or as the surrounding context changes.



Signs should be scaled for their intended audience (motorists, or motorists and bicyclists and pedestrians) and should be visible against the surrounding site context. This sketch shows an example of a monument sign at the entrance to the FTC site.



Signage Hierarchy

Sign Type	Content	Approx Size	General Location	Roadway
Directional	Station Name Directional Arrow	per jurisdiction / MUTCD	expected directional route to station	Summit Blvd Lusher Ct Hahn Dr
Station Monument	Station Name Provider Logo or Graphic	12' (h) x 6' (w)	public vehicular access points to site	Meadow Dr
Identity	Station Name	1'6" (h) x 10' (w)*	shelters (attached) OR plaza (freestanding)	n/a
Gate	Gate Number/Letter Routes	1.5' (w) x 2' (h)*	each bus bay forward of vehicle door	n/a

* 7.5' min clearance to bottom of sign for pole-mounted signs

The diagram and matrix above outline general content and location for FTC signage. The existing station monument sign (top and middle) gets lost in the surrounding streetscape. New station monument signs (bottom) should be scaled to be visible against surrounding site context.



Signage Hierarchy: Shared directional signs direct motorists, pedestrians and cyclists to various destinations.



Signage Hierarchy: Monument signs mark the site entrance.

Directional Sign

Directional signs are placed beyond the immediate station area and guide patrons to the facility, particularly when there is no direct line of sight to the station. Directional signs may be exclusively dedicated to the Transit Center, or may be one line on a multi-destination sign as is currently the case on Summit Boulevard. Design and placement should be discussed with the Town of Frisco and adjacent retail and commercial interests, in order to determine the best solution that will avoid signage clutter. Signs should be placed sufficiently in advance of intersections so that motorists can prepare to make the required turning movements in a safe and timely manner.

Directional signs include the name of the destination or destinations, and an arrow pointing towards the facility. Directional signs are expected to be auto-oriented and are recommended at the following locations:

- Summit Blvd and Lusher Ct/Dillon Dam Rd (NW and SE corners)
- Summit Blvd and Hawn Dr/10 Mile Rd (NW and SE corners)
- Meadow Dr and Hawn Dr (NE and SW corners)
- Meadow Dr and Lusher Ct (NE and SW corners)

If heavy bicycle or pedestrian traffic is expected from this extended area, the County may also wish to install bike/ped-oriented directional signs. These signs would be smaller, mounted lower and located closer to the 'decision point' where pedestrians or cyclists would need to make a turn.

Station Monument Sign

Station monument signs mark the perimeter and/or entrances to the transit facility. There is currently one sign of this type at the south entry to the existing transit center parking lot. The sign is set back approximately 50 feet from the roadway, and this setback combined with the small size of the sign make it easy to not notice the sign. Station monument signs typically include the name of the transit station and sometimes the name and/or logo of the transit provider. This type of sign doubles for both motorists and pedestrian/cyclist traffic. A larger, taller sign is recommended at the following locations:

- North entry to the parking lot (Meadow Drive)
- South entry to the parking lot (Meadow Drive)

Not included in this hierarchy because it is a regulatory rather than a wayfinding sign, 'No Entry/Buses Only' or 'Wrong Way/Buses Excepted' signage is strongly recommended at Meadow Drive and Station Road, Gazebo Rd and Transit Drive and Transit Drive and Lusher Court.

Identity Sign

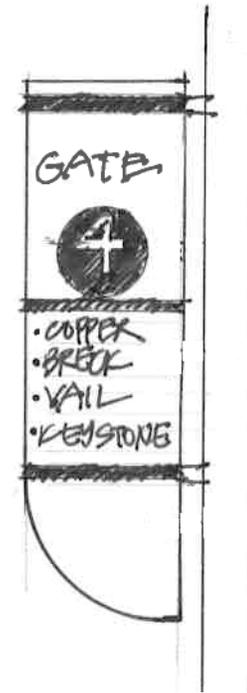
Identity signs are directed at patrons arriving to the site by bus and identify the station at point of boarding and alighting. These types of signs may be freestanding and pole-mounted, or can be attached to shelters. They typically include the name of the station.



One identity sign is recommended in the plaza adjacent to bus bays 1 through 3; due to the longer length, two identity signs are recommended in the plaza adjacent to the remaining bays 4 through 8. In order to reduce obstruction in the plaza and reserve more space for landscape and public art, it is recommended that the signs be mounted on the shelters.

Gate Sign

Gate signs assist patrons in locating specific bays, and will correspond to schedule information provided elsewhere on site. Gate signs are typically located immediately adjacent to the bus bay, slightly forward of where the front door of an arriving bus will be. These signs typically include the number or letter of the bay; if bays are dedicated to specific routes the gate signs may also include the name of the routes or destination(s) they serve.



Gate signs are recommended at each of the eight bus bays.

Signage Hierarchy: Identity Sign (top), Gate Sign (bottom).

Back of Frisco Station as viewed from the FTC.



Frisco Station Modifications

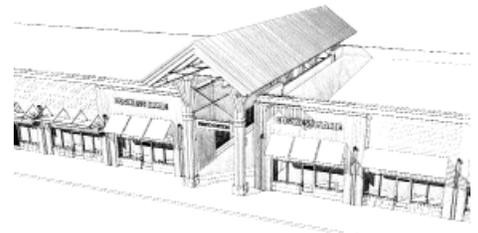
The County has considered creating a pedestrian passage through the existing Frisco Station strip center. The walkway would provide enhanced connectivity between retail businesses and the adjacent transit center. The design team performed a high-level review of the documents titled 'Proposed Remodel for Frisco Station', dated July 15, 2015. The drawings were prepared by Michael Shult Architect, and include elevation, cutaway and perspective views of a new pedestrian passage through the aforementioned shopping center.

Summary Comments

- Given the aesthetic quality of the existing structure and the likely cost of proposed improvements, this modification should only be undertaken in tandem with complementary façade enhancements of the entire strip center. It appears the illustrated improvements shown are part of a complete façade renovation and propose equal improvements will be completed on the west façade at critical view points and pedestrian contact areas.
- A roof is a critical functional and visual component of the passageway. The height is an important wayfinding device that also serves to reduce or eliminate winter snow clearing.
 - This note is included as we understand that the County requested both roofed and unroofed options (although plans illustrate only the roofed option).
- Complementary pedestrian site circulation components, not addressed in the plans, will be necessary on both the east and west sides of the building.
- Lighting, also not addressed in the plans, will be critical for pedestrian safety and security.

Form and Scale

- The form of the proposed improvements would represent improved alignment with the mountain context.
- The scale of the passageway canopy works well with the adjacent building and provides good vertical punctuation to assist in pedestrian wayfinding.
 - In order to reinforce wayfinding, the passageway canopy should be the highest point of the strip center, as illustrated on page 2 of the plan set.
- The freestanding canopy is a good choice. It allows the canopy to function independent of the building slab, and simplifies ownership/easement issues.
- West extensions of the passageway-adjacent storefronts are strongly recommended, to draw attention to the passageway and to provide amenity to the transit center. These extensions should be designed as primary facades.
 - These extensions are only recommended as expansions to the west of existing lease area storefronts, rather than additional retail spaces separate from existing storefronts.
- The width of the passage is acceptable but should not be reduced any further.
 - Width is marked as 16' from face of adjacent storefronts, but scales to 9.5' between column bases, which is a desired minimum.
 - > 60" is required for two wheelchairs to pass.
 - > 12' is recommended ideal width for a multi-use path shared with bicycles. 10' is acceptable and 8' is minimum.
 - > Acknowledging that passageway dimensions respond to existing lease footprints and structural support, a wider dimension of the passageway is desirable but not critical. A wider dimension could provide area for an information kiosk and seating elements.
 - Parallel to east and west building facades, horizontal dimension between column bases and curb should be verified to ensure that minimum, ADA-compliant dimension (see above) is maintained. Final dimension shall also not promote trash or debris collection or inhibit snow removal.



Frisco Station Passageway Sketches: County-commissioned sketches of how the passageway might look (above and below).

Materials

- Plans do not identify materials. The Team assumes and would recommend that vertical canopy supports are painted steel and the roof is standing seam metal. Timber supports would also be acceptable.

Lighting

- Plans do not address lighting, which will be critical for safety and security.
- The Team recommends a bi-level lighting approach that includes high-level lighting on the underside of the canopy as well as pedestrian lighting mounted on the canopy supports.
- Architectural uplighting on entry columns at both ends could also be used to assist in wayfinding and draw attention to the passageway.



Frisco Station Passageway Sketches: Potential enhancements.

Complementary Site Improvements

- Provide a visual terminus visible through the passageway on the west side of the building or on the transit center site, such as a piece of art or grouped ornamental planting. This terminus will assist in wayfinding and 'pull' pedestrians thru the passageway.
- East/front parking lot should be reconfigured to provide a planted median/sidewalk (a widened island between facing rows of parking) aligned with the passageway entrance. West/rear parking and service should be reconfigured into two separate, unconnected lots. This configuration allows an uninterrupted pedestrian connection between Meadow Drive and the passageway and will reduce pedestrian/vehicular conflict in the service and employee parking area.
 - This reconfiguration will require four, instead of two, access points on Meadow Drive.
 - A delineated, landscaped and illuminated cross walk across Meadow Drive should also be provided.

Implementation

Phase 1

- 3 new bus bays
- Crosswalks to Base Camp
- Removal of unsignalized pedestrian crossing to park
- Separated shuttle area

Phase 2

- New transit center building
- New transit plaza
- Heated shelter
- Secure bike parking

Phase 3

- Parking lot reconfiguration

Phase 4

- Drainage pond enhancements

Phase 5

- Frisco Station pedestrian access

Phasing and Costs

Phasing was carefully considered in collaboration with the County, with three primary goals: (1) to increase short-term FTC functionality, (2) minimize 'throw-away' construction and (3) introduce near-term, patron-focused enhancements that will increase visibility, image and use of the transit center. Phasing illustrated here aligns with these goals, but is conceptual in nature; phasing could change significantly depending upon necessary changes to site grading. Grading and drainage are outside the scope of this concept plan and will be addressed as an early-action item in the next step of the process, preliminary design and engineering.

Rough Order of Magnitude (ROM) cost estimates for building and site work, broken down by concept-level line items, are included in the appendix of this document.

All costs are estimated in 2016 dollars; escalation should be expected according to actual construction year. Overall site and building costs total approximately \$8.3 million dollars, including a 15% contingency.

Phase 1

The three elements of Phase 1 may be implemented simultaneously if funding is available, or consecutively if funding is rolling.

Phase 1A: Station Drive

Total Cost: \$1,310,000

The first priority within this phase is the introduction of Station Road, which will increase the number of bays available at the transit center. The roadway and curb should be built in their final form including three sawtooth bus bays and sub-surface snowmelt infrastructure. The snowmelt system will not be operational until construction of the new transit center building, which will house the boilers and other components of the snowmelt system. A temporary sidewalk will also be needed on the north side of the roadway to allow patron loading and unloading. Asphalt or similar low-cost paving would be an acceptable material for this short-term sidewalk, as long as it is ADA-compliant, since it will be replaced with permanent materials in Phase 2 when the transit plaza is constructed.

Also an important part of this initial investment is the removal of the existing north-south path connecting the FTC to Meadow Creek Park to the south. Removal should include not only the path on FTC property, but also the curb cuts on both sides of the roadway, the existing crosswalk, and the approximately 25' spur path within the

Costing/Phasing Areas



park itself. This unsignalized mid-block crossing across Gazebo Road and the new bus-only Station Road poses a significant safety risk to pedestrians and a liability risk to the County. This path should be removed and all pedestrian traffic directed to the mixed-use path on the west side of Meadow Drive.

Phase 1B: Transit Drive

Total Cost: \$1,335,000

Transit Drive enhancements are the next part of Phase 1. Depending upon grading and drainage, which will be evaluated as part of the design and engineering process, it may be possible to defer curb reconstruction and the introduction of sawtooth configuration and snowmelt system until the construction of the adjacent plaza portions (Phases 2 and 3). Regardless of curb and roadway paving, however, the two pedestrian crosswalks to Base Camp should be included as part of Phase 1.

