CITY OF IDAHO SPRINGS
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NOTICE AND AGENDA
WORK SESSION
Idaho Springs City Council
1711 Miner Street
Monday, March 04, 2024 – 5:30 p.m.

NOTICE AND AGENDA OF WORK SESSION

MONDAY March 4th 2024 5:30 p.m.

- **Block 57 Multi-Family Housing Project Update**
- **VCAMP Access Road**
- **Clear Creek Fire Authority Update**

IN-PERSON AND REMOTE MEETING PUBLIC ATTENDANCE AND PARTICIPATION INSTRUCTIONS

The Public is able to view and hear this meeting remotely at the following address on the City's website:
https://www.colorado.gov/pacific/idahosprings/city-council-live

Administrative Department

TO:	Mayor and City Council
CC:	City Administrator Andrew Marsh
FROM:	Jonathan Cain | Assistant City Administrator
DATE:	March 4, 2024
SUBJECT:	Block 57 Housing Update
ATTACHMENTS:	Letter from Four Points Funding

BACKGROUND

Block 57, the forthcoming housing development on the former Golddigger football field, is ready to break ground with 120 new units of rental housing. These apartments range in price from about $1,300 for a Studio to around $3,000 for a 4-bedroom unit, positioning them as "market rate housing" within our community.

The project's progression, however, has encountered unanticipated hurdles related to its development that have ultimately cost more time and money than was initially anticipated.

In response to these challenges, the Four Points Funding development team for Block 57 recently engaged with City staff to explore potential collaborative solutions. They proposed an intriguing model for City participation: in exchange for the City's involvement, the project would implement deed restrictions. This legal mechanism would effectively ensure more affordability of the development's units, aligning rental rates with the financial realities of our community members.

CITY BENEFIT

Providing funding to a housing development like Block 57 in exchange for deed restrictions can offer several substantial benefits to the community and the City's housing strategy:

- **Fulfilling Proposition 123 Requirements**: One of the primary benefits is the potential to meet or exceed the City's obligations under Proposition 123, which mandates the creation or support of 22 affordable housing units in the next three years in exchange for eligibility to apply for affordable housing grants and loans. The City Council approved opting into this program last year. This strategic move can significantly advance the City's housing goals in a relatively short period.
- **Creation of Deed-Restricted Housing**: Deed restrictions ensure that housing remains affordable over the long term by setting and controlling rent prices. This creates a stable supply of affordable housing for essential workers and middle-income families, directly addressing the affordability crisis.
- **Economic Diversity and Stability**: By providing housing options for a range of income levels, the City can support economic diversity and stability. This helps in retaining a workforce that is essential for the functioning of local businesses and services.
- **Attracting and Retaining Workforce**: Affordable, deed-restricted housing can be a key factor in attracting and retaining essential workers such as teachers, police officers, and healthcare workers, contributing to the overall health and safety of the community.
- **Stimulating Local Economy**: Construction and ongoing management of such housing projects can create jobs and stimulate local economic activity, benefiting local businesses and services.

- **Preventing Displacement:** By ensuring a portion of the housing stock is affordable, the city can help to ensure that more people from our community can continue to live in our community.

Potential Funding Sources
The City has long had a policy that new development should pay its own way. That being said, this project could produce a significant public good by supporting housing stability and affordability, and there may be a few sources of funding that could contribute to the project.

At the February 12 Work Session of City Council, two potential funding sources were discussed that might be allocated to this project in exchange for deed restricted housing units on the site:

1. **American Rescue Plan Act (ARPA):** The city's remaining allocation from the American Rescue Plan Act (ARPA), approximately $480,000, represents a financial resource received during the COVID-19 crisis and must be expended by 2026. These funds, part of a federal initiative designed to facilitate recovery from the pandemic's economic and health impacts, have not yet been designated for specific City projects. The strategic use of this ARPA funding for the Block 57 development, in exchange for deed restrictions, offers a unique opportunity to leverage federal assistance with no direct financial impact on the city's current budget. This approach aligns with ARPA's broader objectives of addressing systemic public health and economic challenges. Utilizing these funds to enhance local housing availability, especially for essential workers and middle-income families, directly contributes to the community's long-term recovery and resilience, embodying the spirit of ARPA's intended use.

   On February 12th, City Council gave direction to Staff that while it was not advisable to utilize the entirety of the ARPA funds for this project, it may be possible to use up to $400,000 in exchange for Deed Restrictions on the Property.

2. **Delay Water and Sewer Tap Fees**: The City could consider delaying Block 57's payment of water and sewer tap fees. For Block 57, this would allow them to mobilize the project more quickly and begin construction. It is important to note that if Council is amenable to such an agreement, Staff will work with our City Attorney to make sure that the City receives the tap fees at a later date (such as before a certificate of occupancy is issued).

   Staff has had some initial conversations with the Four Points Funding development team about how we might structure such a deal. One option that might benefit the City would be to delay the tap fee payments for some period of time in exchange for additional deed restrictions that could be removed when the development comes current on all of the fees. The City could additionally have the option to extend the deed restrictions at that time through other methods.

3. **Stronger Communities Grant Program:** The Department of Local Affairs (DOLA) has a "Stronger Communities Grant Program" that can offer grant funding up to $4,000,000 to help local municipalities support affordable housing developments like Block 57. The City has applied for funding from this program in the past, and while no award has

been given, we have been a finalist. The next application window is expected to open later this year.

FOLLOW UP AND REQUEST FOR DIRECTION

As the potential collaboration with the Four Points Funding team to preserve affordable housing in the Block 57 development is evaluated, it is crucial that Staff aligns our strategies with the City Council's vision for housing affordability, economic diversity, and community development.

