

# AGENDA ITEM #1.

## CITY COUNCIL COMMUNICATION FORM

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**FROM:** Joel Rae, Director of Public Safety (ext.113)  
Anne Small, Director of General Services (ext. 249)

**THROUGH:** Deb Hinsvark, City Manager (ext. 240)

**DATE:** June 17, 2014

**RE:** Police Station Site Selection

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DIRECTION  
 INFORMATION

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### **I. REQUEST OR ISSUE:**

Five possible police facility sites are being proposed this evening. Staff requests City Council eliminate any sites they do not support or approve of as a location for a new police facility.

### **II. RECOMMENDED ACTION/NEXT STEP:**

**Recommended Action:** Staff requests consensus from City Council to eliminate any proposed site(s) from consideration which are not approved of or supported as a location for a police facility.

**Next Step:** Staff will propose a preferred site (which will be selected from the remaining sites which are not eliminated this evening) along with a detailed cost estimate and a land acquisition strategy (if not already owned by the City) to City Council at a future City Council meeting. Staff recommends the land acquisition strategy discussion be held in Executive Session if the preferred site is not already owned by the City.

### **III. FISCAL IMPACTS:**

Proposed Expenditure: 1. \$9.4 - \$10.9 million (Dependent on location)

selected)

- Funding Sources:
1. General Fund (\$7.4 – \$8.9mm)
  2. An Energy impact grant of \$2mm is likely for this project.

#### **IV. BACKGROUND INFORMATION:**

The current public safety facility on Yampa Street was originally constructed in 1971 as the Steamboat Springs volunteer Fire Station and the population in Steamboat was approximately 2,500. In 1980, the second story was added to house the police department and City Council chambers; Steamboat population was 5,098. In 2000, the Council chambers were moved to the newly constructed Centennial Hall. The old chamber was remodeled to accommodate the expanding police department.

By 2002, Steamboat's population surpassed 10,000, and with the City's resort nature firmly established, the daily population greatly exceeded. A space needs study indicated the police department required almost double the amount of space they currently occupied in order to function as an effective police facility. In the 2003 Capital Improvement Plan, constructing a new police facility was scheduled to begin in 2005. However, due to changes in priorities in 2004 and 2005, the new facility was postponed and the existing building was remodeled. Building a new facility returned to the 2008 CIP with the design phase starting in 2009 and construction in 2010. In late 2008, the economy collapsed and capital projects were scaled back to those related to the core functions of the City.

Today, the City's police department continues to operate out of a 6,600 square foot office building. The 2013 space needs analysis conservatively estimated the required space for efficient operations at 18,000sf. The current building lacks functionality in many areas including a crime lab, sanitary evidence drying room, evidence storage, evidence processing, victim/witness and suspect sight and sound separation, safe and adequate recorded interview rooms, secure firearms and equipment storage, office space, records storage and records processing space, secure suspect and juvenile processing areas.

For the past 2 ½ years, staff has explored several possible police facility sites. This project was most recently supported by City Council during the approval of the 2014 budget when City Council budgeted \$300K to continue with the police facility project.

In October 2013 staff made the police facility project information readily available to the public by placing a "New Police Facility" tab on the City website. Press releases advertising the information to the public resulted in a Steamboat Pilot and Today Newspaper article and many public visits to the site. Public comments were also solicited

on the webpage. All comments sent in via the on-line solicitation are included in **attachment #1**. The website includes a complete project history and provides detailed information on the following:

- A total of 9 City Council presentations with information presented to City Council from the following meeting dates: March 20, 2012; September 18, 2012; October 16, 2012; October 30, 2012; December 18, 2012; February 5, 2013; May 7, 2013; and September 17, 2013.
- Location Criteria
- A map of the 29 sites investigated with corresponding pros and cons and a location analysis for each site location (**attachment #2**)
- Public involvement including tours and comments gathered from nearly 100 citizens who completed the tours in 2013
- Complete space needs studies from 2002 and 2013
- The history and background of the current facility

Staff has narrowed the 29 investigated sites down to what staff believes are the five most feasible sites. The architects for this project have put together seven conceptual blocking plans for the five sites and will be presenting the information to you this evening. The five proposed sites are:

1. A. 9<sup>th</sup> and Yampa- Remodel of existing police building  
B. 9<sup>th</sup> and Yampa Street- New Building  
C. 8<sup>th</sup> and Yampa Street- New Building
2. Fox Creek Site (Located behind Western Convenience at Hilltop/Hwy 40)
3. 10<sup>th</sup> and Lincoln (Located on the parking lot in front of City Hall)
4. Highway 40 Site (South of Hampton Inn)
5. Pine Grove Road and Central Park Drive

#### **IV. LEGAL ISSUES:**

Acquisition of any site not owned by the City will require legal review.

#### **VI. CONFLICTS OR ENVIRONMENTAL ISSUES:**

None

#### **VII. SUMMARY AND ALTERNATIVES:**

1. Motion to eliminate any proposed site(s) from consideration

\*\*List of Attachments:

- 1. Public Comments received from the "new Police Facility" webpage**
- 2. Map of the 29 police sites investigated including analysis of each site**

- 3. Calls for service and centralized location analysis***
- 4. Steamboat Architectural Associates presentation of the 7 conceptual blocking plans on the 5 proposed police facility sites***

# Attachment 1

**Joel Rae**

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**From:** CenturyLink Customer <fireside.us@q.com>  
**Sent:** Saturday, April 05, 2014 1:26 PM  
**To:** New Police Facility  
**Subject:** Police/Fire Stations

I am curious why there hasn't been any debate about a possible purchase of the TCD Campus. There is plenty of existing building sq/ft and garages and room to build right at the intersection of 129/40, next to the state patrol office. It right across from the county jail and the justice center. You could house police and fire right there. The argument that the police /fire station needs to be centralized in a town the you can drive across in ten minutes non emergency is ludicrous. Is this is an option. I don't understand why it hasn't been explored or put on the table. I am sure there is a reason, because to me, it is the most logical space for both.

Thank You,  
N.Johnson

## Joel Rae

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**From:** Anita Hawkins <schmiems1@yahoo.com>  
**Sent:** Friday, January 03, 2014 1:50 PM  
**To:** New Police Facility  
**Subject:** new police facility site

The city owns several sites near Critter Court. This is only a couple blocks past 13th Street, which was described as being the desired central location. The city-owned properties near Critter Court would allow for future expansion without having to purchase new properties. It has good access to downtown, Yampa Street, Howelsen Hill, the Justice Center, Sheriff's office, jail, and west Steamboat. Since the growth boundaries to the east and south of town are restricted and the growth boundaries to the west of town are designated for future growth, Critter Court seems ideally located.

Sincerely,  
Anita Hawkins

**Joel Rae**

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**From:** Charlotte B. Jensen <cmbjensen@gmail.com>  
**Sent:** Friday, December 20, 2013 8:59 AM  
**To:** New Police Facility  
**Subject:** Best site for police facility

Best site for the police facility is to remodel the present site on Yampa Street. Second best site would be to build on the city parking lot at 10th and Lincoln.

**TO:** City of Steamboat  
**RE:** Police Department and Fire Department Relocation  
**FROM:** Peter Stimmel  
819-8972  
**DATE:** December 19, 2013

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If the City offices at 10<sup>th</sup> Street were moved, it would open the entire block between Lincoln and Oak for the new fire and police department. I own the 7,000 square foot office building at 405 South Lincoln on the bike path. Its location next to the Iron Horse might make that property and its parking lot of more value to the City. The lower level has a large reception area and conference room as well as 10 offices and storage. The upper level has 2 – three office suites and 2 office suites, all with reception areas and an additional 3 individual offices. I would sell the building for 10% down and owner finance the rest at 5.5% for a 30 year loan. This would mitigate the need for the City to come up with a large sum of money leaving it available for the new construction. By moving additional satellite offices that the City currently rents in town, the mortgage cost of around \$6000 per month could be near break even. This move would free 10<sup>th</sup> Street so the new police department and fire department build could be completed before selling the Yampa Street location. With the 11<sup>th</sup> Street Promenade improvements going in, the increase in property values should go a long way in repaying a large portion of the new building costs.

You can contact me at 819-8972 if you would like to further look into the viability of this idea.

**Joel Rae**

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**From:** Anne Small  
**Sent:** Monday, December 23, 2013 8:18 AM  
**To:** Ken Kowynia  
**Subject:** RE: preferred location

Ken,

Thank you for taking the time to submit your comments. We appreciate the community's input on this very important project.

Regards,  
Anne

Anne Small  
Director of General Services  
City of Steamboat Springs

-----Original Message-----

**From:** Ken Kowynia [<mailto:kkowynia@hotmail.com>]  
**Sent:** Saturday, December 21, 2013 11:16 AM  
**To:** New Police Facility  
**Subject:** preferred location

The new facility should be built downtown preferably using the existing location on Yampa Street. Frankly the projected cost is a real concern with myself and friends I've talked to about this. I hope you're listening.

## Joel Rae

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**From:** Anne Small  
**Sent:** Monday, December 16, 2013 9:54 AM  
**To:** Taylor Baker  
**Cc:** Debra Hinsvark; Joel Rae  
**Subject:** RE: New facility

Dear Taylor,

Thank you for taking the time to view the New Police Facility website and information. When this process started almost two years ago, the TIC facility was at the top of our list of possible locations. At that time, TIC desired to sell the entire property, which came with a very hefty price tag. As we analyzed the locations of the calls for service, it look like a site between 13th Street and Pine Grove Road is most appropriate. As identified on the map, only 15% of the total calls for service are located on the west side of town whereas 45% of calls for service are in the center of town and 40% of calls are in the mountain area.

We appreciate the public's input and assistance during this important community issue.

Thank you again,  
Anne

Anne Small  
Director of General Services  
City of Steamboat Springs

-----Original Message-----

**From:** Taylor Baker [<mailto:highrollingcustoms@gmail.com>]  
**Sent:** Thursday, December 12, 2013 9:44 PM  
**To:** New Police Facility  
**Subject:** New facility

The Police department should move into the old TIC facility.

## Joel Rae

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**From:** Susan Petrillo <usmcbike@msn.com>  
**Sent:** Wednesday, November 27, 2013 12:20 PM  
**To:** New Police Facility  
**Subject:** police station location at Petrillo property

To Ms Deb Hinsvark and staff,

I would like to add some comments about the Petrillo property as a location for the new police station.

- the property has 2 deeded accesses, one going to Shield Dr and the other on Loggers lane which connects to Hwy 40
- as per the CDOT west Hwy 40 access plan, there will be a full service light at Loggers Lane
- also per the CDOT west Hwy 40 access plan, there will be a frontage road in the future connecting this property back to the Stockbridge transportation center. This would allow the city to keep the Stockbridge center parking lot as a parking lot. This lot is needed as an overflow lot for big downtown events such as Art in the park. This lot also services the community center.
- this location is large enough to build a public safety campus with both the police and fire station here
- there would be equal response time from this location; you can easily go north (Elk River Rd), south (20 mile rd), east (Hwy 40) or west (Hwy40)
- utilities are already existing at this location including 3 phase power
- substantial site excavation work has already been done saving money on site prep costs
- site grade topography is flat with good southern exposure and plenty of snow storage
- site in already on the city bus route
- core trail bike path borders property which would be convenient for pedestrian access and easy for police patrol
- property zoned industrial; could build 3 stories tall
- no wetlands to deal with and excellent drainage
- benzene contamination is almost completely mitigated; completion is scheduled for 2014. Contact Glen Valence at Colorado Groundwater Resource Services for current information (970-493-7780)
- this property was the previous location of the historic Perry Burgess ranch back in the 1800's

We have lived at this location for over 30 years and are seeking to retire to be near the grandkids. Everyone we have talked to about this property being a location for the police station thinks this is an ideal location and would serve Steamboat well into the future.

