

Staff Report

Rezoning to a New PUD

July 15, 2008 Planning & Zoning Commission Meeting

Report date	July 11, 2008, 2008
Project type	Planned Unit Development (PUD) Application
Legal description	Lots 21, 65A and 65B; Tracts Q & R; And Parcel No. TK-3, Benchmark at Beaver Creek Subdivision
Current zoning	Town Center (TC)
Address	182 Benchmark Road, 68 and 82 Beaver Creek Boulevard (respectively)

Introduction and Summary

The applicant, Pedro Campos of the Vail Architecture Group, representing the owner of the property, EAH, LLC, is proposing a new Planned Unit Development (PUD) and a concurrent Preliminary Plan for Subdivision on a new development site comprised of the properties listed above, which are currently zoned Town Center (TC). The proposed PUD is envisioned to be a contemporary mixed-use development including retail space, office space, residential and lodging in three new buildings to be located on the site. More specifically, the PUD would consist of a maximum of 105,860 square feet of commercial, retail and guest-oriented space; 118 Lodging Units, 237 Residential Units, and twelve (12) "Professional Employee Housing Units" that would collectively comprise approximately 759,150 square feet. The parking proposed with this project consists of a combination of surface and structured, underground spaces totaling 628 parking spaces, the majority of which are to be below-grade structured spaces. While the tallest of the three new buildings (East Building) would be eight (8) levels above grade, the maximum height proposed is 110 feet due to ceiling-to-floor plate heights ranging from sixteen feet (16') to twenty feet (20') for the entire at-grade commercial / retail level.

As discussed during the last hearing of this item held on July 1, 2008, the primary focus of review on the Avon 21 PUD contained in this report and during the Commission meeting on July 15, 2008 shall be the remaining eleven (11) PUD Design Review Criteria codified in Section 17.20.110(h) of the Avon Municipal Code. The first Criterion was reviewed and deliberated upon at the last Commission meeting. For ease of reference, the next section of this report lists all twelve (12) PUD Design Review Criteria in their entirety without Staff responses to each one and is followed by another section listing the same criteria, except for Design Review Criterion one (1), with Staff's analysis written after every criterion as it relates to this proposal.

Section 17.20.110(h), AMC, Design Criteria:

The following criteria shall be used as the principal criteria in evaluating a PUD. It shall be the burden of the applicant to demonstrate that submittal material and the proposed development plan comply with each of the following design criteria, or demonstrate that one (1) or more of them is not applicable, or that a particular development solution consistent with the public interest has been achieved.

1. *Conformance with the Town of Avon Comprehensive Plan's Goals and Objectives.*
 2. *Conformity and compliance with the overall design theme of the town, the sub-area design recommendations and design guidelines of the Town.*
 3. *Design compatibility with the immediate environment, neighborhood, and adjacent properties relative to architectural design, scale, bulk, building height, buffer zones, character, and orientation.*
 4. *Uses, activity, and density provide a compatible, efficient, and workable relationship with surrounding uses and activity.*
 5. *Identification and mitigation or avoidance of natural and/or geologic hazards that affect the property upon which the PUD is proposed.*
 6. *Site plan, building design and location and open space provisions designed to produce a functional development responsive and sensitive to natural features, vegetation and overall aesthetic quality of the community.*
 7. *A circulation system designed for both vehicles and pedestrians addressing on and off site traffic circulation that is compatible with the Town Transportation Plan.*
 8. *Functional and aesthetic landscaping and open space in order to optimize and preserve natural features, recreation, views and function.*
 9. *Phasing plan or subdivision plan that will maintain a workable, functional, and efficient relationship throughout the development of the PUD. The phasing plan shall clearly demonstrate that each phase can be workable, functional and efficient without relying upon completion of future project phases.*
 10. *Adequacy of public services such as sewer, water, schools, transportation systems, roads, parks, and police and fire protection.*
 11. *That the existing streets and roads are suitable and adequate to carry anticipated traffic within the proposed PUD and in the vicinity of the proposed PUD.*
 12. *That the PUD or amendment to PUD requested provides evidence of substantial compliance with the following public purpose provisions, as outlined in Section 17.28.085 of the Avon Municipal Code:*
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Staff Review of PUD Design Criteria Two through Twelve (2 – 12)

2. Conformity and compliance with the overall design theme of the town, the sub-area design recommendations and design guidelines of the Town.