Initial Offer

The Four Points Funding team has proposed deed restricting 15 units at 120% of Area Median Income (AMI) in perpetuity for an investment of $400,000 by the City. This equates to approximately $28,000 per unit for permanent deed restrictions. They have also offered 7 more units at 140% AMI to delay water and sewer tap fees through some means agreeable to the City, asking that they be able to "buy out" the deed restrictions upon complete payment of the fees. This would give the City a total of 22 units, meeting our three-year affordable housing requirement under Colorado Proposition 123.

Moreover, the potential of leveraging the Stronger Communities Grant Program not only bolsters our efforts towards affordable housing, but also opens avenues for comprehensive community support, including childcare and senior housing as part of the broader Exit 240 Transit Oriented Development initiative.

Requests for Direction

To move forward effectively, Staff is seeking specific guidance from the City Council on the following points:

- The City Council's willingness to allocate up to $400,000 of ARPA funds for 15 deed-restricted units at 120% AMI in perpetuity. It is possible that other conditions could be applied to this deal, such as giving City employees/residents the right of first refusal on available units.

- Parameters for the proposed delay in water and sewer tap fees in exchange for additional deed restrictions, including the Council's thoughts on the duration and structure of such an arrangement.

- Confirmation of the Council's interest in pursuing another Stronger Communities Grant application and its potential allocation towards this project and related community benefits.

- Should City Staff work to build into any potential agreement with Four Points a method to ensure that affordable housing resources are primarily targeted at residents of the City and County?

Four Points Funding

To: Mayor Harman and the Idaho Springs City Council
From: Stephanie Copeland, Four Points Funding
Re: Blk 57 Assistance
Date: February 28rd, 2024

Dear Mayor Harmon and Council,

Thank you for your continuing support of our development of BLK57 (aka the former Golddigger Football Field).

As we have been discussing, we are working as quickly as we can to break ground on a 120 unit apartment development that will serve Idaho Springs and surrounding communities.

The history of this development has been riddled with challenges/obstacles, and per our discussion, would like to outline these in this letter:

1) We went under contract on the land parcel in early 2021 with the school district. Subsequent to this, we found that we would need to purchase an adjacent parcel to provide adequate parking for our project and acquired this parcel shortly after (normal development stuff and completely on us, nonetheless additional expense)
2) Given the zoning that was in place, we went through an extensive community process to have the property rezoned to a plan development, including providing more parking than code required, widening and improving a significant portion of Miner street and providing and developing a public park across the street from the Clear Creek Recreation Center. This took us twice as long as we expected (over 14 months), but again, part of normal development challenges.
3) After closing on the properties, we were notified that the EPA had modified its interpretation of its current characterization of properties in Clear Creek County to implicate our property as falling under Super Fund jurisdiction. This led to a tremendous amount of work with the EPA, additional lawyers and civil engineers to get the site to a point where we could break ground. This process began in April of 2022 and is ongoing (albeit close to final). The direct cost of this work has been well over $1.5M and frankly frustrating (excluding the incremental work that has to be done on the site and the cost of carrying the site for more than a year longer than we expected prior to construction).

4) In the meantime and in no one's control, the interest rate environment has shifted dramatically which has driven up the cost of capital by close to 3 times. Time is certainly money in this instance.

While I lay this out for you not to complain (this is our job and what we do), I am asking for some assistance to help us remediate a portion of this impact -particularly the unique impact of a changing policy condition of the site. Our plan has been and continues to be to provide work force housing for the region. We believe this site, located near the planned transit hub, at a point ideally suited between the mountains and the Denver metro area and in an area where development at scale is extremely limited will provide Clear Creek with much needed supply of units.

Specifically we are seeking up to an additional $400K in grant funding and the potential to delay/waive our tap fees to help alleviate the incremental cost we have incurred (of over $3M). We do not expect the county or municipalities to cover this burden, but are asking for some assistance in order to ensure we can complete the project.

In exchange for providing this assistance, we would be wholeheartedly willing to provide a deed restriction on a certain number of units in the project to preserve affordability to the workforce (limit rents to 80- 120% of AMI). We have proposed 15 units capped at 120% of AMI in exchange for a $400k grant and a further 7 units capped at 100% AMI in exchange for the tap fee delay/waiver which we could either hold in place or buy out with the achievement of a successful grant application we will work on with other parties.

We greatly appreciate your willingness to consider this and look forward to discussing with you.

Best,

Stephanie Copeland

TO:	City Council
CC:	City Administrator Andrew Marsh
	Assistant City Administrator Jonathan Cain
FROM:	Dylan Graves, Community Development Planner
SUBJECT:	Virginia Canyon Mountain Park – Master Plan – Addendum #2
ATTACHMENTS:	Updated Trail Map, Concept Western Hiking Trail, Wooden Trestle Feature Sketch
MEETING DATE:	March 4, 2024

The current master plan for Virginia Canyon Mountain Park (VCMP) was adopted in autumn of 2019. In late 2019, the Colorado Mountain Bike Association (COMBA) partnered formally with the City of Idaho Springs and the Argo Team to develop additional trails that are for use by mountain bikers beyond those originally included in the VCMP master plan. An addendum to incorporate COMBA's additional trails into the approved master plan, Addendum #1, was approved in July 2020. The trails map approved at that time is included as Attachment 1.

Since Addendum #1 was approved, significant work has been made towards construction of the trails and associated infrastructure within VCMP, including a four (4) mile stretch of multi-use trail (Trail #3 on Attachment 2) that is used for hiking and uphill mountain bike access and the first sections of downhill mountain bike trails, rated Blue/Black for intermediate difficulty. These mountain bike trails are anticipated to be completed this spring.

As work continues in VCMP, new opportunities within the park have arisen building upon the work already completed. Staff and COMBA would like to present several updates and request a second addendum – Addendum #2 – to the VCMP Master Plan to address issues that have come up since the last update. The following items will be discussed below:

1. Trail map update to the master plan to highlight additional trails, reconfiguration of trails, new access points into and out of the park, and other changes that may be possible within VCMP;
2. Request for authorization to construct a multi-use, "emergency access" trail accessible to ATVs and other motor vehicles for emergency services and maintenance uses;
3. Other opportunities to enhance facilities and improve user experience within VCMP.

