



DILLON MARINA
MASTER PLANNING REPORT
2008

JJR



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ACKNOWLEDGEMENTS

JJR would like to acknowledge the enthusiasm and commitment shared by those groups and individuals who have devoted their time and energy to the future development of Dillon Marina and the Town waterfront. Their continued unwavering dedication to a shared vision for the waterfront will result in the creation of a unique and special place.

Town of Dillon

Barbara Davis
Mayor

Ben Raitano
Mayor Pro Tem

Lucinda Burns
Town Council

Judee Cathrall
Town Council

Noel Hess
Town Council

Don Parsons
Town Council

John Younger
Town Council

Bob Evans
Marina Manager

Devin Granbery
Town Manager

Melissa Wyatt
Town Planner

Dan Burroughs
Town Engineer

Prepared by
JJR, LLC
625 Williamson Street
Madison, WI 53703
608-251-1177

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1.0 EXECUTIVE SUMMARY



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1.0 EXECUTIVE SUMMARY

1.1 Vision

The purpose of this project is to provide a comprehensive master plan for the Dillon Marina and its upland facilities that will serve as a catalyst for future development along the Town's waterfront and surrounding areas.

A symbiotic relationship exists between the Dillon Marina and surrounding areas. It is important to recognize this interdependence and consider how improvements to the marina will influence future development along the waterfront. It is equally important to understand how the surrounding areas and existing urban fabric influence future development of the marina.

1.2 Guiding Principles

- Facilitate the creation of and realization of a Town vision for the Dillon waterfront.
- Emphasize the Dillon waterfront as an inherently public asset to be shared by everyone.
- Maintain the quality of water within the Dillon Reservoir in accordance with its status as a pristine body of water.
- Create a walkable waterfront that serves as the unifying theme and connective tissue of Dillon's waterfront.
- Establish a clear separation of the marina's public and service related areas.
- Include amenities that support year-round use of the waterfront.
- Link and provide multiple destinations along paths and trails to create a dynamic waterfront experience.
- Maximize the usefulness and efficiency of the marina's service area.
- Acknowledge the Dillon waterfront as part of the existing Town fabric and an influential contributor to future development.
- Respect the site's historical identity and build upon its cultural significance.
- Emphasize a mixed-use approach to development in an effort to diversify uses and users.
- Maximize public accessibility wherever site conditions permit.
- Facilitate coordination between public and private entities for long term social, economic and ecological success.
- Encourage public participation to ensure a community acceptance and support.
- Develop a long term phased approach that is flexible enough to accommodate changes that will occur throughout the process.
- Support continuous management of the waterfront and associated amenities to insure perennial success



1.3 Process

The development of recommendations for the Dillon Marina recommendations involved a well defined process:

- The team reviewed the previous studies for the marina and surrounding upland facilities (June 2007);
- The team observed the site during operations and summarized its findings (June, July 2007);
- The team participated in the July 2007 Town forum, collecting additional interview information and presenting initial findings to stakeholders;
- The team interviewed the marina staff, users, Town management and interested stakeholders to understand their goals and priorities, the dream for the future of the facility (June, July 2007).
- The team reviewed the acquired information and developed three alternative approaches to future marina development, identifying a range of possible outcomes from modest improvements to total rebuilding of the marina (July, August 2007).
- These three alternative layouts were presented to various stakeholders for comment during a series of meetings during the August 2007 site visit. Suggestions from the stakeholders group led to the creation of a consensus plan that was presented to the Town Council and the public during the September 2007 meeting. Following approval from the Town Council, the team developed proposed project tasks and concept level opinions of probable construction costs.
- Subsequent to the initial contract for the marina master plan, JJR participated in a Town Center workshop developing ideas to promote the revitalization of the Town Center (October 2007) and a Marina Park (November 2007). Input from these workshops was incorporated into an updated Dillon Marina Master Plan.





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2.0 WATERFRONT OVERVIEW

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2.0 WATERFRONT OVERVIEW

Dillon's waterfront is a major component of the Town's fabric and identity; and an influential contributor to the vitality of the surrounding area. It is a source of pride and excitement for the Town, attracting people from around the nation to enjoy amenities such as Marina, Amphitheater (*Figure 1*), Marina Park and Farmer's Market (*Figure 2*) in one of Colorado's most unique and beautiful settings. It is therefore imperative to establish a cohesive design approach for development along the waterfront, including the proposed marina improvements.



Figure 1 - Summer Saturday Night Performance at the Outdoor Amphitheater



Figure 2 - Dillon Farmer's Market

2.1 Facility Description

Originally a semi private enterprise, the Dillon Marina provides the finest access to Lake Dillon with a multi-lane launch ramp, boat lift cranes, service, storage, and rental facilities, along with a marina store and Tiki Bar. Since 1987, the marina has been operated by the Town of Dillon, with improvements happening at a steady, if modest pace. The marina is currently operating at a profit. Revenue in excess of expenses is re-invested in the facility in the form of capital improvements and replacement of older equipment.

The 230-slip marina stands near the Town Center and south of a series of condominium structures that overlook the marina (*Figure 3*). West of the marina is Marina Park and an outdoor amphitheater.

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2.0 WATERFRONT OVERVIEW

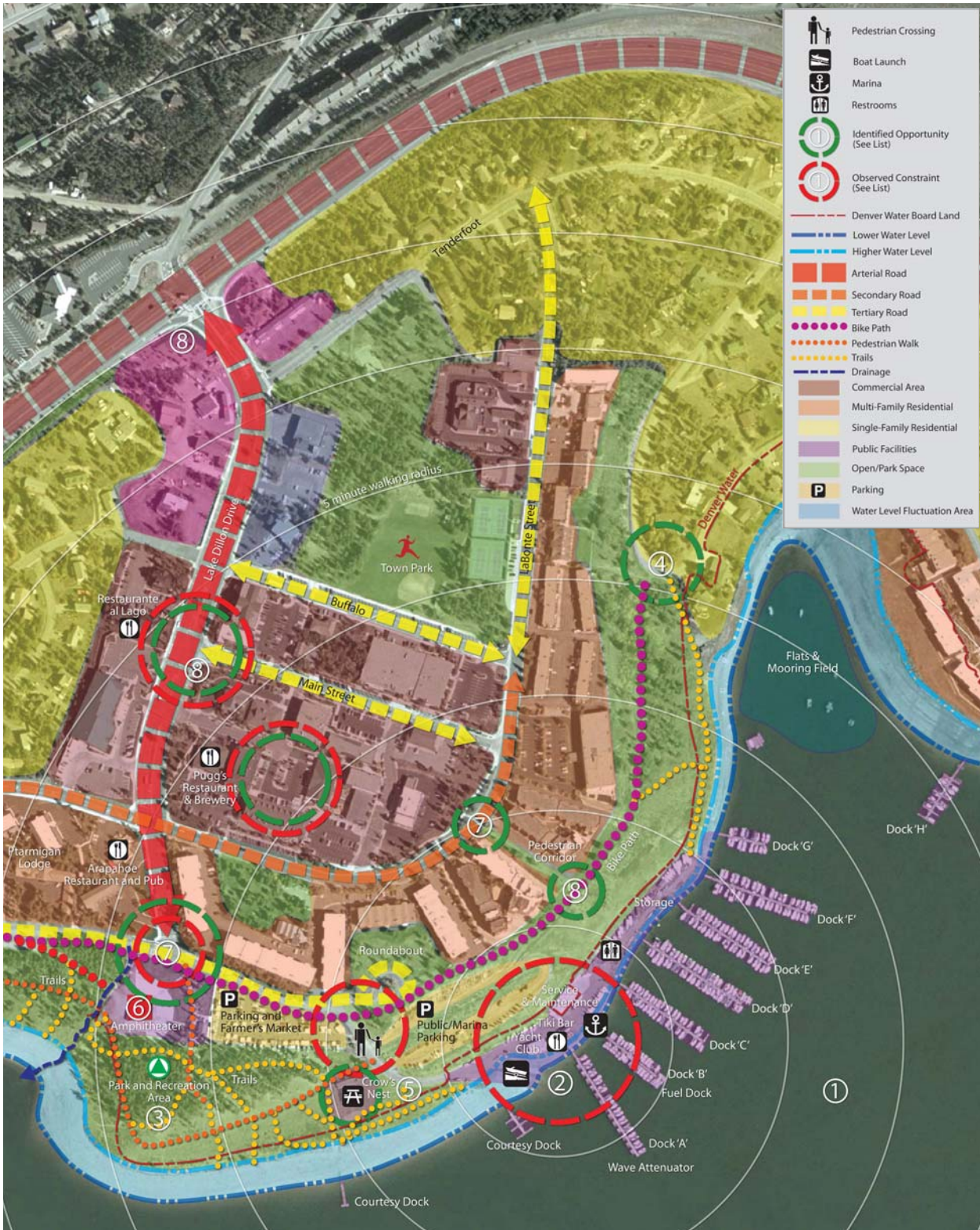


Figure 3

0 75' 150' 300'

SITE ANALYSIS

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2.0 EXISTING WATERFRONT

The amphitheater provides popular summer entertainment; its parking area doubles as the site for the local farmers' market. The site is constrained by a 60 foot drop from the condominiums to the shoreline, limiting growth potential.