The applicant is proposing to implement a design style and thematic approach to the buildings reflective of more progressive, contemporary architectural forms and methodologies. It is important to note the subject PUD application is being reviewed on a conceptual level with respect to the design and the architectural details are not required in this stage of the process. The applicant is making an attempt to demonstrate the basic visual form the proposed buildings will take, if approved, and the architecture has not been definitively expressed as of this hearing date. The use of materials, colors, and various architectural features does appear to conform to the Town of Avon Commercial Design Guidelines at this preliminary stage of review and will be carefully scrutinized upon submittal of Sketch and Final Design applications as required by the AMC.

3. Design compatibility with the immediate environment, neighborhood, and adjacent properties relative to architectural design, scale, bulk, building height, buffer zones, character, and orientation.

The size and scope of the proposed physical improvements will be dominant in this part of Avon's core and will subsequently set the tone of future development. In comparison to the existing structures within the immediate vicinity of the application's development site, the scale, bulk and height of the proposed buildings bare no resemblance to that of the existing buildings in the East Town Center District. However, there currently exists no discernible architectural design theme or other form of visual cohesiveness among the buildings within the immediate vicinity of the proposed development site for the Avon 21 PUD. As previously stated, the proposed redevelopment is the first to be reviewed using the 2006 Town of Avon Comprehensive Plan and the East Town Center District Plan. It is also the first redevelopment application received for existing properties and structures in the commercial core of the Town of Avon.

4. Uses, activity, and density provide a compatible, efficient, and workable relationship with surrounding uses and activity.

As outlined under criterion one (1), the uses, activity, and density that will result from this new PUD may provide a compatible, efficient, and workable relationship with surrounding uses and activity when gauged against the applicable sections of the Town of Avon Comprehensive Plan and the Planning Principles found in the recently adopted East Town Center District Plan. With further regard to these policy documents, details related to construction phasing sequence, transit, trip generation, traffic, attainable housing, and responses to the comments of the Engineering Department require further information and materials to be submitted by the applicant for Staff's review prior to making a recommendation to the Commission.

5. *Identification and mitigation or avoidance of natural and/or geologic hazards that affect the property upon which the PUD is proposed.*

There do not appear to be any natural or geologic hazards on the proposed development site for this new PUD.

6. *Site plan, building design and location and open space provisions designed to produce a functional development responsive and sensitive to natural features, vegetation and overall aesthetic quality of the community.*

The Avon 21 application for a new PUD, as submitted, appears to address this criterion with the "plaza" space and the new eastern extension of Main Street. The site layout and placement of the three new buildings does provide spaces for people to dine and otherwise congregate outside. Whether the buildings' design and location produce a functional development responsive to the overall aesthetic quality of the community has yet to be determined at this stage of review given the lack of thorough information related to drainage, storm water management, and snowmelt / snow storage.

7. *A circulation system designed for both vehicles and pedestrians addressing on and off site traffic circulation that is compatible with the Town Transportation Plan.*

As detailed above, the changes proposed to the circulation system designed for the PUD, if incorporated with the review comments from the Engineering Department, may achieve the purpose and intent of this criterion. Overall, the PUD proposal has the potential to solve some of the circulatory problems for pedestrians and vehicles alike in this sub-area of the East Town Center District. Please refer to the comments made by the Engineering Department Staff on Pages 7-9 of this Staff Report for further information related to this criterion.

8. *Functional and aesthetic landscaping and open space in order to optimize and preserve natural features, recreation, views and function.*

The new landscaping and open space associated with the proposed development have not been planned beyond a conceptual level and the information provided thus far indicates they may be able to meet the elements of this criterion. A detailed landscape plan is required prior to Final Design review. The open space depicted on the site plans for this new PUD has been labeled with language describing which views are optimized from various perspectives in the areas left open for public enjoyment. Whether such spaces and the corresponding landscape features meet the intent of this criterion to the maximum extent possible is a matter for the Commission and Council to decide.

9. *Phasing plan or subdivision plan that will maintain a workable, functional, and efficient relationship throughout the development of the PUD. The phasing plan shall clearly demonstrate that each phase can be workable, functional and efficient without relying upon completion of future project phases.*

The phasing plan provided with this application must be more detailed and specific in order to demonstrate the proposed Avon 21 PUD meets the intent of this criterion.

Further refinement to ensure the functional independence of each proposed phase must be provided and formalized via Subdivision Improvement and Development Agreements pursuant to *Articles I & II of Chapter 16.24, Final Plats, AMC*, prior to Final Plat approval.