TRAIL MAP UPDATE

COMBA has presented an updated trail map showing new trail alignments that may be feasible within VCMP to improve trail layouts, increase trail connections, and create new potential access points into the park. The primary goal of the trail map update is to take better advantage of the terrain and acreage to increase the variety of trails, improve accessibility into and within the park, and improve alignment of proposed trails. While some of the proposed trails are expert-level trails, COMBA has presented several new trails that will cater to newer and less skilled riders to provide opportunities for more users to enjoy the park. The new proposed trail map for the master plan is included as Attachment 2. This map has been preliminarily approved by the Colorado Department of Parks and Wildlife (CPW). Staff would like to highlight several items.

First, COMBA has proposed a new alignment for the expert-rated black trails on the eastern side of the park. The ability to do so depends on coordination with the property owner directly east of VCMP who has proposed a land swap with the City. The boundary between VCMP and the adjacent property currently does not follow Gilson Gulch, and talks have begun about working together to delineate the boundaries of the park more clearly along the gulch. A proposed land swap would benefit the City by expanding the boundary of VCMP adjacent to Riverside Drive, as shown on the map (Attachment 2) as Trail #8. This would allow for a trail to exit directly onto Riverside Drive, giving the City another access point without crossing private property. There is also potentially space for limited parking in the area directly adjacent to this trail access. Riders would be able to quickly access the gondola or uphill access trail by riding a short distance up Riverside Drive, which also serves as the Clear Creek Greenway in this section. The alignment shown on the included map relies on the City acquiring several parcels currently outside the park boundary, which has been preliminarily discussed with the adjacent property owner, but even if that does not occur, the updated trail map proposes several new trail connections (Trails #9-19) that increase the amount of usable trail within the park and creates more options for recreationalists. Only small changes to the proposed trail alignments would be necessary to avoid any parcels that were not ultimately added to the park.

A new intermediate (blue) trail is also proposed that would potentially be the easiest way down from the top of the park back to the base (shown as Trail #1 on the map). The intent of the proposed trail would be to create additional options for trail users on the "easier" end of the spectrum to cater to a wider array of skills and allow for younger, less experienced riders to use the park.

Finally, a bi-directional, multi-use trail is proposed (Trail #4) that would connect with Virginia Canyon Road. This would be a maintenance and emergency access trail in addition to being a recreational trail, with a wider surface that would accommodate service and emergency vehicles that need access to the interior of the park. This would serve two benefits: allow for interior vehicular access for emergency and service vehicles and provide access off Virginia Canyon Road on City-owned property that could be used as an alternative access for recreationalists. COMBA has estimated that up to 20 parking spaces could be accommodated at the trailhead along Virginia Canyon Road. See Attachment 3 for detailed information about this proposed trail.

COMBA believes that many of the new proposed trail connections may be built using COMBA volunteers and hand building methods rather than machine building techniques and professional crews that have thus far been used to construct the trails. COMBA has stated that while several of the trails – such as Trail #8 and #9 on the proposed map – would likely need to be built using machine building techniques, at least several of the trails could be built by volunteers using hand building techniques. This would result in an overall reduction in cost to build the trails using COMBA volunteers and hand building techniques that are cheaper per linear foot than machine building techniques. Staff plans to continue working with COMBA to determine what resources would be needed to construct the trails proposed on the updated map and will present additional information and requests to Council as more information is available and plans are more fully developed. Additional funding is likely necessary to construct most of the additional trails proposed on the updated trail map.

EMERGENCY / SERVICE AND RECREATIONAL ACCESS TRAIL OFF OF VIRGINIA CANYON ROAD

As mentioned above, COMBA has presented an option to build a bi-directional, multi-use trail starting from Virginia Canyon Road, listed as Trail #4 on the map. They would like to construct an approximately 6-foot-wide trail that could be used by recreationalists (hikers, bikers) but whose main purpose would be for emergency and service access into the interior of the park. The width of the trail would allow authorized ATVs and other motorized vehicles to quickly access the interior for purposes such as trail maintenance, search and rescue, and law enforcement calls. The trail would also be characterized by more gradual turning radii and fewer steep slopes. The estimated length of this trail would be ~3,000 feet.

The benefit of having a trail access off Virginia Canyon Road on exclusively City-owned property would be to ensure access during times when the upper or lower landings are closed to traffic (for example, due to construction) and as previously mentioned, could allow for additional public parking.

COMBA has stated that this trail can be built as part of the current trail-building operations in VCMP and has requested that this be done as part of the current phase. They could construct the trail via a hybrid approach where COMBA uses volunteers to rough-cut the trail and then use McGill (the contractor currently constructing the first downhill trails) to do the final shaping and finishing touches. If authorized, construction could begin this spring and be complete by the time other trails in the park open in June. Construction of this trail would require authorization from Council to add the work to the existing contract and would have an estimated completion cost of ~$49,000, which could be added to the existing contract as "additional scope" and accommodated within the approved budget of the Improvement Fund. See more information in Attachment 3. Staff requests that Council authorize the use of additional City funds for construction of the emergency/service access trail as part of the current phase of trail development being undertaken under the existing contract.

OTHER UPDATES/TOPICS

Several other updates and topics have been discussed recently regarding trail development in VCMP:

1. Proposed VCMP hiking-only "incline" trail

COMBA has submitted plans (Attachment 4) for a conceptual hiking-only trail on the western side of VCMP starting at the intersection between 11th Avenue and Virginia Street. The City owns property adjacent to this intersection that could be used as an access point into the western portion of the park, and the proposed trail would be entirely on City-owned property located within VCMP. This hiking trail is conceptual only and no plans for development currently exist, but this may be feasible in the future, and Staff would like input about the potential development of hiking trail(s) in this area of VCMP.