The buildings on site were built over time, always with a keen eye for budget limitations. The Colorado vernacular has recently been expressed in the addition of a new restroom/shower facility.

On site parking is significantly limiting factor to growth and use of the marina. A gravel parking lot halfway up the bluff currently provides most of the available spaces for marina users. During weekends, it is full to capacity and beyond.

In 2002 and 2004 drought conditions resulted in a drawdown of lake levels. The drawdown, at times up to 40 feet caused significant disruption to the marina operations (*Figure 4*). The entire floating facility was moved to deeper water and temporary stairs (*Figure 5*) were installed to allow the boaters to access the lowered facility (*Figure 6*). During the drought the launch ramp was extended significantly (*Figure 7*) to allow for launching and retrieval. The ingenuity of the marina management and staff during these difficult times is laudable.



Figure 4 - Boat Retrieval

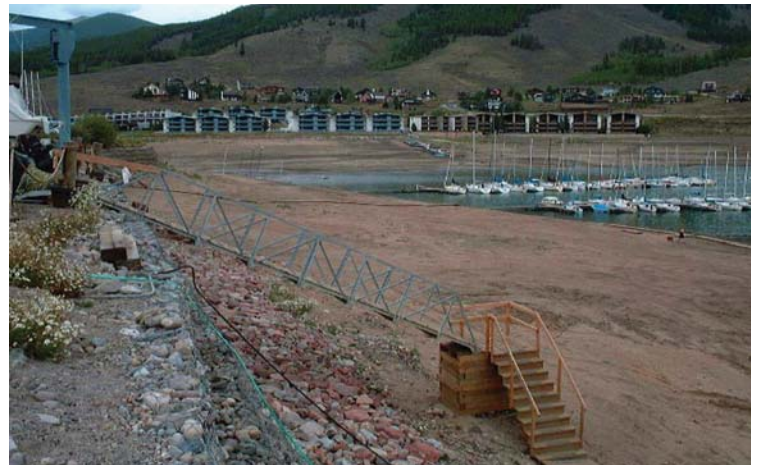


Figure 5 - Temporary Stairs



Figure 6 - Relocated Slips



Figure 7 - Unusable Launch Ramp, Prior to Extension

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2.0 EXISTING WATERFRONT



In late 2006, marina management realized that it was time to review facility conditions, identify concerns and growth opportunities, and determine a plan for improvements for the next phase of the marina's life.

2.2 Links and Access

Currently there is a single access road to the marina. This road begins at the junction of Lake Dillon Drive and Lodgepole Street, descending from the main Town Center at elevation 9080' to the marina service level at 9020'. Vehicles heading to marina parking lots, service areas, and the launch ramp share the road with boat trailer users. Currently there are no sidewalks which causes pedestrians to use this road as their main access path. A bike trail runs between the condominiums and marina site along the top of the ridgeline, connecting to other destinations around Lake Dillon.

Undeveloped trails cross both the Marina Park and Dillon Marina sites and although they are relatively unstructured, they are used by many.

Parking for vehicles with trailers is remotely located two blocks away along Lodgepole Street. Vehicles with trailers that park in the graveled lots are ticketed and sometimes towed.

2.3 Interaction with Adjacent Facilities

The marina is the hub of waterfront activities during the short summer season, especially on weekends. On summer Fridays, the Farmer's Market takes over the paved parking lot for its vendors and customers' vehicles. Saturday concerts at the amphitheater bring thousands to the waterfronts to picnic and enjoy the music. Weekends also see a significant number of users at Marina Park; the existing pavilion and picnic areas are generally full with families enjoying the waterfront setting. Some boaters walk to the Town Center for meals or post-boating entertainment, although the popularity of the Tiki Bar limits this somewhat.





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3.0 MARINA INVENTORY AND ASSESSMENT

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3.0 MARINA INVENTORY AND ASSESSMENT

3.1 Marina Components

During site visits in June, July, and August 2007 the team conducted a marina component inventory and condition assessment. The purpose of the assessment was to evaluate, in general terms, the facilities needs for future development. The assessment did not evaluate the condition of specific pieces of equipment. A map of the existing conditions is included in the appendices.

The existing marina includes 243 total slips with lengths of 24' and 30' (*Figure 8*). The slips associated with the fuel dock (Dock "B") are reserved for rental boats, the remainder (Docks "A,C,D,E,G, and H") are for seasonal rentals. At the time of observation, the marina was full with an ongoing waiting list.

Docks



Figure 8 - Dillon Marina

- "A" Dock: 25 @ 24' slips, wave attenuator, no utilities
- Fuel Dock: 30 @ 24' slips, rental boats, utilities
- "B" Dock: 28 @ 24' slips, no utilities
- "C" Dock: 4 @ 30' slips, power, 20 @ 10 single slips 10' x 24', 20 @ 12' x 24'
- "D" Dock: 44 @ 24' slips
- "E" Dock: 16 @ 30' slips with power, 22 @ 24' with power
- "G" Dock: 4 @ 30' slips with power, 12 @ 24'
- "H" Dock: 18 @ 24' slips, no power, 4 @ 10' x 24' single slips
- Courtesy Docks, 3 docks of 12 @ 24'
- Mooring field (approximately 20)
- Sanitary pump out barge



Figure 9 - "A" Dock, Wave Attenuator with no utilities



Marina upland facilities



Figure 10 - 4 Lane Launch Ramp and Mast Lift Station



Figure 11 - Accessible/Short Term Parking (8 Stalls)



Figure 12 - Yacht Club (20' x 50')



Figure 13 - Yacht Club Tent (30' x 30')



Figure 14 - Tiki Bar (outdoor service, limited facility)



Figure 15 - Vehicular Access Gates (2)



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Figure 16 - Boat Lift Crane
 (5,000 lb. capacity)



Figure 17 - Marina Retail/Rental Store (800 s.f.) and Service Building (2 bay)



Figure 18 - Fuel Dock



Figure 19 - Sanitary Pump Out Barge (2)



Figure 20 - Restroom/Shower Facility (2 toilets, 2 showers)



Figure 21 - Canoe and Kayak Storage (capacity 40)



Figure 22 - Marina Parking (two level gravel lots)



Figure 23 - Offsite Trailer Parking
(Marina Park at Lodgepole Street)



Figure 24 - Dry Storage at Lower Level



Figure 25 - Dry Storage at the Marina Parking Lot

Marina Park facilities



Figure 26 - Crow's Nest (picnic structure with refrigerated storage facility) and Marina Park



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Figure 27 - Playground



Figure 28 - Picnic Tables and Shelter



Figure 29 - Park Restroom Building



Figure 30 - Park Concessions Building



Figure 31 - Dillon Amphitheater



3.2 Current Marina Operation

The marina functions as an enterprise zone owned by the Town of Dillon. In its current state, the Dillon Marina is profitable with revenues exceeding expenses by around \$200,000 per year. As a multi-function facility, the marina provides service, storage, slip leasing, boat rentals, fuel, and sanitary pump out services. The marina provides basic accommodations for the Tiki Bar and receives income from that lessee. The marina also provides space for the Yacht Club and the Juniors Sailing club. Operationally, the marina does not use the complete site available. The marina facilities are bunched together and the public interface operations are adjacent to the service related operations. This leads to potential user conflicts and some safety issues. Currently marina users must pass through the service yard to access the marina shower and restroom facility. Service and fuel trucks must pass through the public spaces and the areas where the Tiki Bar patrons are relaxing to access the service areas.

Lake Dillon Drive and Marina Drive provide single point access to the marina. Launch ramp users, cars headed for the parking lot, and pedestrians from the Town Center all use this road. A major bicycle path intersects, parallels, and then breaks from the roadway. There is no sidewalk to separate pedestrians from vehicular users.

The two level gravel parking area is inefficient in its space utilization. Parking is somewhat random and the occasional trailer in the lot decreases the available parking dramatically. Marina parking lot users have a stairway that accesses the marina site separately from the launch ramp, although the stairs are steep. This provides a safer accessway to the public portion of the facility.

The Marina Drive entry is also the launch ramp staging, launch, and retrieval area. During high traffic times these mixed uses of marina access, boat preparation, and launching result in a somewhat chaotic situation. During the interview process, several people noted the perceived safety issue at the entry. The current launch ramp facility is the most popular launch site on the Lake. On weekends it can become quite congested with launches and retrievals; the mast stepping area intrudes on the launch approach area, and along the eastern edge a significant portion of the ramp is unusable due to the tight turning radius. During the earlier drought years the launch ramp was extended significantly into the lake and access during low water conditions does not appear to be a problem.

Next to the launch ramp, the Yacht Club faces the lakefront with one of the nicest locations at the marina. It is directly adjacent to the Tiki Bar.

The Tiki Bar provides much of the color and animation for the marina uplands. It is centrally located along the water's edge, with seating for about forty on the elevated patio and another thirty at tables nearby. The cooking is outdoors. The bar area is covered, but open air and there are no water or sanitary facilities attached. All foodstuffs are stored in a remote location and transported by motorized cart just prior to preparation. Despite the rustic nature of the facility, it is an extremely popular venue. North across the service drive from the Tiki Bar are the marina offices, the service building, the ship's store and the rental desk. These are located in a simple pre-engineered metal structure that serves as the nexus of the service area of the marina. Operationally, the buildings perform their functions effectively, but not efficiently. According to staff, the service area is a bit short, and the service bay doors should be taller. The combination administration desk, rentals desk, and ship's store becomes overcrowded during the weekends, requiring delays in serving customers because of the congestion.