10. Adequacy of public services such as sewer, water, schools, transportation systems, roads, parks, and police and fire protection.

Comments directly associated with this criterion have been sent to applicant from the Engineering and Public Works & Transportation Departments outlining the inadequacy of certain technical information needed to review this project. Attached for the Commission's reference are the comments from Engineering and Public Works & Transportation (Exhibit A).

11. That the existing streets and roads are suitable and adequate to carry anticipated traffic within the proposed PUD and in the vicinity of the proposed PUD.

The road and street improvements will be reviewed throughout the subdivision process concurrently with this new PUD application. It should be noted, however, that the developer is required to complete the final construction of the roads in this area, complete with streetscape, concurrently with the subdivision process. Please refer to the comments made by the Engineering Department in Exhibit A.

12. That the PUD or amendment to PUD requested provides evidence of substantial compliance with the following public purpose provisions, as outlined in Section 17.28.085 of the Avon Municipal Code:

A. The application demonstrates a public purpose, which the current zoning entitlements cannot achieve.

As more thoroughly detailed under Criterion 1, the policy tools used to review this PUD are the applicable elements of the Town of Avon Comprehensive Plan, High Priority District # 2 / East Town Center, and the East Town Center District Plan dated May 2008.

B. Approval of the zoning application provides long term economic, cultural or social community benefits that are equal to or greater than potential adverse impacts as a result of the changed zoning rights.

The economic modeling of this development application has moved beyond the preliminary stages of analysis and will be reviewed during the next Commission meeting. Any cultural, social and community benefits equal to or greater than possible adverse impacts resulting from the proposed change of zoning is to be demonstrated by the applicant to the satisfaction of the Commission and Council.

C. The flexibility afforded in approval of the zoning application will result in better siting of the development, preserving valued environmental and cultural resources, and increasing the amount of public benefit consistent with the community master plan documents.

The flexibility afforded in an approval of the subject application, as submitted, may result in an improved site orientation of future development; the preservation of

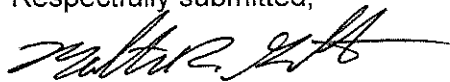
valued environmental and cultural resources; and an increase in the amount of public benefit consistent with the community master plan documents. However, it is important to note that an approved zoning application does not guarantee the proposed development plan associated with it will ever be constructed. As stated above, the application seems to have the potential to meet the intent of this criterion, and it is the applicant's burden to prove such to the satisfaction of the Commission and Council.

Staff Recommendation

Staff recommends the Commission TABLE this PUD application to the August 5, 2008 hearing, at which time the applicant is expected to demonstrate the application's conformance and adherence to all the applicable PUD Design Criteria; and at which time the Commission can make a formal recommendation based upon criteria and findings tied to the PUD Design Criteria found in Section 17.20.110(h) as listed above.

If you have any questions regarding this project or any planning matter, please call me at 748-4002, or stop by the Community Development Department.

Respectfully submitted,



Matthew R. Gennett, AICP
Planning Manager

Exhibits

Exhibit A – Written Comments from the Engineering and Public Works & Transportation Departments

Engineering Department Comments on the Avon 21 PUD Submittal

The following comments are in response to the Engineering Department's review of the subject PUD application.

General Comments:

1. The project is proposing to add traffic to Plaza Way. The location of the Plaza Way intersection with East Main Street is only sixty feet (60') from the Avon Road/Main Street roundabout. The existing median must be extended to make the Plaza Way intersection with East Main Street right in/right out because of its close proximity to the Avon Road roundabout.
2. The geotechnical report indicates that there will be spread footings. The footings must be located on private property.
3. Please refer to the comments from the Public Works Director, Jennifer Strehler, regarding the need for a transit stop.
4. The decorative plaza improvements will have to be maintained by the property owners and not by the Town of Avon.

Water Rights:

1. The project is allocated 141.9 Single Family Equivalents (SFE) from the Town of Avon's existing water rights allocation, which is based on existing zoning entitlements. The developer will need to obtain the additional water rights required of a project with the density and uses proposed.
2. Engineering Staff reviewed the applicant's PUD Application Development Summary Table against the Eagle River Water and Sanitation District (ERWSD) water demand worksheet and several discrepancies between the two worksheets were discovered which require clarification and correction.
3. The method preferred by the applicant for obtaining the additional water rights must be identified before the project is scheduled for Town Council.
4. The additional water must be obtained before Final Plat approval and before any permits are to be issued for the site.