Thank you for your consideration, William and Susan Petrillo (879-5036)

## Joel Rae

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**From:** Gary Reynolds <greynolds@hayhoeconstruction.com>  
**Sent:** Monday, November 25, 2013 8:28 AM  
**To:** Anne Small  
**Cc:** Joel Rae; Debra Hinsvark  
**Subject:** RE: New police station location

Thank you for the response.

**From:** Anne Small [mailto:asmall@steamboatsprings.net]  
**Sent:** Monday, November 25, 2013 7:13 AM  
**To:** Gary Reynolds  
**Cc:** Joel Rae; Debra Hinsvark  
**Subject:** RE: New police station location

Mr. Reynolds,

Thank you for your comments and suggestions. As we began this process nearly two years ago, the parcels you suggested were on the top of our list. Unfortunately, TIC was not willing to break up their campus at that time. Since then, we've analyzed the optimum location for a police facility and found that somewhere between 13<sup>th</sup> Street and Pine Grove Road works best. We recognize the need to repurpose the TIC campus and are working with various community groups and efforts towards that end.

Again, thank you for taking the time to reach out to the City regarding this very important project.

Regards,  
Anne

*Anne Small*  
Director of General Services  
City of Steamboat Springs

**From:** Gary Reynolds [mailto:greynolds@hayhoeconstruction.com]  
**Sent:** Sunday, November 24, 2013 11:03 AM  
**To:** New Police Facility  
**Subject:** New police station location

Has the city considered talking to TIC and buying their maintenance yard which is next to the state police station, across the street for the court house and sheriff station and would fit in with the surrounding businesses rather than using up prime property at a higher cost? This is a police station it should "Not" have to make an "architectural statement"! People don't come there to hang out, this is not a court house where a lot of people come to. This is more of a "Big Box" building that are not allowed anywhere except on the west side of town. TIC is leaving so that property is just going to be vacant and I would think they would be happy to sell off part of it because I doubt that any other company would need building of that size.

Gary Reynolds

**Joel Rae**

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**From:** Anne Small  
**Sent:** Wednesday, December 18, 2013 3:20 PM  
**To:** Robert Tiedeken  
**Subject:** RE: Rita Valentine

Mr. Tiedeken,

The park has been taken off the list. Thank you for taking the time to submit your comment.

Anne

*Anne Small*  
Director of General Services  
City of Steamboat Springs

**From:** Robert Tiedeken [<mailto:robert@wolftiedeken.com>]  
**Sent:** Wednesday, December 18, 2013 3:14 PM  
**To:** New Police Facility  
**Subject:** Rita Valentine

I hope this proposed site is no longer in consideration. The park is a treasure of open space right in the City. Our property overlooks the park from Hillside Drive. Like many my wife and I use the park regularly when we are in town.

Robert W. Tiedeken  
Wolf, Tiedeken & Woodard, PC  
401 West 19th Street, Suite 300  
P.O. Box 491  
Cheyenne, WY 82003-0491  
Phone: (307) 635-2876  
Fax: (307) 632-4902  
[robert@wolftiedeken.com](mailto:robert@wolftiedeken.com)  
[www.wolftiedeken.com](http://www.wolftiedeken.com)

## Joel Rae

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**From:** Anne Small  
**Sent:** Tuesday, November 26, 2013 3:19 PM  
**To:** Eileen Grover  
**Cc:** Joel Rae; Debra Hinsvark  
**Subject:** RE: New facility

Ms. Grover,

Thank you for taking the time to view the New Police Facility website and information. When this process started almost two years ago, the TIC facility was at the top of our list of possible locations. At that time, TIC desired to sell the entire property, which came with a very hefty price tag. As we analyzed the locations of the calls for service, it looks like a site between 13<sup>th</sup> Street and Pine Grove Road is most appropriate. As identified on the map, only 15% of the total calls for service are located on the west side of town whereas 45% of calls for service are in the center of town and 40% of calls are in the mountain area.

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Thank you again,  
Anne

*Anne Small*  
Director of General Services  
City of Steamboat Springs

**From:** Eileen Grover [<mailto:epgrover@springsips.com>]  
**Sent:** Tuesday, November 26, 2013 2:08 PM  
**To:** New Police Facility  
**Subject:** New facility

Good Afternoon, I'm wondering if you have considered the TIC facility as a solution for the new police and fire departments. It's the perfect location and I think, with careful remodeling, could be a great location for combined police and fire departments. Thanks for considering, Eileen P. Grover

**Joel Rae**

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Anne

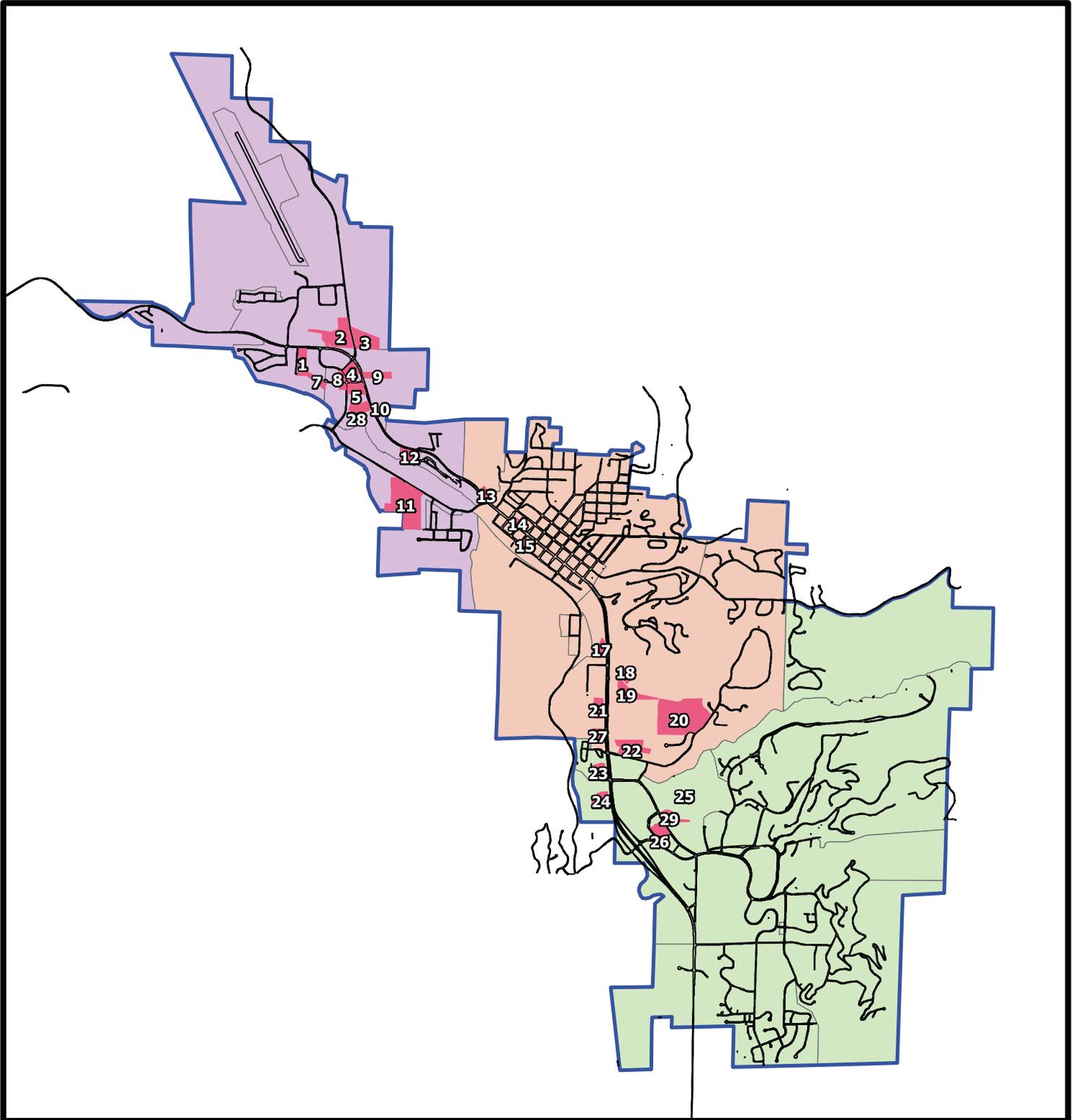
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Director of General Services  
City of Steamboat Springs

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Gary Reynolds

# Attachment 2 New Police Facility Site Locations



## Legend



-  Police Sites
-  South - 40% of Calls for Service
-  Central - 45% of Calls for Service
-  West - 15% of Calls for Service