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The restroom/shower building is the most recent addition to the marina and works well serving the marina tenants and Tiki Bar customers along with the general public. Its location in the middle of the service yard requiring the public passing into an area inhabited by equipment performing work functions.

The Juniors' building primarily functions as storage for masts and hardware associated with the club's boats. The location for this building was apparently chosen to be out of the way of the public area and near the Juniors' Sailing Club docks.

The paved areas east of the service building provide most of the upland boat storage at the marina. This area is used for summer storage of racing sailboats on cribs and winter storage of the rental and slipholders' boats. The area is used efficiently and is a significant revenue producer.

3.3 Marina Condition Assessment

Dillon Marina has been well maintained and is in a clean and attractive condition. Some components, however, are in need of replacement or upgrading.

In Water Facilities

The dock system itself is in fair to good shape. The staff has done a very good job at maintaining the system. The structural integrity appears very good. Overall the dock structure, gangways, and anchorage are in good and usable condition. The following individual components require attention:

- The floating wave attenuator is in rough shape. The galvanized steel panels that are below the waterline are damaged, corroded or missing.
- Floating docks are of various ages and conditions. Older ones should be replaced, some may need some decking replacement, and others are in very good condition.
- Fuel dock tanks are vulnerable to damage and do not provide sufficient separation from general public. Fuel tank sizes are marginal for busy weekends.
- Low water conditions will continue to cause problems long term with operations, although the marina team has responded well with creative, short-term solutions.
- The sanitary pump out barge is remote from the fuel pier, harder to access, and not coordinated with the fuel dock.
- Docks do not adapt readily to low water conditions. Therefore, significant maintenance effort is required during low water conditions.
- Marina service building is undersized for larger boat maintenance.

Upland Facilities

The upland facilities have been expanded as the need arose and money became available. Some of the newer facilities, such as the restroom and shower facility, are in very good condition. Much of the site layout appears to have happened without an overall plan for the relationship of the facilities to one another.



- Parking is too limited and disorganized. On site trailer parking is not available and launch ramp users have to hike a significant distance to access their vehicle.
- Access from the parking lots to the main marina level is too narrow and accessibility issues have not been addressed.
- The maintenance building, administration office, and rental office/store is dated and undersized for current demands. Redevelopment of these facilities should be a priority and should be considered a key part of the marina's updating efforts.
- The Tiki Bar, one of the most popular locations on site is inadequate for its current use.
- Portions of the existing Gabion Basket wall used as shoreline protection have failed. Repairs are required.
- Crow's Nest facility underutilized with difficult direct vehicular access.
- Limited direct link to Dillon Town Center. Current access by pedestrians and vehicles located along Marina Drive.
- Limited trailer parking during Farmer's Market and Amphitheater events.

Marina Profit Centers

The following services, sales, and fees are the marina's primary sources of income and profit:

- Slip Leasing
- Boat Rental
- Boat Storage
- Boater Services
- Sailing School
- Fuel Sales
- Transient Dock Rentals
- Tiki Bar Assessment
- Yacht Club Membership





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4.0 STAKEHOLDER INTERVIEWS



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4.0 STAKEHOLDER INTERVIEWS

A series of interviews were held during the first and second site visits. Those interviewed included marina staff, marina users, Town of Dillon employees and elected officials, and interested local residents. The interviewees were asked to identify the key issues and discuss potential marina improvements. The interview results are aggregated here to limit redundancy.

4.1 Marina Staff

Interviews were held with the marina staff; the marina manager was interviewed separately and his comments are documented elsewhere. The marina staff issues tended to center around operations and efficiency. Their issues also tended to be much more specific than many of the other interviewees. Comments included:

- The maintenance shop is undersized for the largest boats and the access doors should be larger.
- Retail and boat rentals are currently handled from the same desk. During peak times the store is filled with people waiting to rent boats, and purchasing merchandise is nearly impossible. The store should be expanded and the rental desk moved to another location.
- The parts room is undersized and needs expansion. Parts inventories could then be expanded to better meet the more common needs.
- A paved parking lot would help maximize usability.

4.2 Marina Users

Interviewees included representatives of the Yacht Club, slip tenants, and the Tiki Bar manager. Common issues for this group centered about the usability, marina, and parking.

- Something needs to be done about parking congestion, whether it is paving and expanding the lot or providing a multilevel structure. The current situation is unsafe and not fun during peak times. Assigned parking was suggested by some of the Yacht Club members. More convenient drop off areas for the marina users
- Strengthen the relationship between the marina facility and the Town Center. Several people mentioned that the Town Center could better use the marina facility to boost the economic viability of the Town.
- A multi-use, year-round facility would make this place much more usable throughout the year. Restaurants, wedding halls, and meeting venues were all mentioned. The spectacular view of the lake and mountains would be a great attraction.
- The Crow's Nest location needs to be rehabilitated and a better use of the view here would be wise. Several interviewees mentioned a wedding hall at this location.
- The Wharf was a key feature in the earlier incarnation of the Dillon Marina. It provided a focal point for the facility.
- The site has too many work related things happening in the public spaces. Move the boat storage and shrink wrapping away from the more public spaces.

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4.0 STAKEHOLDER INTERVIEWS



- Additional restrooms and showers would be great, especially on race weekends.
- Pedestrian cross-traffic at the launch ramp is uncontrolled and somewhat dangerous.
- The bike trail around the lake is not well defined in the Town.
- The Tiki Bar needs to be expanded to meet the needs of the lessee, and to satisfy building codes and client demand. Keep vista and water's edge location.
- Provide increased retail opportunities on site. Increased revenue streams will help fund the marina.

4.3 Town Management

The Town management interviews focused on big picture issues and the impact of the marina on the Town of Dillon.

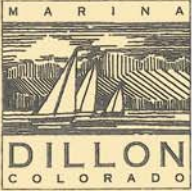
- Proposed changes and improvements must include evaluations of the impact to the Town, to its taxpayers, and to the economic viability of the Town Center. Understanding the relationship of the marina to adjacent destinations is crucial.
- The Town Council, department heads, and the stakeholders all have valid inputs.
- Review of previously completed studies would be beneficial.
- A coherent parking strategy is essential to the improvement planning for the marina.
- Public subsidies must be held to a minimum. Grants from other governmental agencies should be pursued
- Compare the upland aesthetic to Frisco's marina. We have room for many improvements.
- The Yacht Club and the marina should use their synergistic relationship to help develop new ideas.
- Snow management issues need to be addressed. Currently, the parking lot is used for snow storage.

4.4 Others Stakeholders

The comments from other stakeholders varied greatly. Local design professionals see the marina as a design problem ready for resolution. Some local residents seemed content to change nothing.

- Address the parking overflow issue
- Move the Yacht Club
- Replace the wharf, add a restaurant, fix the Tiki Bar
- Expand and enhance trails
- Make a year-round facility
- Move the launch

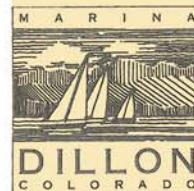




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5.0 GOALS AND OBJECTIVES



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5.0 GOALS AND OBJECTIVES

5.1 Goals

Throughout the interview and data acquisition process, a series of common goals were identified. These goals were used in discussions of the potential marina improvements.

- Create a shared community vision for the waterfront.
- Provide the Town of Dillon with a practical plan for maintenance, upgrading, and expansion of the Dillon Marina.
- Develop the Dillon Marina into a regional destination with multiple sub-destinations within it.
- Improve the linkages between the marina, park, amphitheater, and Town Center.
- The Dillon Marina improvements are to act as a catalyst for the revival of the Town Center.
- Provide expansion of appropriate parking opportunities. Keep parking capacity apace with facility growth. Develop mechanisms for sharing parking among different user groups.
- Improvements to the marina should be based on available or expected funds (enterprise zone revenues).
- Changes to the marina must consider the impact to users of adjacent facilities (amphitheater, farmers market, condominiums).
- Marina revitalization is a long term on-going process.

5.2 Objectives

The objectives identified during the interview and comment cycle include the reasons for going through the master planning process.

- Ensure the proposed development fits within the community's vision.
- Achieve growth of marina revenues.
- Integrate seasonal activities into the project; extend the usable season of the facilities.
- Replace and improve aging portions of marina.
- Increase accessibility of facilities to public.
- Increase ADA accessibility where possible.



Section 5.3 Design Program

Based upon data acquired during site analysis and interviews, the team formulated an itemized list of observed opportunities and constraints. It seemed logical to use this list as a template in the development of our design program. Each observed opportunity and identified constraint was addressed specifically in an itemized list of criteria providing clear direction for a cohesive and thorough approach to design development and eventual synthesis of a conceptual master plan.

