

# Lake Hill Workforce Housing Development Impact Study

*The Economics of Land Use*



**Prepared for:**

Summit County, CO  
Town of Frisco, CO

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September 3, 2021

EPS #183088

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# 1. Introduction

This Impact Study compiles the major findings of the Lake Hill Fiscal Impact and Cost of Services Analysis, Water and Wastewater Analysis, and Traffic Impact Study for Summit County and the Town of Frisco. The County hired and the Town helped fund a consulting team to complete this study, comprised of:

- Economic & Planning Systems (EPS): Lake Hill Property Fiscal Impact and Cost of Services Analysis;
- Tetra Tech, Inc.: Water and Wastewater Service Alternatives Analysis; and
- Fox-Tuttle Transportation: Traffic Impact Study.

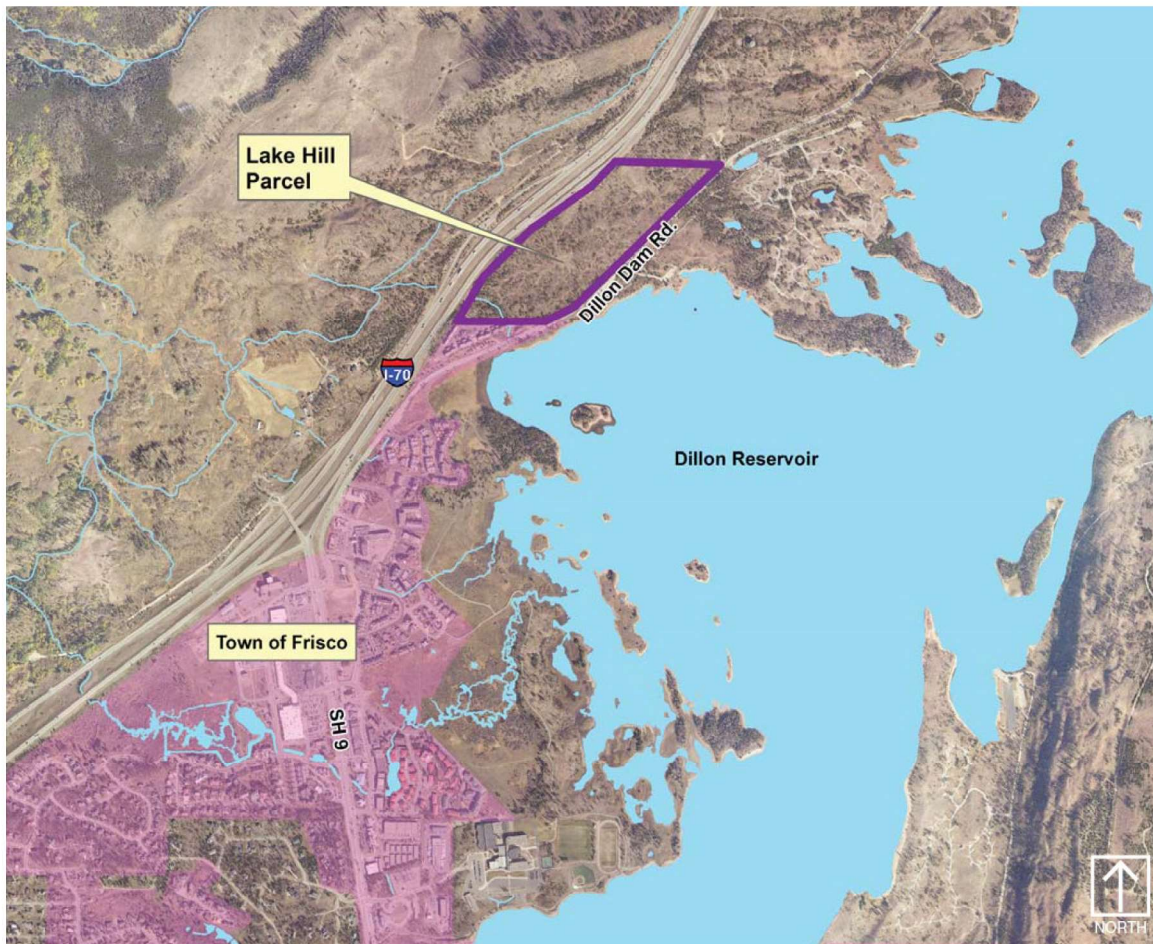
The complete technical reports evaluating fiscal impacts and service costs, water and wastewater options, and traffic impacts are attached as Appendices.

The Lake Hill property is a 44.81-acre site located near the northeast limits of the Town of Frisco in unincorporated Summit County, as shown in **Figure 1**. Summit County acquired the property from the U.S. Forest Service in February 2016. Lake Hill is proposed to be developed with workforce housing, with Summit County employment and residency requirements. In 2016, the County commissioned a Master Plan for the property and community process led by Norris Design's Frisco, CO office. The Plan was completed in July 2017 and includes a recommended land use plan for 436 to 536 dwelling units, although the 536-unit option is no longer being considered.

Section 3504.02 of the County's Land Use and Development Code (Code) requires an Impact Study for major development projects, defined primarily as projects of at least 100 residential units or 25,000 square feet of non-residential space, plus other considerations. This Study is intended to fulfill the requirements for an Impact Study as defined in the Code.

The County's estimated completion date for Lake Hill is between 2027 and 2032. The findings in this report do not depend on the timing of development as it analyzes the project's impacts at completion and full occupancy regardless of the date of completion.

**Figure 1. Lake Hill Property**



Source: Lake Hill Master Plan, Norris Design



## Study Process

In late 2018 the Consultant Team was hired through a competitive procurement process through Summit County. The Consultant Team worked with County, Town, and special district department heads and other staff throughout the study to collect information, discuss potential service and infrastructure impacts, and to review the work and findings from the Consultant Team. The water and wastewater alternatives evaluation was not completed until spring 2021; however, as the Frisco Sanitation District needed to complete a capacity study for the wastewater treatment plant to consider the impacts of Lake Hill. FSD's capacity study was completed in early 2021, which then allowed Tetra Tech to complete its evaluation contained in this report.

## Master Plan

The proposed development program recommended in the Master Plan responds to the affordable and workforce housing supply gap identified in the Summit County 2016 Housing Demand Update. A subsequent 2019 study showed a gap of 2,243 units countywide (number of units needed to move people into more affordable living conditions). In the development program, most of the rental units are multifamily units. For-sale units are also included in the plan with a mix of townhomes, single family attached, and single family detached homes. The development program is divided into four phases with two sub-phases in each, except for Phase 3, which consists of three sub-phases. Phase 4B could include a community center, childcare facility, or another type of amenity or common area and no housing. **Figure 2** and **Figure 3** show the conceptual phasing and building layouts from the Master Plan.

The baseline development program is anticipated at 436 total housing units, as shown in **Table 1**. The planning process and Impact Study explored the possibility of an additional 100 units, bringing the total to 536. Based on the results of the water and wastewater studies and traffic analysis, the County has determined that it will not seek to increase the number of units from 436 to 536. Areas of the full Technical Reports make references to 536 units for the purposes of their analyses; the option is no longer being considered.

### Agency Participants

- Buffalo Mountain Metropolitan District
- CDOT
- Dillon-Silverthorne Joint Sewer Authority
- Frisco Sanitation District
- Summit County
- Summit County Ambulance
- Summit County Sheriff
- Summit Fire & EMS
- Summit School District
- Town of Dillon
- Town of Frisco
- Town of Silverthorne

**Table 1. Units by Phase and Tenure**

	Phase 1		Phase 2		Phase 3			Phase 4		Total Units
	1A	1B	2A	2B	3A	3B	3C	4A	4B	
<b>Ownership Units</b>										
SFD	37	---	---	---	---	---	---	14	---	51
TH	21	---	64	---	---	---	---	---	---	85
MF/Condo	---	---	---	---	---	---	25	---	---	<u>25</u>
<b>Total</b>	<b>58</b>	<b>---</b>	<b>64</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>25</b>	<b>14</b>	<b>---</b>	<b>161</b>
<b>Rental Units</b>										
SFD	---	---	---	---	---	---	---	---	---	0
TH	---	---	---	---	---	---	---	---	---	0
MF	---	135	---	50	60	30	---	---	---	<u>275</u>
<b>Total</b>	<b>---</b>	<b>135</b>	<b>---</b>	<b>50</b>	<b>60</b>	<b>30</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>275</b>
<b>Total Phase</b>	<b>58</b>	<b>135</b>	<b>64</b>	<b>50</b>	<b>60</b>	<b>30</b>	<b>25</b>	<b>14</b>	<b>---</b>	<b>436</b>

Source: Lake Hill Master Plan; Summit County Housing Department; Economic &amp; Planning Systems

Properties in the Lake Hill development will include deed restrictions to advance the goals of affordable and workforce housing in Summit County. Restrictions may include the following, or any combination thereof:

- The deed-restricted property must be the owner's primary residence.
- At least one member of the household must be employed in Summit County for 30 hours or more per week.
- The total household income at time of purchase or rent may be limited to a percentage of the Area Median Income (AMI).