Phase 1C: South Parking Lot

Total Cost: \$215,000

The south parking lot has been identified as 'low hanging fruit' that may be part of any phase of development. If constructed in an early phase, it could serve an interim use as a shuttle pick-up/drop-off or as a construction staging area. In this interim shuttle services scenario, the lot could be constructed with a single access point off Gazebo Road, as shown, or could be constructed as a drive-through area with access on both Gazebo and Station Roads. This temporary use would allow bus and shuttle traffic to be separated in advance of the Phase 3 reconfiguration of the parking lot. In both the temporary shuttle service or construction staging scenario, rental car parking would be located within the main patron lot until the permanent shuttle area was configured or constructed. Alternately, the parking lot could be constructed as shown and provide early-phase separation of patron and rental car parking.

Phase 2

Transit Building and Plaza

Total Cost: \$3,060,000

Phase 2 includes changes to the transit center building and transit plaza. The relationship of building and plaza make it highly desirable to construct all improvements in this area in a single phase, in order to avoid throwaway. This approach would include demolition of the existing building, construction of a new transit building, construction of the southern exterior heated shelter and attached bike storage area, and all plaza hardscape and landscape, including the sub-surface snowmelt system.

This phase will also include the cross-site sidewalk connecting Meadow Drive and Transit Drive, requiring the relocation of the southern parking lot access drive and removal of the southern-most row of parking, including the existing ADA spaces. The parking lot access should be moved north to its future, permanent position, requiring the loss of approximately four parking spaces. In addition, although the parking lot will not be reconfigured until the next phase, ADA spaces must be maintained throughout all phases. For this reason, an appropriate number of spaces along the western edge of the existing lot and closest to the transit center building should be signed for ADA use; additional and/or temporary ramping may need to be installed to ensure that these spaces comply with requirements.

Potential Sub-Phases/Additions

Again depending on grading, it may be possible to separate the heated shelter, bike storage and its adjacent plaza from construction of the new transit building. While appealing as a means to provide early-term patron amenity, this approach would compromise ease of construction and drive costs up by adding additional mobilization costs and a certain amount of throwaway construction. As noted with the construction of Station Road and Transit Drive, sub-surface snowmelt components should be installed with plaza construction, but will not be operational until construction of the new transit building and boilers.

It may also be possible to restripe the parking lot in Phase 2, in order to increase efficiency, but such a move would be dependent upon locations of existing lighting and medians. If current locations do not work with north-south striping, reconfiguration will have to be deferred until fixtures and planting are relocated in Phase 3.

Phase 3

This phase includes construction of the western plaza area and the second heated shelter, as well as reconfiguration of the parking lot to align rows in a north-south direction. Depending upon grades and parking demand, this phase may be broken into three sub-phases.

Phase 3A: Western Plaza

Total Cost: \$705,000

Phase 3A would include the western plaza and heated shelter. If sawtooths for bay 4-8 have not been constructed in Phase 1, they would be constructed at this time. This sub-phase may also include signing of the western-row of parking for shuttle loading and unloading, which would require another relocation of ADA spaces until full parking lot reconfiguration.

Phase 3B: North Parking Lot

Total Cost: \$710,000

Phase 3B includes reconfiguration of the existing parking lot. Depending upon exact execution of previous phases and County needs, this effort could include signing and/or gating of long-term paid parking, installation of paid parking stations, and signing and/or gating of rental car parking (if not already located in the south parking lot).

Phase 3C: North Parking Lot Extension

Total Cost: \$255,000

Phase 3C encompasses parking lot expansion to the north. This extension could be included in Phase 3B if needed, or deferred until demand requires. The northern parking lot access would also be moved at this time.

Phase 4 Drainage Area

Total Cost: \$250,000

This phase includes any necessary functional upgrades to the drainage area, as well as aesthetically-focused landscape enhancements. If the County intends to seek approval for using this area as snow storage, in order to potentially free land at the northern portion of the site for development, improvements related to this use should be included in this phase. An analysis of total site impervious surface would be necessary to confirm that adequate storage is available in the existing drainage pond.

Phase 5 Frisco Station Access

Total Cost: \$465,000*

**excluding property acquisition and architectural modifications*

This phase is the most undefined portion of the plan, both in timing and in location. Creation of a pedestrian access corridor through the existing Frisco Station mall is dependent upon a variety of factors and could happen at any time or not at all. If executed, this phase should include installation of a pedestrian crosswalk and lighting at Meadow Drive, as well as appropriate wayfinding signage assisting patrons coming to and leaving the transit center on foot.

Frisco Station modifications have been previously estimated by the County, and are not included in this estimate. A significant portion of these modifications will be property acquisition costs, which will be very market driven.

Action Plan	Responsible Party	Phase	
1	Adopt Conceptual Master Plan	County	Immediately
2	Identify Phase 1 priorities and budget	County	Immediately
3	Submit Master Plan to Town of Frisco	County	Immediately
5	Evaluate Funding and financing options for Phases 2-5	County	Fall 2016
4	Issue RFP and contract design team	County	Fall 2016
	4a Design and engineering	Consultant	Winter 2016-Spring 2017
	4b Public outreach	County	Winter 2016-Spring 2017
	4c Site Plan review and approvals	Town of Frisco	Winter 2016-Spring 2017
5	Observe parking utilization	County	Fall 2016-Spring 2017
	5a Parking study, if needed	Consultant	as needed
6	Phase I Construction	Contractor	Summer 2017
7	Explore developer interest/issue RFP for northern parcel	County	Future
	7a Develop northern parcel	Private Developer/PPP	Ongoing
8	Execute site use agreements with third party users	County	As needed

Action Plan: The matrix above identifies necessary steps to see Phase 1 through to construction. Subsequent phases will follow the same basic sequence of steps, with timing dependent on financing and funding.

Funding and Financing

Public transit projects across all scales usually require multiple sources of funding, which does not have to be repaid, and financing, which must be repaid.

Public Funding and Financing Options

The most common financing options include: County sponsored bonds, tax increment financing (TIF), grant anticipation notes, private financing and equity, loans, and the Colorado State Infrastructure Bank (CO SIB).

Funding options include a range of grant programs available at the federal, state and local levels. Examples of federal programs include *Fixing America's Surface Transportation* (FAST Act) and Formula Funds. Colorado Department of Transportation's (CDOT) Transit Grants Program administers the state's *Funding Advancement for Surface Transportation & Economic Recovery* (FASTER) and Federal Transportation Administration (FTA) funds to state and local agencies for transit projects. CDOT-administered funds are typically awarded every two years for capital or operating projects.

When building a funding package for any project, it is important to balance risk and cost. The mixture of grants, loans, bonds, and other financial tools should represent an acceptable level of risk at the lowest possible cost.

Public-Private Financing Options

An option for Summit County to consider in the funding package for the FTC is public-private partnerships, which can lead to faster project implementation with lower risk to the public sector. Given the current utilization of the FTC by private shuttle operators and a rental car company, as well as the future developable parcel on the north end of the site, there are multiple opportunities for partnerships to occur.

There exists a continuum across which the public agency must decide how much risk they are willing to take on. For example, Summit County could decide to hire a private entity to design and construct the FTC, but still remain responsible for operation and maintenance; this approach would mitigate risk to the private sector. At the other end of the spectrum, Summit County could hire a private entity or entities to design, build, operate and maintain the center; this scenario would offer a greater amount of risk to a private entity.

If the County elects to explore the public-private partnership option, this option would begin with designating a county employee to lead the process. Such an individual would ideally have appropriate experience and the trust of the County Commissioners. Then, the County would identify potential private partners. These potential

partners would have successful businesses in areas where there may be synergy with the FTC, e.g., shuttle and rental car operators, sponsors and advertisers, and investors and developers.

Exploratory conversations would identify potential opportunities to work together and would identify the County's desired public policy outcomes and the private sector's desired level of enhanced value proposition. The private sector's enhanced value propositions might, in addition to profit, include improving their brand, generating goodwill, achieving operational efficiencies or providing a better service or product to their customers. The goal of these conversations would be to propose well-defined outcomes, which once established would allow exploration of the means to achieve those outcomes.

Generally speaking, the public sector is best suited to define the public policy outcomes while the private sector is best suited to define the means to achieve the outcomes. These preliminary discussions will ideally yield an informal, non-binding, memorandum of understanding which the County can take through appropriate public process and with which the private sector can perform due diligence. This partnership and collaboration should then continue through the more detailed planning, budgeting, financing, project management and operations stages.

Opportunities for public-private partnerships may with the entities that follow.

Shuttle and Rental Car Operators

Shuttle and rental cars are both critical to the County's tourism-driven economy, and the FTC has become the central hub in the County for these services. These users are a logical to start for generating funds at the site. As ridership on both modes has and will continue to increase, their impacts to the operations and maintenance of the FTC become greater and more costly. User agreements and fees are the most likely tools for cost sharing in this context.

Sponsors and Advertising

Another immediate opportunity to generate cash flow at the FTC would be advertising and sponsorship; ski areas who have direct linkage to the center are the most likely candidates for this funding vehicle. This approach would be dependent on the County's interest in selling advertisement space within the FTC, such as on shelters and within the building.

Development Opportunity

Although currently required to meet snow storage calculations, the north end of the FTC could offer future development opportunity and income-generation potential for the County if alternate snow storage solutions can be found. The approximately half-acre site has been discussed throughout the design process as an anchor point for the site and a gateway for Basecamp, and could offer mixed-use, transit oriented development, retail, or even housing. In identifying future use, careful consideration should be given to balancing immediate revenue generating opportunities versus potential higher and better uses in the future, such as parking structures or transportation facilities for potential new I-70 transportation systems and technologies.

Once a land use vision is established, the County should consider their role and goals in terms of risk, ability to manage new development, and desired outcomes. In a transit center context such as the FTC, it is common for the public landowner to partner with a developer to get the project designed, built, and leased/occupied; in this scenario the County receives revenue from the owner of the building and the tenants. An alternate approach would be for the County to retain ownership of the land and the building. The composition of the public-private partnership depends largely on what the County would like to see built and which scenario would generate the most revenue at the lowest risk.

Appendices

Appendix A: Existing Conditions and Constraints Memo (civil)



PO Box 7644 – BRECKENRIDGE, CO – 80424
(970) 376-4858

FRISCO TRANSFER CENTER EXISTING CONDITIONS AND CONSTRAINTS MEMORANDUM

Date: October 9, 2015

This memorandum is a compilation of existing conditions and constraints based upon available survey information and site visits. Detailed title research, topographic, existing conditions and utility location mapping, as well as a geotechnical investigation is currently being conducted on the parcel.

The Frisco Transfer Center is located on Lot 1, Summit Transit Center Subdivision at 1010 Meadow Drive in Frisco, Colorado. The parcel is owned by Summit County Government and is utilized by the Summit Stage as a bus and transit hub.

In addition to Summit County's run Summit Stage, the property is also houses Hertz Rental Car, the CDOT run Bustang bus service, Greyhound bus service, and numerous shuttle van companies as a central hub and integrated transit center.

The property is 6.2 acres in size. It is bounded by public roads and rights of way Lusher Court to the north and Meadow Drive to the east. Town of Frisco owned Meadow Park is directly south of the parcel and the privately owned Whole Foods Market Shopping Center lies to the west.

The project lies within a commercial district which includes both the Whole Foods Market and Frisco Station shopping centers, several hotels, numerous restaurants, a gas station, and a variety of commercial businesses.

The site is presently occupied with a central, large, asphalt-paved parking lot; a small, one-story transit building; an asphalt access drive along the southern side of the property shared with the Whole Foods Market shopping center; a concrete transit vehicle only drive along the western property line; concrete interconnecting sidewalks and four (4) small transit shelters; and three (3) asphalt paths connecting to Lusher Court near Meadow Drive, running the length of the property along Meadow Drive, and connecting to Meadow Park.

Vehicular ingress and egress to the site is from three (3) curb cut locations along Meadow Drive: the northern two (2) to the central parking lot, and the southernmost shared by transit vehicles and the public accessing the Whole Foods Market shopping center. An egress for transit vehicles only to Lusher Court is located at the northwestern corner of the site

Temporary greenhouses have been constructed on the undeveloped northern portion of the site. A sizeable stormwater detention pond occupies the southeastern, vacant portion of the site. The remaining, vacant southwest corner of the project is reserved for future development.

Vegetative cover outside of pavement areas consists of sparse grasses. Four (4), planted landscape islands lie within the central parking lot, and another lies on the south side of the parking lot adjacent to the transit building. Several small pockets of lodge pole pine lie along Meadow Drive south of the parking lot's southern curb cut.

Grades on the site are generally low in slope. The parcel slopes generally north to south. Stormwater and snowmelt runoff exit the site via sheet flow in every direction; however the majority of runoff from developed pavement and buildings drains to the project detention pond.