1) Dillon Reservoir

- Utilize accessible areas along waters edge, while respecting reservoir's status as a pristine body of water.
- Identify justifiable cut and fill opportunities and determine probability in consideration of the Denver Water Board

2) Dillon Marina

- Establish clearly defined separation of uses and users within limited space
 - i. Consolidate similar uses and users
- Provide landscape buffer between landside facilities and water's edge
- Design piers to accommodate 40' fluctuation in water level
 - i. Develop gangway system to access docks at lowest water levels
 - ii. Accommodate universal accessibility concepts throughout site
- Maximize the marinas spatial efficiency
 - i. 12' -20' wide launch ramp lanes @ 12-15% slope w/15'-20' minimum vertical curve (SOBA)
 - ii. 10' x 40' trailer parking stalls (SOBA)
 - iii. 60' min. outside radius of launch ramp turnaround (SOBA)
 - iv. 14' x 46' special purpose area (SOBA)
 - v. 8' wide main pier w/5' wide finger piers (SOBA)
 - vi. 10' min. turning radius for typical car/trailer unit (SOBA)
- Provide ADA accessibility wherever existing site conditions permit
- Capitalize on primary revenue generators for marina
 - i. 58% of revenue dependent upon service dept., retail store, Yacht Club, restaurant and bar
 - ii. Remainder of revenue from slip leases and boat rentals
- Avoid using launch ramp for drainage runoff





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3) Parks and Recreation Areas

- Utilize accessible green space
- Preserve and enhance existing viewsheds
- Establish open space as 'gateway' into Dillon waterfront and marina with strategic placement of amenities
- Use open space to connect multiple destinations within Marina Park
- Apply erosion control methods where existing slope approaches maximum angle of repose.
- Replace existing landscape vegetation using environmentally appropriate materials. On steeper slopes use Vail's Betty Ford gardens as precedent.

4) Paths and Trails

- Create a walkable waterfront promenade that serves as the unifying theme and connective tissue of the Dillon waterfront experience.
- Maximize public accessibility to waterfront
- Provide multiple destinations along paths and trails to create a dynamic waterfront experience and continuity throughout the site.
- Clearly define routes and intersections through signage and materials

5) Crows Nest

- Adaptive reuse of Crow's Nest location as permanent four season amenity that celebrates perched views of the lake from rocky hillside

6) Amphitheater

- Acknowledge Amphitheater as "gateway" amenity into Marina Park and the rest of the waterfront. Celebrate relationship of existing amenities and new amenities together as a dynamic waterfront experience.

7) Town/ Marina Relationship

- Facilitate the creation of and adherence to a Town vision for the waterfront
- Emphasize the Dillon waterfront as an inherently public asset to be shared by everyone.
- Extend seasonal use of the waterfront through the addition of year round public amenities.
- Create public focal point and gathering areas that facilitate a multitude of uses and users.



8) Wayfinding

- Clearly delineate all paths and trails with appropriate signage/markers
- Define separation between automobile, pedestrian and bicyclist with trail/walk demarcation and change in materials.
- Provide Gateway entry signage/monument for the Dillon waterfront and any significant destination within the site (i.e. The Dillon Marina, The Wharf at Dillon Marina, The Shops at Dillon Marina, The Chart House at Dillon Marina, The Tiki Bar at Dillon Marina, The Amphitheater at Dillon Marina and/or The Crow's Nest at Dillon Marina).





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6.0 PRELIMINARY CONCEPTS

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6.0 PRELIMINARY CONCEPTS

All the information gathered, the surveys, the interviews, and the previous reports were reviewed by the JJR team in fall 2007. It became apparent to the team members that the options available for improving the marina ranged from modest renovations to full scale rebuilding of the entire facility. By developing and presenting three alternative schematics, it was believed that a preferred project direction could be identified a consensus plan for use in the final report.

Three alternatives included a minimal renovation plan, develop a more ambitious design that reconfigured key elements, and reorganize the entire site. The elements in these graphics were to be considered portable and it was expected that the consensus layout would be a combination of elements from all three plans.

These concepts were presented to stakeholders in mid September 2007. The team incorporated their comments and suggestions were incorporated and presented a revised consensus layout later during the same trip. The resulting plans received informal approval and is presented in Section 7 of this report.

6.2 Waterfront Schematic 1

The design intent of Waterfront Schematic 1 (*Figure 32*) was to limit the amount of change to the marina's land side elements. Beginning at West Lodgepole and Marina Drive, the plan retains the location of both streets as they currently exist. The parking lot at Marina Park is reconfigured to accommodate 60' parking bays. Currently the lot is somewhat triangular in shape. The turn-around circle at the end of West Lodgepole remains as well. The circle can be utilized as a staging area for mast stepping activities. An additional six trailer parking stalls are provided adjacent to the staging area.

The bike trail was relocated to the south side of West Lodgepole and continues past Marina Park parking lot in a landscape island in place of the jersey barriers. Pedestrian access to the marina rows from the existing easement between the condominiums to a walk leading down the bluff to the marina parking and on to the marina service area. All walks are to be accessible with a maximum slope of 8%. There is the opportunity to create an overlook at the top of the bluff for viewing of the marina.

Marina Drive remains with the addition of asphalt surfacing of the existing tiered gravel parking lots. Parking capacity for the marina would increase from 135 to 244. The marina parking lot remains in its current location as shown in Section 1 (*Figure 35*).

At the end of Marina Drive the boat launch approach would be enlarged to provide enhanced maneuverability for users. A replacement wave attenuation dock is relocated west of the boat launch. This location provide protect the launch ramp as well as provide transient docking opportunities close to Marina Park, with easy access to the Town and the Tiki Bar.

An expanded parking area is shown at the entrance to the marina. An additional 107 parking stalls would be available. The Tiki Bar is located as you first arrive to the marina facility, followed by the Yacht Club with access to the floating dock structure.

The dock configuration is one system with two access gangways. The docks are designed to function as a unit for ease of movement to accommodate low water periods. A floating restroom facility is shown centered on the north side of the dock system for direct access for boaters. The fuel dock is located on the southernmost pier for ease of access from the launch ramp and docks.



MASTER PLAN

6.0 PRELIMINARY CONCEPTS

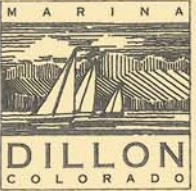


Figure 32

WATERFRONT SCHEMATIC 1





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MASTER PLANNING REPORT

6.0 PRELIMINARY CONCEPTS

The maintenance building is shown relocated to the east side of the service yard furthest from the public use areas. The youth sail club is located behind the maintenance building with a dock specifically for the participants and marina staff. An additional boat lift crane is located adjacent to the maintenance building for improved access between uses. The existing boat lift crane and restroom facility are shown in their current locations. The marina retail/rental store is attached to the west side of the existing restroom facility.

Waterfront Schematic 1 is the least costly of the three options presented.

6.2 Waterfront Schematic 2

As a more extensive marina renovation, Waterfront Schematic 2 (*Figure 33*) incorporates a variation on “The Wharf” a fixed shoreside structure that existed in the earlier incarnation of the Dillon Marina. The structure would supplement the limited constructible area with a large elevated platform usable for retail, boat rental, and food service facilities.

Waterfront Schematic 2 also includes restructuring of Marina Park, expansion of the existing amphitheater parking area, a parking structure for the marina, and a realignment of the access road. The purpose of the additional parking was to address the common stakeholder complaint about the limited space and remoteness of the trailer parking areas.

A single articulated gangway system connects the land to the renovated docks. The marina docks are relocated in deeper water, negating the requirement for moving the system in low-water years. The gangway system would be attached to the wharf structure and would allow access to the dockage from a variety of points along the edge of the wharf.

The maintenance structure remains at its current location, although modifications to the structure would expand its boat servicing capacity. The store and offices located in the maintenance structure would be moved to separate structures and the doors would be enlarged to meet access needs for the larger trailers. A two level parking structure would replace the existing gravel parking areas. Waterfront Sections illustrate an approach minimizing the amount of cut into the bluffs. Use of a two-level structure would increase vehicle and trailer storage and allow for covered boat storage in the off season.

The bike path would be rerouted as in Waterfront Schematic 1. The existing pathway to the Town Center would be upgraded and connect to the parking structure.

MASTER PLAN

6.0 PRELIMINARY CONCEPTS



Figure 33

WATERFRONT SCHEMATIC 2



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6.0 PRELIMINARY CONCEPTS

6.3 Waterfront Schematic 3

Waterfront Schematic 3 (*Figure 34*) was the most ambitious approach presented and includes relocation of the launch ramp area to the east end of the site, separating it from the busy pedestrian areas around the docks and the Tiki Bar.

Marina Park's parking and access roads are completely reconfigured to maximize available parking and connect the Town Center to the Marina. The proposed parking structure is three levels tall and is carved more deeply into the bluff.