2. Corkscrew Trestle Feature

COMBA has designed a wooden "corkscrew" trestle feature that would require Council authorization for approval for the change order. This feature would be constructed at the bottom of the Rosa Gulch exit of the trail system and would create a safer, more efficient ending to the downhill trail(s), slowing riders and allowing for easier navigation at the end of the experience. The proposed feature (Attachment 5) is slightly more expensive than the feature currently proposed for this area, which thus requires approval before it can be constructed. The proposed cost for all materials, design, and construction would be approximately $21,000.

REQUESTS

- *Staff requests that Council adopt Addendum #2 to the Virginia Canyon Mountain Park Master Plan to update the trail map proposed for the park. Formal approval would be by resolution at the City Council meeting on March 11.*
- *Staff requests that Council authorize an amendment to the existing contract for work in VCMP to allow for construction of an approximately 3,000 feet long, 6-foot-wide emergency and service access trail connecting Virginia Canyon Road to the interior of VCMP at a cost of approximately $49,000. Formal approval would be in the form of an action item at the City Council meeting on March 11.*
- *Staff requests that Council authorize a change order to the scope of work of the existing contract to allow for construction of the proposed trail feature at the bottom of Rosa Gulch at a cost of approximately $21,000. Formal approval would be in the form of an action item at the City Council meeting on March 11.*

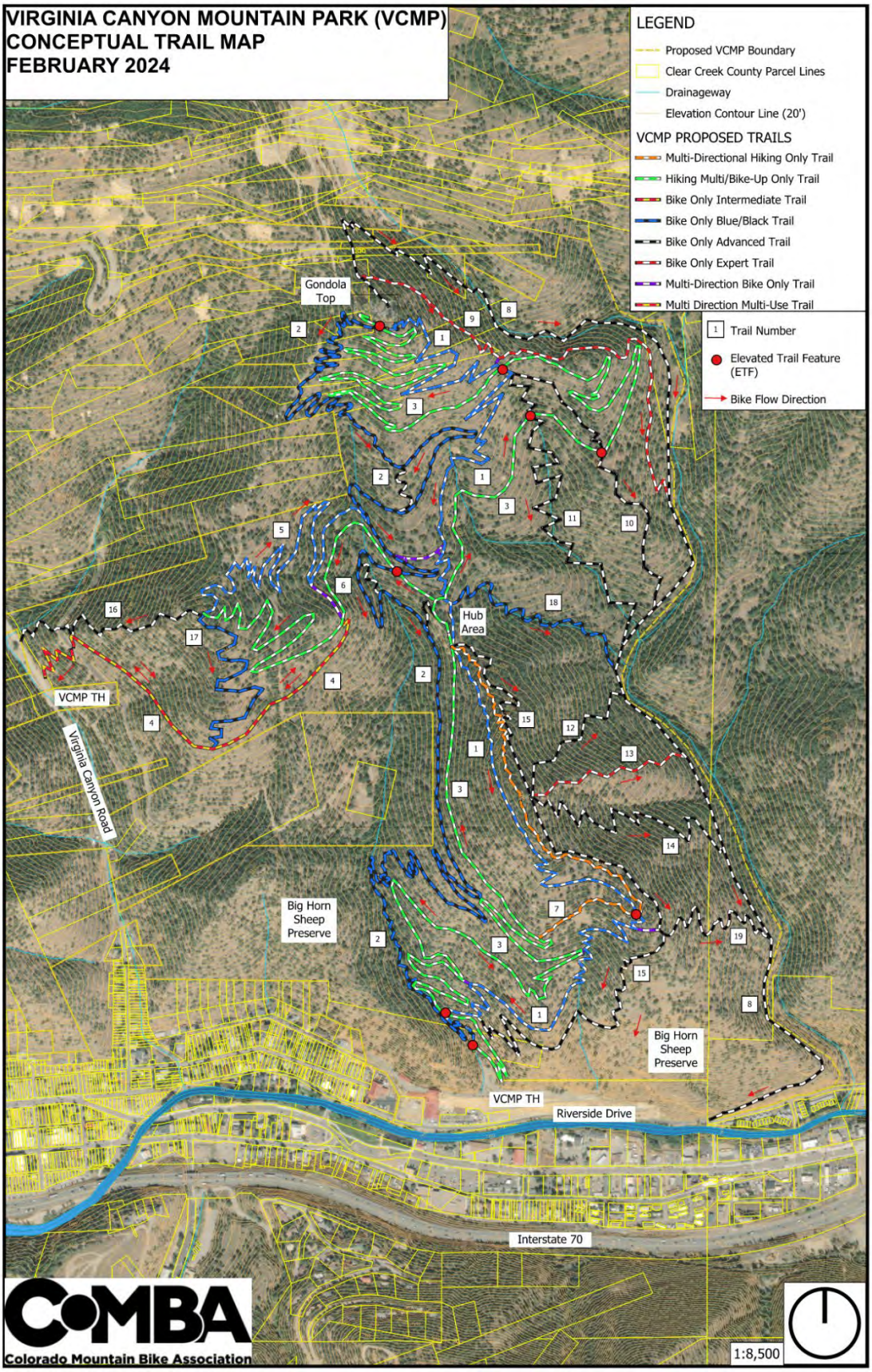
ATTACHMENTS

1. **Existing VCMP Master Plan Trail Map**
2. **Updated Trail Map**
3. **Virginia Canyon Road Access Trail schematic and description**
4. **Concept Western VCMP Hiking Trail**
5. **Wooden Corkscrew Trestle Feature Design Sketch**