Currently, the County's code allows a range of AMIs as long as they average 100 percent for ownership units and 60 percent for rental units. County staff is proposing Code amendments in the near future to allow for 80 percent rental units. The County could also bring development rights to the project from its Transfer of Development Rights program to allow some market rate development to generate additional revenue to assist with offsetting development costs. Therefore, the ultimate pricing and income levels for Lake Hill will be determined at a later date and during the course of development according to market conditions, AMI definitions, and housing priorities at that time.

For the purposes of the impact study, however, estimates of incomes, sale prices, and rents were needed to calculate things such as property tax, household spending, and sales tax. The Fiscal Impact and Cost of Services Analysis was started in 2018, and 2018 AMI and pricing were available at that time. The income levels, unit sale prices, and estimated values and rents used in the Impact Study are summarized in **Table 2**. The County updates its income and pricing guidelines annually and the ultimate pricing and rent levels in Lake Hill is subject to change.

**Table 2. Values and Rents by Unit Type**

	Bedrooms [1]	Avg. AMI	Monthly Rent	Sale Price and Unit Value [2]
<b>2018 AMI and Pricing - Subject to Change</b>				
<b>Ownership Value per Unit</b>		<u>100% AMI</u>		
SFD	3.00	\$94,250	N/A	\$394,783
TH	2.50	\$87,925	N/A	\$363,668
MF/Condo	2.00	\$81,600	N/A	\$332,553
<b>Rental Value per Unit</b>		<u>80% AMI</u>		
SFD	3.00	N/A	N/A	N/A
TH	2.50	\$70,340	\$1,759	\$211,020
MF	2.00	\$65,280	\$1,632	\$195,840

[1] Townhomes were evaluated on an average size of 2.5 bedrooms, the average between 2 and 3 bedroom units.

[2] Sale prices and unit values used for property tax estimates in fiscal impact analysis

Source: Lake Hill Master Plan; Economic & Planning Systems

For comparison only, using Summit County's 2021 income and pricing guidelines, the purchase price for units in Lake Hill in 2021 would be \$480,708 for a 4-bedroom unit, \$423,763 for a 3-bedroom unit, and \$357,450 for a 2-bedroom unit. In 2021, rent for a 2-bedroom unit in Lake Hill would be \$1,730 per month, and \$1,442 for a one-bedroom.



Figure 2. Conceptual Phasing Diagram

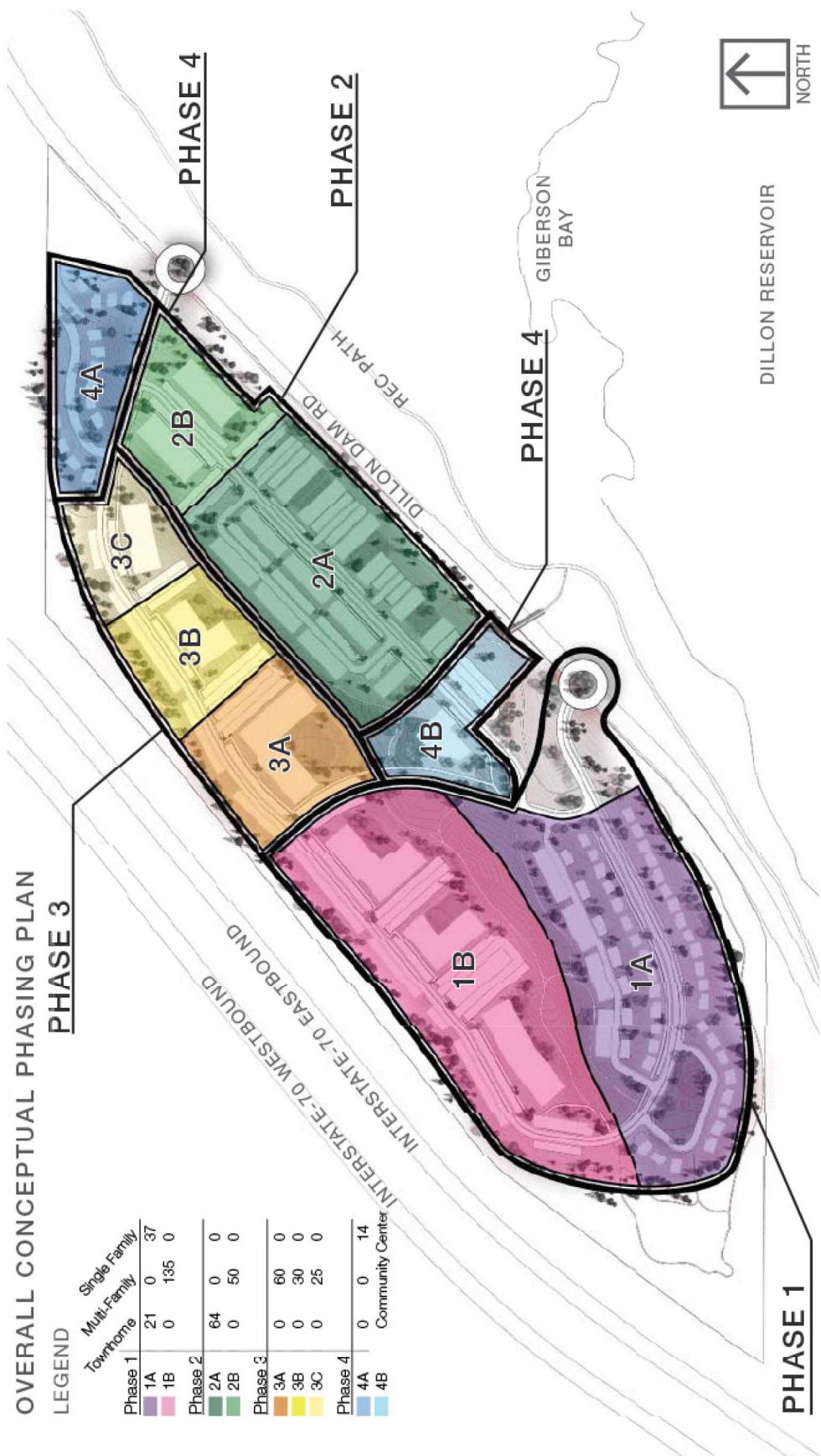
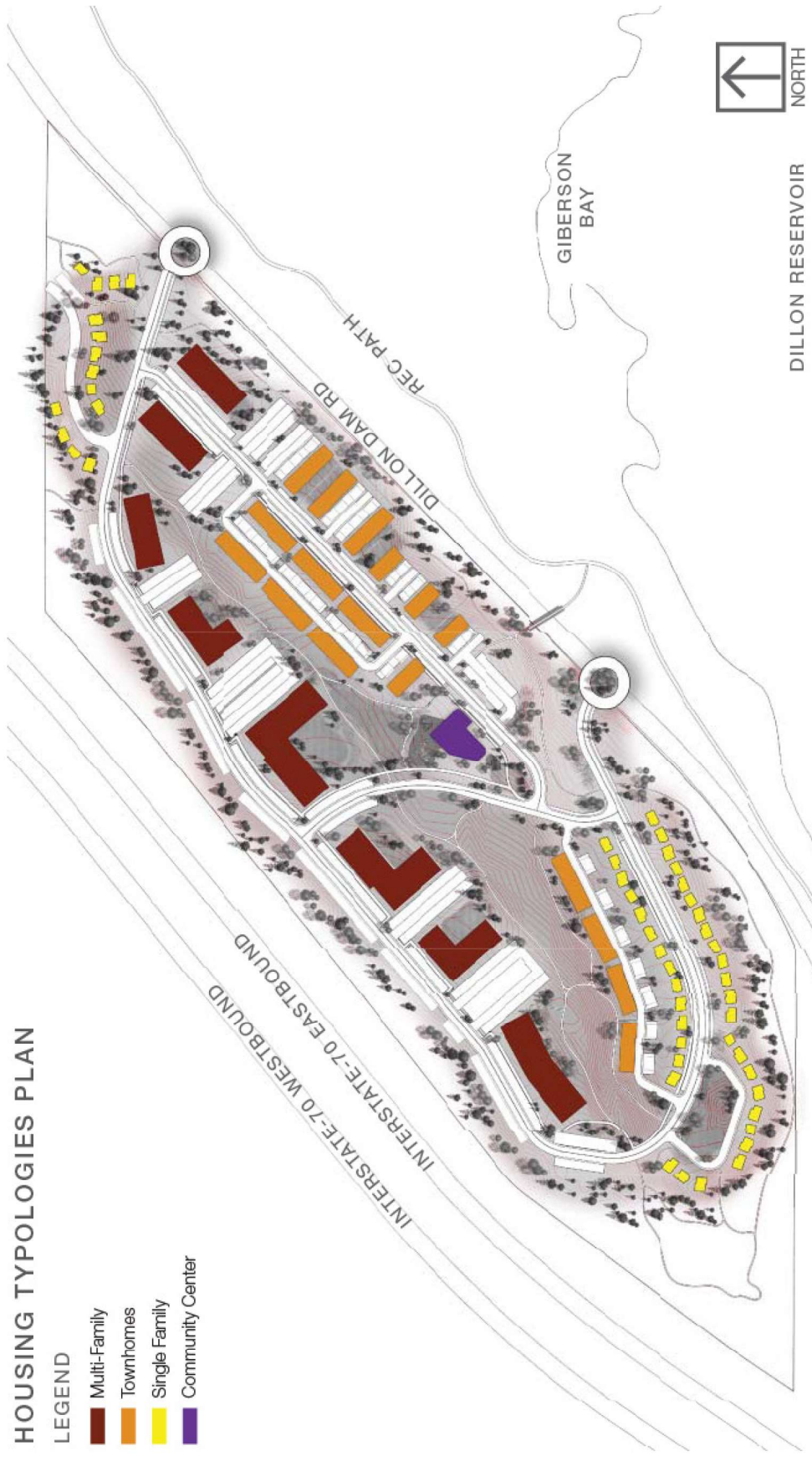