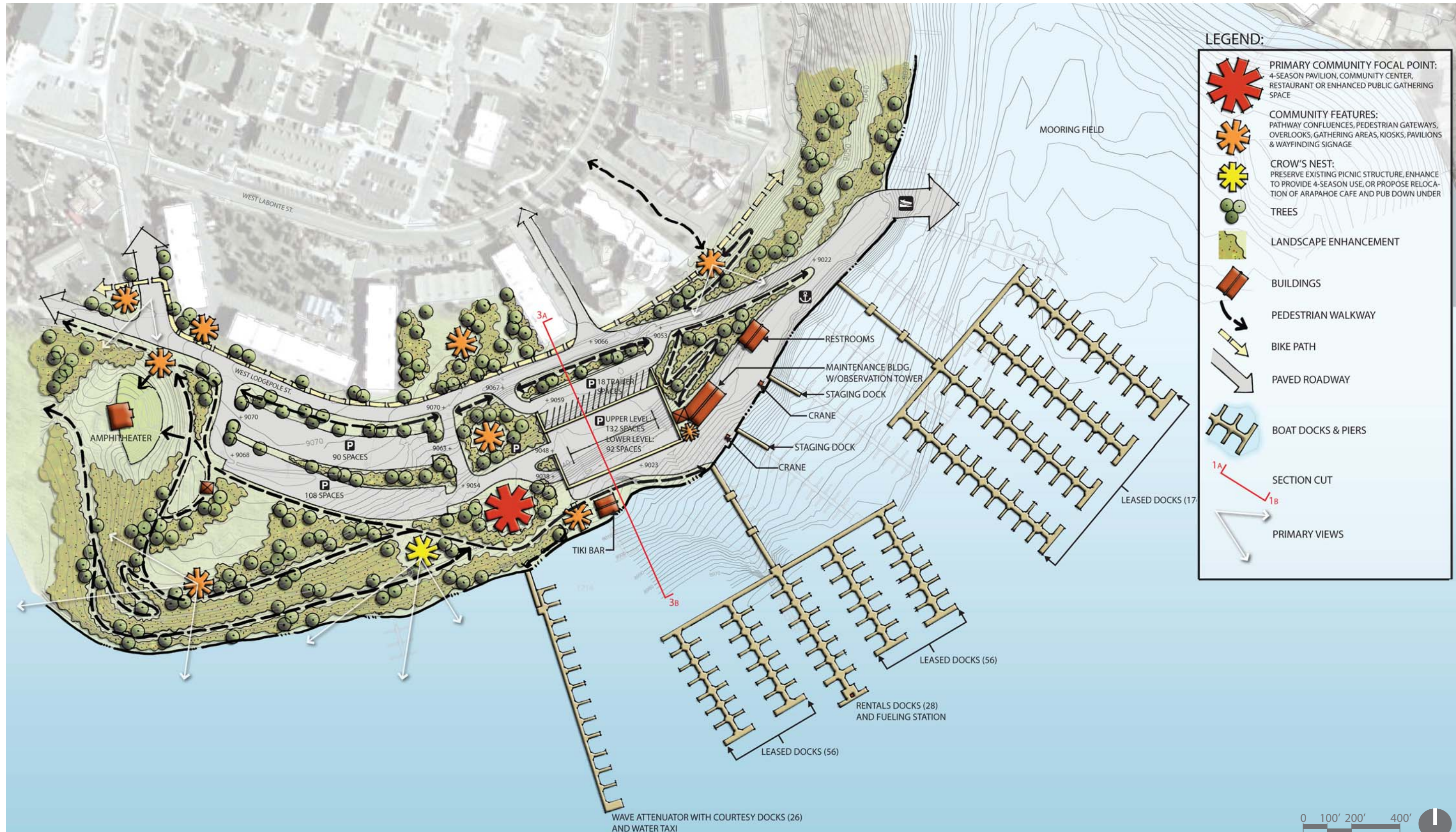
A community center and a reconfigured Crow's Nest structure become active elements in the marina. The Tiki Bar and public spaces are concentrated on the western end of the site, while the launch ramp and trailer parking are concentrated on the eastern edge.

The docks are pushed into the deep water for the same reasons as the docks shown on Waterfront Schematic 2, but there is no wharf structure; the docks are separated into the wave attenuator docks and two sections. Each of these sections has its own gangway approach system. Staging docks are included for the launch and retrieval of race boats, and for the use of the service technicians and the Juniors Club.



MASTER PLAN

6.0 PRELIMINARY CONCEPTS



LEGEND:

- PRIMARY COMMUNITY FOCAL POINT: 4-SEASON PAVILION, COMMUNITY CENTER, RESTAURANT OR ENHANCED PUBLIC GATHERING SPACE
- COMMUNITY FEATURES: PATHWAY CONFLUENCES, PEDESTRIAN GATEWAYS, OVERLOOKS, GATHERING AREAS, KIOSKS, PAVILIONS & WAYFINDING SIGNAGE
- CROW'S NEST: PRESERVE EXISTING PICNIC STRUCTURE, ENHANCE TO PROVIDE 4-SEASON USE, OR PROPOSE RELOCATION OF ARAPAHOE CAFE AND PUB DOWN UNDER
- TREES
- LANDSCAPE ENHANCEMENT
- BUILDINGS
- PEDESTRIAN WALKWAY
- BIKE PATH
- PAVED ROADWAY
- BOAT DOCKS & PIERS
- SECTION CUT
- PRIMARY VIEWS



Figure 34

WATERFRONT SCHEMATIC 3



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MASTER PLANNING REPORT
6.0 PRELIMINARY CONCEPTS

6.4 Waterfront Sections

Waterfront Section 1 profile through the existing grade parking areas shows the views as they exist today. In this section, the existing lot is paved and striped. No other significant changes are identified for this section.

Waterfront Section 2 shows a two-level structure at elevations similar to the existing profile. The upper level is extended south to cover the lower level and provide additional parking.

Waterfront Section 3 illustrates the parking structure embedded into the bluff and providing three levels of parking. The heights of the underground levels would allow winter covered storage for many of the boats that currently are shrink wrapped and stored on surface lots.



MASTER PLAN
6.0 PRELIMINARY CONCEPTS

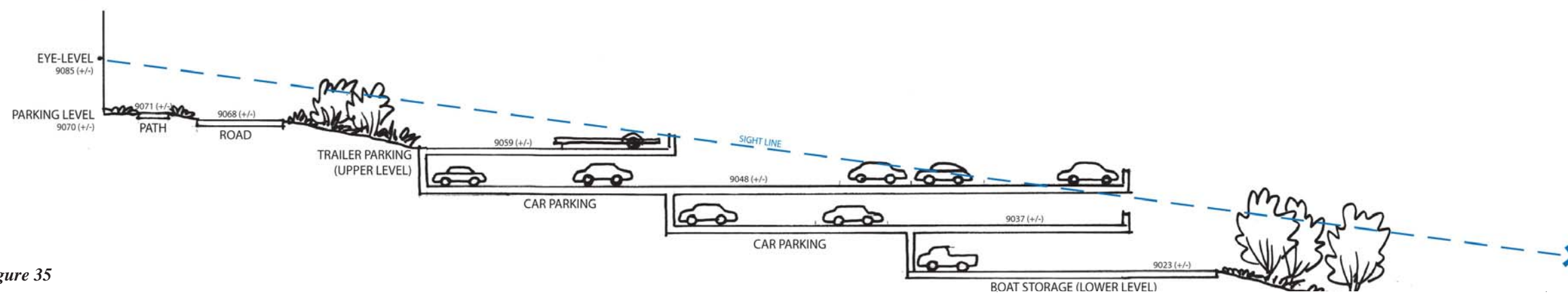
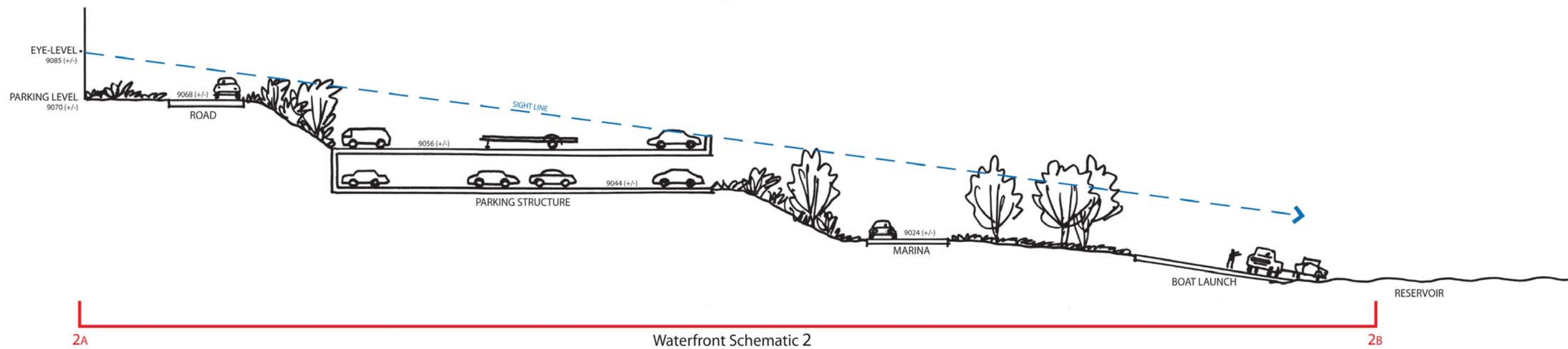
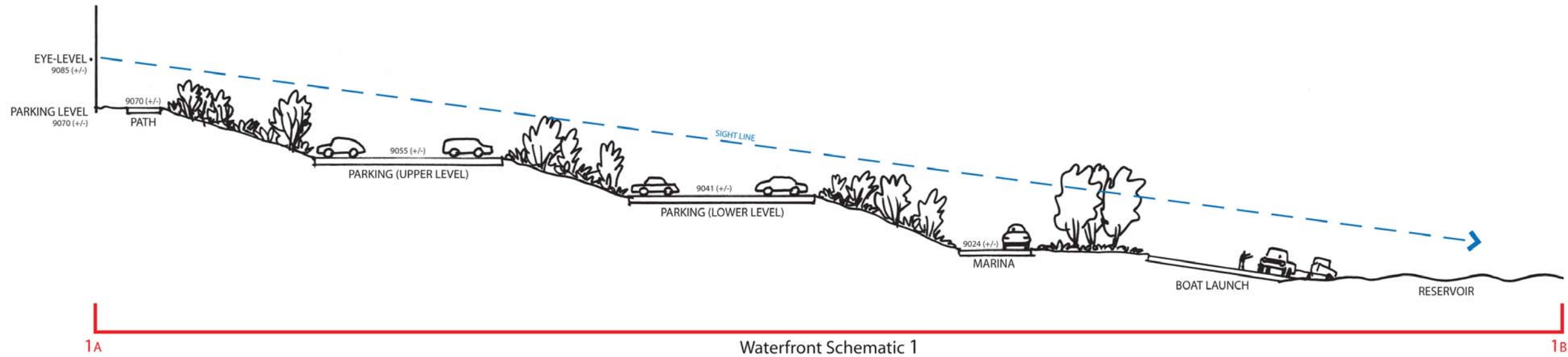
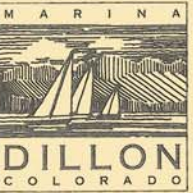