Public Improvement Drawings Prepared by Marcin Engineering

Sheet 1.01:

1. Include the benchmark, datum and basis of bearings in the General Notes.
2. Remove the reference to the Lake Street project in Note 27.

Sheet 1.07:

1. All existing easements that are to be vacated and rededicated must be completed by Final Plat or as part of the Final Plat.
2. The Preliminary Plat should include the easements that will be vacated as part of the plat, dedicated as part of the plat and other easements that will exist at the time the plat is expected to be recorded.
3. The Preliminary Plat should include the property lines to be abandoned in grey.
4. All public improvements, including sidewalks, must be located in easements or right-of-way (ROW) dedicated to the Town of Avon.

Sheet 1.09:

1. Permission must be obtained from Union Pacific Railroad for any grading that may be required within the railroad ROW.

2. The parking space proposed on the south side of Main Street at the east end must be clearly delineated with curb and gutter. It can not be combined with the parking garage entrance.
3. The sidewalk must be shown on the grading plan.
4. Several of the parking spaces are too close to an intersection. They must be a minimum of twenty feet (20') away from any intersection.
5. The project proposes to add a service and delivery access to Plaza Way. Please demonstrate that all service vehicles will be able to maneuver onto Plaza Way, and into and out of the proposed access drive.
6. Please demonstrate how service and delivery vehicles will access the South Building. Vehicles must be able to maneuver into the access drive without obstructing the East Main Street and Benchmark Road intersection.
7. The intersection of Plaza Way and East Beaver Creek Blvd will have to be reconstructed to accommodate the proposed layout.
8. The exit to the new parking garage is proposed to be located on Plaza Way. It currently is a one-way traveling south. The proposed exit must be modified to account for the one way traffic.
9. It is preferred that the exit to the parking garage be located on Beaver Creek Place so that a minimal amount of additional traffic is added to Plaza Way.

Sheet 1.12:

1. The water, sanitary sewer, and storm sewer need to be at least 10 feet apart from one another as measured from the outside of each pipe.
2. The deep utility pipes need to be at least ten feet (10') from the property line or an easement must be granted. There must be at least a twenty foot (20') wide easement/ROW for the storm sewer and irrigation pipe.
3. The deep utility mains must be at least ten feet (10') from any building.

Sheet 1.14:

1. Plot the hydraulic and energy grade lines on the storm sewer profile.

Sheet 1.15:

1. The storm sewer must be RCP not HDPE in the right-of-way.
2. There does not appear to be adequate clearance between the irrigation pipe and storm sewer pipe. Please verify that there is adequate clearance once the pipe's outer diameter is determined and taken into account.

Sheet 1.18:

1. The invert out of the existing Metcalf Irrigation Ditch Pipe on the west side of the property must be surveyed in order to appropriately design the Metcalf Ditch.

Sheet 1.21:

1. The easterly and middle road cross section does not match what is shown on the proposed grading plan.
2. Please tie the cross sections to horizontal road stations.

Marcin Drainage Report:

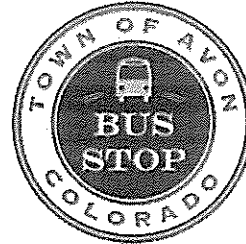
1. The roofs are 100% impervious and not 90% impervious.
2. Include the hydraulic grade line and energy grade line as part of the pipe sizing calculations.
3. Provide a map outlining the delineation of the off-site basin. The storm sewer shown as starting at the north side of Beaver Creek Place actually starts on Benchmark Road near City Market and American National Bank.
4. A portion of the Railroad ROW and the Chapel Square subdivision drain to the west and should be included as part of basin 211.

5. From the east, the Metcalf ditch runs underneath the rail road tracks in the rail road ties box culvert, then through the rock lined ditch into the 24" pipe. The drawings need to be modified to reflect the accurate layout.
6. If requested, a copy of the Drainage Report for Tract B-1, Chapel Square, can be made available for reference. The drainage plan accurately reflects the infrastructure in the southeast corner of the project.
7. In order to waive the storm water detention requirement, it must be demonstrated that there will be not be a negative impact to downstream properties as a result of the non-detained flows.
8. Identify the type and potential location of the proposed underground water quality facilities.
9. Please verify that the capacity of the proposed Metcalf Ditch alignment is the same or an improvement upon the existing Metcalf Ditch alignment.