Figure 3. Housing Typology Plan





## Summary of Findings

**1. *The Lake Hill development can be a national model for workforce housing development partnerships in natural resource amenity communities.***

Places like Summit County have a limited land supply due to the large amount of protected resource and habitat lands. It is difficult to accommodate growth in this context: to balance resource protection with housing and other community needs that require land development. The National Forest property that was acquired was not a significant resource or habitat contributor and therefore represents a good tradeoff for community needs, in EPS' opinion. There are environmental benefits to providing workforce housing, namely the reduction in commuting and associated emissions, and the reduction in more dispersed development (sprawl and habitat encroachment) in more outlying areas.

**2. *Lake Hill will have a meaningful impact on the County's and Town's housing needs.***

The 2019 Housing Needs Assessment estimated a housing gap in Summit County of 2,243 units under 120% AMI, meaning there is a need for 2,243 affordable homes to put people into more affordable living conditions. The Housing Needs Assessment also identified that the Ten Mile Basin had a housing gap of 1,035 units based on 2018 data and although the Ten Mile Basin gap was projected to be flat in 2023, this was only because the Housing Needs Assessment projected a portion of Lake Hill would be built during that time. Lake Hill will add 436 permanently affordable homes, accounting for nearly 20 percent of the County gap and 42 percent of the Ten Mile Basin gap. Since this study was completed, affordability conditions have worsened due to the amenity migration that occurred during the COVID-19 pandemic, resulting in more housing shortages and price and rent increases in Colorado mountain communities.

**3. *The largest issue to address in the development process is wastewater service.***

Frisco Sanitation District (FSD) is recommended as the best option for sewer service from an engineering feasibility and cost perspective. First, the FSD Board would need to approve service and inclusion of Lake Hill into the District. The cost to connect to the FSD is estimated at roughly \$8.7 million. These costs are comprised of approximately \$4.5 million in tap fees, \$2.95 million in treatment upgrades, and \$1.2 million in pipe and other infrastructure. It is important to note that the \$2.95 million in treatment upgrades is only the proportionate share directly related to Lake Hill. The total cost of treatment upgrades is estimated at \$8.0 million. Frisco Sanitation District has indicated that they do not have the financial capacity to fund the full \$8.0 million needed if Lake Hill petitions for Inclusion into the District. If Lake Hill were to fund the entire \$8.0 million cost, there should be a reimbursement mechanism



to require future development to buy into this capacity upgrade. The other providers were eliminated from consideration due to cost and capacity constraints: Buffalo Mountain Metro District and Silverthorne-Dillon Joint Sewer Authority.

**4. *Water service is also a significant cost but potentially less complex to provide service.***

The recommended water provider is the Town of Frisco. There is nearby infrastructure, Lake Hill is already within its service area, and the Town has the capacity to provide service. The cost to connect to the Town of Frisco water is estimated at \$7.7 million and is the lowest cost option, thus making it the recommended option. This cost is comprised of \$3.1 million in tap fees and \$4.6 million in pipe, well, and supplemental storage tank infrastructure. No treatment upgrades would be required. Water rates could be 1.5 times in-town rates unless the property is annexed or agreed to be provided at a lower rate by Frisco Town Council, which has the discretion to offer in-town rates.

In comparison, the cost to connect to the Town of Dillon water is estimated at nearly \$15.0 million. Silverthorne would require annexation to provide service, and Buffalo Mountain Metro District does not have capacity.

**5. *The option of a special district with its own wastewater and potable water treatment plant was evaluated but eliminated from consideration.***

There were several issues identified to creating a new utility district. CDPHE may not permit a new district given the proximity of the project site to existing utility providers. It is anticipated that Denver Water would not support a new wastewater facility discharging to Dillon Reservoir, and wastewater treatment and mixing zone requirements for discharge would be difficult and costly to get permitted. A new water source would most likely be considered as "Groundwater Sources Under the Direct Influence of Surface Water" by CDPHE and require more expensive water treatment technologies. Due to these initial issues identified, and availability of existing utility providers nearby, this option is not recommended and was not explored further.

**6. *The Traffic Impact Study (TIS) has found that traffic from Lake Hill can be accommodated in the existing roadway and intersections. Traffic operations at the North 10 Mile Drive intersection with Dillon Dam Road should be monitored as described below.***

The existing roadway network and study intersections can serve the estimated site-generated traffic volumes in the short-term and long-term regardless of the number of homes. The proposed site access and internal circulation will adequately serve the estimated vehicular trips and loading operations.

As Lake Hill develops, the intersection of Dillon Dam Road and North Ten Mile Drive should be monitored to determine the need for a new traffic signal or other operational changes to facilitate turning from the side-street. Based on the traffic analysis, a signal may be warranted at North Ten Mile Drive with 332 dwelling units in Lake Hill (37 single family and 295 multifamily).

A signal is not necessarily recommended here; however, because drivers have the option of using the existing signalized intersection three blocks to the south at N. Ten Mile Drive and Summit Boulevard. In addition, installing a new signal at this location would be challenging because of the close spacing (375 foot) with the Summit Boulevard intersection. A planning level cost estimate for this signal, if determined to be needed, is \$300,000 to \$500,000.

In addition, the CDOT interchange improvement project at Exit 203 is expected to improve traffic operations in the area that would accommodate the projected traffic from Lake Hill, including the Dillon Dam Road and Summit Boulevard/SH 9 intersection.

***7. A new bus station and bus route are recommended to provide a public transit option for Lake Hill.***

Summit Stage has provided planning level estimates for service to the Lake Hill property. Two new transit stops are estimated to cost in the range of \$150,000. The annual operating costs, including contributions to capital, are estimated in the range of \$200,000 to \$250,000 per year.

***8. An improved bicycle and pedestrian connection to the Dillon Reservoir Recpath and Summit Boulevard is recommended.***

The Master Plan recommends a grade-separated pedestrian and bicycle crossing over the Dillon Dam Road (a bridge) to access the Recpath. An extension of the Recpath to Summit Boulevard is also recommended parallel to Dam Road to connect with Summit Boulevard. The cost of an extended bicycle and pedestrian path is estimated at \$750,000 for the 0.5-mile extension (\$1.5 million per mile). The determination of whether a grade-separated pedestrian and bicycle crossing over the Dillon Dam Road is needed will be made at a later date, and would be considered a project development cost.

***9. Lake Hill is estimated to have only minor cost impacts to local governments and service providers.***

A summary of fiscal impacts for each entity evaluated is shown below. These figures should not be added because they are for independent units of government. The net impact to Summit County is estimated to be a cost of \$17,800 per year or approximately \$41 per housing unit. This is an expenditure of 0.51 percent in the County's General Fund. The Town of Frisco is estimated to receive an increase in its 4.0 percent sales tax of \$176,000 per year, or approximately \$400 per housing unit resulting from the spending of Lake Hill residents in the town.