Figure 35



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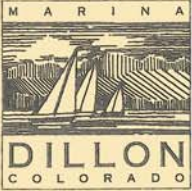


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7.0 CONSENSUS PLAN



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7.0 CONSENSUS PLAN

As a result of the comments and input received from stakeholders, a consensus plan (*Figure 36*) was developed. This plan incorporates components from the preliminary concepts and suggestions made during the listening sessions, and is summarized below.

7.1 Consensus Plan

- *Realignment of access road to the marina site and expansion of the amphitheater parking lot.* The realignment provides better access to the marina and launch ramp and a reduction in the slopes approaching the parking areas.
- *Use of the upper turn-around circle as a mast staging area.* The current turning circle is underutilized; bringing some of the mast staging to the upper level will relieve some of the traffic at the launch ramp.
- *Development of a parking structure partially built into the bluff that minimizes visual disruption while providing multiple levels of protected parking.* Parking issues were mentioned at every stage of the interview process, at the listening sessions, and at the presentations. While it does not resolve all of the Town's parking problems, this structure will provide significant relief to the marina, will allow vehicles with trailers better access to the marina, and provide year-round parking for the multipurpose facility.
- *Multipurpose facility integrated with the parking structure.* Building programming could include a year-round meeting facility with dramatic views of the lake, retail and restaurant related facilities, a marina management office, and other potential uses yet to be defined.
- *Expanded landscaping renovation and landscape maintenance plans.* Throughout the marina and the adjacent park, the Lodgepole pines have been decimated by the Pine Bark beetle; the remaining vegetation is mostly rabbit brush, sage, and a few aspen. A concerted effort to reinvigorate these sites with appropriate vegetation is recommended.
- *Alpine garden and accessible walkway/path connection to overlook point.* Integrated with the larger landscaping plan is the walkway enhancement from the upper lookout point and the creation of an alpine garden.
- *Rebuilt gabion wall structures to expand storage and general use spaces on the marina site.* Failure of these walls at a few locations has been noted. More importantly, the marina site needs more horizontal space for the variety of activities that occur in the center of the facility. Judicious replacement of the failed portions could increase the available site.
- *Relocated maintenance structure to better separate the public spaces from work spaces.* The maintenance building currently acts as the marina office, the ships store, the boat rental desk, parts storage, and the employee lunchroom. The proposed renovations would separate many of these functions to their respective public and service areas, reducing user conflicts.
- *Renovation of Crow's Nest facility to meet future needs.* The Crow's Nest has had an iconic status at the park for years. It is the first marina structure visible when sailing from the other end of the lake. Unfortunately, it is not functioning as originally envisioned and serves mostly as a storage facility for the Tiki Bar. Its location and iconic status deserve better; an effort to redesign this facility as a lookout and gathering spot could result in something really special.



DILLON MARINA

MASTER PLANNING REPORT

7.0 CONSENSUS PLAN



CONSENSUS PLAN

Figure 36



DILLON MARINA

MASTER PLANNING REPORT

7.0 CONSENSUS PLAN

- Expanded Juniors' facility with training bay, staging dock, and improved crane yard. The Juniors' area has been stuck in the middle of the service yard and could benefit by being located closer to the water. Giving the Juniors a protected area to learn sailing along with an accessible dock dedicated to them would improve the facility immensely.
- Relocate the Yacht Club, moving the building away from the marina entry. This will reduce the confusion of public and semi-private uses and allow the Yacht Club to interact more closely with the Juniors.
- Expand and rebuild the Tiki Bar facility. The Tiki Bar is not only a significant revenue generator, but a cultural center during the summer weekends. The current facility is inadequate and ready for a rebuild.
- New wave attenuator structure moved to protect the launch ramp.
- Marina docks moved to deep water and connected to shore with Wharf structure.
- Renovated fuel dock with underground storage tanks.
- Restroom structure on floating docks.

Changes of this magnitude do not all occur simultaneously; planning for a coherent implementation strategy is essential. Several of the improvements can happen early in the program and their implementation will pave the way for the remainder of the changes. Most significantly, the Wharf structure planning requires serious consideration on the timing of the dock movement. Construction of the structure during a low water event can save significantly on costs, but the exact year of the next drought is not predictable.

7.2 Wharf Section

Section line A/B in the Consensus Plan graphic (*Figure 36*) identifies the location for the proposed Wharf Section (*Figure 37*), a structured parking, multi-use building, wharf structure, and floating dock system. The section graphic shows the potential structure of the wharf as concrete or steel pile with concrete I-beam deck support spanning 60' to 80'. Spanning in this manner will limit the requirement for more pile supports and minimize the need for driving piles in the lake bed.

The gangways accessing the floating dock system would be aligned with the east side of the wharf structure and engineered to integrally fit into the design of the pile-support system.

The wharf structure would be sound enough to support the marina shop, boat rental office, pavilion, and maintenance vehicles. Handrails would be required along the outer edges of the wharf and could be decorative to match the marina's architectural vernacular.