VIRGINIA CANYON MOUNTAIN PARK

LEGEND

- **Climbing Segment 1** - Hiking and Uphill-only-Biking - 1.5 miles - Easy
- **Climbing Seg. 2 & 3** - Hiking and Uphill-only-Biking - 1.6 miles - Easy
- **The Saddle** - All Users, Bi-directional - .016 miles - Easy
- **Buttermilk Hike** - Hiking Only - .5 miles - Difficult
- **The Peak Hike** - Hiking Only - .25 miles - Easy
- **Rosa Gulch Downhill** - Bikes Only, Downhill Only - 1.28 miles - Very Difficult
- **East Downhill** - Bikes Only, Downhill Only - 1.3 miles - Extremely Difficult
- **West Downhill** - Bikes Only, Downhill Only - 1.1 miles - Very Difficult
- **Gilson Enduro** - Bikes Only, Clockwise Directional - 1.7 miles - Extremely Difficult
- **Buttermilk Loop** - Bikes Only, Counter Clockwise Directional - .75 miles - Very Difficult
- **Mighty Argo Cable Car** - 1.2 Miles - Extremely Fun
- **Clear Creek Greenway Trail**
- **The Saddle** - Picnic Area
- **Argo Landing & Exchange** - Food and Beverage, Restrooms, Play Area, Amphitheater
- **The Peak Overlook**
- **Argo Station** - Park Access, Cable Car Terminal, Mill Tour, Restrooms, Plaza, Parking


VIRGINIA CANYON MOUNTAIN PARK (VCMP)
CONCEPTUAL TRAIL MAP
FEBRUARY 2024
LEGEND
Proposed VCMP Boundary
Clear Creek County Parcel Lines
Drainageway
Elevation Contour Line (20')
VCMP PROPOSED TRAILS
Multi-Directional Hiking Only Trail
Hiking Multi/Bike-Up Only Trail
Bike Only Intermediate Trail
Bike Only Blue/Black Trail
Bike Only Advanced Trail
Bike Only Expert Trail
Multi-Direction Bike Only Trail
Multi Direction Multi-Use Trail
Trail Number
Elevated Trail Feature (ETF)
Bike Flow Direction
Gondola Top
Hub Area
VCMP TH
Virginia Canyon Road
Big Horn Sheep Preserve
Big Horn Sheep Preserve
VCMP TH
Riverside Drive
Interstate 70
COMBA
Colorado Mountain Bike Association
1:8,500

VCMP Equipment and Emergency Access Trail

Purpose: Construction of an Emergency Access Trail to the Virginia Canyon Mountain Park trail system plan. This Project will add considerable safety to the whole trail system for hikers and bikers as there is no other easy access to the center of this Park.

Description: The additional trail would connect Virginia Canyon Road to the existing "Trail System Hub" along a trail wide enough to allow a five-foot wide "UTV" type vehicle to transit the route. The intended authorized uses would be for access of the City of Idaho Springs Emergency Service personnel, trail construction and maintenance equipment and as a western access to the park.

Parking: ~20 spaces. These will be available for parallel parking once the complete trail connection to lower Virginia Canyon Road at 2 Brothers is completed.

Technical Specifications: The proposed trail will be approximately 3000 feet long and minimum 5 feet wide. A portion of the Buttermilk Trail (2 way hike/ uphill only bike Trail) currently under construction will be widened to accommodate. From this central location, all existing and planned trails can be accessed by emergency, construction, and future maintenance personnel.

Security: It is recommended a lockable gate or post be installed at Virginia Canyon Road trailhead to prevent unauthorized motorized access.

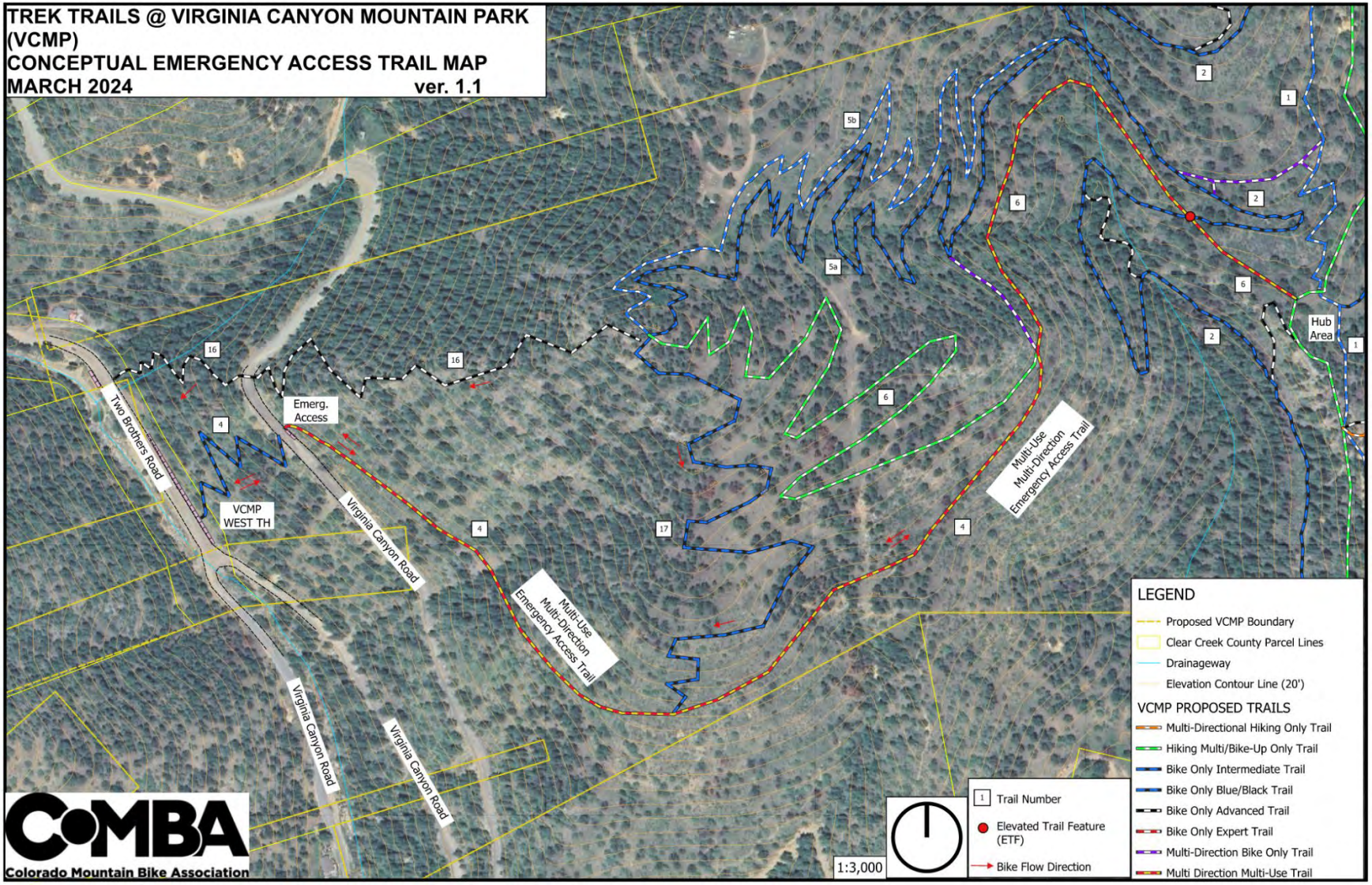
Timing: Trail construction would begin late March to be completed before the first bike trails open in June.