Kimley-Horn Traffic Impact Study:

1. A westbound right turn lane on Benchmark Road must be added at the intersection with East Main Street pursuant to the recommendation in the traffic study.
2. The right-of-way must be dedicated for an eastbound right turn lane on East Beaver Creek Blvd at the intersection of East Beaver Creek Blvd at the intersection of Beaver Creek Place pursuant to the recommendation in the traffic study.
3. The traffic counts at the Avon Road/Benchmark Road intersection appear incomplete. Please provide an explanation of the discrepancies shown therein.
4. In Figures 4 and 5, no growth is shown for several of the traffic movements between 2010 and 2030. Please provide an explanation or correct these figures.
5. Please label the intersection legs for the intersection legs depicted on intersection 4. It is not possible to discern which leg correlates to which street.
6. Please provide a justification for the statement that the conference space will be used exclusively by Avon 21 guests.
7. The Avon 21 trip distribution does not reflect that the access onto Beaver Creek Place is only an entrance and not an exit.
8. The Avon 21 trip distribution does not reflect that there is only a parking garage exit and service entrance on Plaza Way.
9. The ITE trip generation for condo units is 5.84 trips per day, not 5.5.

**Town of Avon
Department of Public Works
and Transportation**



To: Matt Gennett, Planning Manager
CC: Justin Hildreth, P.E. Town Engineer
From: Jennifer Strehler, P.E. Director of Public Works and Transportation
Date: June 25, 2008
Re: Follow-up on "Avon 21" Project

This is a follow-up to my earlier memo dated May 28, 2008. Since that time I have had the opportunity to review the Traffic Study submitted by the Applicant. I am providing comments on this Traffic Study which impact the Town's operating and maintenance costs for public works and transit. These comments also impact the traffic and transit infrastructure costs to support the project (e.g., capital investments in streets and rolling stock) and should be addressed by the Applicant.

1. **TRIP GENERATION** – The Applicant states that the project will only increase the existing trip generation by 1,565 trips per day on average. To arrive at this conclusion, the Applicant has selected high unit ITE factors for the traffic associated with the existing development and low factors for the proposed development. There also appears to be a discrepancy in the number of dwelling units assumed. In addition, no add-on has been included for the tourist-seasonal peak we observe during the winter months here in Avon (i.e., the ITE method alone does not account for seasonal peaks). Evidence of Avon's winter peaking effect can be observed in several places. Ridership on the town routes (i.e., red, blue, and black combined) in the winter months of January, February, and March of 2007 was nearly triple the ridership observed in the summer months of June, July and August that same year. Note too that flow records from the Avon Wastewater Treatment Plant show that winter months produce wastewater flows about 125% of the annual average rate. Both of these facts support the need for a winter peak seasonal add-on to be included in the Applicant's trip generation calculations.

The Department of Transportation believes that the attached estimates better reflect the impact of this project. Our calculations estimate a net increase of 7,591 day trips (during winter season) from these parcels. Since the Applicant's Traffic Study assumptions are in question for the *average* daily number of trips, the *peak hourly* trip generation assumptions are also likely to be in error. The specific type of development can have a large impact on trip generation (e.g., movie theaters and fast-food restaurants would have high trip generation while specialty retail and certain types of

services would not). The Applicant should correct the Traffic Study for all parameters as noted, provide as much detail as reasonably possible at this time about the types of retail and commercial development, and re-submit the revised Traffic Study so that the Town can better determine the real traffic impacts of this project.