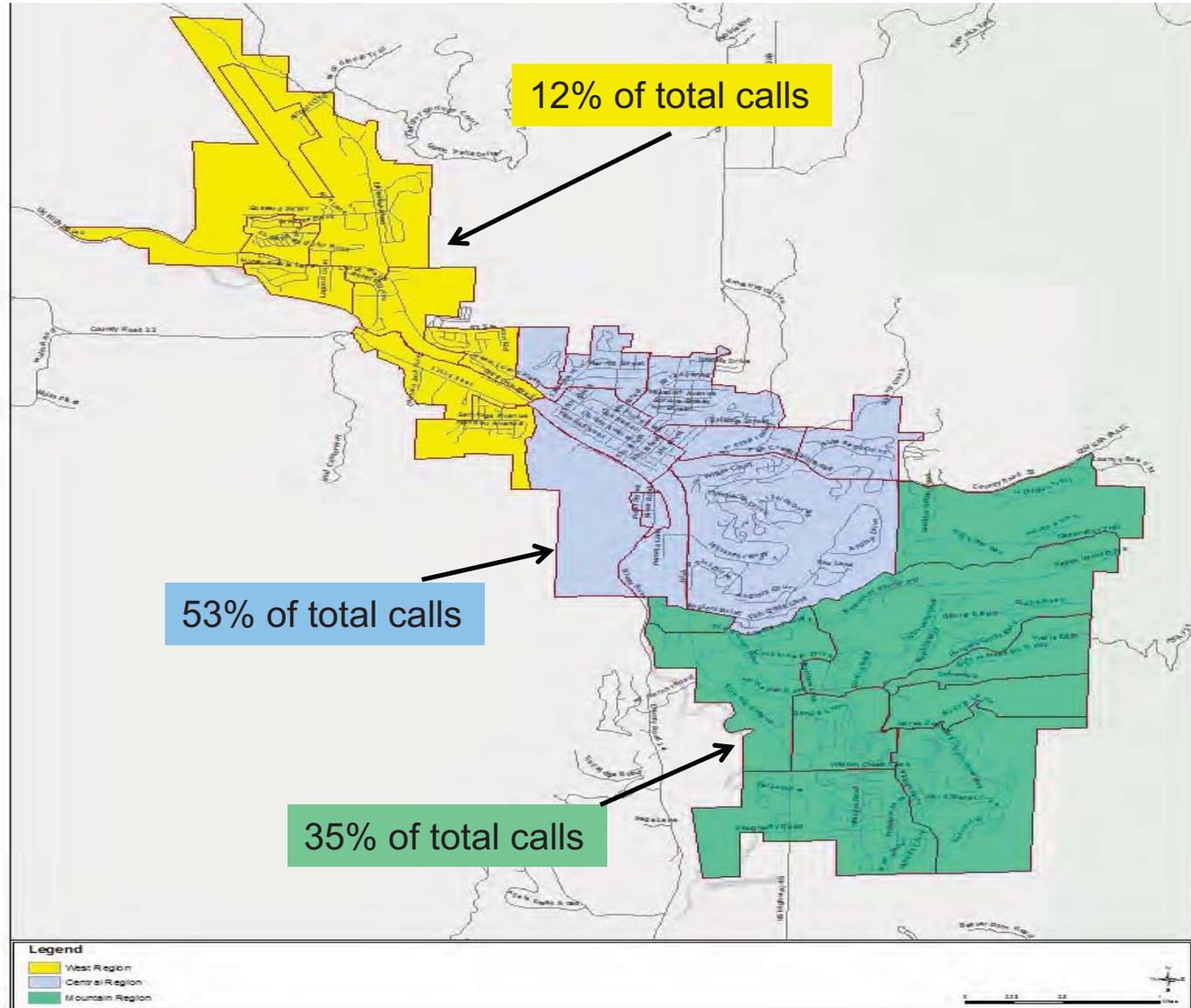
| MapLocation | Site                                      | Location                                       | Size       | Pros   | Cons  | DealKiller  |
|-------------|---|--|------------|--|---|---|
| 1           | Klein property                            | US 40 and Lagoon Ct.                           | 5 acres    |  | *West of optimal location*Land costs*Wetland mitigation for use of full property*Intersection Concerns  | *West of 13th Street  |
| 2           | TIC                                       | US 40 and 129                                  | 14 acres   | *Repurposes commercial property  | *West of optimal location*Land costs*Remodeling costs for essential building*Congested Intersection   | *Cost Prohibitive*West of 13th Street*Intersection Congestion |
| 3           | Yampa Valley Housing Authority parcel     | US 40 and 129                                  | 10 acres   |  | * West of optimal location*Land costs*Congested intersection  | *West of 13th Street*Intersection Congestion                  |
| 4           | World West                                | US 40 and 129                                  | 1.46 acres |  | *West of optimal location*Land costs*Intersection issues  | *West of 13th Street  |
| 5           | Cook property                             | Shield Dr and Curve Ct.                        | 1.6 acres  |  | *Land costs*West of optimal location*No desire to sell  | *West of 13th Street  |
| 6           | Old Yampa Valley Funeral Home             | Shield Dr and Curve Ct.                        | .9 acres   |  | *Land costs*Demolition Costs*Small lot*West of optimal location   | *West of 13th Street  |
| 7           | Curve Development                         | Curve Court (Behind Courthouse)                | 2.7 acres  |  | *Land costs*West of Optimal Location  | *West of 13th Street  |
| 8           | Moxie Building                            | Elk River Road/Curve Court                     | 2 acres    |  | *Land costs*West of Optimal Location*Extensive remodel costs to meet Essential Building standards*West of US 40 bottleneck                        | *West of 13th Street  |
| 9           | Williams Parcel                           | North side of Hwy 40 @ Curve Court             | 3.7 acres  |  | *West of Optimal Location*Land costs * West of US 40 bottleneck*City would be responsible for new road costs, including sidewalk, curb and gutter | *West of 13th Street  |
| 10          | Windemere Property                        | US 40 and Loggers Lane                         | 2+         |  | *West of optimal location*Benzene/Soils mitigation concerns*No full traffic light in NEPA Study   | *West of 13th Street  |
| 11          | City Shops/SST Parcel                     | 13th Street                                    | 3+ acres   | City Owned   | *Wrong side of the tracks *West of optimal location   | *Wrong Side of Tracks*West of 13th Street                     |
| 12          | Stockbridge Center                        | US 40 at Stockbridge                           | 4.5 acres  | *No land costs   | *West of optimal location*Desired location for Fire Station   | *Eliminates only site identified for Fire Station             |
| 13          | Dike Parcel                               | Lincoln/13th Street                            | 1.75 acres |  | *Land costs*significant intersection improvement costs*Demolition costs   | *Intersection improvement Costs                               |
| 14          | 10th and Lincoln                          | City parking lot fronting Lincoln              | .5 acres   | *Optimal location*No land costs *Maintains police presence in downtown*Continuity of City services in central location | *Consumes public parking*Eliminates possibility of commercial development *May need to mitigate contaminated soils                                |   |
| 15          | 840 Yampa Street - Remodel existing       | Existing building                              | .46 acres  | *Optimal location*No land costs *Maintains police presence in downtown   | *Remodel costs uncertain*Requires new fire station to be built first*Eliminates commercial development possibility                                |   |
| 16          | 840 Yampa Street - build new structure    | 8th & Yampa Street parking lot                 | .31 acres  | *Optimal location*No land costs*Maintains police presence in downtown  | *Consumes public parking*Eliminates possibility of commercial development   |   |
| 17          | Iron Horse Inn                            | US 40 and Trafalgar                            | 2.1 acres  | *Optimal location*No land costs  | *Demolition costs US 40 access  |   |
| 18          | Fox Creek Filing 2                        | Hilltop Parkway behind Western Convenience     | 3.4 acres  | *Optimal location  | *Land Costs *Wetland Mitigation Administrative Review *Drainage through property  |   |
| 19          | US Forest Service parcel                  | Hilltop Parkway behind Yampa Valley Bank       | 7.2 acres  | *Optimal location*Possibility of no land costs if trade occurs   | *Undefined time frame for acquisition*Cost prohibitive due to 2nd access requirement  | *Site costs   |
| 20          | Rita Valentine Park                       | Hilltop Parkway and Longview                   | 3 acres    | *No land costs*Optimal location*Good site conditions   | *Community opposition*Eliminated by City Council on 9/17/2013*Requires an election to re-zone 3 acres of park                                     | *Eliminated by staff/Council                                  |
| 21          | Steamboat 40                              | Highway 40 next to Hampton Inn                 | 5 acres    | *Optimal location*Coincides with future access to Emerald Park   | *Land costs*Fill/Soils Concerns*2 acres buildable *Wetland Mitigation   |   |
| 22          | Sundance North Village Filing 2 Lot 2     | Anglers Drive behind McDonalds                 | 9.9 acres  | *Optimal location*Good site conditions   | *Land costs*Under contract for planned neighborhood   | *Under Contract   |
| 23          | City South Subdivision Lot 1              | US 40 and Pine Grove Rd next to Walgreens      | 3.4 acres  | *Optimal location*Good site conditions   | *Land costs*Seller currently not motivated to sell at current market  |   |
| 24          | Mid-Valley Business Center Filing 2 Lot 2 | US 40 and Pine Grove Rd next to Staples        | 4.8 acres  | *Optimal location*Good site conditions   | *Land costs*Seller currently not motivated to sell at current market  |   |
| 25          | Barn Village Lot 63                       | Behind Hospital                                | .6 acres   | *No land costs   | *Parcel is too small*Residential zoning   | * Too Small   |
| 26          | Steamboat Village Comm Center Lot 3       | Pine Grove Road and Snapdragon Way             | 3.7 acres  | *Optimal location*Good site conditions   | *Land costs*Higher use as commercial property   |   |
| 27          | Starwood Steamboat                        | Starwood Steamboat                             | 2.31 acres | *Optimal location*Good site conditions   | *Land costs*Access/easement to Anglers Drive between Kum&Go and RR tracks*Possible relocation of power line for access drive                      |   |
| 28          | Lot 1 Petrillo Subdivision                | Loggers Lane & Shield Drive (behind Windemere) | 3.01 acres | *Soils mitigation to be completed by owner*Two access points   | *West of optimal location*Three-way traffic light (not full intersection)*Costs to remove existing structures                                     | *West of 13th Street  |
| 29          | Lot 1 Yampa Valley Medical Center         | Pine Grove Road and Central Park Drive         | 3.92 acres | *Optimal location*Good site conditions*Land swap and partnership with YVMC   |   |   |

# Annual Calls for Service Analysis

- Total Calls for Service in Area Zones: January 1 – December 31, 2013 = 14,539\*

- West Region  
Total = 1,726
- Central Region  
Total = 7,718
- Mountain  
Region Total = 5,095

\* Number excludes all calls assigned in error and calls for service responded to outside of City jurisdiction.



# SSPD Annual Statistics

|                                   | 2008   | 2009  | 2010  | 2011  | 2012   | 2013   | 6 Year Annual Ave. | 6 Year Annual Range |
|-----------------------------------|--------|-------|-------|-------|--------|--------|--------------------|---------------------|
| Total Calls for Service           | 10,486 | 9,514 | 9,094 | 9,241 | 14,593 | 14,840 |                    |                     |
| # Criminal Calls                  | 1,518  | 1,400 | 1,230 | 1,158 | 1,171  | 1,038  | 1,253              | 1,092-1,413         |
| # of Non-Criminal Calls           | 8,968  | 8,114 | 7,864 | 8,083 | 13,422 | 13,802 | 10,042             | 7,492-12,592        |
| Total Arrests                     | 971    | 1,147 | 892   | 788   | 834    | 688    | 887                | 741-1032            |
| # of Arrestees Booked @ RCSO Jail | 610    | 601   | 532   | 482   | 506    | 433    | 527                | 464-590             |
| Arrests as % of Criminal Calls    | 64%    | 82%   | 73%   | 68%   | 71%    | 66%    | 71%                | 65%-77%             |

## SSPD Station Activity

- Walk-In Traffic: Approx. 20 people daily/ 7,300 annually
- 4 Year Annual Average of Arrests as % of Total Calls for Service: 6.7%
- Arrest Types:
  - Cite & Release On-Scene
  - Book at SSPD Station & Release
  - Book into RCSO Jail