The increase in calls to emergency service providers is estimated to range from 0.59 percent to 1.14 percent, as shown below. For some EMS providers, an annual cost of \$12 to \$23 per housing unit is estimated while others would experience a modest revenue increase of \$16 to \$23 per new unit in Lake Hill. The differences depend on the property tax and cost structures of these special districts. In fiscal impact analysis, these are considered negligible impacts given the precision of the information and analysis techniques.

	Net Fiscal Impact	Per Housing Unit	% Increase in Calls
<b>County and Town of Frisco</b>			
Summit County General Fund	-\$17,766	-\$41	---
Town of Frisco 4.0% Sales Tax	\$176,191	\$404	---
<b>Emergency Services</b>			
Communications Operations/E911	-\$5,279	-\$12	0.59%
Summit County Ambulance Service	\$6,956	\$16	0.59%
Summit Fire and EMS	-\$10,135	-\$23	1.14%
Summit County Sheriff	Incl. in General Fund	N/A	1.14%
Frisco Police Department	\$10,167	\$23	0.59%

Source: Summit County Budget; Economic & Planning Systems

**10. Lake Hill could generate 75 elementary school students and 30 to 35 children under 6 who may need childcare.**

These figures may overestimate child and student generation because they are derived from neighborhoods in Summit County with a higher percentage of ownership than may be built in Lake Hill. It is estimated that Lake Hill will generate approximately 75 students at full buildout assuming 100 percent net new population, as shown below. If families with students relocate to Lake Hill from elsewhere in the Frisco Elementary school district, these figures would be lower for K-5 grades. The School District did not identify any needs for capacity expansions, therefore there is no cost impact associated with Lake Hill.

Grade	Pct.	Students
K	10.0%	7.5
1	8.7%	6.5
2	9.7%	7.2
3	8.2%	6.1
4	7.9%	5.9
5	8.9%	6.6
6	8.2%	6.1
7	9.4%	7.0
8	6.1%	4.5
9	6.1%	4.5
10	5.1%	3.8
11	6.1%	4.5
12	<u>5.6%</u>	<u>4.2</u>
<b>Total</b>	<b>100%</b>	<b>74.6</b>

Source: Economic & Planning Systems

Childcare needs from Lake Hill were estimated using information from a study completed in 2018 by BBC Research and Consulting for Early Childhood Options, a non-profit organization based in Dillon, CO. Using enrollment and waitlist data from that time, EPS has calculated an average childcare demand generation rate of 0.034 students per capita in Summit County for children under 6 years old.

As shown in **Table 9**, this equates to approximately five to six children per age year (i.e., five to six 4-year-olds per year, assuming an equal age distribution). Although there may be some additional demand generated for child care, it is not enough to justify building a new child care center and some of this child care demand may be accounted for with new in-home child care within Lake Hill, which the zoning will allow.

Description	Calculation	Notes
2018 Population	31,556	BBC Research 2018
Licensed childcare enrollment (under 6)	732	BBC Research 2018
Unduplicated waitlist	331	BBC Research 2018
<b>Total demand</b>	<b>1,063</b>	
<b>Preschool generation rate per capita</b>	<b>0.034</b>	
Lake Hill Population	984	
Preschool generation rate	0.034	
<b>Estimated childcare demand</b>	<b>33.1</b>	<b>Ages 1-6</b>
<b>5 - 6 children per age year</b>		

Source: Economic & Planning Systems

**11. The off-site (outside the property boundary) infrastructure costs needed to develop Lake Hill are estimated at \$17.3 million.**

The largest infrastructure costs needed to develop the Lake Hill property are water service at \$7.7 million and wastewater service at \$8.7 million, as described above. In addition, an extension of the Recpath may be needed in the vicinity of N. 10 Mile Drive at a cost of approximately \$750,000. Two new transit stops are also identified in the Master Plan with an estimated total cost of \$150,000. If a new transit route is established, a preliminary cost estimate is \$200,000 to \$250,000 per year for Summit Stage to operate the route. If Lake Hill is required to pay the full \$8M for wastewater treatment upgrades, the total offsite infrastructure costs would increase by \$5.05 million, for a total of \$22,350,000.

Off-Site Costs	One-Time Cost
Connect to Town of Frisco Water	\$7,700,000
Connect to Frisco Sanitation District	8,700,000
Bicycle and Pedestrian Path Extension	750,000
Transit Stops and Service	150,000
<b>Total</b>	<b>\$17,300,000</b> plus \$200,000-\$250,000/yr. operating cost
Potential additional Frisco Sanitation District Cost	\$5,050,000
<b>Total</b>	<b>\$22,350,000</b>

Source: Summit County Budget; Economic & Planning Systems

## 2. Water and Wastewater Service

This chapter summarizes Tetra Tech's evaluation and recommendations for potable water and wastewater service to the Lake Hill property including rough order of magnitude cost estimates. Tetra Tech met with staff from each service provider considered and prepared cost estimates for connecting to service providers that have capacity to serve. The cost estimates provided are planning level and will need to be refined once a service provider is agreed on.

### Potential Service Providers

Four potential water service providers and three potential sanitary sewer providers were considered for Lake Hill:

- **Buffalo Mountain Metropolitan District** – BMMD provides water and sewer service primarily to the Wilderrest area north of I-70.
- **Town of Frisco Water** – This is the Town of Frisco's water utility department that serves the incorporated town and unincorporated areas adjacent to the town. The Town can provide service to unincorporated areas at 1.5 times the in-town water rates unless Town Council approves a lower rate. If Lake Hill is annexed into the town, it would pay the regular town rates.
- **Frisco Sanitation District** – The FSD is a special district with its own Board of Directors separate from the Town of Frisco. It provides sewer service to the Town of Frisco and adjacent unincorporated areas. Lake Hill is not currently in the service area but could be incorporated into it by a Petition for Inclusion if approved by the Board of Directors.
- **Town of Dillon Water** – The Town can provide service to unincorporated areas at 2.0 times the in-town water rates. Like Frisco, this rate can be negotiated with Town Council.
- **Town of Silverthorne Water** – The Town of Silverthorne would require annexation into Silverthorne in order to provide service, which eliminates this option from the recommendations.
- **Silverthorne-Dillon Joint Sewer Authority** – Dillon and Silverthorne have a joint sewer plant run by the Joint Sewer Authority (JSA) that serves both communities.

A special district option with onsite water and wastewater treatment was also considered but eliminated from consideration as described in this chapter.



## Water Service Impacts

Four water service providers were considered: Town of Frisco, Town of Dillon, BMMD, and Town of Silverthorne. Each provider requires that a project dedicate water rights.

The nearest connection point to the BMMD water system is approximately one mile away from Lake Hill. To connect, a water pipeline would need to be constructed under I-70 and the water treatment plant would need to be expanded. Due to the costs and practicality of this option, BMMD was excluded from further consideration.

The Town of Silverthorne was also excluded from further consideration because Town policy requires annexation to provide water service. This would be a complex annexation given the location and distance of Lake Hill from the town boundary.

The Town of Dillon has capacity to serve Lake Hill, but a lengthy pipeline connection would be needed. The Town charges 2.0 times the in-town rates for customers outside its boundary, but this may be negotiable with Town Council. As shown in **Table 3**, the cost of infrastructure and tap fees to connect to Town of Dillon water is estimated at \$13.5 million: \$7.0 million in pipeline infrastructure, \$1.1 million in treatment upgrades, and \$5.4 million in tap fees.

In comparison, the cost to connect to the Town of Frisco water is estimated at \$7.7 million, making it the recommended option. This cost is comprised of \$3.1 million in tap fees and \$4.6 million in pipe, well, and storage tank infrastructure, also shown in **Table 3**. The costs include a supplemental storage tank that may be needed for an upper pressure zone in the project. No treatment upgrades would be required. Water rates would be 1.5 times in-town rates unless the property is annexed, or if the Town Council allows for a lower rate.

Calculating future maintenance costs on any new water infrastructure is challenging but any maintenance costs associated with infrastructure improvements or pipe expansion would be one component of the rates for the services.