In general terms, runoff exits the parcel at four, identifiable point discharge locations. They are:

1. North – a drainage pan along the southern edge of Lusher Court collects sheet flow runoff from the northern, undeveloped portion of the site and a small portion of the egress transit vehicle drive, and an asphalt path and conveys runoff east to a drainage inlet at the southwestern corner of Meadow Drive and Lusher Court.
2. East – a drainage pan along the western edge of Meadow Drive collects sheet flow runoff from a strip of land between the central parking lot and Meadow Drive, including an asphalt path and portions of the ingress/egress drives. This runoff is conveyed either north to the aforementioned inlet at the intersection of Meadow Drive and Lusher Court, or south to a drainage inlet located at the northwestern intersection of Meadow Drive and Hahn Drive.
3. South – an existing culvert crossing below the southern ingress/egress drive conveys detained runoff from the central parking lot, portions of the transit center structure, concrete and asphalt walks, and undeveloped portions of the site to Meadow Park and Meadow pond via a second culvert and small sedimentation pond within the park. Portions of the ingress and egress drive and an asphalt path on the subject property, but within the park area sheet flow undetained to Meadow Park.
4. West – beginning at the curb line adjacent to the transit vehicle lane and extending west to the property line sheet flow runoff from pavement and a small portion of the transit building discharges to a swale located along the western property line. Runoff drains south and is routed through the Whole Foods Market shopping center stormwater detention pond.

Based upon a review of the “*Final Drainage Study for the Summit Stage Transfer Station*” prepared by Felsurg, Holt and Ullevig, February 26, 1996 the existing detention pond on the site was designed to accommodate full project buildout. Based upon exhibits within the report, this included a parking lot expansion north of the current, central parking lot, and paved shuttle van transfer and boarding facilities south of the existing transit building.

The detention pond design set forth in that report required placement of a 10” diameter orifice plate across the discharge culvert to restrict flows to predevelopment conditions. This is currently not present on the discharge culvert. Anchor bolts are present within the concrete headwall located at the inlet of the culvert to accommodate the orifice plate. To conform with Town of Frisco drainage criteria, an orifice plate is required at this location.

Provided impervious areas proposed with the current master planning efforts do not exceed those identified at the time of original project plan development, no modification of the detention pond will be necessary.

Should the proposed, 2015/2016 master planning efforts encroach upon the detention pond area, or require the installation of a storm sewer to maintain connectivity, redesign of the detention and stormwater conveyance system will be necessary. This will involve a revised drainage report and coordination with the Town of Frisco Public Works Department.

Currently within the central parking lot, the entirety of the drainage area is conveyed to a small sidewalk chase to the detention pond. This results in a significant icing and subsequently a safety issue for pedestrians that must be managed by Summit Stage personnel. Regardless of the final master plan implications to the overall drainage system, this condition should be addressed immediately.

The parcel has excellent access to existing utilities. Water main lines are located not only in Lusher Court and Meadow Drive, but a main was also recently extended to the Whole Foods Market shopping center in the southern ingress/egress drive.

Sanitary Sewer main lines also run within Meadow Drive and the southern ingress/egress drive. These drain to the south.

Similarly, power, gas and communications lines run in Lusher Court and Meadow Drive. The capacity of power lines may be in question and further coordination will be necessary with Xcel Energy pertaining to the capacity as the master planning efforts progress.

The existing transit building is fully connected to adjacent utility infrastructure and there are multiple utilities facilities on site including communications pedestals, an electric transformer, and a fire hydrant.

Site related private utilities include street lighting and an irrigation system.

This memorandum has been respectfully submitted by Civil Insight, LLC. Please contact Civil Insight, LLC with any questions, comments or concerns.

Donald L. Leinweber, P.E.
Principal
Civil Insight, LLC

- Concurrently, there is a geotechnical study and a survey that is being conducted to locate infrastructure, etc.
- c. Public Outreach Overview
 - There will be a public open house around SAG #3
 - We do want to strive for consensus
 - Where there are differing ideas, we want your leadership and comments
 - Coffee Breaks: Thursday, October 22nd, 7-9 a.m. and 4-6 p.m. at FTC, then also between 10-2 at the bus barn
 - Public Open House: Wednesday, November 18th
- d. Stakeholder Advisory Group Role
 - We need your input on how you want to use the site
 - What conflicts currently exist
 - What are the priorities for an initial phase 1
 - We want to learn from you, boots on the ground knowledge
 - To what degree is this site an opportunity for other extended uses
 - What do you anticipate for challenges in the future
- e. Alternatives to test
 - Should building be retrofitted?
 - Leave building in place (program other uses) and then build a new transit building somewhere else on the site?
 - Demo existing building and build brand new one?
 -

III. Site Context

- a. April charrette
 - 165 existing parking
 - Enhance access around the site for multi modal
 - We sought to identify what's bus, what's public, how ped's move, bicycles
 - We also looked at what happens along the periphery
 - Signage and wayfinding will be critical
 - Access to Frisco Station, "punch through", was one of the big ideas
 - Don't lose retail square footage; add lost square footage to back side of building, creating new frontage
 - Larger bus plaza with enhanced structure, shelter, County wide information availability
 - Extending existing structures to create critical mass

- Basically a one-way route, 4 bus bays on one side, 4-5 on the other
- Shuttle, limo, taxi lane
- Open space is critical for drainage, and can be an amenity
- Ponding and water quality demands a somewhat large area
- Event space, fairs, food trucks, central open space for town and County
- Centralized community location
- How could it function as a gateway to Summit County
- Bikes – rentals, fix it station, etc.
- Rental car expansion

IV. Discussion

a. General Impressions

- SW: wayfinding signage, identify Transit Center and routes
- Group: easy to get there if you know where you are going
- If you don't then yes, it is difficult
- BG: the existing building is not that visible or apparent use from a visitor's perspective is lacking
- KW: even from highway its non-descript; you don't know what you are looking at
- KB: access is easy from certain directions but not all; for peds and bikes challenging from some directions
- KW: from farther south, lacks signage; coming from north side, far side of Summit Blvd.
- SW: access is not intuitive
- SK: on rec path, there is no key signage
- KB: You can get there, but have to know where you are going
- SK: 30% of employees at WFM ride the bus
- BG: better way-finding is key; not intuitive
- SW: it's a destination and an origin
- BC: I see this as being a more 24/7 activity center with improvements; right now its vacant much of the time; smooth out those peaks and valleys
- GS: as a newcomer, here to learn, but also bring outsider's perspective; we want the user group to be everybody; it's a plus that we are right along the Interstate, but now we

need to figure out how to promote it; where can you get to from here?

- GS: this is not the center of Frisco, so how do you link the two? Every half hour is not enough for bus headways; we need to include Uber as a user
- KW: add someone from the Visitor's Bureau; there is a lot to communicate; maps, word of mouth, way-finding
- JA: we need to be the central provider of regional transportation services
- JA: have a mobility manager; a person or a way to learn how to get where you need to get in the County
- SW: Crested Butte does a good job of communicating bus routes and on real time scheduling
- KB: European cities have this dialed in; you arrive in town by train; jump off from there
- SW: cost, efficiency, and time. That is how people decide to take transit
- JA: this becomes more than a transit center, it becomes a Hub
- GS: Phase 1 is extremely crucial to the long-term success
- KW: Greenhouse is not in the best spot, that is the front door of the site
- SW: the NW corner could be a beacon, a place for an iconic building
- GS: private sector is the driver
- SW: don't want to take away from Main Street, but supplement it
- Character:
 - Not welcoming, doesn't feel safe
 - No character
 - Cell block look
 - Key theme is protecting it from getting vandalized- therefore no architectural value
 - Needs to be opened up, transparent, see inside activity
 - Back of house image
 - Basecamp changes this whole discussion-places the transit in the center of development
 - Needs windows, light, air
 - Infuse with private sector, entrepreneurs that would add value and take care of the building

- Has to be iconic and tie in to all other stops in the County
- This building starts it
- b. *Have you visited similar facilities that can inform this transit center?*
 - Denver Union Station – that feeling, it is a special place
- c. *How appropriate are different land uses?*
 - Mixed use – very possibly
 - Housing, no – not a good use for this site, not big enough, too noisy, not enough room
 - Artist facilities, not really, they are in the towns already
 - Mixed use activated with commercial/business, with office above, as well as activated public space
 - Maybe the County saves the space for their uses in the future (i.e. transit uses, Summit Stage offices)
- d. *Thoughts on Activated Public Space*
 - Tie into Meadow Creek Park
 - Peak finder idea
 - Place to sit
 - Incorporate art
 - Opportunity for food trucks, vendors
- e. *Thoughts on Parking*
 - Never seen it full
 - One time, Copper had people park there for an event, 15 years ago
 - Used as a parking area in the winter for skier destinations
 - Functions as a park and ride for skiers and Vail Medical Center
 - Caution to decrease the parking, as we are trying to encourage people to use
 - Dedicated rental car space
 - Deck it eventually, so that it really does function as a hub for transit
 - 3 stories and retail wrap
 - RV parking and overflow vehicle parking from tourists (currently located at Walmart)
- f. *Additional Thoughts:*
 - SK: there will be uproar if we take business away from Main Street; really like the idea of being an info center that

points people in the right direction; it must be welcoming; we have to have an amenity/retail that will grab people for 30 minutes while they wait for their bus; would love to focus on local vendors that still allow us to have an open and welcoming facility; kiosk, food cart, etc. that would require minimum staffing

- SK: Not totally walkable to WFM; little rotating spaces could be manned by a whole variety of vendors
- KW: Shopping carts abandoned at site are an indicator of where people are coming from

Next Meeting:

- SAG #2
- Monday, October 12
- 10:30 a.m. – 12 p.m.
- Buffalo Mountain Room

ACTION ITEMS

- SAG: Reach out to constituents accordingly, providing updates on the project, public outreach, and schedule. Ongoing.
- Kate:
 - Contact the Visitor's Bureau. Due Immediately.
 - Additional Stakeholder Outreach (*with support of Design Team as needed*). Due Oct 1.
 - Email Dan's proposed scope to Steve. Due Immediately.

MINUTES

Meeting:	Stakeholder Advisory Group #2	Project:	Frisco Transit Center
Date:	Oct 12, 2015		Master Plan
Time:	10:30 - 12:00	Minutes Date:	October 13, 2015
Location:	Buffalo Mountain Room, County Commons	By:	RAB
Invitees:	<p>Stakeholder Advisory Group: Bill Gibson (Town of Frisco), George Swintz (Frisco Station HOA), Stephanie Kato (Whole Foods Basecamp), Kent Willis (Summit County Transit Board), Joyce Algiers (Town of Frisco)</p> <p>Summit County/Consultant Team: Kate Berg, Jim Andrew, Bruce Camping, Steve Wilensky (RNL, consultant), Melissa Sherburne (Brynn Grey, consultant), Tom Lyon (Wolff Lyon, consultant)</p>		

I. Recommended Program

- Steve outlined the findings of the recommended program
- This is a “wish list”
- Bruce: we would like to see a driver’s restroom with a combo lock, no larger than a family restroom
- Family restroom a good idea
- Community room:
 - Adjunct and separated from waiting room; could be used for Summit County or Town events; meetings, etc.
 - That room can also promote transit by bringing more people into the center
 - Kate: great for creating activation, but not too big
 - Steve: sometimes these also have a relationship to neighborhoods for HOA’s
 - Who are the users?
 - George: the whole site should be activates; the County “fair”; hub
 - Kate: inside/outside flex space
 - Garage doors to open up
 - During fitness events, EMT might set up there
 - Even community events like yoga, painting
 - Covered opportunity is good for weather
 - George: keep in mind “moving through” nature of this