2. **TRANSIT SYSTEM IMPACT** – The Town will continue to provide bus service in both directions from Roundabout #4 at the same level of service as current. In other words, buses will travel both eastbound and westbound on the new East Main Street through this project area, with one stop in both directions. The Comprehensive Plan specifies for this area, and the project itself purports to be, a transit-oriented development project. The Applicant must provide sufficient right-of-way for bus stops on either side of East Main Street within the project area. Avon's Department of Transportation has estimated approximately 9,063 additional annual operating service hours at a cost of about \$607,000/year (2008 dollars) will be necessary to service this project with an integrated transit system. (See calculations and assumptions on last page). There will also be additional costs to add rolling stock and maintain 1 additional bus stop as compared to current conditions.
3. **PUBLIC WORKS IMPACT** – It is difficult to estimate the Town's approximate cost for operation and maintenance of the public rights-of-way adjacent to the parcels in this project because many important variables have not yet been determined (e.g., surrounding sidewalk locations and maintenance responsibilities, parking garage easement details, surface materials, extent of on-site snow storage, etc.). We recommend that the following key assumptions be noted to the Applicant and town staff involved in design review:
 - (a) Snow removal will be performed on the public right-of-way on East Main Street using heavy equipment which may operate throughout the night and early morning hours with back-up safety alarms in use.
 - (b) Sufficient setbacks (i.e., 10-foot snow easement) will be provided on-site to allow for snow storage along E. Main Street and the surrounding street frontages.
 - (c) The back of sidewalk should be located at the public-private property line such that the responsibility for sidewalk maintenance is in accordance with AMC 12.17 (consistent with similar properties throughout Avon today).
 - (d) Maintenance of the "Pedestrian Alley", as well as areas outside of the public right-of-way, is the responsibility of the property owner.
 - (e) The Town is not responsible to install, operate, or maintain snow melt systems in the public right-of-way. If snow melt is proposed, the Applicant will be responsible for the capital and long-term operating costs of said snow melt system.
 - (f) The road section of E. Main St. includes asphalt and standard curbs. No bollards and no brick pavers (except select crosswalks) are included in the public right-of-way which will require special maintenance by Town staff.

If all of the above assumptions are held true, the annual incremental cost for public works operations and maintenance (O&M) of this project would be approximately \$250,000 per year (2008 dollars). If any of the above assumptions are not conditioned upon the project, the cost to the Town for public works O&M will increase.

All cost estimates herein should be escalated annually to account for inflation.

AVON 21 - AVERAGE DAILY TRIP GENERATION

(Compare to Appendix D of Traffic Study)

TOA estimates
JLS 6/25/2008

EXISTING DEVELOPMENT	GROSS SF	APPROPRIATE ITE Code	AVG DAILY TRIPS/1000GSF	AVG DAILY TRIPS	COMMENTS
Retail	25,750	814	40.67	1,047	Existing development does not meet the criteria for a "shopping 52 mall" to use ITE 820. Since existing development is known, accurate ITE factors should be chosen for each use.
Office	15,807	710	3.32	52	
Restaurant	11,218	831	89.95	1,009	
	gsf				
			Subtotal	2,109	trips/day
Residential	DU			0	
			TOTAL	2,109	trips/day

PROPOSED DEVELOPMENT	GROSS SF	APPROPRIATE ITE Code	AVG DAILY TRIPS/1000GSF	AVG DAILY TRIPS	COMMENTS
Retail	36,466	820	79.83	2,911	
General Commercial	10,968	820	79.83	876	More information is needed on what's in this space
Spa	17,575	492	21	369	Similar enough to a Racquet Club to use this ITE code
Restaurant	6,251	831	79.83	499	
Conference Room/Gym	25,222	492	21	530	Similar enough to a Racquet Club to use this ITE code
	Subtotal				
	96,482				
	(17,575)				
Deduct if Spa is for hotel guests only				(369)	Assumption to be verified
			Subtotal, Commercial/Retail	4,815	trips/day

Residential	DU	APPROPRIATE ITE Code	AVG DAILY TRIPS/1000GSF	AVG DAILY TRIPS	COMMENTS
Resort Hotel (condohotels+ Fractionals)	150	330	11.7	1,755	
Residential condo	203	230	5.86	1,190	
			Subtotal, Residential	2,945	trips/day
			TOTAL AVERAGE	7,760	trips/day
Additional Winter Seasonal Demand, trips/day (25% higher than average)				1,940	trips/day for 145 winter days

TOTAL PEAK SEASON 9,700 trips/day

NET INCREASE WITHOUT TRANSIT 7,591 trips per day

TRANSIT IMPACT

Assume 20% of average annual trips are on transit
 Assume 65 boardings/service hour based on past peak efficiency
 Average daily additional transit demand
 No. of operating hours per day
 Cost per service hour

1,552 boardings/day (1 trip = 1 boarding)
 65 boardings/service hour
 24 service hours/day
 19 hr/day
 67.00 2008 dollars
 6,899 service hours/year e.g. blue/red routes
 2,164 additional service hrs/yr, e.g., Gondola Express or similar

TOTAL TRANSIT IMPACT 9,063 service hours/year

NET TRANSIT OPERATIONS \$ 607,000 cost per year (2008 dollars)