Cost: ~$49000. $37,000 for new Emergency Access trail #4 + widening Buttermilk Trail #6 $12,000 (ref. full VCMP map)

Billing: COMBA proposes taking a hybrid approach to construction. In collaboration with our existing contractors, FlowRide & McGill, and COMBA, we can cut the cost of construction by 25% and expedite the project. No mobilization charges are needed as equipment and staff are onsite. Cost in this case is ~$12/ft. for Trail #4 and would be billed by the foot as before. We can add this additional cost as "additional scope" to the existing contract.

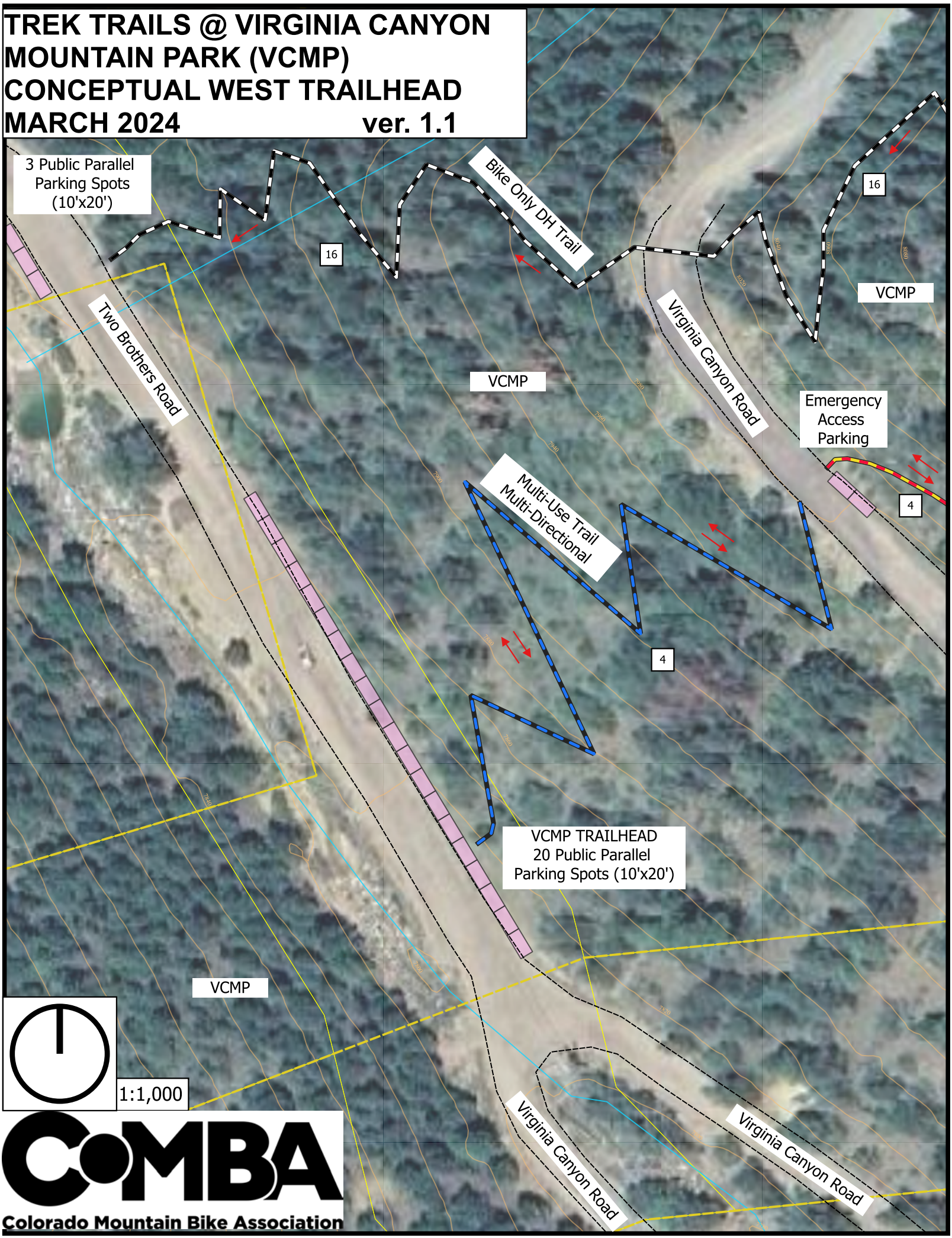
Summary: By adding a wide access trail at a very competitive rate for this width, we can add easy access to the center of the Park for safety, fire, emergency, and a recreational access trailhead from the West.