- IT server room: important with Smart Bus technology
- Info/Visitor Center: great idea; unsure of exactly what the space needs are and how it would be run
 - Bill: what level might this be? A board, electronic, real person?
 - Kate: ideally a real person
 - Steve: always “eyes on the space”
 - Joyce: is the point to intercept users or an attraction for visitors
 - Steve: huge opportunity, for a lot of Summit County visitors this is the first place that they arrive
- Food/Kitchen:
 - Food carts, rotating basis, coffee, grab and go
 - Vending, not so much
 - Counter/roll up door for something more permanent
 - Kent: Adventure Park has food service/vending; the food cart thing hasn’t really worked out; having the ability to put in a hood system/grill/stove is smart; not right away but preserve the ability to do so
 - Stephanie: counter space, running water, refrigeration, work space; upstairs in Breckenridge ice rink kitchen; Old Masonic Hall has warming cabinet, refrigeration, but no hood system/range
 - If no community room, that changes the focus
 - Also, don’t want to compete with surrounding area
 - George: the function of the food service is a function of what else is happening at the center
 - Visibility for vendors is key
 - Ask a caterer what that that would look like?
 - Joyce: form following function; what are those uses?
 - Focus on the convenience, and serving the surrounding businesses
 - Stephanie: the community room would be very useful
 - Joyce: everything needs to relate and connect
 - Education/information about where to get food/bev
 - What are the food needs of:
 - A) the pass-through transit rider
 - B) the destination visitor
 - Vending machines need to reflect the market, reflect Summit County (bike tubes, healthy food), also provide for that 24-hour schedule
- Waiting area: Very important

- Well lit, visible from outside > safe
 - State of the art
- Security: coordinate with Frisco police
- Snow removal: keep ability to have snow blowers, other equipment
- Regulatory sign can be on Highway / Co-Branding of FTC and I-Info
- Kent: the info center component doesn't have to be big, not replacing Frisco Main Street; just has to be informational
- Kate: Chamber has so many calls; there really isn't one entity that provides a central place for tourism info; very complementary to what people are already doing
- Joyce: there is a big movement to go electronic, e.g. Ketchum, ID; very small footprint

II. Stakeholder Input

- Kate has reached out to the initial group
- How do we complement existing businesses, efforts, not duplicate
- Kate has additional meetings and site visits set up in the next few weeks, such as Frisco Visitor Center
- Overall, positive feedback on the idea of visitor information
- Kate also to speak to Jim about Town and ski area operators, Driver's Union, and additional coffee break time at the office
- Other outreach in progress: large employers, local bike shops
- George: Jackson Hole function "Shift", Yvon Chiunard, REI, art guild
- Shift: how can you shift your thinking about transit?

III. Discussion

- Press release went out on Friday
- We encourage SAG members to attend for 5 minutes or as much as possible
- Project website is up
- Handouts- please post and share;
- Kate has coordinated a variety of press release, radio announcement, etc.
- Monday, November 2nd: tentative date for SAG #3, in the afternoon, 12:30-2:30
- Steve: should this building be 2-stories? Feelings?
 - Huge programming issue
 - Which uses would go there?
 - Yes, test one scheme
 - Taller may have advantages; downside is cost

- Putting community space on second floor would lose the activation aspect
- Perhaps can be tall without a functioning second story

ACTION ITEMS

- SAG:
 - Get the flyers up in the next few days

- Melissa:
 - Add to coffee break boards: how often would you eat at FTC if available?

- Kate:
 - Check on size of senior center
 - Additional perspectives from Town of Frisco; follow up with Joyce and Bill
 - Email the flyer to the SAG
 - Finalize boards and send out questions in advance
 - Get the word out to the shuttle drivers, rental providers

MINUTES

Meeting: Stakeholder Advisory Group #3 Project: Frisco Transit Center
 Date: Nov 2, 2015 Master Plan
 Time: 12:30 – 2:30
 Location: Buffalo Mountain Room, County Commons
 Invitees: **Stakeholder Advisory Group:**
 Bill Gibson (Town of Frisco), George Swintz
 (Frisco Station HOA), Stephanie Kato (Whole
 Foods Basecamp), Kent Willis (Summit
 County Transit Board)
Summit County/Consultant Team:
 Kate Berg, Jim Andrew, Thad Noll, Bruce
 Camping, Steve Wilensky (RNL, consultant),
 Melissa Sherburne (Brynn Grey, consultant)

I. Coffee Break

- For open house, some precedent imagery
 - Mountain contemporary
 - Classic mountain
 - Something in the middle
- The whole place should feel integrated, with same materials, colors, but put together differently
- Amenities are also great for public to provide input on
- Marketing (and who are we marketing) and how are we educating that market
- Riders by need is the highest frequency, followed by tourists
- At some point, we want to appeal to the riders by choice, so how do we market to them? Everything from kiosks to building amenities must be tailored to those riders
- Market also changes by time of year, so have to be able to accommodate that
- Serve the locals in May and tourists in December
- Create an environment that meets a diversity of needs in an active, light, walkable space
- Two things emerging that will be subsequent to this process:
 - If you want an info center, someone needs to run it
 - This is a very large capital project, so who should be paying for it

- We also should recognize opportunities that can happen more readily (e.g. post schedules)
- Must consider the budget for maintenance right away

II. Site Alternatives

(Steve)

a. Programming report

- 5,500 SF was perfect world scenario
- Today, we are talking about something pared down – 3,900-4,000 SF
- Approximately \$400 SF
- Community room: do not preclude, but not designed presently
- No Summit Stage office or drivers break room
- IT server/janitor closet/mechanical all combined
- Catering kitchen, no hood though
- Vending machines; food cart
 - Need to have enough flexibility that we can adjust to changing needs
 - It still would be ideal to have a business close-by on neighboring property
- Lost the security office
- Designed for a 20 year plan, as not to preclude future needs
- Sensitive to cost, with the ability to phase

b. Alternative 1

- 8 bus bays required
- Maintained access to the west
- Substantial bus plaza
- Parking lot stays as-is, but orientation is north-south; huge cost saver
- Plaza can be flipped
- Why not widen the plaza space? Absolutely can, sun important
- Different from charrette drawing is that it is a one way bus loop
- Operators want dedicated bus berth
- Basecamp access is maintained
- Closed shelters
- Big question: can shuttles utilize Meadow?
 - Comments:
 - Conflicts with bike path
 - Now sure if can even work

- Inclement weather, too far to stand and wait
 - Less concentrated
 - Snow plowing would be difficult
 - Several easy alternatives to this
 - Circle on the inside of the lot, west side
 - Or on the south side of cut through, as shown on charrette
 - Right now, nobody crosses any buses
 - Do we want a dedicated space for long-term parkers?
 - Yes, to keep them out of the way for plowing, etc.
 - Is the sawtooth design curbing? Yes, and zero backing. Two lanes and the bus bay. 9-inch curb.
 - Comments:
 - Are we using existing building? Not necessarily, just in the same footprint
 - 8 bays enough? Yes, very adequate for the future
 - Don't bother with just covered shelter, it needs to be enclosed
 - Allows the corner grow, adds value to the future development site
- c. Alternative 2
- Consolidates everything, keeps everything tight
 - Scrapes existing site
 - Bus bays are slightly closer, at their farthest, than Alt. 1
 - Dedicated rental lot, dedicated area for shuttle/limo
 - Comments:
 - Why not have the bottom set of the sawtooth on the other side so that it's one-way? Wrong side of the door
 - Everyone would have to cross the bus lane
 - This one has less parking
 - Can charging stations be accommodated?
 - Snow storage not yet accommodated; right now, in future development site and water quality pond
 - Might be more complicated with Alt. 2 especially, because you'd have to pick it up and move it

- Future development site has more value under Alt. 1
- Alt. 2 separates uses better than Alt. 1
- What about parking on the park/open space plot
- Relatively speaking, cost order of magnitude? Alt. 2 is significantly more expensive (upwards of 1M)
- Trend is less parking
- Alternative 1 has more flexibility for planning for parking now, but ability to accommodate less parking in the future
- Keeps options open, especially on the park/open space lot
- Thinking long-term, we need to think about regional connections

III. Discussion

a. Conclusions

- Alternative 1, with modifications
- More outdoor space opening to the south
- More room for shuttles to the south
- We like the contiguous shelter, rather than broken up

b. Open House—November 18th, Rio Grande 4:30 – 6:30

- Process, what we've heard so far, present the preferred concept, obtain input on aesthetics, precedent imagery, amenities
- Flyer complete by this Wednesday
- Interested parties list, key stakeholders, press release to go with flyer
- SAG follow up meeting first week of November 30th, for final input before team completes the final plan
- 9 a.m. Monday November 23rd

- We have to have an actual person, but the factor is how to pay for it
- Patrollers can certainly add FTC to their beat, but having a security officer there is more complex
- People also would like to see the building open later
- FTC serves as a stop over for Bustang, which might run later
- Many of these are not Master Plan issues, but important to operation
- Separate bathroom corridor from the main building area, so that the building could be locked, while leaving bathrooms open
- Show overnight parking:
 - Where?
 - How many spaces can this site accommodate?
 - Pay stations, meter, or other mechanism?
 - Snow removal, snow melt?
- We need to look at snowmelt on the site? Plaza, pedestrian areas, bus bays, lanes, long-term parking
- Storm sewer is a less-ideal alternative; would push detention pond 5' deeper
- Need a budgetary commitment to keeping that snow melt running
- We will need a boiler room for snowmelt system
- Design:
 - Clock tower
 - Light, windows
 - Make a statement, but not too strong
 - Lighten up the colors overall of the model
 - Make the transit center feel like part of the campus
 - Solar very important
 - Aspen's Ruby Park is a foundation, but blend in more modern elements, lighter, sleeker
- Frisco Station cut-through:
 - HOA would be a big supporter of that
 - Wells Fargo immediately in the middle; not exactly sure that is the solution, but it's a great place to start
 - 200-250K range to get it through
 - Reach out to Wells Fargo? Yes
 - There is a bump out planned, would work well
 - Unit 25 is vacant, but lease pending
 - Need to decide which phase this falls into: not first though

- Are crosswalks aligned with Basecamp?

III. Discussion

Town of Frisco, Department Heads:

- A lot of the same input
- People generally excited about the project
- Opportunities for visitors, information, but concerns over details – operational
- Safety
- Attractiveness, quality, sense of place
- Police Chief is open to having an office but won't want to staff it
- Warm, comfortable, transparent shelter – so patrollers can easily scan
- Use space as a work-station along with the Summit County Sheriff; co-space
- Lighting very important; however, may be pushback from neighbors
- Feels safe in an attractive way
- Better signage, way-finding
- Need clarity on the parking rules
- Stormwater, detention, snow storage, snow melt
- What happens to snow storage when future development site is developed?
- Overall, they like the simplified route for the buses
- Would like to see more data on who the users are, ridership, expected trips, who is this being designed for?

Other comments, questions:

- This is in many ways consistent with the paving, other details of the 1996 master plan
- Don to share that Master Plan with the team
- Needs to function first, but hopefully look and feel great
- Phasing:
 - Need total cost of the project to begin with, before allocating across phasing
 - Everything on the south side of the building and plaza
 - How does snowmelt fit in (i.e. need the boiler in the new building)?
 - Need to consider priorities, to get people excited?
 - Also need to be realistic about getting started, based on what funds are available?

- Then there is also the “critical path” – this has to happen before this
- Rough estimate as part of this scope, bolstered by input from a local GC
- Building elevation: need to think about the phasing of that; have to match the existing building footprint because there are not funds for the building in phase 1
- Don presented issues around grade changes, rebuild of the plaza/pedestrian surfaces
- Are saw cuts necessary? They are to get this many spots; they are also oriented to the cross walks to Basecamps
- Perhaps phase the west side bus bays later
- Sawtooths are an issue for plowing
- Without them, you have to parallel park, which is not going to work
- Plus not as many spaces
- Snowmelt the bus lanes and sawtooths? Yes, expensive, its either all or nothing (can’t just melt the sawtooth areas)
- Need further design, cost implications of the sawtooths:
 - 4 capable of 45’ buses
 - 4 capable of 43’ buses
 - More options for a straight curb
- Need to balance costs of operations with increase in ridership
- Concerned that the site improvements do not go far enough in phase 1 to increase ridership to the center
- Do we go far enough to make initial impact?
- Is it better to start on a limited basis with 600K, or wait until we can make a big impact when we have 2M?
- What is the drop-dead date for spending the grant? Now it is end of 2016, but can possibly be extended
- Balance impact to users (i.e. new building) with initial improvements for functionality
 - It seems there are many advantages to doing the building, the vertical, first
 - Could we create traffic lane for the shuttle services earlier as well?
- Need to have total project cost

- \$400/sf puts the building at \$1-1.5M, plus demo, shelters
- The better option is to take out the existing building
- Perhaps there is a way to incorporate shuttle/bus separation along with the building improvements
- Move car rental guys, restripe parking lot
- Maybe spend 200K next year, then in 2017, go big
- Social trail to the park? Formalize or take it out
- Exterior connections – needs to be added, per scope? Pedestrian connectivity to the site
- Where are the best crosswalks into Basecamp (e.g. Rio)? Do these align



Welcome!