**Table 3. Water Connection Cost Summary**

<b>Water Provider</b>	<b>Treatment Capacity</b>	<b>Connection Requirements</b>	<b>Estimated Cost</b> (not incl. water rights)
Buffalo Mountain Metropolitan District	No: plant expansion needed	Well, pipeline across I-70, pump station, storage tank, water rights dedication	N/A
Town of Frisco	Yes	Well, pump station, pressure zone, storage tank, water rights dedication Rates 1.5 town rates unless negotiated	\$7.7 million
Town of Dillon	No: treatment upgrades needed	Pipeline, pump station, storage tank, water rights dedication Water rates at 2.0 in-town rates unless negotiated	\$13.5 million
Town of Silverthorne	No	Pipeline, pump station, storage tank, water rights dedication	N/A
Onsite treatment (special district)	If constructed	Approval by CDPHE and Denver Water Costly treatment needed due to surface water influence	N/A

## Wastewater Service Impacts

Tetra Tech evaluated the feasibility of connecting to three wastewater providers: BMMD, Silverthorne-Dillon Joint Sewer Authority (JSA), and the Frisco Sanitation District (FSD). The BMMD was eliminated from consideration because it does not have the treatment or flow capacity and the cost to expand would be well beyond what the Lake Hill project could carry. BMMD discharges to the JSA, which also has some capacity constraints.

The JSA is willing to provide service but approximately \$16.0 million in treatment capacity upgrades would be needed. In addition, a pipeline along I-70 would need to be constructed at a rough cost of \$8.0 million. After adding \$2.8 million in tap fees, the cost to connect to the JSA is estimated at \$26.8 million, making it the costliest option, as shown in **Table 4**.

Tetra Tech recommended that the FSD is the best option to connect to Lake Hill from an engineering feasibility and cost perspective. First, the FSD Board would need to approve service by an Inclusion process into the District. The cost to connect to the FSD is estimated at roughly \$8.7 million. These costs are comprised of approximately \$4.5 million in tap fees, \$2.95 million in treatment upgrades, and \$1.2 million in pipe and other infrastructure.

The Frisco Sanitation District completed a capacity study for the Wastewater Treatment Plant in 2020. This study included analysis of the facility and upgrades needed to serve the ultimate buildout of the District's service area including the Town of Frisco, nearby unincorporated Summit County areas, and the Lake Hill property. The study estimated that an additional 1,319 EQRs of capacity would be needed to serve the buildout, and the total cost to serve the additional 1,319 EQRs was estimated at \$8.0 million. The Wastewater Treatment Plant upgrade costs were allocated by percentage to Lake Hill in this Impact Study. Since Lake Hill is 450 EQRs (as defined by the Frisco Sanitation District) of the 1,319 EQRs needed for buildout, 36.9 percent of the \$8.0 million upgrade cost or \$2.95 million is the pro rata share of the Wastewater Treatment Plant expansion cost for Lake Hill.

FSD has indicated, however, that they do not have the financial resources to make the \$8.0 million investment needed to serve Lake Hill. If the Lake Hill development pays the full \$8.0 million upfront, the County and FSD should consider a reimbursement process so that, as other development connects to the new capacity, the County and/or FSD can recoup that cost. If Lake Hill can pay only the \$2.95 million pro rata share, other funding will need to be identified for the remaining \$5.05 million. One option being explored is federal grant and recovery funding related to the COVID-19 pandemic. The total cost to connect to FSD could be approximately \$13.7 million with the full capacity upgrade.

Calculating future maintenance costs on any new wastewater infrastructure is challenging but any maintenance costs associated with treatment or pipe expansion would be one component of the rates for the services.



**Table 4. Wastewater Connection Cost Summary**

<b>Wastewater (Sewer) Provider</b>	<b>Treatment Capacity</b>	<b>Connection Requirements</b>	<b>Estimated Cost</b>
Buffalo Mountain Metropolitan District	No	No connection taps available	N/A
Frisco Sanitation District	Yes, with treatment upgrades	Inclusion into district Collection system upgrade, flow equalization, pump station	\$8.7 million (pro rata share of capacity upgrades) \$13.7 million with 100% of treatment upgrades
Silverthorne-Dillon Joint Sewer Authority	No	Expand treatment plant Pipeline across I-70, flow equalization, pump station	\$26.8 million
Onsite treatment (special district)	If constructed	Discharge unlikely to be supported by Denver Water	N/A

### **Special District**

During the execution of the project some review and discussion was completed regarding the potential of creating a new, special district for water or wastewater utility service specifically for the Lake Hill Property. There were several issues identified to creating a new utility district, including:

- CDPHE may not permit a new wastewater district given the close proximity of the project site to existing utility providers.
- It is anticipated that Denver Water would not be supportive of a new wastewater facility discharge to Dillon Reservoir, and wastewater treatment and mixing zone requirements for discharge would be difficult to get permitted and costly to implement.
- A new water source would most likely be considered as "Groundwater Sources Under the Direct Influence of Surface Water" by CDPHE and require more expensive water treatment technologies.

Due to these initial issues identified and availability of existing utility providers nearby, additional requirements to create new separate utility districts were not further explored.

### 3. Traffic and Transportation

This chapter summarizes the major findings of the Traffic Impact Study (TIS) prepared by Fox Tuttle Transportation Group (FTTG).

#### **Dillon Dam Road Access**

Lake Hill is located along Dillon Dam Road, a two-lane arterial road parallel to I-70. Dillon Dam Road serves as a secondary connection between the towns of Frisco and Dillon. The roadway provides access to existing commercial businesses, lodging, multifamily complexes, and recreational areas. Over the dam, Dillon Dam Road is owned and secured by Denver Water with the authority to close the roadway due to threats against the dam and reservoir infrastructure. Adjacent to the Lake Hill property, the roadway width is 36-feet with 12- to 14- foot travel lanes (one per direction) and 6-foot shoulders.

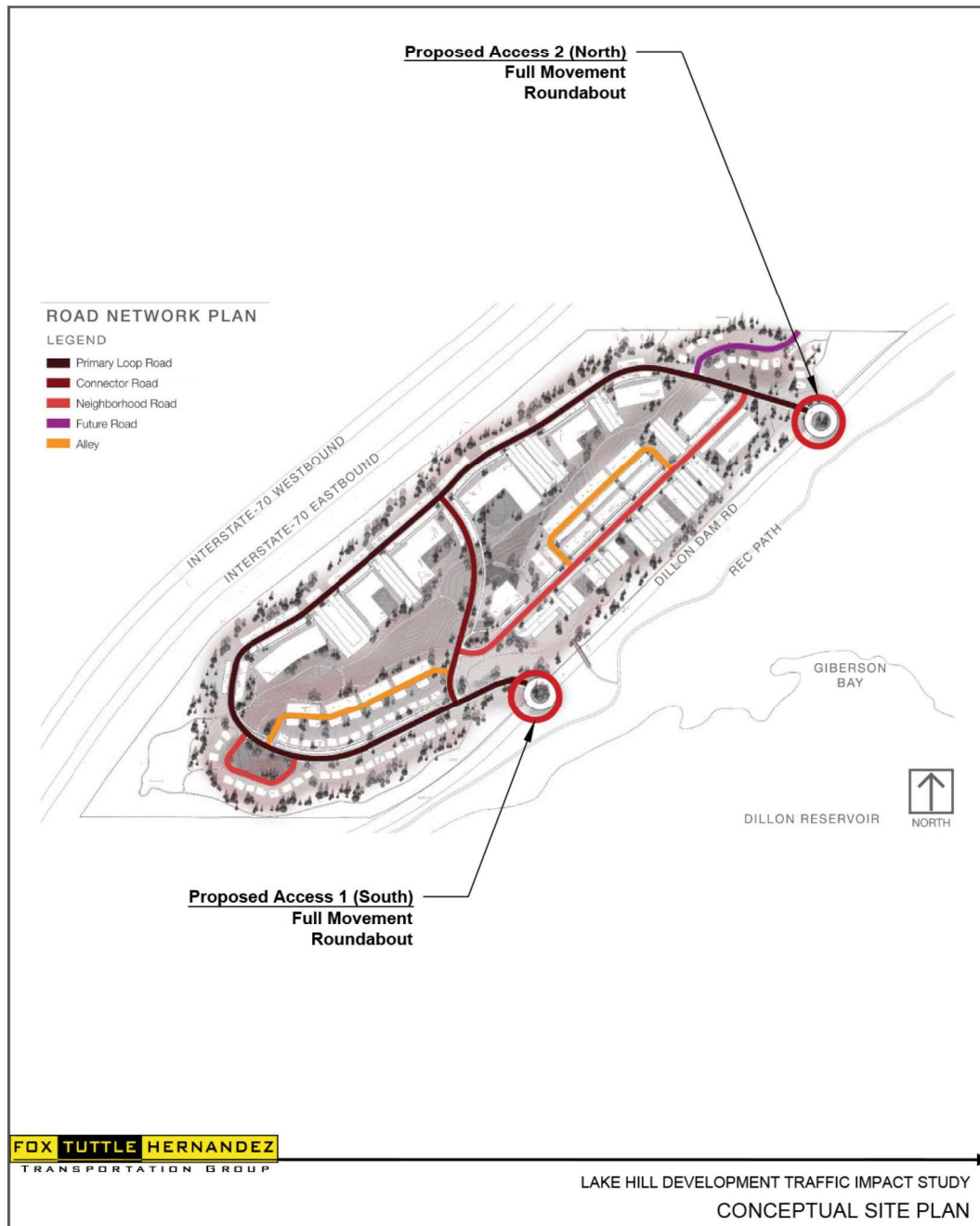
Dillon Dam Road serves approximately 8,000 vehicles per day (vpd) north of N. Ten Mile Drive and 6,800 vpd south of the dam. The roadway has a posted speed limit of 30 mph south of Beaver Lodge Road and increases to 45 mph north of Beaver Lodge Road. Dillon Dam Road is planned to provide direct access into the proposed Lake Hill community.