TREK TRAILS @ VIRGINIA CANYON MOUNTAIN PARK (VCMP)
CONCEPTUAL EMERGENCY ACCESS TRAIL MAP
MARCH 2024 ver. 1.1

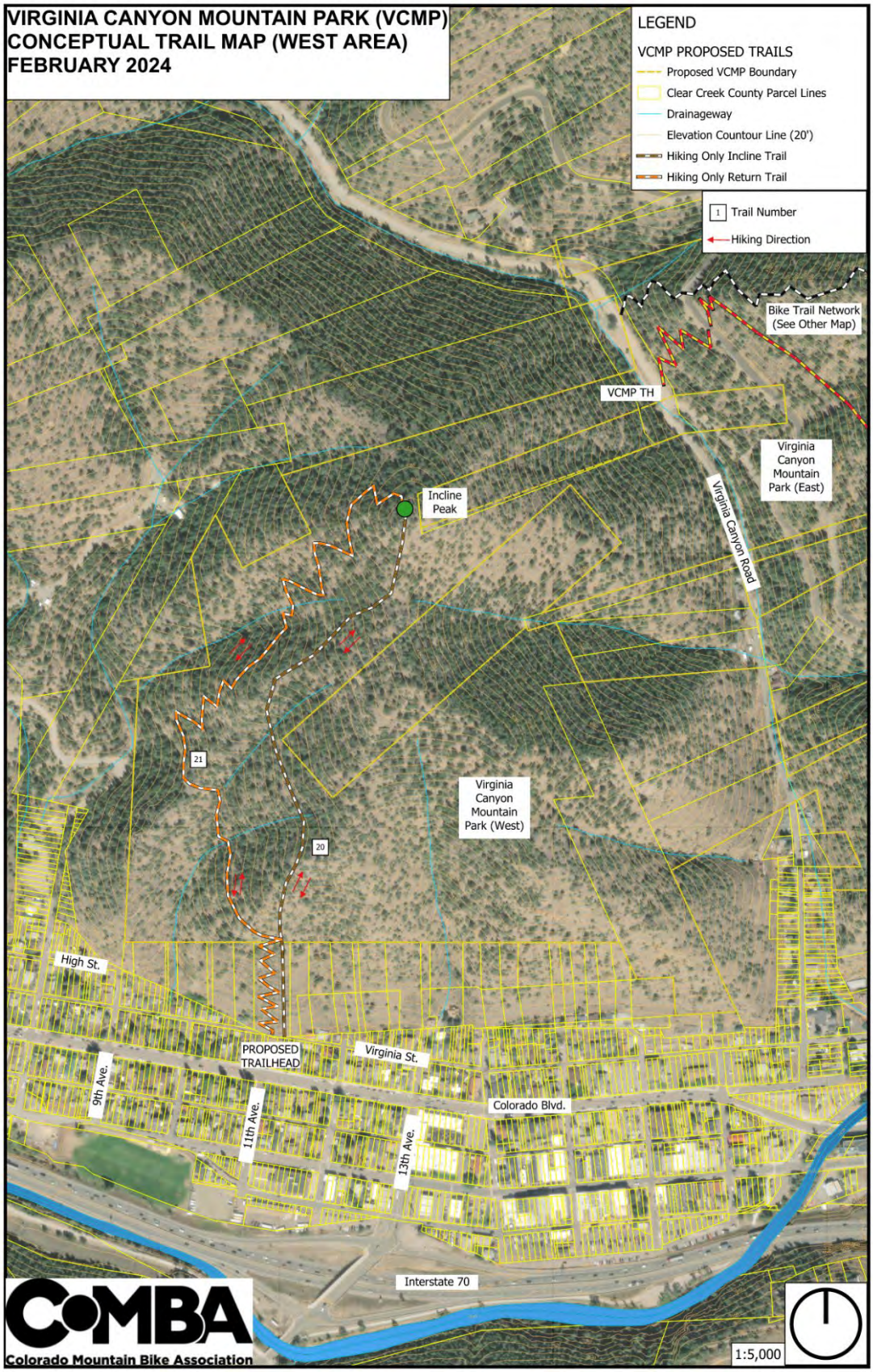


TREK TRAILS @ VIRGINIA CANYON MOUNTAIN PARK (VCMP) CONCEPTUAL WEST TRAILHEAD

MARCH 2024 **ver. 1.1**



COMBA
Colorado Mountain Bike Association


VIRGINIA CANYON MOUNTAIN PARK (VCMP)
CONCEPTUAL TRAIL MAP (WEST AREA)
FEBRUARY 2024
LEGEND
VCMP PROPOSED TRAILS
Proposed VCMP Boundary
Clear Creek County Parcel Lines
Drainageway
Elevation Countour Line (20')
Hiking Only Incline Trail
Hiking Only Return Trail
1 Trail Number
Hiking Direction
Bike Trail Network (See Other Map)
VCMP TH
Virginia Canyon Mountain Park (East)
Virginia Canyon Road
Incline Peak
21
20
Virginia Canyon Mountain Park (West)
High St.
PROPOSED TRAILHEAD
Virginia St.
9th Ave.
11th Ave.
13th Ave.
Colorado Blvd.
Interstate 70
COMBA
Colorado Mountain Bike Association
1:5,000

VCMP Rosa Gulch Exit Trestle Corkscrew Proposal

Purpose: To construct a signature elevated trail feature at exit of Rosa Gulch and to slow riders down before exiting into Double Eagle Mine and trailhead area. This area is steep and will be congested with people. The feature will not only provide a final exciting experience for riders, it will check rider speed dropping into this area for safety purposes and avoid the Eagle Mine side of the gulch.