Frisco Transit Center Master Plan

COFFEE BREAK

2 Sessions: 7-9 a.m. 4-6 p.m.

Join us inside for a warm beverage and to share your ideas for the future.

Frisco Transit Center Master Plan

PROJECT GOALS & TIMELINE

The Frisco Transit Center was originally built in 1998. Since that time, ridership has expanded dramatically, the surrounding area has transformed, and other services such as rental cars and shuttles have increased. The FTC is now in the center of a thriving commercial area, is a hub for local commuters, and is also the gateway to Summit County for many visitors.

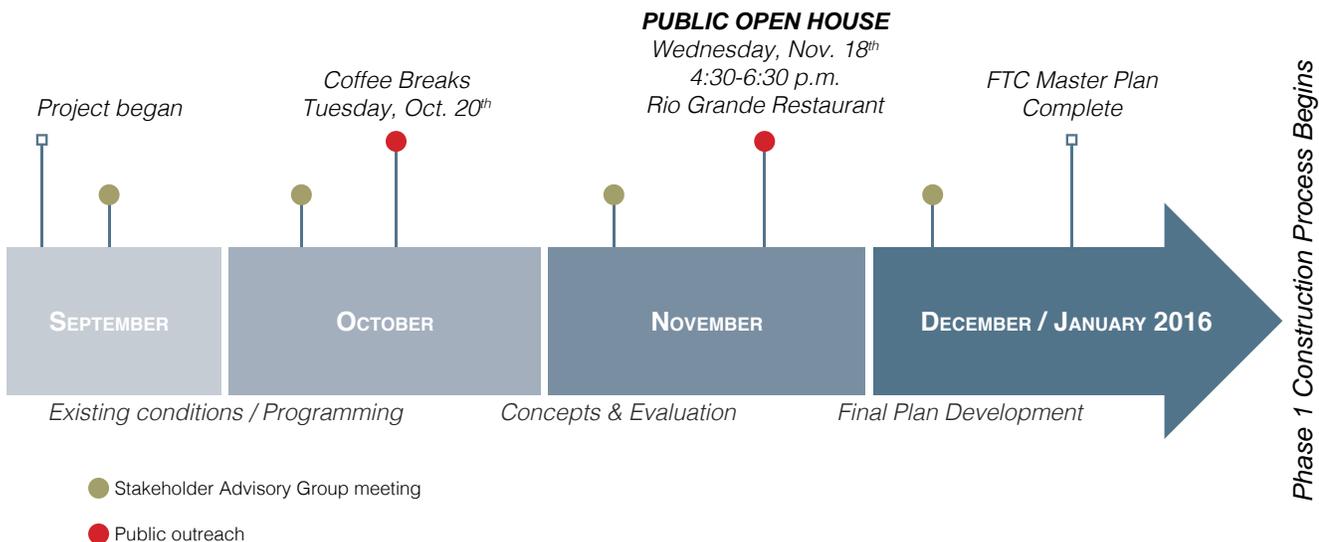
The goals for the FTC Master Plan are to plan short-term improvements to better meet current needs, as well as envision how the FTC could be redeveloped over time to best serve the Summit County community in the future.

THEN:

- Built in 1998
- Summit Stage was a smaller operation, in ridership, service, and facilities/equipment
- Only one airport shuttle
- Located behind commercial development

NOW:

- 300,000 transit riders annually (800-1,000 daily)
- Regional stop for the Bustang Route and Greyhound
- Multiple Rental cars, Airport shuttles
- In the center of two major retail centers, hotel accommodations, and a park



Frisco Transit Center Master Plan

EXISTING CONDITIONS



 Vehicle access  Recreation path



Frisco Transit Center Master Plan

SHARE YOUR IDEAS

What are your general impressions? What is working, what isn't, what changes would you like to see?

What features would make this transit center uniquely “Summit County”?

Frisco Transit Center Master Plan

SHARE YOUR IDEAS

Thoughts on.....

Amenities for Transit riders?

Public Spaces and Waiting Areas?

Food and Beverage?

Architecture and Design?

Information and Technology?

Integrating with the surrounding area?

Parking for bicycles and cars?

Frisco Transit Center Master Plan – Coffee Breaks

October 20, 2015

Public Outreach Summary

EVENT OVERVIEW

On Tuesday, October 20th, Summit County held a series of “Coffee Breaks” over the course of the day to gain input from transit riders, Summit Stage operators, and the general public. The events were an open house format, with information about the project, coffee, tea and cookies, designed for people to drop in and chat for a few minutes with the project team. There were also several comment boards encouraging people to leave feedback on sticky notes, which covered a variety of topics (captured below).

The first Coffee Break took place from 7 a.m. – 9 a.m. at the Frisco Transit Center (FTC), within the existing building. Over the course of two hours, approximately 35 people participated in the event. Some of those read about the event in the newspaper and actively sought it out, while others were at the FTC either waiting for a bus or shuttle, or were there during a stop over. As buses arrived, Bruce Camping encouraged riders to come into the building and participate. Hertz managers stopped in to learn about the project and comment as well.

The second Coffee Break took place at the Summit Stage offices and was designed to get feedback from transit operators – drivers, dispatchers, and other staff. Kate Berg and Melissa Sherburne set up the identical boards and refreshments in the Summit Stage break room from 11 a.m. – 1 p.m. Approximately 15-20 Stage staff passed through the break room during that time. This session carried out as more of a group discussion and one-on-one interviews, so resulted in very insightful and broad input from those who operate transit at the FTC everyday.

The final Coffee Break of the day took place back at the FTC from 4 p.m. – 6 p.m. It was an identical format and similar outcome of the first, though a slightly different cross-section of riders: Greyhound and Bustang, as well as many local riders. Approximately 30 people came through and provided feedback, building upon the dozens of stick-notes that had been placed on the boards throughout the day.

Overall, the Coffee Break event captured a wide variety of comments and input from a true cross-section of people who ride and operate transit in Summit County, as well as adjacent businesses. It also helped inform people of the project goals and the process moving forward, in particular the Public Meeting scheduled for November 18th at the Rio Grande (save the date cards were distributed).

COMMENTS / INPUT RECEIVED

Many clear themes emerged, which are evident by topic area. Comments heard more than 2x are highlighted in grey.

General Impressions – What is working, what isn't, what changes would you like to see?

Building & Site Activity, & Safety

- Having some staff people in the building would make it more inviting and feel safer, rather than an unmanned building with people sleeping in it. – Regular rider Frisco-Breck
- Would be good to have staff people in the building so vagrants don't all hang out in here
- Security office, security guards, possibly a satellite office for the Frisco Police Dept.
- More security day and night
- No soliciting signs
- Better safety lighting

Information and Technology

- Provide more information for people asking questions. Currently it's confusing for riders of all means.
- Next bus sign for all providers serving the Center
- Signs & Schedules
 - Need more signs and information on the different schedules – need schedules, maps
 - Need schedules; need more schedules easily available
 - Provide info on Greyhound scheduling, print ticket; Provide Greyhound information (5); Need a way to get updates on Greyhound arrivals. Buses run very late.
 - Take an inventory of questions from people waiting for Greyhound. Keep the answers to the most common questions posted inside and/or outside the station.
 - Better info on Bustang schedules
- Kiosks with interactive Summit Stage maps
- Need better info on local connections and Summit Stage routes
- Make sure people know the bus is free
- Need information personnel
- Hertz is currently the de facto info center.
 - Input from Hertz staff – Everyone is looking for the Greyhound person. Need someone at the FTC. The most common question Hertz staff gets is about the Greyhound schedule and where to buy a ticket.

- Visitor Center integrated into the transit center:
 - Info center RE: bus, Greyhound and local access
 - Info for Frisco shops and restaurants
 - Carry the Recreation Guide.
- Free wifi; Provide wifi in the building (4)
- A downside of wifi is that kids wouldn't leave
- History, interesting facts about Summit County, mountain peak identifier

Building Amenities & Improvements

- Redo the restrooms so they feel less prison-like, and are warmer and safer (4+)
- Need a driver bathroom please (4+)
- Recycling Bins – lots of newspaper, aluminum & plastic from inside buses (2)
- Need coffee / snack bar
- Provide Refreshments –
 - Provide food and beverage (4). People may not have time to visit a store nearby (2).
 - Affordable food & drink (\$1 coffee)
 - Deli
 - Need grab and go refreshments like a news stand at the airport
 - Food carts/vendor carts, possibly on rotation from local cafes; have a coffee cart providing coffee, muffins
 - Coffee shop with some food
 - Vending stocked locally
- Relocate the Summit Stage lost-and-found to the FTC. Currently, it's at the bus barn in the County Commons industrial area, which is hard for people to find.
- Lockers
- Vending machine with headphones, phone chargers, jacks, flashlights, reflective tape
- \$6 shower for Colorado Trail people
- Dog tie-ups
- Mailbox, FedEx drop, PO boxes
- Need a phone available. Should have an emergency phone. Especially for any staff people that will be working in the building.

Building Operation

- The building is closed for the first shuttle of the day.
- Keep the building open longer.
- Need restrooms available at night or porta-potty. Something.
- Winter is the busiest time.

Site Improvements

- **Separate uses**
- Suggest CDPHE compliance with all site improvement. Current project lacks erosion control.
- Permeable paved surface
- More weather resistant shelters

Summit Stage Operations

- The bus drivers are very nice, but please change the sign for “what station” a little earlier. I missed the Breck bus because it said Frisco.
- Encourage drivers to be more helpful to visitors.
- Summit Stage drivers should know more about the area when tourists have questions. A few drivers are not very pleasant (Copper drivers).
- Run the Summit Stage later to accommodate concert goers.
- Stop by Whole Foods on the way in and if possible Safeway, so tourists without cars can get groceries.
- One more mid-day route to Leadville in early afternoon.
- Morning route to Vail in the winter. AM & PM bus to Vail 7 days/week.
- Put express bus – Transit Center to Copper back on during ski season.
- More buses to Glenwood Springs.
- Should shuttle operators have agreements in place to use FTC? Currently, they do not
- **Need later bus service from Frisco. Barclay (venue in Frisco) shows end at 2 a.m. and later buses are needed so people don't drink and drive. (3)**

Bus Amenities

- Cup holders on buses
- Wifi on the bus like Bustang
- Is there any way to allow more bikes on the bus?

Surrounding Area

- **More development and activity around the property would make the transit center better, more activated, more people.**
- **Frisco Station needs a walkway to get to the Transfer Center.**
- Onsite food and beverage may not be necessary if pedestrian access allows people to get food/drink nearby.

What features would make this transit center uniquely “Summit County”?

- Outdoor life – Seasonally provide info on summer and winter recreation opportunities (trail info, skiing info, camping info, etc.). Provide info, directions, maps. Integrate with the USFS.
 - Carry the Recreation Guide, published by Friends of the Dillon Ranger District, USFS, Friends of Eagles Nest Wilderness, provides trail info – good info to provide at info center.
 - Direct people to the Dillon Ranger station in Silverthorne across from Target.
 - Seasonally provide info on summer and winter recreation opportunities.
- Amazing Colorado art, Seasonal artwork
- Welcome the outdoors into the space by design.
- Day lodge – ski lockers, changing room, wifi lounge
- Bike shed – covered bike rack
- Rental bike return rack for local rental shops

Thoughts on...

Public Spaces and Waiting Areas

- One central waiting area like the one in Glenwood Springs, more consolidated.
- The transit building should be right in the middle of the bus stops. Need to be able to see the buses from inside the building.
- Make the waiting area big enough and with a next bus sign for all, so people can stay inside warm.
- More comfortable waiting area.
- Have a Frisco Visitors Center. Have a presence, a person to ask questions.
- Have plenty of charging outlets like at the airport.
- Need better bus shelters that block the wind, rain and snow. Orient bus shelters away from wind! Shelters are cold. Warmer would be good. Better protection from wind/cold.
- Make the space more inviting.
- Kiosks, landscape, seasonal lights, add color, light, Christmas tree
- Outdoor waiting / play area
- Outdoor seating, trees for shade
- Welcome to Frisco (history, info, etc.)
- Videos about history of Summit County

Architecture and Design

- Create an entry statement with well defined image. Can we look at better architecture? What about improved lights and signage?
- Historic, mountain architecture.
- Small mountain town architecture, Frisco Main Street type architectural style. Not urban, modern architecture.
- Architectural theme: mining, agriculture, mountain “parkitecture”
- Opposite architecture to ‘Natural Foods’. Stay with mountain themed architecture.
- Frisco Day Lodge architectural style
- Better flow and welcome to building
- Orient toward south – sunshine; utilize sun orientation
- Take advantage of light. Make the inside sunny and welcoming. Lots of windows.
- Clearstory – light, space. Plants, comfortable seating.
- Totally green building
- 2nd story views of Ten Mile Range
- Add shade trees in outdoor space
- Flower boxes like Main St. Frisco
- Want it to look nice!
- It would be great to scrape the existing building, because it’s prison style accommodation.