# Annual Calls for Service Analysis

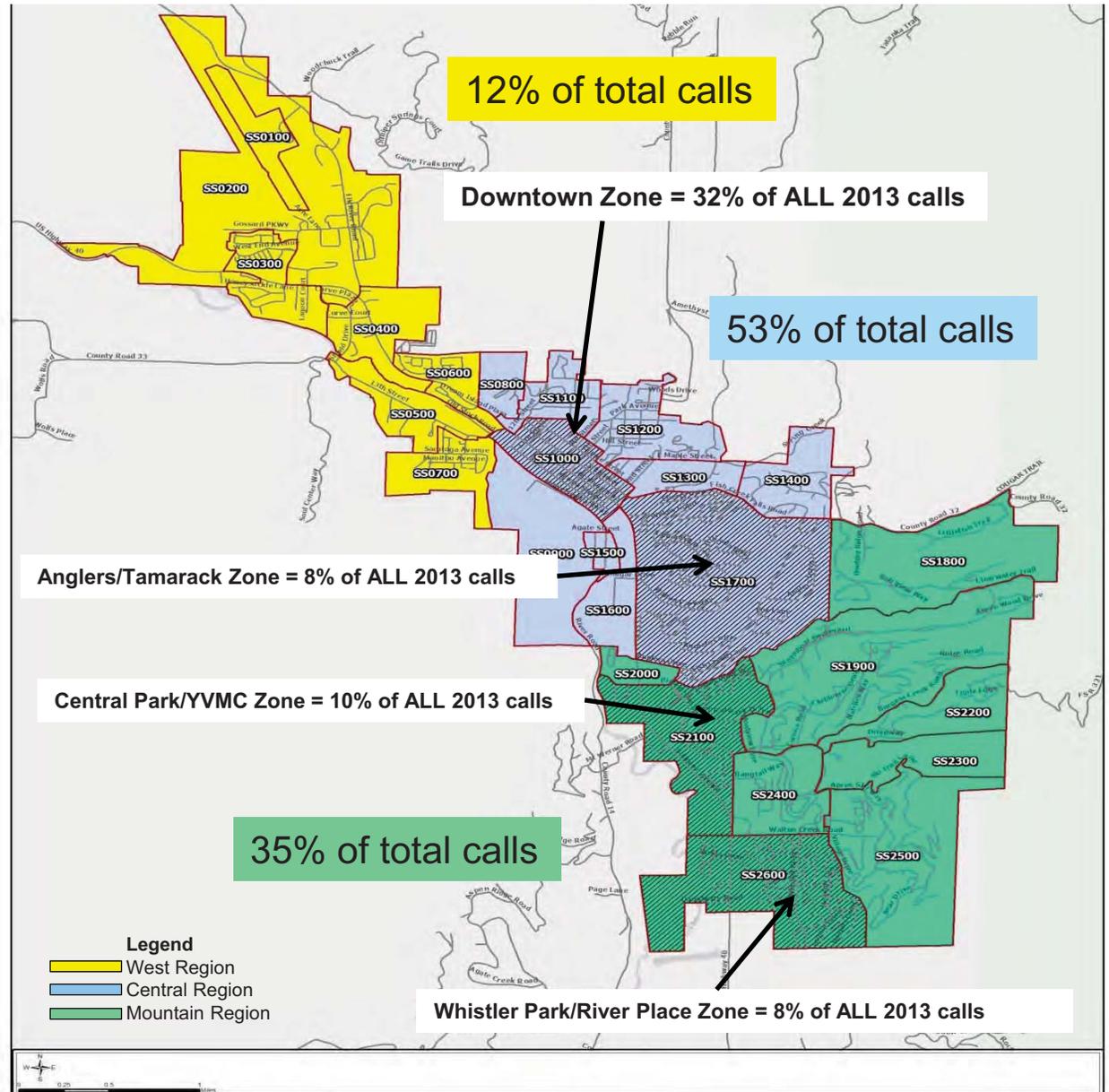
2013 Total Calls for Service in Area Zones: = 14,539\*

- West Region Total = 1,726
- Central Region Total = 7,718
- Mountain Region Total = 5,095

\* Number excludes all calls assigned in error and c.f.s. responded to outside of City jurisdiction. Total CFS for 2013 = 14,840.

## 2013 Top Four Zones by Call Volume

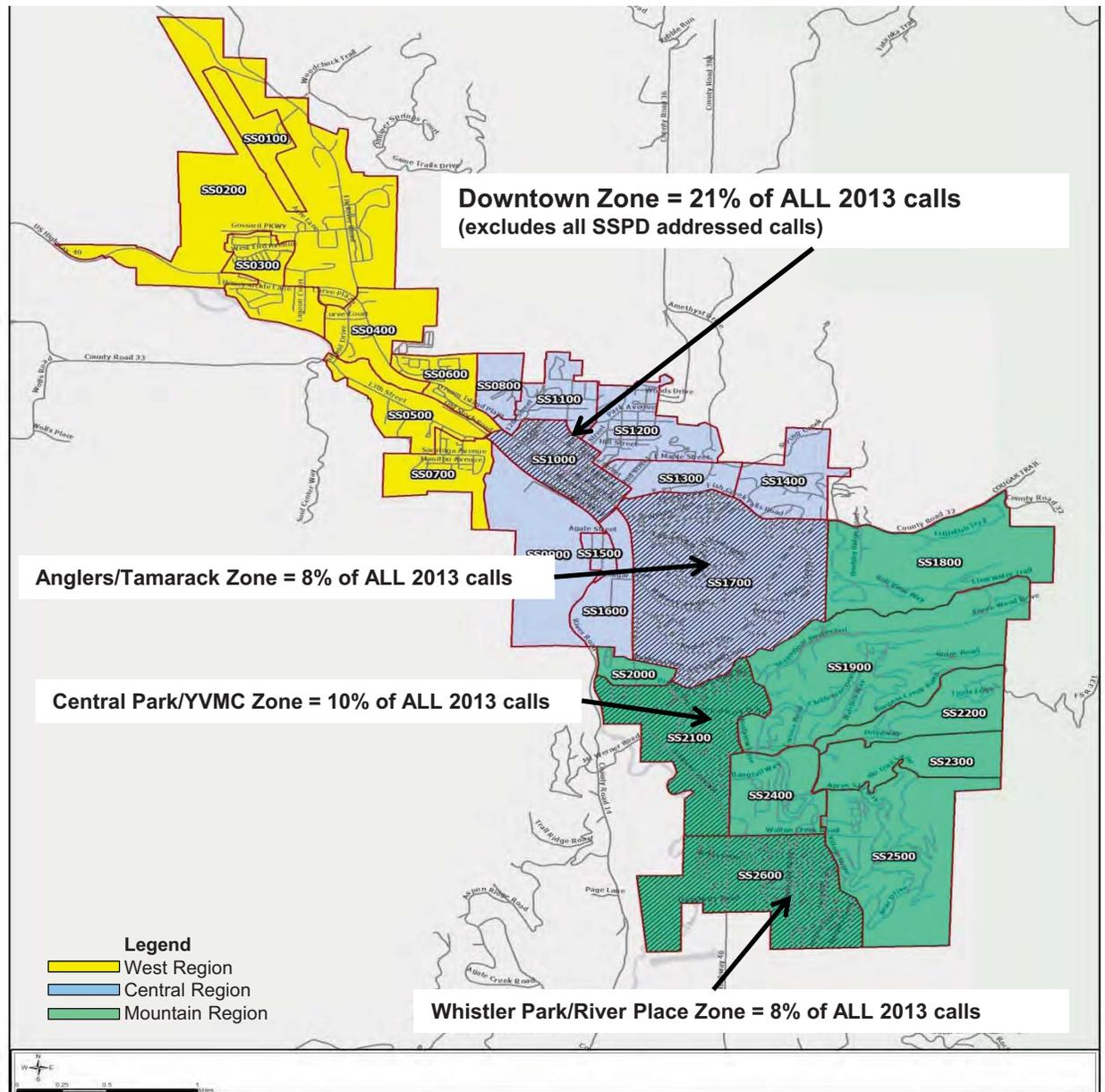
- Downtown = 4,770
- Central Park/YVMC = 1,415
- Whistler Park/River Place = 1,221
- Anglers/Tamarack = 1,141



# Annual Calls for Service Analysis

## 2013 Top Four Zones by Call Volume

- Downtown = 3,054  
(excludes all SSPD addressed calls)
- Central Park/YVMC = 1,415
- Whistler Park/River Place = 1,221
- Anglers/Tamarack = 1,141



# Attachment 4

**City of Steamboat Springs Police Facilities Matrix**

**City of Steamboat Springs Police Facilities Matrix**

| Site  | Major Issues   |  | Planning Regulations |           |         |           |                       |      |      |                         |      |      |                      |         |                               |                               |       |      |                             | Police Needs |            |                     |                     |                              |                              |  |
|---|--|--|----------------------|-----------|---------|-----------|-----------------------|------|------|-------------------------|------|------|----------------------|---------|-------------------------------|-------------------------------|-------|------|-----------------------------|--------------|------------|---------------------|---------------------|------------------------------|------------------------------|--|
|   | Fire Department Move<br>Fire Dept must move before<br>Police Facility Construction | Zoning<br>Requires Variance  | Lot Coverage         |           | FAR     |           | Set Backs<br>Required |      |      | Set Backs<br>Compliance |      |      | Lot Size<br>Required |         |                               | Lot Size<br>Compliance        |       |      | Building Height<br>Required |              | Compliance |                     | Parking<br>Required |                              | Parking<br>Provided          |  |
|   |  |  | Exceeds              | Allowable | Exceeds | Allowable | Front                 | Side | Rear | Front                   | Side | Rear | Width                | Depth   | Min Area                      | Width                         | Depth | Area | Public Facility             | Compliance   | Secure     | Public              | Secure              | Public                       |                              |  |
| <b>1</b> 9th & Yampa Streets<br>Remodel                       | <b>YES</b><br>Relocate Firestation   | <b>YES</b> CY<br>Yampa Street Commercial<br>variance-to exclude commercial | NO                   | 85%       | NO      | 2         | 10'                   | 0'   | 0'   | YES                     | YES  | YES  | 25'                  | no min  | 3,000 sf<br>22,000 sf<br>max. | YES                           | YES   | YES  | 42' max.                    | YES          | 34         | 10                  | <u>17</u>           | <u>29</u><br>Does not comply |                              |  |
| <b>2</b> 9th & Yampa Streets<br>New Building on Exist Site    | <b>YES</b><br>Relocate Firestation   | <b>YES</b> CY<br>Yampa Street Commercial<br>variance-to exclude commercial | NO                   | 85%       | NO      | 1.5       | 10'                   | 0'   | 0'   | YES                     | YES  | YES  | 25'                  | no min  | 3,000 sf<br>22,000 sf<br>max. | YES                           | YES   | YES  | 42' max.                    | YES          | 34         | 10                  | <u>17</u>           | <u>29</u><br>Does not comply |                              |  |
| <b>3</b> 8th & Yampa Streets<br>New Building on Exist Parking | <b>Possibly</b><br>Relocate Firestation  | <b>YES</b> CY<br>Yampa Street Commercial<br>variance-to exclude commercial | NO                   | 85%       | NO      | 2         | 10'                   | 0'   | 0'   | <b>NO</b><br><b>0'</b>  | YES  | YES  | YES                  | 25'     | no min                        | 3,000 sf<br>22,000 sf<br>max. | YES   | YES  | YES                         | 42' max.     | YES        | 34                  | 10                  | <u>14</u>                    | <u>27</u><br>Does not comply |  |
| <b>4</b> Fox Creek Site                                       | NO   | <b>NO</b> CC<br>Community Commercial                                       | NO                   | no max    | NO      | no max    | 5'                    | 0'   | 7.5' | YES                     | YES  | YES  | 25'                  | no min  | no min.                       | YES                           | YES   | YES  | 63' max.                    | YES          | 34         | 10                  | 34                  | 14                           |                              |  |
| <b>5</b> 10th & Lincoln Site                                  | NO   | <b>YES</b> CO<br>Commercial Old Town<br>variance-to exclude commercial     | NO                   | no max    | NO      | 200%      | 0'                    | 0'   | 10'  | YES                     | YES  | YES  | 25'                  | no min. | 3,000 sf<br>22,000 sf<br>max. | YES                           | YES   | YES  | 42' max.                    | YES          | 34         | 10                  | <u>9</u>            | <u>0</u><br>Does not comply  |                              |  |
| <b>6</b> Hwy 40 Site  | NO   | <b>NO</b> CC<br>Community Commercial                                       | NO                   | no max    | NO      | no max    | 5'                    | 0'   | 7.5' | YES                     | YES  | YES  | 25'                  | no min. | no min.                       | YES                           | YES   | YES  | 63' max.                    | YES          | 34         | 10                  | 37                  | 12<br>21 for<br>overflow     |                              |  |
| <b>7</b> Pine Grove & Central Park Site                       | NO   | <b>YES</b> MF-3<br>Multi-Family Three-High Density<br>variance for PUD     | NO                   | 45%       | NO      | 0.5       | 15'                   | 10'  | 10'  | YES                     | YES  | YES  | 40'                  | no min. | 12,000 sf                     | YES                           | YES   | YES  | 40' max.                    | YES          | 34         | 10<br>80<br>for MOB | 34                  | 10<br>80<br>for MOB          |                              |  |

