



CITY COUNCIL OF THE CITY OF GREENVILLE WORK SESSION MEETING

Monday, October 27, 2025 – 3:00 p.m.

Greenville City Hall, 206 S. Main Street

Citizens may access the meeting at the following web address:

<https://www.greenvillesc.gov/1694/Online-Meetings>

CITY COUNCIL: Mayor Knox White; Councilmembers John DeWorken, Lillian Flemming, Ken Gibson, Wil Brasington, Dorothy Dowe, and Russell Stall

CITY STAFF: City Manager Shannon Lavrin, City Attorney Leigh B. Paoletti; City Clerk Camilla G. Pitman

AGENDA

- | | | |
|-----------|--|------------------|
| 1. | Call to Order | 3:00 p.m. |
| 2. | Visit Greenville SC Update | 3:00 p.m. |
| 3. | Greenville Public Safety Communications Overview | 3:30 p.m. |
| 4. | Downtown Transportation Master Plan | 3:50 p.m. |
| 5. | Wheel Sports Park Update | 4:15 p.m. |
| 6. | Executive Session (S.C. Code §30-4-70):
<i>NOTE: City Council will leave the Work Session to conduct an Executive Session which is not open to the public. The Work Session meeting will adjourn following the completion of the Executive Session. No action will be taken prior to adjourning the meeting.</i> | 4:30 p.m. |
| | a. Economic Development / Legal Briefing | |
| | b. Boards and Commissions / Personnel Update | |
| 7. | Adjourn | 5:25 p.m. |

An aerial photograph of a scenic waterfall cascading over large, reddish-brown rocks. A paved walkway with a metal railing runs along the left side of the falls, where several people are walking and viewing the water. The surrounding area is lush with green trees and vegetation.

VISIT
GREENVILLE
SC

VISITGREENVILLESC
FY25 PERFORMANCE

OUR VISION

To be one of the most visited and
talked about travel destinations
in the Southeast.



OUR MISSION

Maximize Greenville's Visitor Economy by developing and promoting exceptional visitor experiences to elevate the quality of life and prosperity for our community.





INVESTMENT

CITY INVESTMENT

VGSC FY25 Total Revenue: \$15.9M

City of Greenville Investment: \$4.96M

Awarded Funding:

State A-Tax Grant \$1.73M

Statutory Funding:

0.7% Local A-Tax \$1.75M

30% State A-Tax \$1.49M



A thin white outline of the state of South Carolina is centered on a solid green background. The text 'FY25 PERFORMANCE' is overlaid in the center of the map.

FY25 PERFORMANCE

FY'25 VGSC PAID LEISURE MEDIA ROI

21.9
MILLION

Travelers Reached by
VGSC Paid Media



1.5
MILLION

Influenced 1.5M
Leisure Trips



\$453M

Total Economic Impact
of Leisure Travelers VGSC
Influenced by Paid Media

\$33.8M

**Incremental State &
Local Taxes Generated**



Source: Longwoods

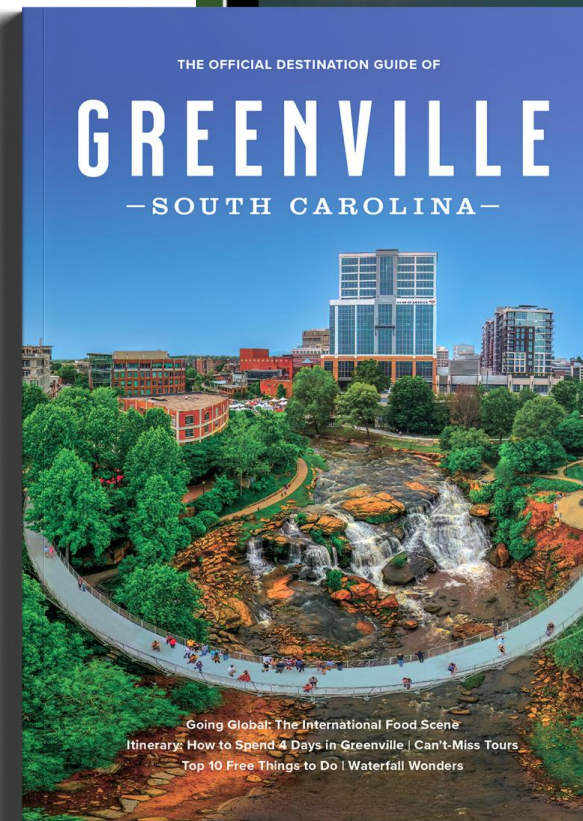
OWNED MEDIA

Greenville's #1 Trip Planning Resources

- **13.9K+** Daily Website Visitors
- **5.1M** Total Yearly Website Sessions
- **120K** Destination Guides Distributed
- **272K** Engaged Social Followers

Driving **more visitors** to Greenville by **connecting them** with what they want most.