The TIS recommends two access points for Lake Hill shown in **Figure 4**, consistent with the Master Plan:

- North Access at Dillon Dam Road: Single-lane roundabout
- South Access at Dillon Dam Road: Single-lane roundabout.

The TIS evaluated the impacts of Lake Hill traffic on other important roadways and several intersections within close proximity to the project site.

**Figure 4. Proposed Road Access**





## Existing Conditions

The study area boundaries were based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The primary public roadways, intersections, and multimodal facilities that will serve the Lake Hill project are discussed below.

### Roadways

**US Highway 6** is an east-west principal arterial that connects Silverthorne and Dillon to Keystone and the Loveland Ski Area. The highway provides access to I-70 on both sides of the Continental Divide/Eisenhower – Johnson Tunnels. US Highway 6 traverses Loveland Pass between Keystone and Loveland Ski Area, which is the alternative route to I-70 for trucks carrying hazardous materials to bypass the tunnels. West of the Dillon Dam Road intersection, US Highway 6 has three lanes per direction and services approximately 17,900 vehicles per day (vpd). East of N. Dillon Dam Road intersection, the highway has two lanes per direction and services approximately 12,000 vpd. The posted speed limit also changes on either side of Dillon Dam Road; west of the intersection the speed limit is 35 miles per hour (mph) and increases to 45 mph east of the intersection.

**State Highway 9 (Summit Boulevard)** is a north-south principal arterial that connects I-70 to Frisco, Breckenridge, and Park County. The highway continues east on I-70 where it heads north towards Kremmling from the interchange at Silverthorne (Exit #205). Summit Boulevard is a CDOT facility that has one lane per direction through the interchange and two lanes per direction south of the intersection with Dillon Dam Road/Lusher Court. The highway currently serves approximately 28,300 vpd just north of Dillon Dam Road and the posted speed limit is 35 mph. Within the study area, SH 9 is 82-foot wide with 12- to 13-foot travel lanes, two per direction; an 18-foot median/center turn lane; and 12-foot auxiliary lanes.

**N. Ten Mile Drive** is a local two-lane roadway that serves commercial and residential properties along the southwest corner of Dillon Reservoir. N. Ten Mile Drive parallels SH 9 and acts as a frontage road for the local businesses with multiple locations that lead to the highway.

**La Bonte Street** is a local two-lane roadway that leads to the center of the Town of Dillon. The roadway serves local, visitor, and marina traffic. The intersection with Dillon Dam Road is a single lane roundabout and just north of the Denver Water security house.

**Beaver Lodge Road, Prospect Point Drive, and Lake View Terrace** are two-lane local roadways that serve residential properties.

## **Intersections**

The study area included six existing intersections as listed below with the current traffic control:

1. Dillon Dam Road at N. Ten Mile Drive (side-street stop-controlled)
2. Dillon Dam Road at Beaver Lodge Road (side-street stop-controlled)
3. Dillon Dam Road at Prospect Point Drive (side-street stop-controlled)
4. Dillon Dam Road at Lake View Terrace (side-street stop-controlled)
5. Dillon Dam Road at La Bonte Street (roundabout)
6. US Highway 6 at Dillon Dam Road (signalized)

Traffic counts were collected in Year 2019 at the study intersections and along the nearby roadways to provide baseline evaluations of the existing conditions.

The State Highway 9 (SH 9) at Dillon Dam Road intersection was not included in the analysis since the intersection was evaluated as part of the CDOT 203 Interchange Project. However, it is important to note that westbound queues on Dillon Dam Road from the SH 9 intersection do extend through the N. Ten Mile Drive intersection on a regular basis during the peak periods under existing conditions. Those queues create safety and operational issues at the Dillon Dam Road and N. Ten Mile Drive intersection that are not shown in the traffic modeling for this traffic study.

The CDOT 203 interchange project evaluated and recommended traffic control and intersection capacity improvements to the SH 9 at Dillon Dam Road intersection. It is expected that those capacity improvements will reduce the queues along Dillon Dam Road and the likelihood of those queues impacting the N. Ten Mile Drive intersection.

## **Pedestrian and Bicycle Access**

There are no sidewalks on the study area roadways; however, there is a paved multi-use recreational path that circumnavigates Dillon Reservoir and parallels Dillon Dam Road near the project site. This Recreational Path provides walking and biking access into the Town of Frisco and Town of Dillon and links to other local and regional recreational facilities.

There are no on-street bike lanes on the study area roadways.

## **Transit Access**

Currently, the Town of Frisco and Summit County is served by Summit Stage; however, there is currently no transit service along Dillon Dam Road. The Frisco Transit Station is located on Lusher Court near Wal-Mart and Safeway along Summit Boulevard/SH 9 with park-and-ride services to utilize the Frisco-Breckenridge route, Frisco-Silverthorne route, and Copper Mountain route. Each route links to other transfer stations and adjacent communities.



Recently, Denver Water has approved the use of Dillon Dam Road for transit service. Summit Stage is studying the existing routes to understand if there is potential to reroute and/or provide new routes that will travel on Dillon Dam Road.

## **Vehicular Traffic Impacts**

The TIS evaluated the existing and future scenarios with and without the development of Lake Hill. Traffic operations for the existing and future background conditions provided a baseline comparison for traffic impacts related to Lake Hill. The future evaluations included an increase in traffic throughout the study area to account for other development and anticipated travel within the County. The TIS also included an evaluation of conditions for a situation when

Dillon Dam Road closes for safety or weather.

The development plan of 436 units was estimated to generate approximately 2,462 weekday daily trips with 166 trips occurring in the AM peak hour and 207 trips occurring in the PM peak hour at buildout. The TIS distributed the estimated trips through the study intersections per existing trip routing and were evaluated for traffic impacts related to the project.

The key findings from the TIS are summarized below:

- The project trips will have little impact on the traffic operations at the evaluated study intersections.
- The existing roadway network and study intersections can serve the estimated site-generated traffic volumes in the short-term and long-term regardless of the number of homes.
- The proposed site access and internal circulation will adequately serve the estimated vehicular trips and loading operations.
- The traffic volumes on Dillon Dam Road are reduced when it is closed; therefore, traffic operations improve when compared to when the road is opened for through traffic.

Recommendations from the TIS are listed below:

- Monitor the intersection of Dillon Dam Road and N. Ten Mile Drive to determine the need to signalize or make changes in traffic operations to facilitate turning from N. Ten Mile Drive. Based on the traffic analysis, the side-street volumes are anticipated to meet the peak hour signal warrant in the PM peak hour with 332 dwelling units in Lake Hill (37 single-family and 295 multifamily).
- A signal is not necessarily recommended at this time for two reasons. First, drivers have the option of travelling three blocks south to use the existing signalized intersection at N. 10 Mile Drive and Summit Boulevard/SH 9.

Second, the intersection spacing and curved roadway configuration will make a signal installation challenging at N. 10 Mile Drive and Dillon Dam Road. This intersection is approximately 375 feet from Summit Boulevard/SH 9. A planning level cost estimate for this signal, if determined to be needed, is \$300,000 to \$500,000.

The access recommendations from the Master Plan and Traffic Impact Study are listed below. These are considered costs that are part of the development program, not impacts external from the project.

- **Dillon Dam Road at North Access:** Construct as a single-lane roundabout.
- **Dillon Dam Road at South Access:** Construct as a single-lane roundabout.
- Implement the desired plan to be transit-oriented, bicycle and pedestrian-friendly by including the proposed pedestrian bridge, transit stops adjacent to the site, internal trail system, and internal multimodal facilities/support (**Figure 5**).