Integrating with the surrounding area

- USFS: Interpretive signs, peak identifier
- Pedestrian walkway into other centers – a great idea! Need a pedestrian walkway along the road to Whole Foods. Create a pedestrian pathway through Frisco Station.
- Work with Frisco Station to have a walk thru for pedestrians in the middle of the mall – Be able to walk thru to transit center and not have to walk around.
- Create a space that could serve as a warming hut for the adjacent Meadow Creek Park ice skating pond in the winter – hot chocolate, warm up. Similar to the way that the Frisco Day Lodge serves as a warming hut for the Frisco Adventure Center.
- Beautify the southern portion of the property and make more park-like.

Parking for bicycles and cars

- Parking lot is never full
- Long term parking
 - Regulated overnight parking. Designated parking overnight for Bustang, etc. Issue a permit to place in vehicle. (3)

- Park-n-ride with a parking pass from a shuttle company would be nice.
- Ability to park for airport shuttles more long term.
- Add overnight parking spaces.
- Move abandoned cars more timely.
- Option for longer term parking (up to 1 week?) even if pay parking.
- Allow space to grow to a parking garage, if necessary.
- More clear rules for parking
- More logical location for handicap parking spots. More above ground signage on handicap spots. Stop misuse of handicap spots.
- Covered bike storage like in Carbondale.
- Bike storage at night
- Bike share (2) / rent-a-bike station
- Car share; Add a car share potential; Zip care
- Tiered charging for electric vehicles (cheaper at night)
- CO Dept. of Energy expects 1 million electric plug-in vehicles by 2030. If 1 in 5 vehicles are plug-ins, then charging is essential for commuters. Electric outlets need to be provided for charging at 110-volt standard outlets as well as 220-volt quick charge stations. Cost must be less than \$1 per 5 kwh. Be prepared for quick-charging for electric buses. This means infrastructure for high voltage service from utility.

Recommended examples to look at for design ideas:

- Georgetown Welcome Center
- Crested Butte Transit Building and Visitor Center
- Look at other tourism-driven counties (e.g., Summit County, Utah; Teton County, WY) to see how they operate this type of info center. Who runs it?



Frisco Transit Center Master Plan

PROJECT GOALS & TIMELINE

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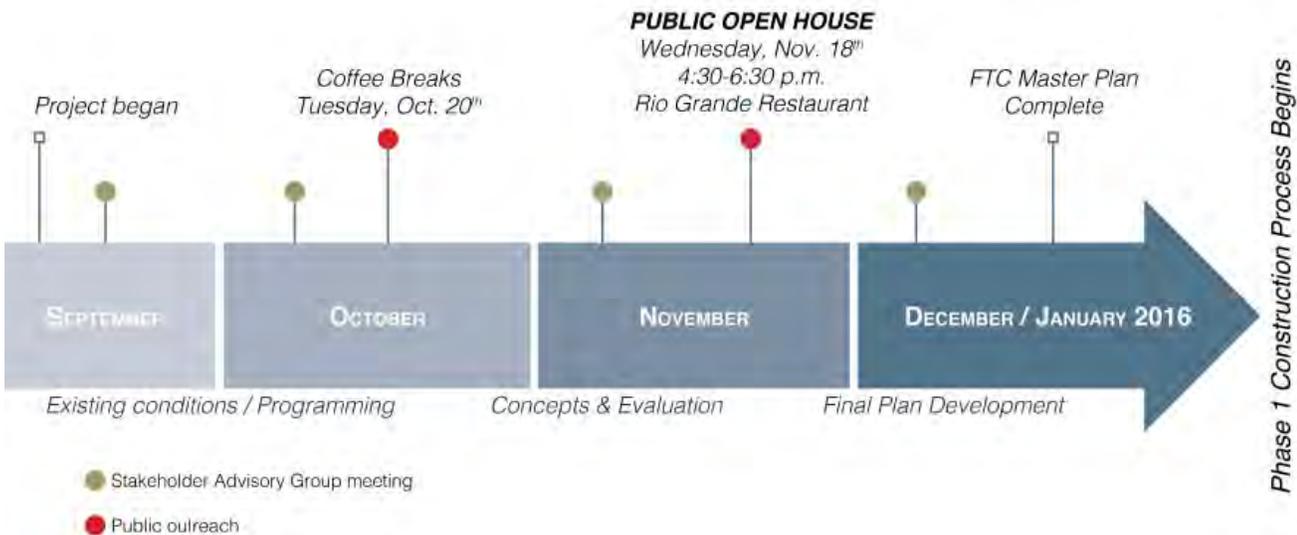
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For more information, visit: www.summitcountyco.gov/friscotransitcenter

Frisko Transit Center Master Plan

EXISTING CONDITIONS



Existing Facilities / Infrastructure		
1	Transit Center Building	2,165 sq. ft., including a lobby/vending area, bus waiting area, restrooms, car rental office and snack bar
2	Bus Lane	5 bus parking spaces
3	Bus Boarding/Departure Platform	4 bus shelters, limited bike racks and signage
4	Park & Ride Parking Lot	169 parking spaces with lighting
5	Paved Recpath	Paved Recpath along Meadow Drive and paths connecting to Meadow Creek Park and Lusher Ct.
6	Stormwater Detention Pond	Located in southeastern portion of property
7	Snow Storage Area and Community Greenhouses	Northern portion of property, north of existing parking lot



WHICH ARCHITECTURAL STYLE DO YOU PREFER?



CONCEPTUAL TRANSIT BUILDING DESIGN



RECOMMENDED BUILDING USES:

Waiting/Lobby - Large, open room - windows, light, visibility to bus bays, opens into outdoor plaza

Information center, transit ticket counter

Rental car services

Restrooms - public and driver restrooms

Support Services - food cart, vending machines, security office, IT - server room, janitor/mechanical/storage

Potential Future Building Expansion - Community room, Summit Stage offices + break room

TRANSIT BUILDING Use	SF/ person	Existing		Recommended	
		# person	area, SF	# person	area, SF
Rental Car Counter/Room	125	5	620	2	250
Restrooms Men's	75	3	150	5	375
Restrooms Women's	75	3	205	5	375
Restroom Family	80			1	80
Restroom Operators'	50			1	50
Community Room (future)	25				
Transit Ticket Counter	80			1	80
Information/Visitor Counter	n/a			n/a	125
Catering Kitchen	n/a			n/a	200
Vending Machine Area	n/a		320	n/a	60
Waiting	50	15	730	20	1000
Security Office	40			1	40
Janitor/Mechanical/IT-Server	n/a				450
Maintenance Equip. Storage	240				240
TOTAL			2025		3325

View of Entry from Parking Lot



View from Meadow Drive / Transit Drive Intersection



Frisco Transit Center Master Plan

DESIGN RECOMMENDATIONS: WHAT WE'VE HEARD

Site Design Themes: Consolidate, Integrate & Activate

- ◆ Provide a **central waiting area** (inside & outside) right in the middle of the bus stops.
- ◆ Increase building activity and hours of operation - more people and activity to increase safety, comfort and convenience during transit operating hours.



Public Spaces & Waiting Areas

- ◆ More **comfortable** waiting areas - better shelter from the wind & cold, more comfortable seating.
- ◆ More **windows, light and visibility** - enable people to wait inside and see the bus or shuttle arrive.
- ◆ **Outdoor plaza** - seating, shade trees, play area

Information & Signs

- ◆ Provide better signs, schedules and maps.
- ◆ Integrate an **information center** into the Transit Building, providing:
 - ⇒ Transit information - real time passenger information
 - ⇒ County visitor information - maps, directions, shopping, dining, recreation, etc.



Access & Circulation

- ◆ Separate uses to improve safety and circulation - provide **separate areas** for local and regional buses, vans/shuttles, and rental car operations.
- ◆ Improve **sidewalk and bike path connections** to the surrounding businesses and park.



Amenities for Transit Riders

- ◆ Nicer **restrooms** and a driver bathroom
- ◆ **Covered bike racks**, bike lockers
- ◆ Grab-and-go refreshments - **coffee / food cart**
- ◆ **Long term parking** / park-n-ride for shuttle and regional transit users.
- ◆ Free **wifi** in the building



Architectural Style

- ◆ Historic, **small town mountain** architecture

Frisco Transit Center Master Plan – Open House
November 18, 2015
Public Outreach Event Summary

EVENT OVERVIEW

On Wednesday, November 18th, Summit County hosted a public open house at Rio Grande Mexican Restaurant in Frisco, from 4:30 – 6:30 p.m., to present conceptual master plan design ideas and gather feedback from transit center users and the general public. The event was an open house format, with project information displayed for public review and comment. Display boards were spread throughout the room, covering the following topics:

- Existing site conditions and project overview (including project goals and timeline)
- Summary of design recommendations received at the October 20th “Coffee Breaks” and during FTC user interviews
- Conceptual site design, site circulation and signage
- Conceptual transit building design
- Architectural style preference survey

There were comment boards provided, encouraging people to share their feedback on sticky notes, as well as comment cards to document more extensive comments.

Over the course of two hours, approximately 70 people participated in the event, with 59 people signing the meeting “sign-in” sheet, and 36 people requesting to be added to the “interested parties” list to receive ongoing project updates.

Overall, the attendees expressed support for the conceptual master plan design ideas, and provided useful feedback that can be used to further refine the design and provide additional design details in the final master plan document.

PUBLIC FEEDBACK AND DESIGN RECOMMENDATIONS RECEIVED:

All public input received at the November 18th open house is listed by topic area below. The most frequently heard comments are highlighted in yellow.

SITE DESIGN RECOMMENDATIONS:

- Need good lighting throughout the site. Need better lighting. Lighting for the parking area. (3)
- Solar panels on the building and anywhere else possible – signs, lighting, shelters, etc. (8)
- The design looks too urban. There’s too much pavement. Make it more natural, mountain-like. Make the plaza more of a native garden / lawn area. Include an interpretive garden with info on

mountain flora, lawn area, and rocks for kids to climb on. Similar to the area in Breckenridge by the river.

- More greenscape (mountain, native)
- Beautify the southern portion of the property, and make the edges of the detention pond area more of an interpretive park with seating.
- Need to protect the shuttle drop-off spaces from interlopers. Think about how to prevent other vehicles from parking in these spaces, since they will be incorporated into the general parking lot area.
- Provide connectivity to Basecamp/Whole Foods Market and Safeway shopping centers. I like the flow, corridor from Frisco Station and potential retail on backside.
- Make large enough for future growth.

SITE PROGRAM & AMENITIES:

- Garage for snow removal equipment
- Charging station
- Shopping cart rack
- Account for multiple rental car companies.
- Food truck and event area for Fri/Sat nights
- Coffee shop / snacks
- Explore a potential employee / affordable housing component. Involve Summit County Housing Authority (grant writing expertise, etc.).

SITE OPERATION & SECURITY:

- 24 hour operation and security is needed.
 - Need an on-site manager so there is at least one person on site at all times. People are using the site at all hours of the day and a permanent presence would increase safety.
 - The facility needs to be constantly staffed. (2)
 - Staffed building for all open hours = safety + no “camping”
 - Need a security guard (3)
 - Need better Town of Frisco involvement with drunks, skateboarders and campers. Should have high police exposure.
 - A sheriff/police satellite office could be a stopping point in their day. Not 100% staffed but a place to use in this area.
- Don't allow loitering.
- Need to address vagrants and increase safety.

PARKING:

- Long term pay parking is needed (7). Need to include overnight, multi-day pay parking. Plan for this and show it in the site design.
- Spaces for long term van housing parking for a fee.

- Long term parking may need to be covered given snow removal needs.
- 3-level parking design is needed.

SIGNS & INFORMATION:

- Bus route signage, directions and clear markings
- Location / wayfinding signage on the Interstate at mile marker 201 & 203, and at mile marker 205 westbound

OTHER BUS STOP IMPROVEMENTS:

- The KFC bus stop needs improvements for safety – sidewalks, crosswalks, drainage improvements. It’s either icy or a swamp.