## City of Steamboat Springs Police Facilities Matrix

| <u>Site</u>   | <u>Major Issues</u>   |  | <u>Planning Regulations</u> |           |            |                           |                                     |      |      |                                       |      |      |
|---|---|--|-----------------------------|-----------|------------|---------------------------|-------------------------------------|------|------|---------------------------------------|------|------|
|   | <u>Fire Department Move</u><br>Fire Dept must move before<br>Police Facility Construction | <u>Zoning</u><br>Requires<br>Variance                                      | <u>Lot Coverage</u>         |           | <u>FAR</u> |                           | <u>Set Backs</u><br><u>Required</u> |      |      | <u>Set Backs</u><br><u>Compliance</u> |      |      |
|   |   |  | Exceeds                     | Allowable | Exceeds    | Allowable                 | Front                               | Side | Rear | Front                                 | Side | Rear |
| <b>1</b> 9th & Yampa Streets<br>Remodel                       | <b>YES</b><br>Relocate Firestation  | <b>YES</b> CY<br>Yampa Street Commercial<br>variance-to exclude commercial | NO                          | 85%       | NO         | 2<br>2.0 with 3rd floor   | 10'                                 | 0'   | 0'   | YES                                   | YES  | YES  |
| <b>2</b> 9th & Yampa Streets<br>New Building on Exist Site    | <b>YES</b><br>Relocate Firestation  | <b>YES</b> CY<br>Yampa Street Commercial<br>variance-to exclude commercial | NO                          | 85%       | NO         | 1.5<br>2.0 with 3rd floor | 10'                                 | 0'   | 0'   | YES                                   | YES  | YES  |
| <b>3</b> 8th & Yampa Streets<br>New Building on Exist Parking | <b>Possibly</b><br>Relocate Firestation   | <b>YES</b> CY<br>Yampa Street Commercial<br>variance-to exclude commercial | NO                          | 85%       | NO         | 2<br>2.0 with 3rd floor   | 10'                                 | 0'   | 0'   | <b>NO</b><br><b>0'</b>                | YES  | YES  |
| <b>4</b> Fox Creek Site                                       | NO  | NO CC<br>Community Commercial  | NO                          | no max    | NO         | no max                    | 5'                                  | 0'   | 7.5' | YES                                   | YES  | YES  |
| <b>5</b> 10th & Lincoln Site                                  | NO  | <b>YES</b> CO<br>Commercial Old Town<br>variance-to exclude commercial     | NO                          | no max    | NO         | 200%                      | 0'                                  | 0'   | 10'  | YES                                   | YES  | YES  |
| <b>6</b> Hwy 40 Site  | NO  | NO CC<br>Community Commercial  | NO                          | no max    | NO         | no max                    | 5'                                  | 0'   | 7.5' | YES                                   | YES  | YES  |
| <b>7</b> Pine Grove & Central Park Site                       | NO  | <b>YES</b> MF-3<br>Multi-Family Three-High Density<br>variance for PUD     | NO                          | 45%       | NO         | 0.5                       | 15'                                 | 10'  | 10'  | YES                                   | YES  | YES  |

### City of Steamboat Springs Police Facilities Matrix

| <u>Site</u>  | <u>Planning Regulations</u> |              |                            |                   |             |               |                        |                   | <u>Police Needs</u> |                     |                                     |                       |
|--|-----------------------------|--------------|----------------------------|-------------------|-------------|---------------|------------------------|-------------------|---------------------|---------------------|-------------------------------------|-----------------------|
|  | <u>Lot Size</u>             |              |                            | <u>Lot Size</u>   |             |               | <u>Building Height</u> |                   | <u>Parking</u>      |                     | <u>Parking</u>                      |                       |
|  | <u>Required</u>             |              | <u>Min Area</u>            | <u>Compliance</u> |             |               | <u>Public Facility</u> | <u>Compliance</u> | <u>Required</u>     |                     | <u>Provided</u>                     |                       |
| <u>Width</u>   | <u>Depth</u>                | <u>Width</u> |                            | <u>Depth</u>      | <u>Area</u> | <u>Secure</u> |                        |                   | <u>Public</u>       | <u>Secure</u>       | <u>Public</u>                       |                       |
| <b>1</b> 9th & Yampa Streets Remodel                       | 25'                         | no min       | 3,000 sf<br>22,000 sf max. | YES               | YES         | YES           | 42' max.               | YES               | 34                  | 10                  | <b>17</b><br><u>Does not comply</u> | <b>29</b>             |
| <b>2</b> 9th & Yampa Streets New Building on Exist Site    | 25'                         | no min       | 3,000 sf<br>22,000 sf max. | YES               | YES         | YES           | 42' max.               | YES               | 34                  | 10                  | <b>17</b><br><u>Does not comply</u> | <b>29</b>             |
| <b>3</b> 8th & Yampa Streets New Building on Exist Parking | 25'                         | no min       | 3,000 sf<br>22,000 sf max. | YES               | YES         | YES           | 42' max.               | YES               | 34                  | 10                  | <b>14</b><br><u>Does not comply</u> | <b>27</b>             |
| <b>4</b> Fox Creek Site                                    | 25'                         | no min       | no min.                    | YES               | YES         | YES           | 63' max.               | YES               | 34                  | 10                  | 34                                  | 14                    |
| <b>5</b> 10th & Lincoln Site                               | 25'                         | no min.      | 3,000 sf<br>22,000 sf max. | YES               | YES         | YES           | 42' max.               | YES               | 34                  | 10                  | <b>9</b><br><u>Does not comply</u>  | <b>0</b>              |
| <b>6</b> Hwy 40 Site                                       | 25'                         | no min.      | no min.                    | YES               | YES         | YES           | 63' max.               | YES               | 34                  | 10                  | 37                                  | 12<br>21 for overflow |
| <b>7</b> Pine Grove & Central Park Site                    | 40'                         | no min.      | 12,000 sf                  | YES               | YES         | YES           | 40' max.               | YES               | 34                  | 10<br>80<br>for MOB | 34                                  | 10<br>80<br>for MOB   |

# 9th and Yampa Streets - Remodel

site plan

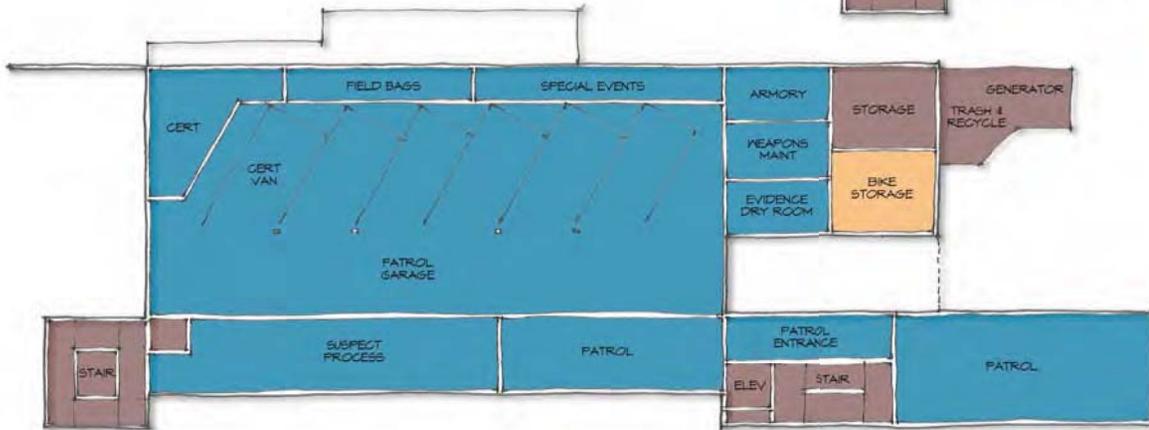


# 9th and Yampa Streets - Remodel

blocking plans



STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



### BLOCKING PLAN KEY

- PUBLIC
- CIRCULATION/BLDG SYSTEMS
- PATROL/INVESTIGATIONS
- POLICE ADMINISTRATION

9th and Yampa Streets - Remodel

elevations



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ARCHITECTURAL  
ASSOCIATES



NORTH ELEVATION (ALLEY)



WEST ELEVATION (9TH STREET)