Description: The additional feature would capture the essence of the mining motif history and be a new and unique, iconic bike experience found on the front range.

Location Area: The feature would be under the gondola north of the Pavilion, just above the trailhead access and very close to Double Eagle Mine entrance.

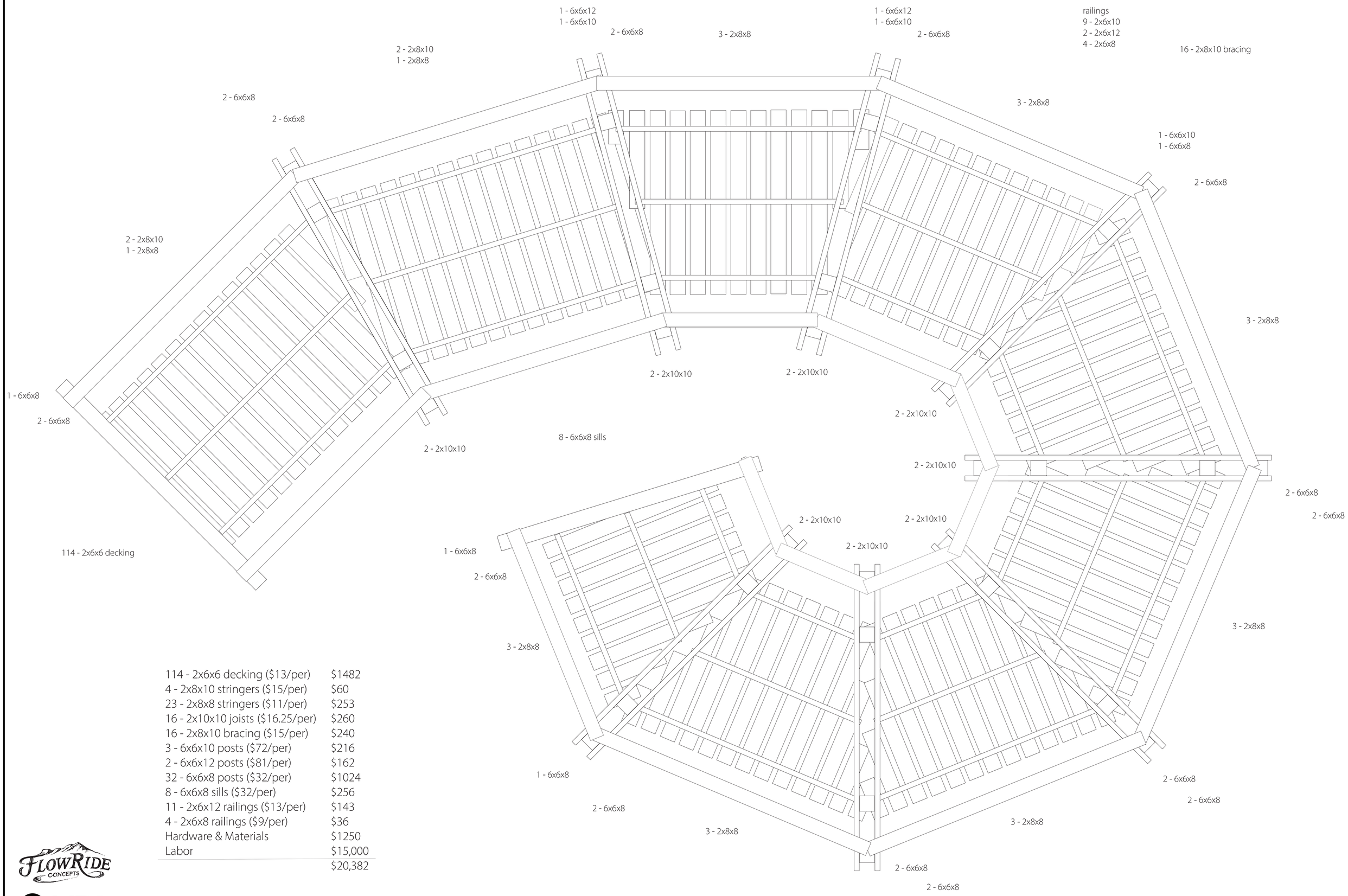
Technical Specifications: The proposed feature will be designed as a trestle format and corkscrew construction. This fabrication will be an "as built" in the field to accommodate the unique landscape constraints in Rosa Gulch. A final construction schematic will be provided and periodic maintenance schedule and inspection will be set once Phase 2 is complete. See detailed drawing.

Timing: Feature construction would begin now before the rest of the Phase 2 trail building is completed.

Cost: ~$21,000. This cost includes all materials, design, and construction.

Billing: COMBA proposes including this as additional work in the existing contract.

Summary: By adding an elevated trail feature corkscrew trestle ride at the bottom exit of Rosa Gulch will increase safety in the area and set Idaho Springs as an iconic, progressive place to ride.



114 - 2x6x6 decking ($13/per)	$1482
4 - 2x8x10 stringers ($15/per)	$60
23 - 2x8x8 stringers ($11/per)	$253
16 - 2x10x10 joists ($16.25/per)	$260
16 - 2x8x10 bracing ($15/per)	$240
3 - 6x6x10 posts ($72/per)	$216
2 - 6x6x12 posts ($81/per)	$162
32 - 6x6x8 posts ($32/per)	$1024
8 - 6x6x8 sills ($32/per)	$256
11 - 2x6x12 railings ($13/per)	$143
4 - 2x6x8 railings ($9/per)	$36
Hardware & Materials	$1250
Labor	$15,000
	$20,382

FlowRide Concepts

COMBA
Colorado Mountain Bike Association

VCMP PHASE 2 - CORKSCREW TRESTLE FEATURE - 1/6/24