TRANSIT BUILDING DESIGN RECOMMENDATIONS:

- Make sure the building has a clock, clock tower (4)
- Include 2nd story windows for lots of light!
- 3-level transit building design – make it a multi-story building.
- Put in a small sheriff / police satellite office / outpost to help with security issues and promote safety (3).

ARCHITECTURAL STYLE:

- Mountain style – the examples provided of architecture were all pretty blah or completely over the top. You can make a statement while keeping within mountain style.
- Windows south, east and west
- Wood and stone
- Make a statement (but not a crazy one)
- Something similar to Frisco Adventure Day Lodge
- The building should be airy and bright. Include a clearstory.

ARCHITECTURAL PREFERENCE SURVEY RESULTS:



RUBEY PARK, ASPEN - #1 WITH 24 VOTES

COMMENTS:

- Windows are good, but entrance and roof are ugly.
- No clock tower.
- Too much window detail.



LIONSHEAD - #2 WITH 11 VOTES

COMMENTS:

- Too urban
- Include 2nd story windows for lots of light!



CRESTED BUTTE - #3 WITH 10 VOTES

COMMENTS:

- Solar Panels! (3)
- I like it.



LAKE TAHOE - #4 WITH 8 VOTES



CARBONDALE - #5 WITH 6 VOTES



AVON & GEORGETOWN – TIED FOR #6 WITH 4 VOTES EACH





JACKSON HOLE - #7 WITH 3 VOTES

COMMENTS:

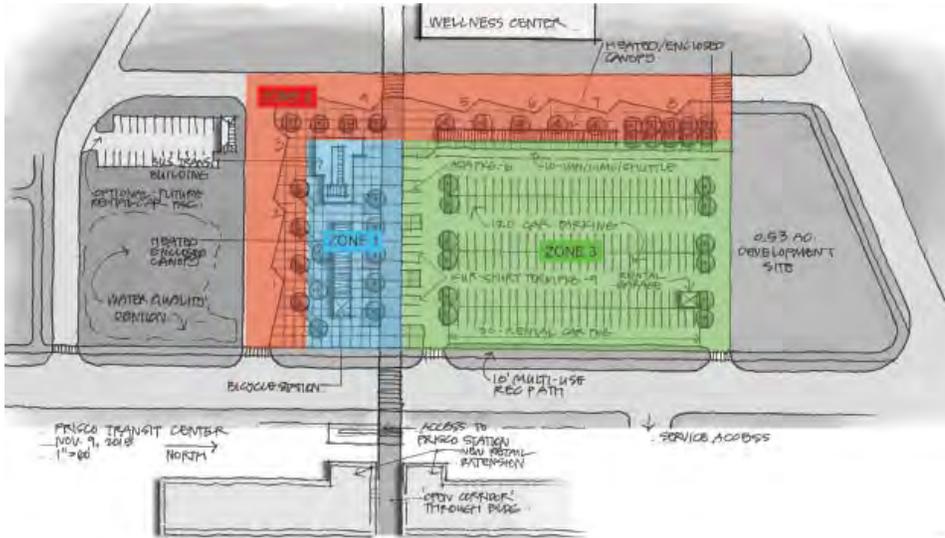
-Mountain style is good, but this is too plain.



CONCEPTUAL TRANSIT BUILDING MODEL – 3 VOTES

Appendix C: Expanded Snowmelt Estimate

The County originally considered installing snowmelt to a larger portion of the site than those shown on page 42 of this report. General size, location and estimated costs of these zones are shown below.



Zone 1

23,000 SF pipe zone
 1 - 5,000 MBH boiler
 1 - Manifold
 1 - Circulator pump
 1 - Main pump
 1 - Glycol feeder and holding tank
 1 - Air separator

TOTAL:
\$ 460,000

Zone 2

60,000 SF pipe zone
 3 - 5,000 MBH boilers
 3 - Manifolds
 3 - Circulator pumps
 1 - Main pumps
 1 - Glycol feeder and holding tank
 1 - Air separator

TOTAL:
\$ 1.2 Million

Zone 3

73,000 SF pipe zone
 4 - 5,000 MBH boilers
 4 - Manifolds
 4 - Circulator pumps
 1 - Main pump
 1 - Glycol feeder and holding tank
 1 - Air separator

TOTAL:
\$1.5 Million

Appendix D: Rough Order of Magnitude Costing

Frisco Transit Center Conceptual Design Cost Estimate all costs shown in 2016 dollars			1A		1B		1C		2	
			Station Drive		Transit Drive		South Parking Lot		Transit Bldg & Plaza	
Description	Unit	Unit Price	Est.	Cost	Est.	Cost	Est.	Cost	Est.	Cost
MISCELLANEOUS CONSTRUCTION										
Mobilization	LS	\$ 50,000	0.5	\$ 25,000	0.5	\$ 25,000	0.3	\$ 15,000	0.5	\$ 25,000
Construction Surveying	LS	\$ 12,000	0.5	\$ 6,000	0.5	\$ 6,000	0.3	\$ 3,600	0.5	\$ 6,000
Geotechnical Testing	LS	\$ 8,000	0.6	\$ 4,800	0.5	\$ 4,000	0.3	\$ 2,400	0.4	\$ 3,200
Engineering	LS	\$ 11,000	0.5	\$ 5,500	0.3	\$ 3,300	0.3	\$ 3,300	0.5	\$ 5,500
Construction Oversight	LS	\$ 5,000	0.5	\$ 2,500	0.5	\$ 2,500	0.3	\$ 1,500	0.5	\$ 2,500
DEMOLITION										
Sawing Pavement	LF	\$ 3	250	\$ 750	100	\$ 300	0	\$ -	50	\$ 150
Pavement Removal	SY	\$ 15	1800	\$ 27,000	1800	\$ 27,000	0	\$ -	800	\$ 12,000
Lane Markign Removal	LF	\$ 1.25	100	\$ 125	0	\$ -	0	\$ -	0	\$ -
Bus Shetler Demolitions	EACH	\$ 500	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Landscaping Removal	SY	\$ 5	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Irrigation Line Removal	LF	\$ 1	500	\$ 500	0	\$ -	0	\$ -	0	\$ -
Light Pole Removal	EACH	\$ 150	3	\$ 450	0	\$ -	0	\$ -	0	\$ -
Sign Removal	EACH	\$ 150	0	\$ -	0	\$ -	0	\$ -	6	\$ 900
EARTHWORK										
Clear and Grub	SY	\$ 10	2000	\$ 20,000	300	\$ 3,000	1200	\$ 12,000	1300	\$ 13,000
Topsoil Removal to onsite stockpile	CY	\$ 10	800	\$ 8,000	0	\$ -	400	\$ 4,000	300	\$ 3,000
Excavation of Unsuitable Soils with offsite disposal	CY	\$ 30	0	\$ -	200	\$ 6,000	0	\$ -	0	\$ -
Excavation to Embankment	CY	\$ 20	1400	\$ 28,000	200	\$ 4,000	900	\$ 18,000	600	\$ 12,000
Import Structural Fill	CY	\$ 50	800	\$ 40,000	650	\$ 32,500	300	\$ 15,000	200	\$ 10,000
Geogrid	SY	\$ 5	0	\$ -	20	\$ 100	0	\$ -	0	\$ -
Topsoil Placement outside landscape limits	CY	\$ 40	10	\$ 400	0.5	\$ 20	50	\$ 2,000	20	\$ 800
Revegetation	ACRE	\$ 5,000	0.2	\$ 1,000	1	\$ 5,000	0.5	\$ 2,500	0.3	\$ 1,500
Erosion Control	LS	\$ 5,000	0.5	\$ 2,500		\$ -	0.5	\$ 2,500	0.5	\$ 2,500
PAVING										
Subgrade Preparation	SY	\$ 5	5000	\$ 25,000	2500	\$ 12,500	1200	\$ 6,000	1000	\$ 5,000
Aggregate Base Course	TON	\$ 40	2300	\$ 92,000	1400	\$ 56,000	450	\$ 18,000	0	\$ -
Asphalt Pathcing (4") includes tack coat	TON	\$ 175	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Asphalt Mat (4")includes tack coat	TON	\$ 120	0	\$ -	0	\$ -	250	\$ 30,000	0	\$ -
Asphalt Mat (5") includes tack coat	TON	\$ 120	400	\$ 48,000	0	\$ -	0	\$ -	0	\$ -
Concrete Curb and Gutter/Drainage Pan	LF	\$ 35	3000	\$ 105,000	2000	\$ 70,000	0	\$ -	0	\$ -
Concrete Drive (6") Unreinforced-Unheated	SF	\$ 10	10000	\$ 100,000	18800	\$ 188,000	0	\$ -	0	\$ -
Concrete Drive (6") Reinforced-Unheated	SF	\$ 15	2000	\$ 30,000	2700	\$ 40,500	0	\$ -	0	\$ -
Concrete Plaza (6")	SF	\$ 15	0	\$ -	0	\$ -	0	\$ -	28500	\$ 427,500
Heated Concrete Drainage Chase	LF	\$ 100	80	\$ 8,000	0	\$ -	0	\$ -	90	\$ 9,000
PAVEMENT MARKING PAINT AND SITE FURNISHINGS										
6" White Stripe Parkign Space Markings	LF	\$ 0.25	0	\$ -	0	\$ -	500	\$ 125	0	\$ -
Shuttle Van Drop-Off Lane Marking	SF	\$ 1	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Handicap Space Marking	EACH	\$ 700	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Crosswalk Marking	SF	\$ 5	20	\$ 100	100	\$ 500	0	\$ -	0	\$ -
Signs	EACH	\$ 500	0	\$ -	6	\$ 3,000	3	\$ 1,500	0	\$ -
UTILITIES										
Culvert	EACH	\$ 5,000	0	\$ -	2	\$ 10,000		\$ 5,000	0	\$ -
Light Poles	EACH	\$ 4,500	4	\$ 18,000	0	\$ -	3	\$ 13,500	2	\$ 9,000
Secondary Electric Rench (Light Poles)	LF	\$ 25	360	\$ 9,000	0	\$ -	200	\$ 5,000	0	\$ -
Communications Pedestal and Transformer Relocation	LS	\$ 25,000	1	\$ 25,000	0	\$ -	0	\$ -	0	\$ -
Fire Hydrant Relocation	LS	\$ 10,000	1	\$ 10,000	0	\$ -	0	\$ -	0	\$ -
Irrigation Connection Relocation	LS	\$ 10,000	1	\$ 10,000	0	\$ -	0	\$ -	0	\$ -
Pedestrian Lights	EACH	\$ 6,000	4	\$ 24,000	0	\$ -	0	\$ -	16	\$ 96,000
LANDSCAPE										
Trees	EACH	\$ 400	0	\$ -	0	\$ -	20	\$ 8,000	12	\$ 4,800
Shrubs-G.C.	SY	\$ 120	0	\$ -	0	\$ -	0	\$ -	80	\$ 9,600
Planter Walls	LS	\$ 120	0	\$ -	0	\$ -	0	\$ -	300	\$ 36,000
Specialty Lighting	LS	\$ 10,000	0	\$ -	0	\$ -	0	\$ -	2	\$ 20,000
Furnishings	LS	\$ 10,000	0	\$ -	0	\$ -	1	\$ 10,000	2	\$ 20,000
Signage	LS	\$ 5,000	0	\$ -	0	\$ -	1	\$ 5,000	1	\$ 5,000
Irrigation	SF	\$ 5	0	\$ -	0	\$ -	500	\$ 2,500	250	\$ 1,250
Snow Melt	SF	\$ 20	23000	\$ 460,000	33000	\$ 660,000	0	\$ -	0	\$ -
Frisco Station Access (arch not included)	LS	\$ 280,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -
STRUCTURES										
Transit Building	LS	\$ 1,877,260	0	\$ -	0	\$ -	0	\$ -	1	\$ 1,877,260
Heated Shelters	LF	\$ 450	0	\$ -	0	\$ -		\$ -	100	\$ 45,000
SUBTOTAL			\$	1,139,275	\$	1,159,220	\$	186,425	\$	2,663,460
CONTINGENCY			\$	170,891	\$	173,883	\$	27,964	\$	399,519
TOTAL			\$	1,310,166	\$	1,333,103	\$	214,389	\$	3,062,979
PROJECT TOTAL			\$	8,306,571						