9th and Yampa Streets - Remodel

elevations



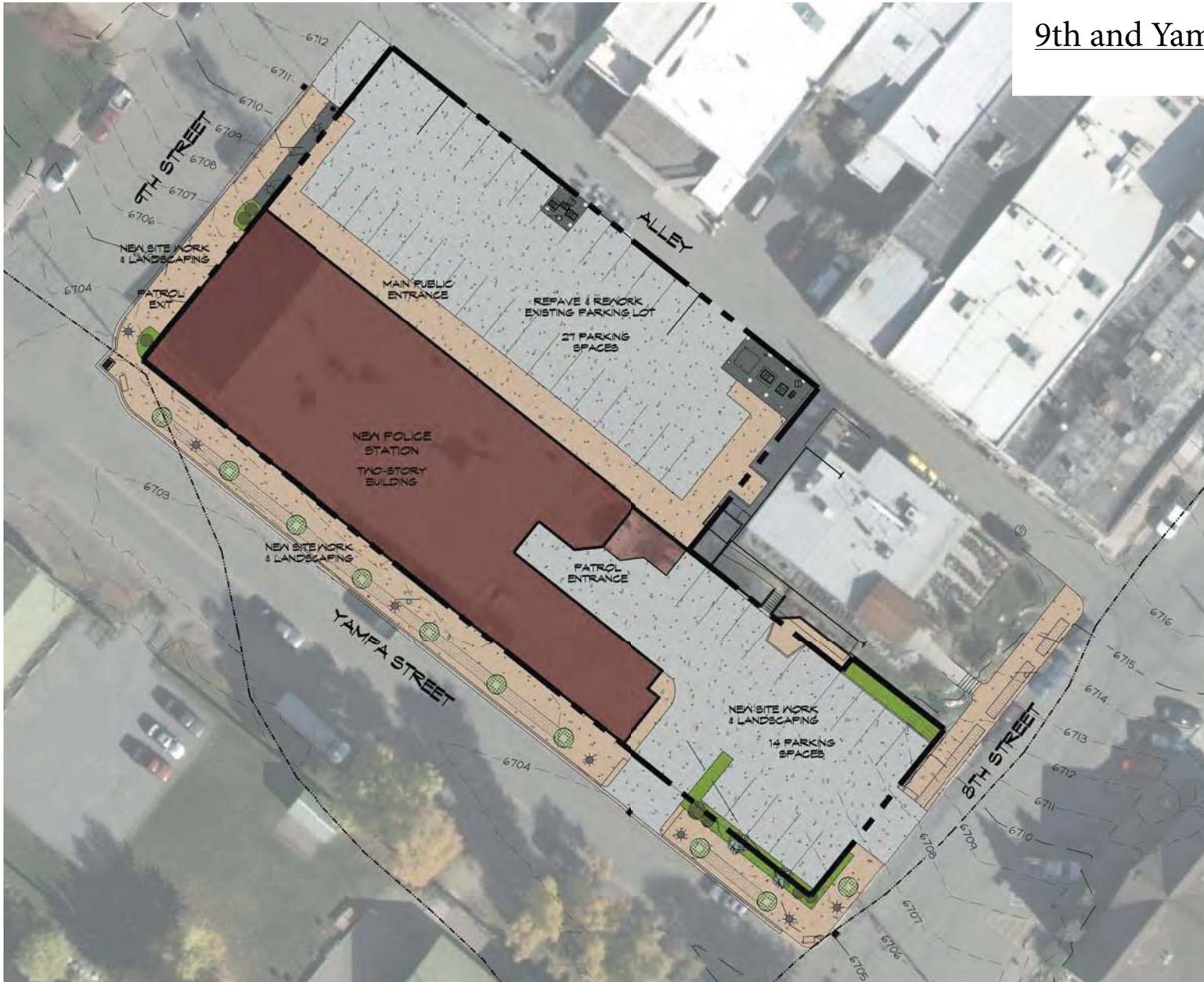
STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



SOUTH ELEVATION (YAMPA STREET)

# 9th and Yampa Streets - New

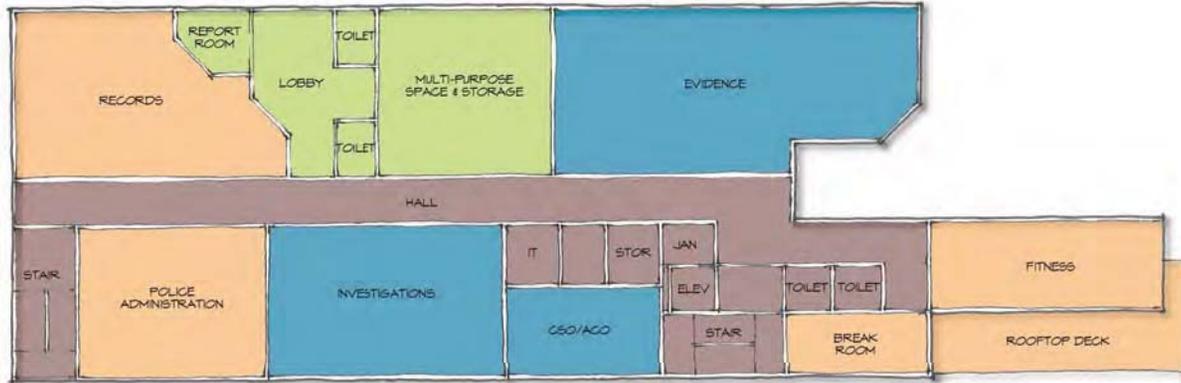
site plan



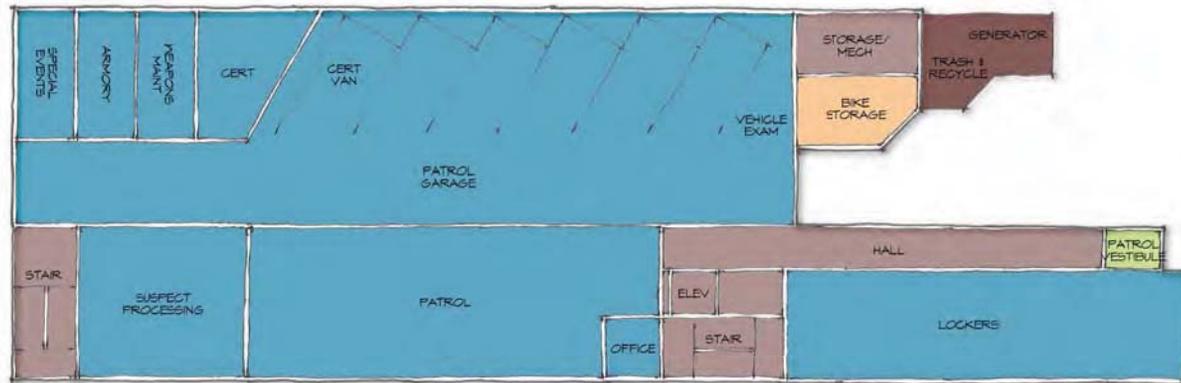
9th and Yampa Streets - New  
blocking plans



STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



LEVEL TWO



LEVEL ONE

BLOCKING PLAN KEY

- PUBLIC
- CIRCULATION/BLDG SYSTEMS
- PATROL/INVESTIGATIONS
- POLICE ADMINISTRATION

9th and Yampa Streets - New  
elevations



STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



SOUTH ELEVATION (YAMPA STREET)



WEST ELEVATION (9TH STREET)

9th and Yampa Streets - New  
elevations



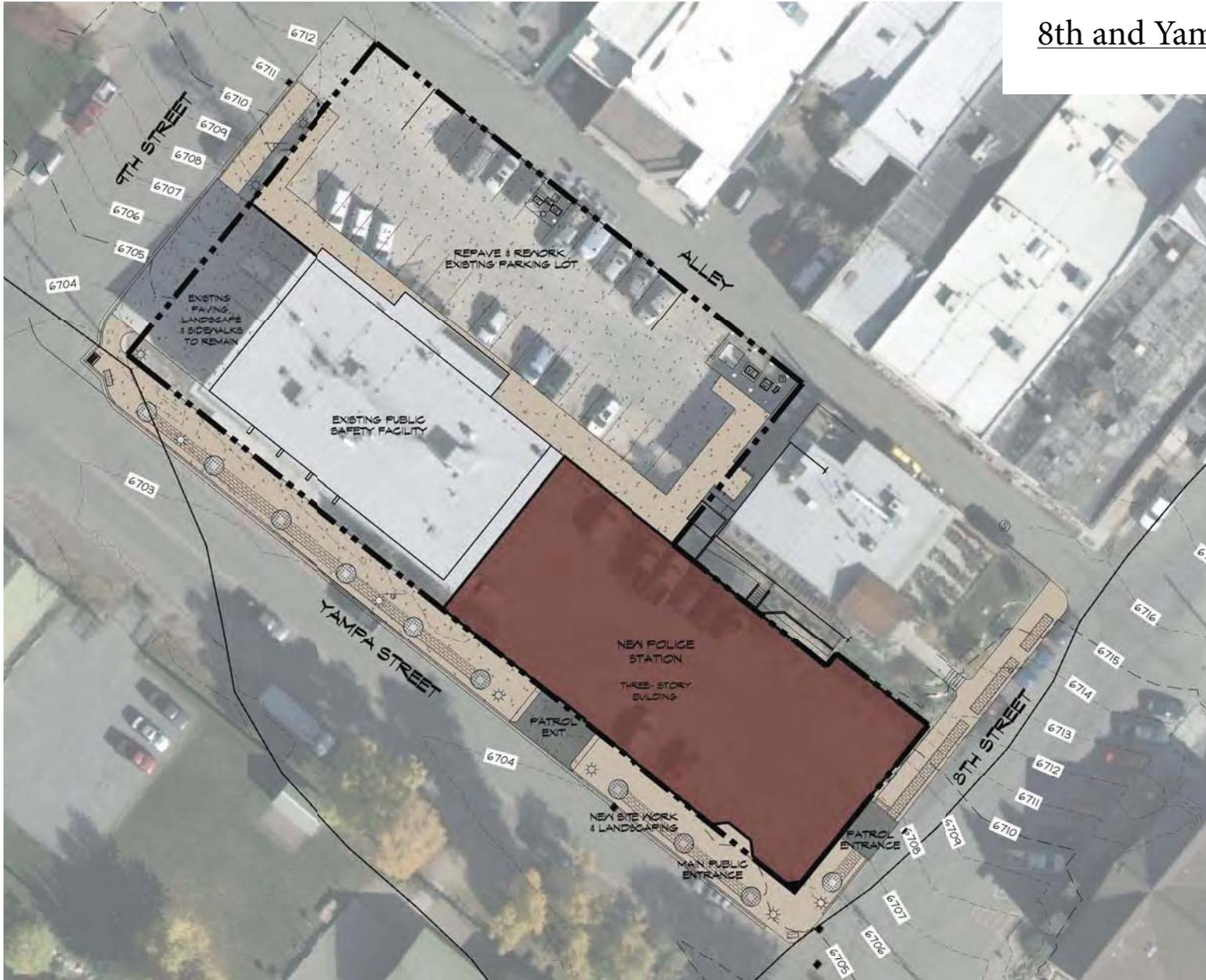
STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



NORTH ELEVATION (ALLEY)