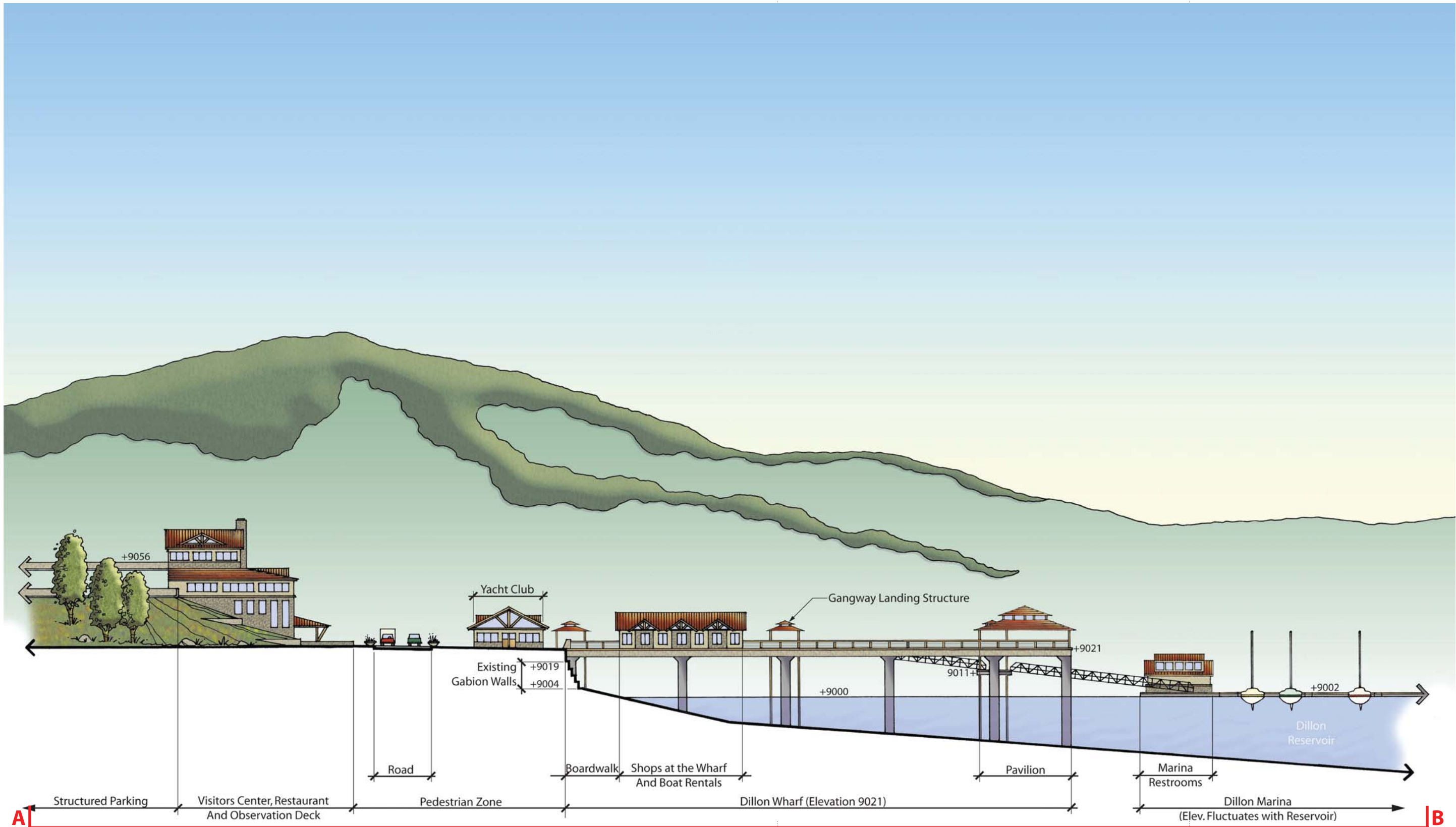


Figure 37

WHARF SECTION



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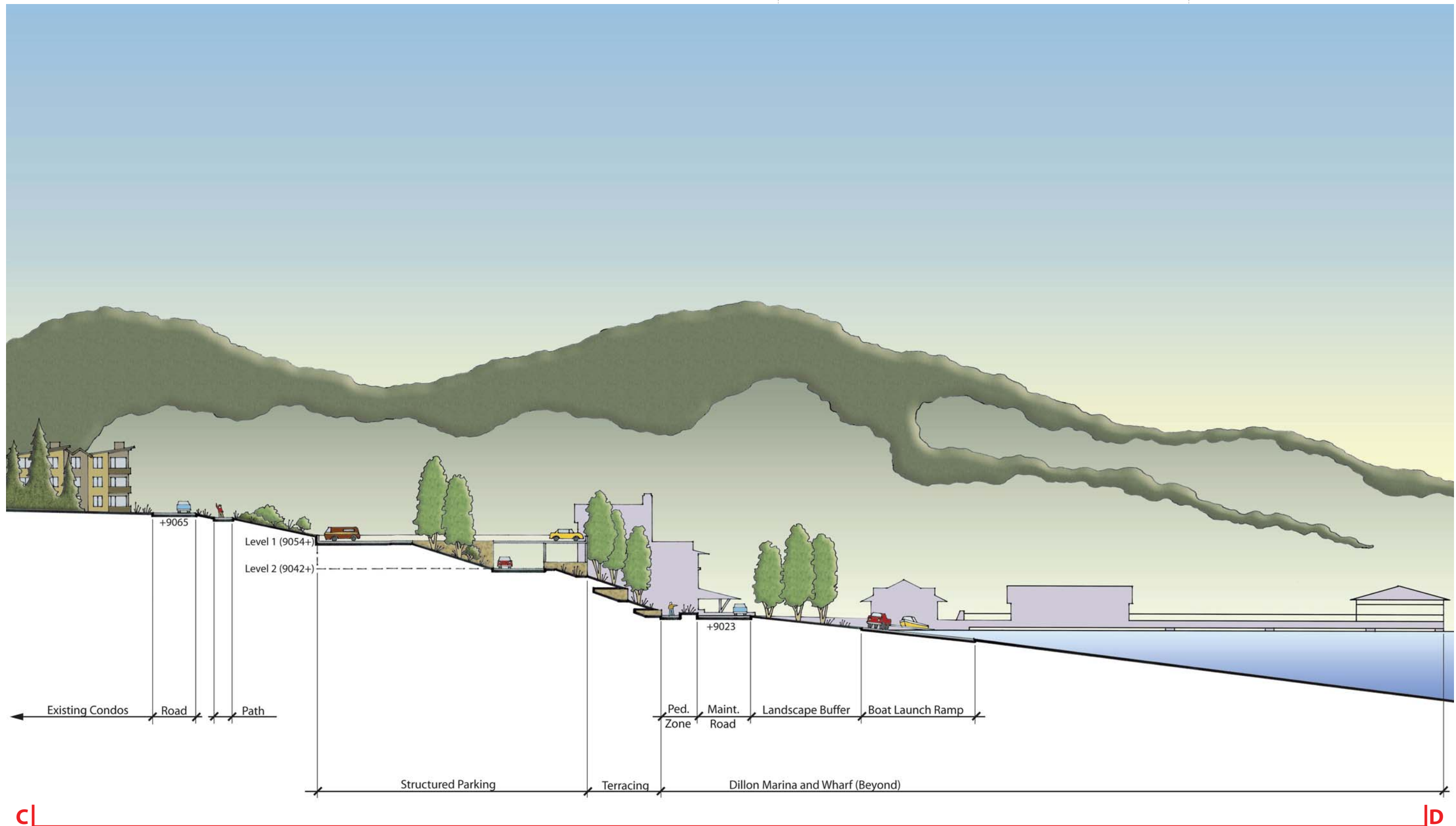
7.0 CONSENSUS PLAN

7.3 Structured Parking Section

Section line C/D in the Consensus Plan graphic (*Figure 36*) indicates the potential for a structured parking facility to be built in the same location as the existing gravel lots (*Figure 38*). The upper level of parking would be a structure extending over the existing lower lot location. The upper level would be at or near the existing lot elevation of 9054'. The lower parking level would be an excavated extension of the lower lots located at or near the existing elevation of 9042'. Utilizing the existing elevations will assist in keeping construction costs lower than excavating a structure in-ground. However, it is possible to add a third level below the Level 2 lot, adding more parking and/or boat storage at the marina elevation of 9023'.

Structured parking may require the addition of terracing to meet grade between the facility and the maintenance road. These terraces could be planted with diverse native materials buffering the facade of the structure.





C |-----| **D**

Figure 38

STRUCTURED PARKING SECTION



7.4 Alpine Garden Section

Section line E/F in the Consensus Plan graphic (*Figure 36*) indicates a potential pedestrian walkway system from the existing easement between the condominiums connecting the Town Center to the bike path overlooking the marina (*Figure 39*). The stair and accessible path begin at elevation 9081' and end at the marina elevation of 9021.5'. The layout of the Alpine Garden path would be the most direct link from the Town Center to the marina. The stairs and accessible path intersect at landings as shown in the section.

During development of the Consensus Plan it was recommended that the Betty Ford Gardens (*Figure 40 and 41*) in Vail, Colorado would be a good example project upon which to model the design of Dillon's Alpine Garden. The Alpine Garden would consist of native plant materials, requiring less maintenance than the Betty Ford Gardens (a botanical garden) but still providing a diverse habitat.



Figure 40 - Alpine Meadow at Betty Ford Gardens



Figure 41 - Steps at Betty Ford Gardens

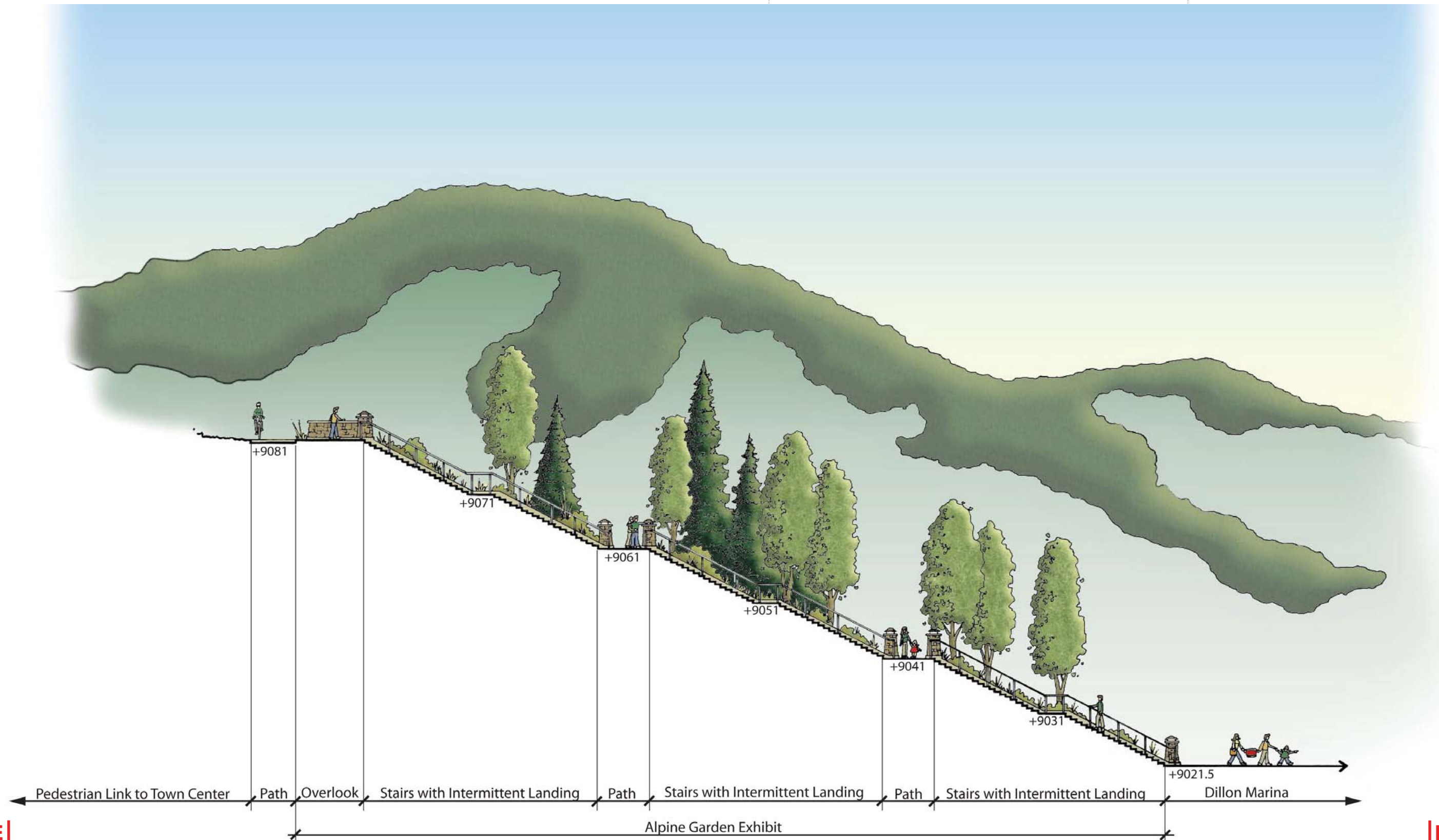


Figure 39

ALPINE GARDEN SECTION



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8.0 PROBABLE COST OF CONSTRUCTION



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8.0 PROBABLE COST OF CONSTRUCTION

The final Consensus Plan has many component parts that may be implemented over a period of years. Although interrelated, these parts can be considered as separate tasks and are listed as such below. Estimated construction costs are divided into these separate tasks for ease of evaluation and implementation. All costs included herein are in first quarter of FY 2008 dollars and inflation will impact these expected costs over time.