Frisco Transit Center Conceptual Design Cost Estimate <i>all costs shown in 2016 dollars</i>			3A		3B		3C		4		5	
			Western Plaza		North Parking Lot		N Pkg Lot Extension		Drainage Area		Frisco Station Access	
Description	Unit	Unit Price	Est.	Cost	Est.	Cost	Est.	Cost	Est.	Cost	Est.	Cost
MISCELLANEOUS CONSTRUCTION												
Mobilization	LS	\$ 50,000	0.5	\$ 25,000	0.8	\$ 40,000	0.2	\$ 10,000	0.3	\$ 15,000	0.1	\$ 5,000
Construction Surveying	LS	\$ 12,000	0.5	\$ 6,000	0.8	\$ 9,600	0.2	\$ 2,400	1	\$ 12,000	0.1	\$ 1,200
Geotechnical Testing	LS	\$ 8,000	0.5	\$ 4,000	0.8	\$ 6,400	0.2	\$ 1,600	1	\$ 8,000	0.1	\$ 800
Engineering	LS	\$ 11,000	0.7	\$ 7,700	0.8	\$ 8,800	0.2	\$ 2,200	1	\$ 11,000	0.1	\$ 1,100
Construction Oversight	LS	\$ 5,000	0.5	\$ 2,500	0.8	\$ 4,000	0.2	\$ 1,000	1	\$ 5,000	0.1	\$ 500
DEMOLITION												
Sawing Pavement	LF	\$ 3	100	\$ 300	400	\$ 1,200	200	\$ 600	0	\$ -	100	\$ 300
Pavement Removal	SY	\$ 15	2200	\$ 33,000	500	\$ 7,500	200	\$ 3,000	0	\$ -	100	\$ 1,500
Lane Markign Removal	LF	\$ 1.25	0	\$ -	2400	\$ 3,000	1200	\$ 1,500	0	\$ -	0	\$ -
Bus Shetler Demolitions	EACH	\$ 500	4	\$ 2,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Landscaping Removal	SY	\$ 5	100	\$ 500	150	\$ 750	0	\$ -	0	\$ -	0	\$ -
Irrigation Line Removal	LF	\$ 1	250	\$ 250	300	\$ 300	0	\$ -	0	\$ -	0	\$ -
Light Pole Removal	EACH	\$ 150	4	\$ 600	2	\$ 300	2	\$ 300	0	\$ -	0	\$ -
Sign Removal	EACH	\$ 150	2	\$ 300	5	\$ 750	2	\$ 300	0	\$ -	0	\$ -
EARTHWORK												
Clear and Grub	SY	\$ 10	250	\$ 2,500	1800	\$ 18,000	700	\$ 7,000	3000	\$ 30,000	160	\$ 1,600
Topsoil Removal to onsite stockpile	CY	\$ 10	30	\$ 300	100	\$ 1,000	300	\$ 3,000	300	\$ 3,000	50	\$ 500
Excavation of Unsuitable Soils with offsite disposal	CY	\$ 30	150	\$ 4,500	1800	\$ 54,000	700	\$ 21,000	100	\$ 3,000	0	\$ -
Excavation to Embankment	CY	\$ 20	0	\$ -	0	\$ -	0	\$ -	200	\$ 4,000	10	\$ 200
Import Structural Fill	CY	\$ 50	200	\$ 10,000	2000	\$ 100,000	900	\$ 45,000	500	\$ 25,000	0	\$ -
Geogrid	SY	\$ 5	0	\$ -	300	\$ 1,500	2000	\$ 10,000	100	\$ 500	0	\$ -
Topsoil Placement outside landscape limits	CY	\$ 40	0	\$ -	0	\$ -	25	\$ 1,000	50	\$ 2,000	10	\$ 400
Revegetation	ACRE	\$ 5,000	0	\$ -	0.8	\$ 4,000	0.2	\$ 1,000	0.5	\$ 2,500	0.1	\$ 500
Erosion Control	LS	\$ 5,000	0	\$ -	0.8	\$ 4,000	0.2	\$ 1,000	1	\$ 5,000	0.1	\$ 500
PAVING												
Subgrade Preparation	SY	\$ 5	2000	\$ 10,000	2000	\$ 10,000	1000	\$ 5,000	1000	\$ 5,000	160	\$ 800
Aggregate Base Course	TON	\$ 40	1300	\$ 52,000	800	\$ 32,000	300	\$ 12,000	200	\$ 8,000	60	\$ 2,400
Asphalt Pathcing (4") includes tack coat	TON	\$ 175	0	\$ -	100	\$ 17,500	50	\$ 8,750	0	\$ -	0	\$ -
Asphalt Mat (4")includes tack coat	TON	\$ 120	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Asphalt Mat (5") includes tack coat	TON	\$ 120	0	\$ -	600	\$ 72,000	200	\$ 24,000	80	\$ 9,600	0	\$ -
Concrete Curb and Gutter/Drainage Pan	LF	\$ 35	0	\$ -	300	\$ 10,500	110	\$ 3,850	300	\$ 10,500	0	\$ -
Concrete Drive (6") Unreinforced-Unheated	SF	\$ 10	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1300	\$ 13,000
Concrete Drive (6") Reinforced-Unheated	SF	\$ 15	0	\$ -	0	\$ -	0	\$ -	450	\$ 6,750	0	\$ -
Concrete Plaza (6")	SF	\$ 15	15800	\$ 237,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Heated Concrete Drainage Chase	LF	\$ 100	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
PAVEMENT MARKING PAINT AND SITE FURNISHINGS												
6" White Stripe Parkign Space Markings	LF	\$ 0.25	0	\$ -	2800	\$ 700	1800	\$ 325	0	\$ -	0	\$ -
Shuttle Van Drop-Off Lane Marking	SF	\$ 1	3100	\$ 3,100	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Handicap Space Marking	EACH	\$ 700	0	\$ -	5	\$ 3,500	0	\$ -	0	\$ -	0	\$ -
Crosswalk Marking	SF	\$ 5	0	\$ -	1000	\$ 5,000	1000	\$ 5,000	0	\$ -	100	\$ 500
Signs	EACH	\$ 500	4	\$ 2,000	3	\$ 1,500	2	\$ 1,000	0	\$ -	2	\$ 1,000
UTILITIES												
Culvert	EACH	\$ 5,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Light Poles	EACH	\$ 4,500	5	\$ 22,500	8	\$ 36,000	4	\$ 18,000	0	\$ -	0	\$ -
Secondary Electric Rench (Light Poles)	LF	\$ 25	500	\$ 12,500	1000	\$ 25,000	500	\$ 12,500	0	\$ -	0	\$ -
Communications Pedestal and Transformer Relocation	LS	\$ 25,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Fire Hydrant Relocation	LS	\$ 10,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Irrigation Connection Relocation	LS	\$ 10,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Pedestrian Lights	EACH	\$ 6,000	12	\$ 72,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -
LANDSCAPE												
Trees	EACH	\$ 400	15	\$ 6,000	6	\$ 2,400	6	\$ 2,400	25	\$ 10,000	5	\$ 2,000
Shrubs-G.C.	SY	\$ 120	60	\$ 7,200	1100	\$ 132,000	100	\$ 12,000	200	\$ 24,000	20	\$ 2,400
Planter Walls	LS	\$ 120	0	\$ -	0	\$ -	0	\$ -	0	\$ -	300	\$ 36,000
Specialty Lighting	LS	\$ 10,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	2	\$ 20,000
Furnishings	LS	\$ 10,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	2	\$ 20,000
Signage	LS	\$ 5,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	2	\$ 10,000
Irrigation	SF	\$ 5	150	\$ 750	1200	\$ 6,000	1200	\$ 6,000	3000	\$ 15,000	250	\$ 1,250
Snow Melt	SF	\$ 20	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Frisco Station Access (arch not included)	LS	\$ 280,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1	\$ 280,000
STRUCTURES												
Transit Building	LS	\$ 1,877,260	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Heated Shelters	LF	\$ 450	200	\$ 90,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -
SUBTOTAL			\$	614,500	\$	619,200	\$	222,725	\$	214,850	\$	403,450
CONTINGENCY			\$	92,175	\$	92,880	\$	33,409	\$	32,228	\$	60,518
TOTAL			\$	706,675	\$	712,080	\$	256,134	\$	247,078	\$	463,968
PROJECT TOTAL			\$	8,306,571								

9:22 AM
 12/18/15
 Accrual Basis

Frisco Transit Center
Concept Master Plan
Preliminary Cost Estimate

Jan - Dec 16

Ordinary Income/Expense	
Expense	
1. VERTICAL SOFT COSTS	
A. Architect	175,000.00
b. Geo Engineering	40,000.00
c. LEED / Green Globes	30,000.00
d. Legal & Accounting	20,000.00
e. Permit & Plan Fees	10,000.00
f. Structural Engineering	45,000.00
g. Survey	10,000.00
Total 1. VERTICAL SOFT COSTS	330,000.00
2. VERTICAL HARDCOSTS	
101. Demo Existing Building	80,000.00
102. Fencing	6,500.00
103. Excavation	
Unsuitable Material Allowance	25,000.00
103. Excavation - Other	30,000.00
Total 103. Excavation	55,000.00
104. Footers & Foundation	23,400.00
105 Foundation/Slab Insulation	8,000.00
106. Flatwork	30,000.00
107. Foundation Dampproofing	4,000.00
108. Frame Labor & Crane	24,000.00
109. Framing Materials	24,000.00
110. Steel Labor & Materials	80,000.00
111. Steel Material / Welding	8,000.00
112. Heat Cable	12,000.00
113. Windows	100,000.00
114. Ext. Door Allowance - glass	60,000.00
115. Ext. Door Allowance - man	3,600.00
116. Roof - SIP / SMS	105,000.00
117. Insulation	28,000.00
118. Electrical	
Electrical Fixture Allowance	20,000.00
118. Electrical - Other	52,000.00
Total 118. Electrical	72,000.00
119. Plumbing	
Plumbing Fixture Allowance	6,000.00
119. Plumbing - Other	48,000.00
Total 119. Plumbing	55,600.00
120. Sprinkler System	8,750.00
122. HVAC (radiant floors)	80,000.00
123. Drywall	10,500.00
124. Exterior Paint / Stain	5,000.00
126. Exterior Stonework	22,000.00
126. Misc. caulking, chinking	5,000.00
127. Interior Finish Allowance	200,000.00
128. Bus Stops (10x100, 10x200)	135,000.00
129. Commercial Ins & Bldrs Ris	10,000.00
130. Contractor Contingency	62,768.00
132. General Conditions	94,151.00
133. Overhead & GC Fee	134,950.00
Total 2. VERTICAL HARDCOSTS	1,547,219.00
Total Expense	1,877,219.00
Net Ordinary Income	-1,877,219.00
Other Income/Expense	
Other Expense	
OPTIONAL ITEMS	
Building Furnishings Allowance	30,000.00
Solar Provisions	280,000.00
Total OPTIONAL ITEMS	310,000.00

9:22 AM
12/18/15
Accrual Basis

Frisco Transit Center
Concept Master Plan
Preliminary Cost Estimate

	<u>Jan - Dec 16</u>
Total Other Expense	310,000.00
Net Other Income	-310,000.00
Net Income	<u><u>-2,187,219.00</u></u>

CONCEPTUAL LEVEL
DRAFT
not for funding or construction

Frisco Station: Demolition and Construction Notes

Demolition

- D1. remove existing exterior cmu wall (600 sf)
- D2. remove existing interior walls
- D3. remove existing interior fixtures
- D4. remove existing flooring (1,400 sf)
- D5. remove existing ceiling (1,400 sf)
- D6. remove existing light fixtures
- D7. remove existing mechanical systems
- D8. remove existing electrical systems
- D9. remove existing storefront and exterior doors
- D10. maintain existing fire suppression system
- D11. maintain existing roof structure
- D12. maintain existing roofing and parapet

Construction

- C1. resurface and seal existing concrete floor
- C2. provide new exterior masonry wall cladding (2,100 sf)
- C3. provide continuous exterior wall insulation (2,100 sf)
- C4. provide steel lintel (40 lf)
- C5. provide storefront system (display areas) (1,100 sf)
- C6. provide roof over store front system (200 sf)
- C7. provide exterior grade soffit with continuous insulation (2050 sf)
- C8. provide building attached column supported canopies (650 sf)
- C9. provide exterior grade lighting
- C10. provide exterior grade seating

Frisco Station Passageway: Plan