# 8th and Yampa Streets - New

site plan

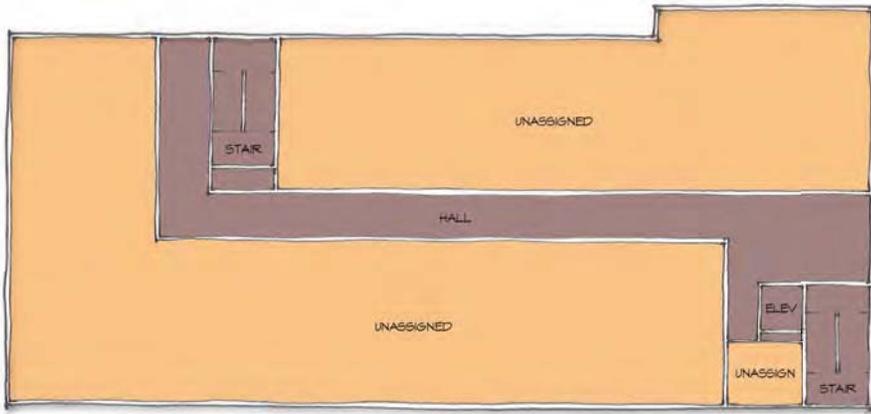


# 8th and Yampa Streets - New

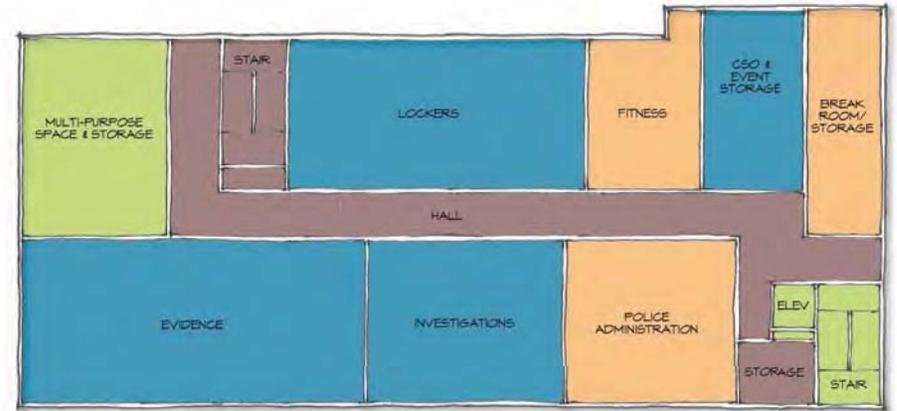
blocking plans



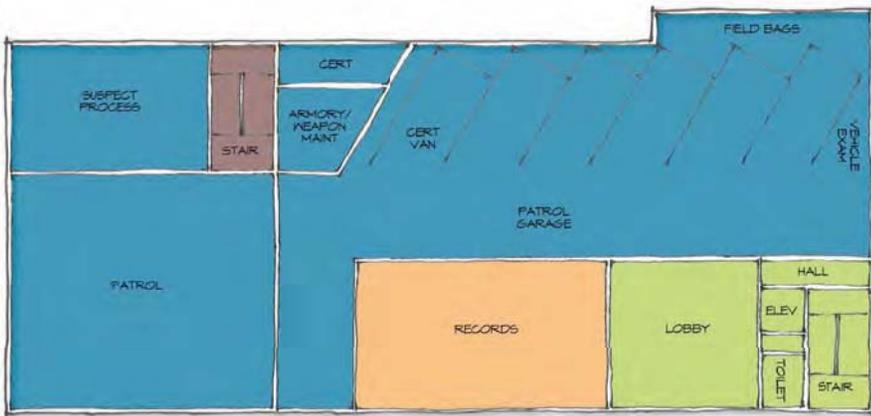
STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



LEVEL THREE



LEVEL TWO



LEVEL ONE

### BLOCKING PLAN KEY

- PUBLIC
- CIRCULATION/BLDG SYSTEMS
- PATROL/INVESTIGATIONS
- POLICE ADMINISTRATION

8th and Yampa Streets - New

elevations



STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



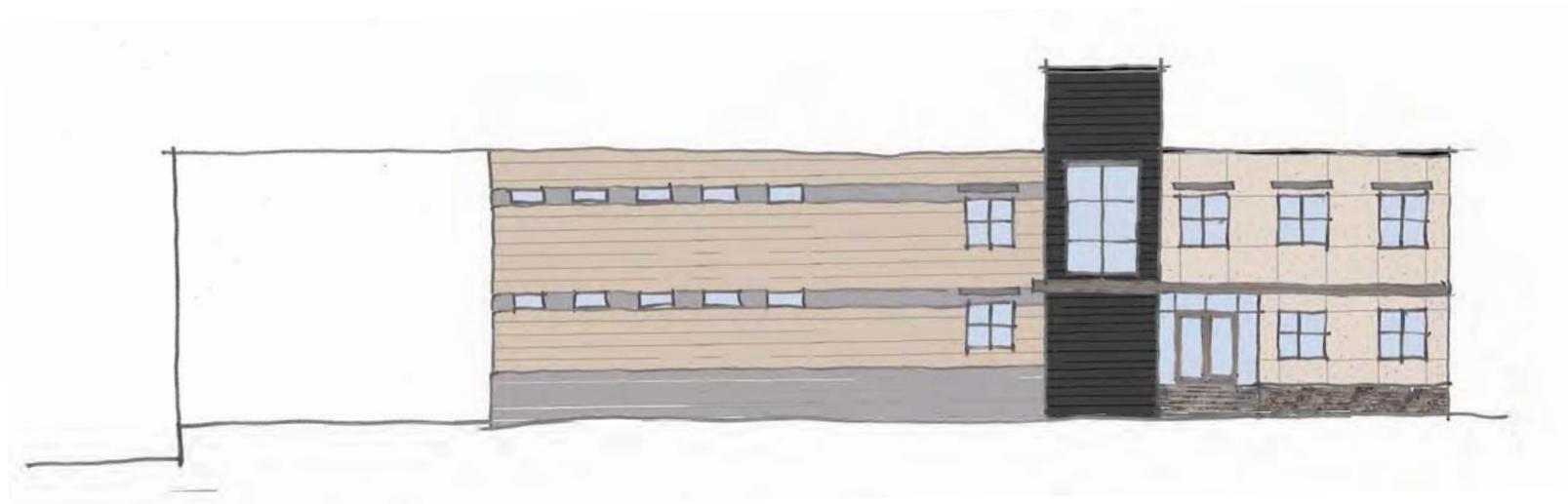
SOUTH ELEVATION (YAMPA STREET)



EAST ELEVATION (8TH STREET)

8th and Yampa Streets - New

elevations



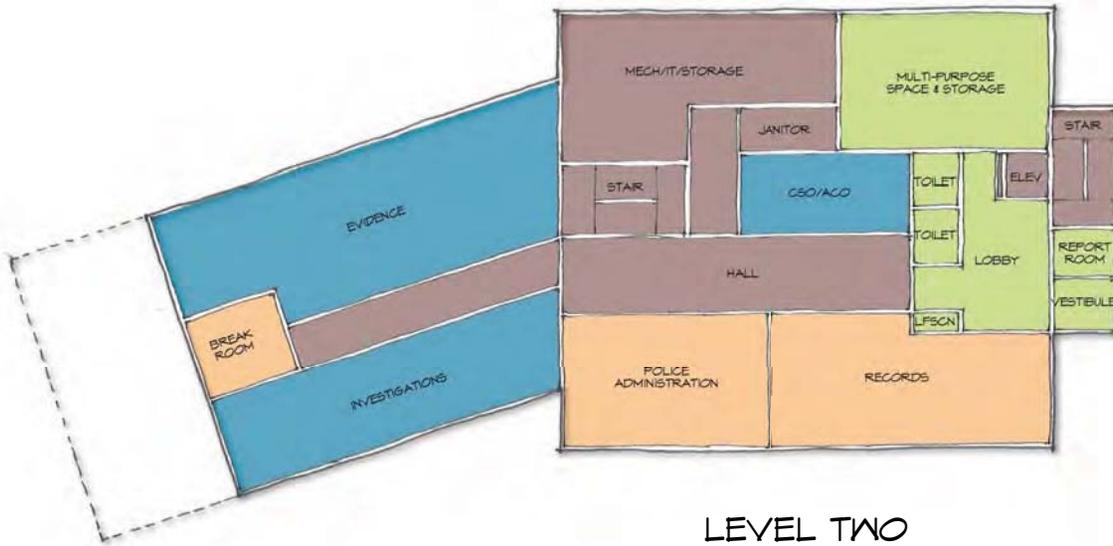
NORTH ELEVATION (ALLEY)

# Fox Creek Site

site plan



Fox Creek Site  
blocking plans



LEVEL TWO



LEVEL ONE

BLOCKING PLAN KEY

- PUBLIC
- CIRCULATION/BLDG SYSTEMS
- PATROL/INVESTIGATIONS
- POLICE ADMINISTRATION

Fox Creek Site  
elevations



EAST ELEVATION (PUBLIC ENTRANCE)



SOUTH ELEVATION (HILLTOP PARKWAY)

Fox Creek Site  
elevations



NORTH ELEVATION (HILLSIDE VIEW)

10th and Lincoln Site

site plan



# 10th and Lincoln Site

blocking plans



STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



LEVEL TWO



LEVEL ONE

**BLOCKING PLAN KEY**

|                                       |                          |
|---------------------------------------|--------------------------|
| <span style="color: green;">■</span>  | PUBLIC                   |
| <span style="color: brown;">■</span>  | CIRCULATION/BLDG SYSTEMS |
| <span style="color: blue;">■</span>   | PATROL/INVESTIGATIONS    |
| <span style="color: orange;">■</span> | POLICE ADMINISTRATION    |

10th and Lincoln Site  
elevations

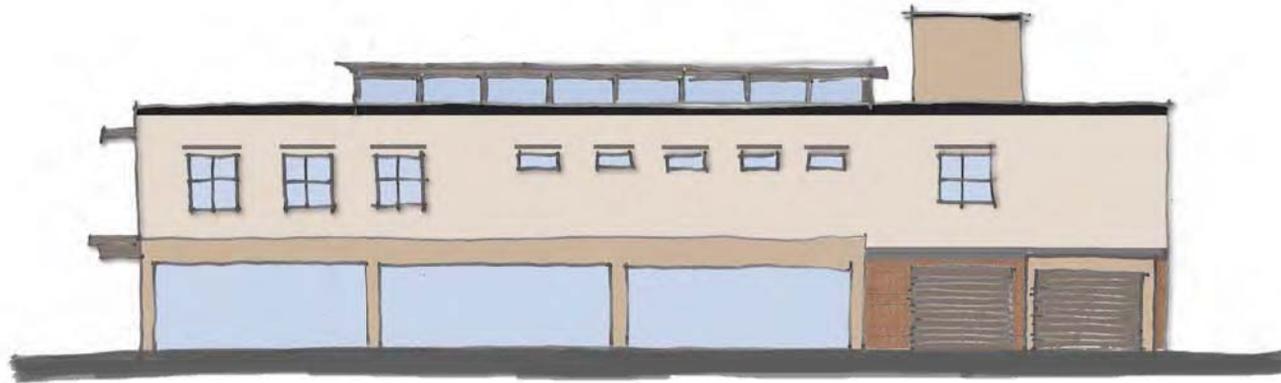


SOUTH ELEVATION (HWY 40/LINCOLN AVE)



EAST ELEVATION (10TH STREET)

10th and Lincoln Site  
elevations



NORTH ELEVATION (ALLEY)

# Highway 40 Site site plan



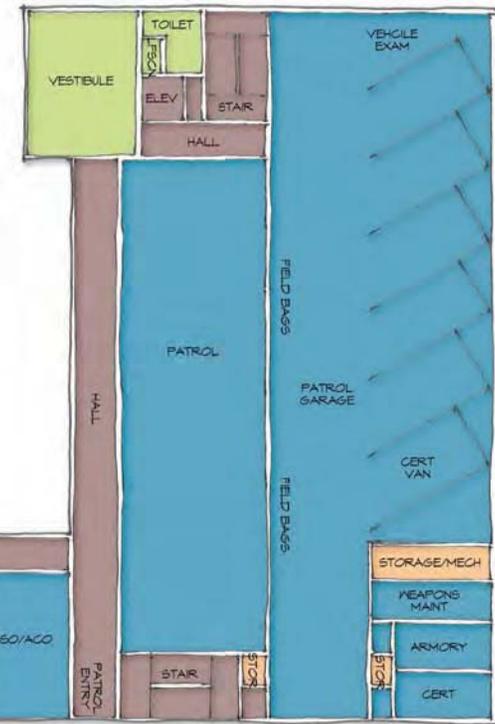
STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