1. Utilities and Infrastructure Development
2. Road Realignment and Launch Ramp Improvements
3. Amphitheater Parking
4. Parking Structure
5. Marina Central Zone
6. Marina Service Area
7. Wave Attenuator
8. Dockage
9. Wharf Structure
10. Alpine Gardens
11. Emergency Access Drive
12. Bike Route Realignment

The Utilities and Infrastructure Development project includes replacement and upgrading of the Marina's water and sanitary systems, electrical service, stormwater management, and natural gas services to the Marina and Marina Park. The improvements begin along Lake Dillon Drive and loop through the Marina to the new Emergency Access Drive area. The costs for these improvements will be determined when the demand is better defined.

The Road Realignment project includes the south end of Lake Dillon Drive to just above the launch ramp area. Its purpose is to improve traffic flow and separate pedestrian traffic from vehicular traffic. Also included in this project is the rebuilding of the circle near the condominiums. The circle would be lowered and a mast stepping structure installed to relieve the Launch Ramp improvements. The current design would be in the \$1.3-\$1.5 million range.

The Amphitheater Parking area is not directly in the scope of the Marina project, but is directly affected by the road realignment. The estimate is based on the layout produced in concert with the December park planning workshop. The current design is in the \$450,000-500,000 range.

The Parking Structure represents the largest and most expensive of the proposed site improvements. Development work for the structure and the structure itself are estimated to be in the \$7-7.4 million range. The attached multipurpose building could add another \$5.5-6 million.

The Marina Central Zone with the shoreline improvements and many of the public buildings represents the area that sees the most activity. Improvements to the launch ramp are included in this estimate. Depending upon the size and development of the structures, the costs for the improvements could vary significantly. The current estimate is in the \$2.5-3 million range.

The Wave Attenuator will provide a quieter wave environment inside the marina and will replace the aged existing one. It will also provide courtesy and transient docking facilities. The current estimate is in the \$750,000-800,000 range.

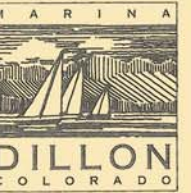


Figure 40

PROJECT PHASING DIAGRAM



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Replacement and movement of the Dockage to deeper water is a significant feature of the improvements. The cost of this modification will be dependent on the number of existing docks that may be adaptively reused. Using a conservative approach with none of the docks reused, the estimate would be in the \$3.8-\$4.0 million range.

Marina Service Area improvements include expanding the usable service and storage yard and reconfiguring this portion of the site to meet the needs of separation of services. The current estimate for this work would be in the \$1-1.5 million range.

The Wharf Structure represents an improvement that will have some of the most significant visual impacts to the marina. The structure, gangways, utilities, and buildings on the Wharf are included in this project. The range for this estimate is \$2.6-3.3 million.

The Alpine Gardens project includes soil stabilization of the bluff, walkway connections to the Town Center, and landscaping. The costs associated with this segment can range dramatically depending on the scope and intensity of the garden development. A reasonable range for this estimate is \$600,000 to \$1.2 million.

An Emergency Access Drive Area from the service area to Gold Run Street will require slope stabilization and significant landscape restoration. The cost estimate range is \$360,000 to \$500,000.

The Bike Path Realignment from Marina Park east to Gold Run Street requires significant grading and landscape restoration. The current estimate for this work is \$350,000 \$390,000.

All of these estimates are at the concept level stage, with large contingencies built in and a necessary level of conservatism. As the projects are authorized and the designs begin to be developed, the probable construction costs can and should be refined.

A discussion of project sequencing is included in the Short Term Implementation Strategy section.





9.0 SHORT TERM IMPLEMENTATION STRATEGY



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9.0 SHORT TERM IMPLEMENTATION STRATEGY

During the process of developing a consensus plan, prioritization of proposed improvements was recognized as a significant issue. The completed marina improvements as documented in the consensus plan will not happen as a single project, but rather as a series of projects over several years. The strategy identified here is based on the discussions with stakeholders and the prioritized needs for the near future.

Design should begin immediately. The Wharf, Marina shoreline repair, and dockage improvements would be most inexpensively performed during a low water season. When the next low water season will occur is not known. It could happen in any given year depending on the previous season's precipitation. If plans, financing, and permits are in hand for these projects, construction could be done during the most advantageous time.

Grant writing needs to be done early to anticipate the grant award cycle. Grants from State and Federal sources usually are on an annual award basis with a specified time for application. Most grants need to be applied for, reviewed, and approved prior to bidding and construction. Therefore, those projects that could potentially receive grants need to be anticipated sufficiently in advance to meet the grant cycle requirements and the construction needs.

Infrastructure improvements should be implemented early in the construction sequence. The utilities and road improvements need to be in place prior to the projects that will be built on top of them. The interrelated nature of these projects and the needs of the proposed structures require that the sizing of the utilities and the locating of the stub-ins be established early.



DILLON MARINA

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10.0 FUNDING SOURCES



DILLON MARINA

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10.0 FUNDING SOURCES

Funding of the Marina improvements will come from multiple sources.

- The Dillon Marina exists within an enterprise zone and is required to use its profits for capital improvements. The improvements proposed in Sections 7 and 8 are expected to be implemented over a period of years utilizing these marina profits.
- The road project and utilities project are municipal improvements and could potentially be funded by general Town revenues.
- In addition to financing the projects with direct profits from current operations and general revenues, grants could be secured to provide additional needed funds.
- Finally, for the largest of the projects, a bond issue may be required, borrowing on the anticipated marina profits from future years.

Since waterfront projects have a highly beneficial impact on the general public, various governmental bodies have created programs to help finance these improvements. Dillon's best potential sources for grant dollars include the following programs:

Federal Grants for specific water-based programs

Clean Vessel Act Grants pay for up to 75% of boat sanitary pump-out facilities. This is a competitive federal grant program administered by the State department of Natural Resources issued annually with a reasonably high probability of acquisition.

Boating Infrastructure Grant (BIG) Program pays for transient boating facilities such as courtesy docks, non-leased transient docks, launch ramp facility improvements, and restrooms and shower facilities for transient boaters and associated infrastructure improvements. This a competitive program administered by the Fish and Wildlife Service.

State Division of Water

2008 Motorboat Colorado program administered by the Colorado Division of Wildlife awards \$300,000 annually, shared with up to five projects. The fund may pay up to 75% of the project costs. The purpose of this program is to develop or enhance motorboat-related facilities including breakwaters, launch ramps, docks, fish cleaning stations, restrooms and showers, navigation devices, and access roads.

Other State sponsored facilities enhancement programs such as Go Boating and Fishing is Fun should also be explored as potential resources.

DILLON MARINA

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11.0 CONCLUSION AND SUMMARY



DILLON MARINA

MASTER PLANNING REPORT

11.0 CONCLUSION AND SUMMARY

The Future of Dillon Marina

Already a successful and well-run facility, Dillon Marina has the opportunity to improve its overall operations and position itself for future growth while contributing to the creation of a more vital and connected community waterfront. The recommendations identified in this master plan are all linked to a larger, long-term vision for Dillon's waterfront: a vision that will allow the Town to take full advantage of the recreational, cultural, environmental, and economic potential of its uniquely beautiful lakefront setting.

The future success of the Dillon Marina is dependent on the continued maintenance and improvement of the facility. The thoughtful input and passion shown by the management, stakeholders, and participants in this study demonstrates how important this facility is to the identity of the Town. The projects proposed in this report represent a basic road map to implementation. Additional work will need to occur to integrate these projects and ensure a seamless transition to the future without any loss of the precious boating seasons.

By implementing the Dillon Marina Master Plan, the Town will help secure the long-term viability and profitability of its marina operations while also leveraging the creation of a destination waterfront and the revitalization of its Town Center. With its ability to generate revenue and attract potential grant dollars, the Marina can truly serve as a catalyst for achieving this community vision.



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APPENDICES



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Figure 40

EXISTING CONDITIONS DIAGRAM



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CONSENSUS WATERFRONT PLAN