## **Bicycle and Pedestrian Facility Impacts**

The Master Plan recommends a grade-separated pedestrian and bicycle crossing over the Dam Road (a bridge) to access the Dillon Reservoir Recpath. An extension of the Recpath to Summit Boulevard is also recommended parallel to Dam Road to connect with Summit Boulevard. The cost of an extended bicycle and pedestrian path is estimated at \$750,000 for the 0.5-mile extension (\$1.5 million per mile). A grade-separated pedestrian and bicycle crossing over the Dam Rd. would be considered a project cost if it is determined to be needed.



**Figure 5. Trail and Sidewalk Plan**

## Public Transit Impacts

Two new transit stops and a new route are recommended to provide a public transit option for Lake Hill residents. Summit Stage has provided planning level estimates for service to the Lake Hill property. Two new transit stops are estimated to cost in the range of \$75,000 each for a total of \$150,000. The annual operating costs, including contributions to capital, are estimated to be in the range of \$200,000 to \$250,000 per year.

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## 4. Fiscal Impacts

This chapter summarizes the Fiscal Impact and Cost of Services Analysis (FIA) conducted by EPS.

Fiscal impact analysis is a planning and decision support tool that provides estimates of the annual cost and revenue impacts to local governments (positive and negative) that results from new development or changes in land use. FIA compares the revenues generated by new development to the costs of public services required to serve new development to estimate the annual net fiscal impact. Revenues and costs are estimated using the County and special district budgets for major departments, and an assessment of relationships between each service on that department's revenues and costs.

Development projects or land use changes that have a positive fiscal impact will increase revenues above the costs, allowing the governing entity to improve its level of service through the increase in funding. Since governments generally aim to balance their budget, a project with a negative fiscal impact will require continual re-allocations of funds to balance the budget, potentially resulting in a decline in the level of service over time.

The fiscal impact analysis only estimates the direct impacts of the development on service providers. It does not account for broader economic impacts or the community benefits of additional workforce housing. Evaluating those impacts are beyond the scope of what is required in the County Code regarding Impact Studies.

### Summary of Fiscal Impacts

The fiscal and service impacts of Lake Hill will depend on a key factor that is unknown: how many of the project's residents will be new to Summit County? Lake Hill residents will be required to document employment in Summit County. Many residents are expected to move into Lake Hill from other less affordable situations in Summit County. Other residents may be in-commuting employees who, given the opportunity, would move into Lake Hill rather than commute.

The question that cannot be quantified within the scope of this study is what would happen to units in Summit County vacated by Lake Hill residents: would they be backfilled by new people moving to Summit County, backfilled by people moving out of overcrowding or roommate arrangements, or converted to second homes and short-term rentals?



The fiscal impact results are therefore presented in two ways. The body of the full report focuses on the impacts of Lake Hill while assuming that 100 percent of the residents are “net new” to Summit County; this is the most conservative (highest) estimate of impacts to service costs and revenues. It also contains a summary of scenarios in which it is assumed that 50 and 75 percent of the residents are “net new.” The scenarios in which 50 or 75 percent of the residents are net new have less of an impact (more positive fiscal impact) on the County and service providers because services are already being provided to these people; there is no measurable increase in service demand if people move within the County.

### Emergency Services Impacts

The emergency responders interviewed for this study indicated that most of their incident responses are generated by visitors to Summit County and travelers along the I-70 corridor. Most emergency service impacts examined in this analysis are therefore calculated on the peak service population estimated, as shown below.

The daily peak population in Summit County is estimated at 167,000 of the following components:

• Full time population	30,555
• 8,898 In-Commuters weighted at 50%	4,449
• Peak Visitor Population	132,153
• Total	167,157

If all residents are net new, the Lake Hill development would add an estimated 984 residents to the County, an increase of 3.2 percent. In terms of daily peak population, the addition of Lake Hill residents represents an increase of 0.59 percent, which is more representative of the impact on service demand. These increases would be correspondingly less at 50 and 75 percent net new population.

Any population increase from Lake Hill is estimated to result in growth in incident responses in the 0.59 to 1.14 percent range assuming 100 percent net new population; and from 0.29 to 0.57 percent assuming 50 percent net new population, as summarized below and in **Table 5**.

- **Summit County Communications Operations Center** is estimated to experience a 0.59 percent increase in call volume and a -\$5,279 annual net fiscal impact or -\$12.11 per unit (costs are greater than revenues) assuming 100 percent new population.
- **Summit County Ambulance** is estimated to experience a 0.59 percent increase in call volume and a positive \$6,956 annual net fiscal impact (+\$15.95 per unit) assuming 100 percent new population.
- **Summit Fire & EMS** is estimated to experience a 1.14 percent increase in call volume and a -\$10,135 annual net fiscal impact indicating that costs are greater than revenues, or -\$23.24 per unit assuming 100 percent new population.

- **Summit County Sheriff** is estimated to experience a 0.59 percent increase in call volume and a \$23,586 increase in operating costs (\$54.10 in cost per unit) assuming 100 percent new population. This figure is only the cost side; the net fiscal impact to the Sheriff is included in the General Fund where this department is housed.
- **Frisco Police Department** is estimated to experience a 0.59 percent increase in call volume and a \$10,167 annual operating cost impact (\$23.32 per unit) assuming 100 percent new population. This represents only the cost side of the analysis; however, the study estimates that the Town of Frisco would receive approximately \$176,000 in annual sales tax revenue as Lake Hill residents are likely to make many of their retail and food and beverage purchases in the Town of Frisco.

These incident response estimates are not location-specific. New emergency response incidents created by new population could occur anywhere within Summit County. Some may occur within the Lake Hill development while others could be in the County and municipalities. The analysis also does not take into account the potential reduction in traffic accidents that could result from reductions in in-commuting if some Lake Hill residents were commuting long distances.

When interviewed, emergency service providers did not express concerns about the Lake Hill development adversely affecting response times because of the central location in the County in the existing service areas.

**Table 5. Emergency Service Provider Impact Summary**

Description	Existing Calls	Net New Residents		
		50%	75%	100%
		436 Units		
<b>Net New Population</b>		492	738	984
<b>Communications Operations/E911</b>				
Call Volume	55,000	162.4	243.5	324.7
Percent Increase		0.3%	0.4%	0.6%
Net Fiscal Impact		-\$420	-\$2,849	-\$5,279
Per Unit		-\$0.96	-\$6.53	-\$12.11
<b>Summit County Ambulance Service</b>				
Call Volume	3,413	10.0	15.1	20.1
Percent Increase		0.3%	0.4%	0.6%
Net Fiscal Impact		\$8,822	\$7,889	\$6,956
Per Unit		\$20.23	\$18.09	\$15.95
<b>Summit Fire and EMS</b>				
Call Volume	2,905	16.5	24.8	33.0
Percent Increase		0.6%	0.9%	1.1%
Net Fiscal Impact		\$29,550	\$9,708	-\$10,135
Per Unit		\$67.78	\$22.27	-\$23.24
<b>Summit County Sheriff</b>				
Call Volume	19,784	58.2	87.3	116.5
Percent Increase		0.3%	0.4%	0.6%
Operating Cost Impact		\$11,793	\$17,689	\$23,586
Per Unit		\$27.05	\$40.57	\$54.10
<b>Frisco Police Department</b>				
Call Volume	5,919	17.6	26.3	35.1
Percent Increase		0.3%	0.4%	0.6%
Operating Cost Impact		\$5,083	\$7,625	\$10,167
Per Unit		\$11.66	\$17.49	\$23.32

Source: Summit County 911 Dispatch; Summit County Budget; Economic &amp; Planning Systems



### Summit County General Fund Impacts

Summit County's General Fund has approximately \$35.5 million in revenues (2017 to 2019 average). Lake Hill is estimated to increase General Fund revenue by \$154,479 or 0.44 percent. This revenue is primarily generated by a \$95,769 increase in property tax revenue and Treasurer's fees, which accounts for 62 percent of the revenue impact. Other revenue increases are comprised of numerous minor fees and charges for services.

The net fiscal impact (NFI) to the Summit County General Fund is estimated at -\$17,766 per year, or -\$41 per Lake Hill housing unit assuming 100 percent net new residents. The largest impact is to the Sheriff's Department with a cost of \$23,600 per year. The remaining fiscal impact is an aggregate of small increases throughout other departments.

Assuming only 50 percent of the residents are new to the County, the fiscal impact to the General Fund is estimated to be positive at \$21,114 per year or \$48 per housing unit. At 75 percent net new residents, the project is essentially fiscally neutral to the General Fund at \$4.00 per housing unit per year.