# Highway 40 Site blocking plans



LEVEL TWO



LEVEL ONE

**BLOCKING PLAN KEY**

- PUBLIC
- CIRCULATION/BLDG SYSTEMS
- PATROL/INVESTIGATIONS
- POLICE ADMINISTRATION

Highway 40 Site  
elevations



WEST ELEVATION (RAILROAD)



NORTH ELEVATION (ACCESS ROAD)

Highway 40 Site  
elevations



EAST ELEVATION (HWY 40)



SOUTH ELEVATION

# Pine Grove and Central Park Drive Site

site plan

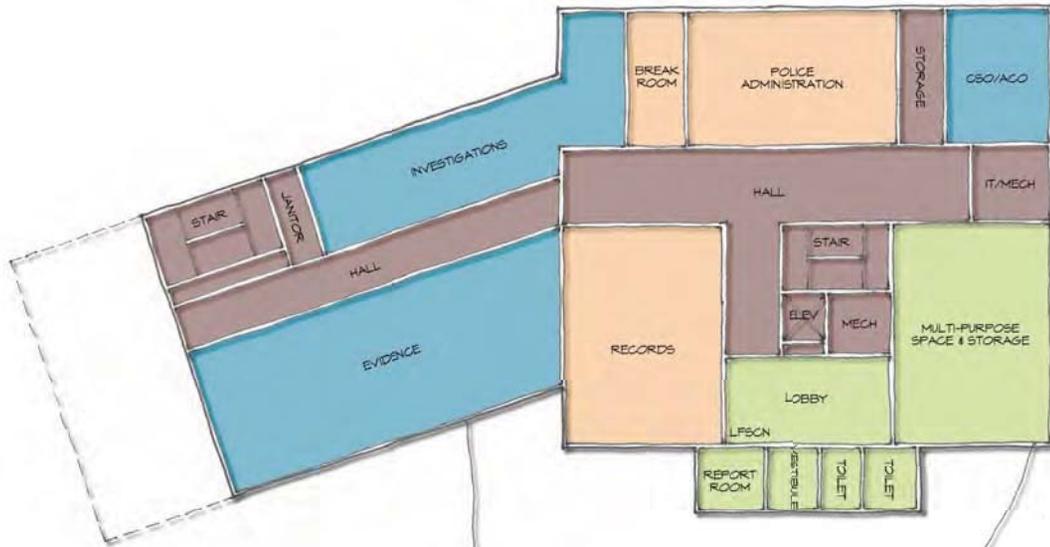


# Pine Grove and Central Park Drive Site

blocking plans



STEAMBOAT  
ARCHITECTURAL  
ASSOCIATES



LEVEL TWO

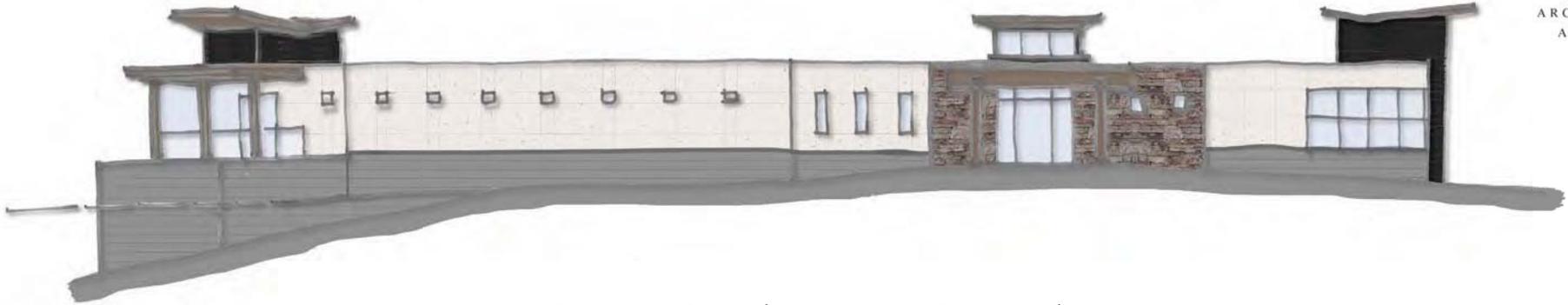


LEVEL ONE

### BLOCKING PLAN KEY

- PUBLIC
- CIRCULATION/BLDG SYSTEMS
- PATROL/INVESTIGATIONS
- POLICE ADMINISTRATION

Pine Grove and Central Park Drive Site  
elevations

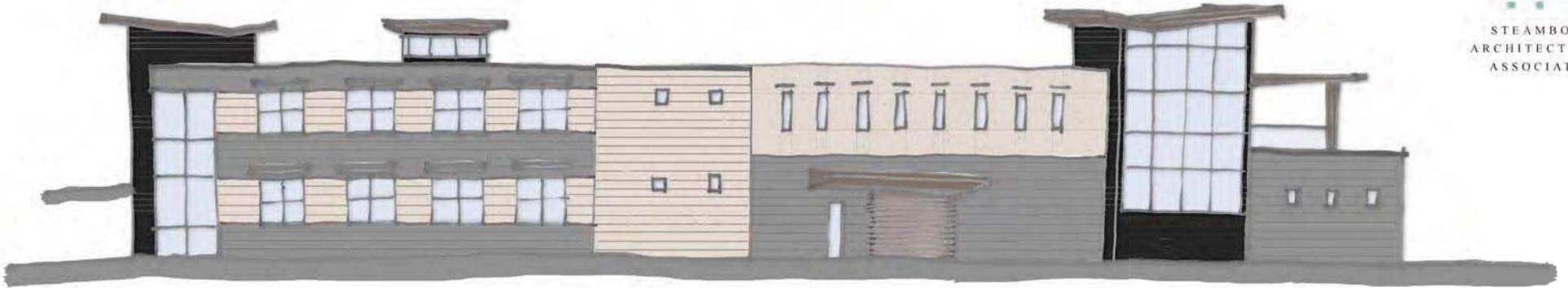


EAST ELEVATION (PUBLIC ENTRANCE)



SOUTH ELEVATION (PINE GROVE ROAD)

Pine Grove and Central Park Drive Site  
elevations



WEST ELEVATION (MOB)



City of Steamboat Springs  
**New Police Facility**

Steamboat Springs, Routt County, Colorado



**CONCEPTUAL BUDGET CALCULATION - Summary**

| project no.  | 1                                      | 2                                  | 3                                  | 4                     | 5                            | 6                      | 7   | 8   |
|--|--|------------------------------------|------------------------------------|-----------------------|------------------------------|------------------------|---|---|
| <b>ALL PROJECTS</b>  | <b>9th and Yampa Streets - Remodel</b> | <b>9th and Yampa Streets - New</b> | <b>8th and Yampa Streets - New</b> | <b>Fox Creek Site</b> | <b>10th and Lincoln Site</b> | <b>Highway 40 Site</b> | <b>Pine Grove and Central Park Drive Site</b> | <b>Stockbridge - New Building [Fire Only]</b> |
| REAL ESTATE PROJECT DEVELOPMENT EXPENSES                           |  |                                    |                                    |                       |                              |                        |   |   |
| building floor area  | 20,000                                 | 20,000                             | 20,000                             | 20,000                | 20,000                       | 20,000                 | 20,000  | 10,000  |
| Construction Management, Architecture, Engineering and Consultants | \$ 787,735                             | \$ 787,735                         | \$ 787,735                         | \$ 787,735            | \$ 787,735                   | \$ 787,735             | \$ 787,735                                    | \$ 512,028                                    |
| Environmental  | \$ 16,936                              | \$ 16,936                          | \$ 16,936                          | \$ 16,936             | \$ 16,936                    | \$ 16,936              | \$ 16,936                                     | \$ 16,936                                     |
| Entitlements, Approvals, Permits and Fees                          | \$ 50,000                              | \$ 12,500                          | \$ 12,500                          | \$ 12,500             | \$ 12,500                    | \$ 12,500              | \$ 12,500                                     | \$ 6,250                                      |
| Site Development   | \$ 1,158,865                           | \$ 1,267,621                       | \$ 906,559                         | \$ 1,466,239          | \$ 859,166                   | \$ 1,369,478           | \$ 1,438,929                                  | \$ 683,347                                    |
| Building Construction  | \$ 7,907,230                           | \$ 7,623,237                       | \$ 6,975,107                       | \$ 7,522,297          | \$ 6,963,583                 | \$ 7,191,679           | \$ 7,333,000                                  | \$ 3,731,798                                  |
| Other Indirect Construction Costs                                  | \$ 469,445                             | \$ 469,445                         | \$ 194,445                         | \$ 194,445            | \$ 194,445                   | \$ 194,445             | \$ 194,445                                    | \$ 194,445                                    |
| Fixtures, Furnishings and Equipment                                | \$ 282,619                             | \$ 282,619                         | \$ 282,619                         | \$ 282,619            | \$ 282,619                   | \$ 282,619             | \$ 282,619                                    | \$ 141,310                                    |
| Project Contingency  | \$ 273,662                             | \$ 273,662                         | \$ 273,662                         | \$ 273,662            | \$ 273,662                   | \$ 273,662             | \$ 273,662                                    | \$ 132,153                                    |
| <b>TOTAL PROJECT</b>   | <b>\$ 10,946,493</b>                   | <b>\$ 10,733,756</b>               | <b>\$ 9,449,563</b>                | <b>\$ 10,556,433</b>  | <b>\$ 9,390,646</b>          | <b>\$ 10,129,054</b>   | <b>\$ 10,339,826</b>                          | <b>\$ 5,418,266</b>                           |
| square foot cost data  |  |                                    |                                    |                       |                              |                        |   |   |
| Site Development   | \$ 57.94                               | \$ 63.38                           | \$ 45.33                           | \$ 73.31              | \$ 42.96                     | \$ 68.47               | \$ 71.95                                      | \$ 68.33                                      |
| Building Construction  | \$ 395.36                              | \$ 381.16                          | \$ 348.76                          | \$ 376.11             | \$ 348.18                    | \$ 359.58              | \$ 366.65                                     | \$ 373.18                                     |
| Indirect Construction Expense                                      | \$ 94.02                               | \$ 92.14                           | \$ 78.39                           | \$ 78.39              | \$ 78.39                     | \$ 78.39               | \$ 78.39                                      | \$ 100.31                                     |
| <b>TOTAL Project</b>   | <b>\$ 547.32</b>                       | <b>\$ 536.69</b>                   | <b>\$ 472.48</b>                   | <b>\$ 527.82</b>      | <b>\$ 469.53</b>             | <b>\$ 506.45</b>       | <b>\$ 516.99</b>                              | <b>\$ 541.83</b>                              |