These fiscal impact estimates assume that the real estate is privately owned. If any component of the development is publicly owned, such as by a housing authority, that property would be tax exempt. Property tax could therefore be lower for the development depending on the level of public ownership.

**Table 6. Summit County General Fund Fiscal Impact Summary**

Description	Net New Residents		
	50%	75%	100%
	436 Units		
<b>Revenues</b>			
Existing General Fund (2017-2019 Avg.)	\$35,350,791	\$35,350,791	\$35,350,791
Lake Hill Property Tax & Treasurer Fees	\$95,769	\$95,769	\$95,769
Lake Hill Other Revenue	<u>\$29,355</u>	<u>\$44,032</u>	<u>\$58,710</u>
Lake Hill Total Revenue	\$125,124	\$139,801	\$154,479
<b>Total</b>	<b>\$35,475,915</b>	<b>\$35,490,592</b>	<b>\$35,505,270</b>
Pct. Change	0.35%	0.40%	0.44%
<b>Expenditures</b>			
Existing General Fund (2017-2019 Avg.)	\$33,799,785	\$33,799,785	\$33,799,785
Lake Hill Expenditures	\$104,010	\$138,127	\$172,244
<b>Total</b>	<b>\$33,903,795</b>	<b>\$33,937,912</b>	<b>\$33,972,030</b>
Pct. Change	0.31%	0.41%	0.51%
<b>Net Fiscal Impact</b>	<b>\$21,114</b>	<b>\$1,674</b>	<b>-\$17,766</b>
<b>Per Housing Unit (436 units)</b>	<b>\$48</b>	<b>\$4</b>	<b>-\$41</b>

Source: Summit County Budget; Economic & Planning Systems

## Town of Frisco Impacts

In Chapter 3 of the Fiscal Impact and Cost of Service report, it is estimated that the Town of Frisco will collect \$176,200 in annual sales tax (followed by Silverthorne at \$117,600 per year). This revenue results from spending by Lake Hill residents in the town.

The only direct service that is anticipated to be provided to Lake Hill from the Town of Frisco is occasional Town Police responses within the County Sheriff's jurisdiction. Town police responses from Lake Hill residents are estimated at 35 calls per year at a cost of \$10,170 to the Department. Compared to the annual sales tax of \$117,600 (at 100 percent net new population), the Town would have an annual net positive fiscal impact of over \$100,000 per year at 100 percent net new population.

## Summit School District Impacts

Summit School District operates six elementary and three secondary schools within Summit County. The Lake Hill development will fall within the Frisco Elementary boundary. At the time of this study, District officials reported that enrollment has been declining at Frisco Elementary. The decline in enrollment may be due to Frisco's aging population and increasingly high housing costs that price-out local resident workers. The District added capacity at the Summit Middle School and Summit High School in 2016 and had no plans for a future ballot initiative for additional capacity increases at the time of the study.

To estimate the number of new students generated by Lake Hill, EPS analyzed student yields from other legally deed-restricted neighborhoods and other market rate neighborhoods that are more heavily occupied by full-time residents. These include Wellington, Peak One, Dillon Valley, and Pinewood 1 and 2, as shown in **Table 7**. Single family homes in the Wellington neighborhood have the highest generation rate (0.71 students per unit), followed closely by single family homes in Dillon Valley (0.70 students per unit). Yields are lower for multifamily units, with 0.04 and 0.09 students generated per unit in Pinewood Village 1 and II, respectively. Wellington was developed beginning in the early 2000s and yields 0.71 students per unit compared to Peak One, which was developed starting in 2010 and yields 0.41 students per unit.

The higher student generation rates in Wellington suggest that over time deed-restricted housing provides an opportunity for local families to put down roots and start families.



**Table 7. Student Generation Rates (Elementary, Middle, and High School)**

Subdivision	Unit Type	Units	Students	Students Per Unit
Peak One	SFD	69	28	0.41
Wellington	SFD	204	144	0.71
Dillon Valley	Condos	578	197	0.34
Dillon Valley	Multi-family	21	2	0.10
Dillon Valley	SFD	335	234	0.70
Pinewood Village I	Multi-family	74	7	0.09
Pinewood Village II	Multi-family	<u>45</u>	<u>2</u>	<u>0.04</u>
<b>Total</b>		<b>1,326</b>	<b>614</b>	<b>0.46</b>

Source: Summit County Assessor; Summit School District; Economic &amp; Planning Systems

The student generation rates from the comparable neighborhoods were applied to Lake Hill to estimate the number of students coming from the new neighborhood. It is estimated that Lake Hill will generate approximately 75 students at full buildout assuming 100 percent net new population, as shown in **Table 8**. Phase 1A is estimated to generate the most students (28.91) due to the high number of single-family homes and townhomes. At 50 percent net new population, half the number of students is estimated (37.3) while 75 percent net new population would equate to 56 students across all grades shown. The School District did not identify any needs for capacity expansions, therefore there is no cost impact associated with Lake Hill.

**Table 8. Estimated Students from Lake Hill (Elementary, Middle, and High School)**

Grade	Pct.	New Students		
		50% Net New Population	75% Net New Population	100% Net New Population
K	10.0%	3.7	5.6	7.5
1	8.7%	3.3	4.9	6.5
2	9.7%	3.6	5.4	7.2
3	8.2%	3.1	4.6	6.1
4	7.9%	2.9	4.4	5.9
5	8.9%	3.3	5.0	6.6
6	8.2%	3.1	4.6	6.1
7	9.4%	3.5	5.2	7.0
8	6.1%	2.3	3.4	4.5
9	6.1%	2.3	3.4	4.5
10	5.1%	1.9	2.9	3.8
11	6.1%	2.3	3.4	4.5
12	<u>5.6%</u>	<u>2.1</u>	<u>3.1</u>	<u>4.2</u>
<b>Total</b>	<b>100%</b>	<b>37.3</b>	<b>56.0</b>	<b>74.6</b>

Source: Economic &amp; Planning Systems

## Childcare Impacts

Childcare needs from Lake Hill were estimated using information from a study completed in 2018 by BBC Research and Consulting for Early Childhood Options, a non-profit organization based in Dillon, CO. Using enrollment and waitlist data from that time, EPS has calculated an average childcare demand generation rate of 0.034 students per capita in Summit County for children under 6 years old. As shown in **Table 9**, this equates to approximately five to six children per age year (i.e., five to six 4-year-olds per year assuming an equal age distribution).

**Table 9. Childcare Demand Estimate**

Description	Calculation	Notes
2018 Population	31,556	BBC Research 2018
Licensed childcare enrollment (under 6)	732	BBC Research 2018
Unduplicated waitlist	<u>331</u>	BBC Research 2018
<b>Total demand</b>	<b>1,063</b>	
<b>Preschool generation rate per capita</b>	<b>0.034</b>	
Lake Hill Population	984	
Preschool generation rate	0.034	
<b>Estimated childcare demand</b>	<b>33.1</b>	<b>Ages 1-6</b>
	<b>5 - 6 children per age year</b>	

Source: Economic & Planning Systems

On its own, Lake Hill may not generate enough demand to support a new childcare facility. However, the Master Plan provides for a location for a childcare facility if it is needed. In addition, some amount of in-home childcare can be expected as it is common in Summit County and would be allowed under the proposed zoning.

## **Other Impacts**

### **Library Fund**

The Library Fund supports the main Library at the County Commons in Frisco and two branch libraries located in Breckenridge and Silverthorne. Summit County staff indicated that library staffing needs have not been increasing with population growth and therefore no impact or a negligible impact is expected from Lake Hill. The Library Fund would, however, experience a small property tax revenue increase of approximately \$6,200 annually as a result of the development.

### **Road and Bridge Fund**

All streets within the Lake Hill development will be owned and managed by a homeowners' association (HOA) or a metropolitan district. This fund was therefore not included as part of the Fiscal Impact Analysis. The Traffic Impact Study evaluates the need for any off-site improvements to mitigate the traffic impacts. The Road and Bridge Fund would, however, experience a small property tax revenue increase of approximately \$6,600 annually as a result of the development.

### **Social Services Fund**

Social Services is a special revenue fund providing for two major programming areas: economic security and child welfare. Most programs within the Human Services department are funded by allocations from the state, therefore increases in need may result in increases in Summit County's funding allocation for subsequent years. Because of the high reliance on state funding for this program area, this fund was not analyzed for the FIA. In addition, the housing security created by Lake Hill will help reduce the need for many social services, as housing security is associated with a reduction in social services demands and health issues.