Source: Google Analytics



VISIT
GREENVILLE
SC

EARNED MEDIA

The South's Best Cities 2025

- *Southern Living* —

The Top Small US Cities for Food & Drink

- *Food & Wine* —

The 40 Most Charming Small-Town Downtowns in America

- *HGTV* —

FY'25 RESULTS



63 Journalists
Hosted



170 Stories
\$53.6M AVE

Source: TKPR, Muck Rack | *AVE: Advertising Value Equivalency



GROUP SALES OVERVIEW



31 TRADESHOWS ATTENDED
ACROSS THE US

225 MEETING PLANNERS
HOSTED IN-MARKET



**FY'25
RESULTS**

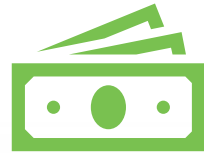
**185K+ GROUP ROOMS BOOKED
248K ESTIMATED GROUP ATTENDEES
273 TOTAL EVENTS BOOKED**



FUTURE GROUPS BOOKED IN FY25

\$152M
TOTAL
ECONOMIC
IMPACT

Of Future Booked
Group Business



\$11.3M
TAXES
GENERATED

In Incremental State
& Local Taxes by
Groups Booked in
FY'25



VISITOR EXPERIENCES

133

EVENTS SERVICED
BY THE VGSC TEAM



98

NET PROMOTER SCORE
WITH MEETING
PLANNERS

400+
10K+

WELCOMED AT THE
VISITOR INFO CENTER



415

CERTIFIED TOURISM
AMBASSADORS

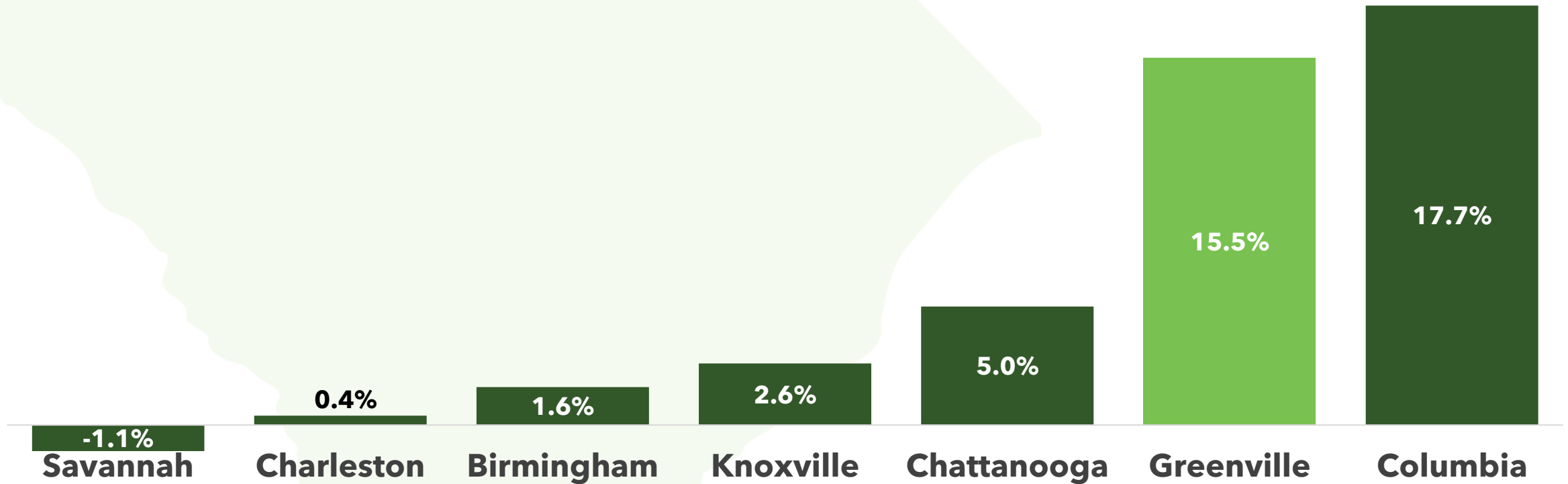




COMMUNITY IMPACT

Greenville's Tourism Growth Outpaces the Region

15.5% YOY Hotel Revenue Growth, #2 in Comp Set



\$2.5B

TOURISM INDUSTRY ECONOMIC IMPACT In Greenville County in 2024



Source: Tourism Economics

VISIT
GREENVILLE
SC

Tourism Strengthens Greenville's Economy



\$201M

TAX-GENERATING POWERHOUSE

\$106M in State Taxes + \$95M in Local Taxes

\$931

SAVED



**By Greenville Households
Per Year In Taxes**

Without tourism, every household would need to pay nearly \$1,000 more just to keep services as they are today.



Visitors Support Local Jobs & Families



1 IN EVERY 25 JOBS

In Greenville County Exist Because of Visitors



**GENERATING \$655M IN
PERSONAL INCOME**

This income funds housing, childcare, transportation, and essentials.

Source: Tourism Economics



VISIT
GREENVILLE
SC

**Tourism
Marketing
Builds a
Stronger
Business
Perception
& Climate**

+78%

+74%

+49%

+49%

Greenville is a Good Place to:

Start/Expand a Business

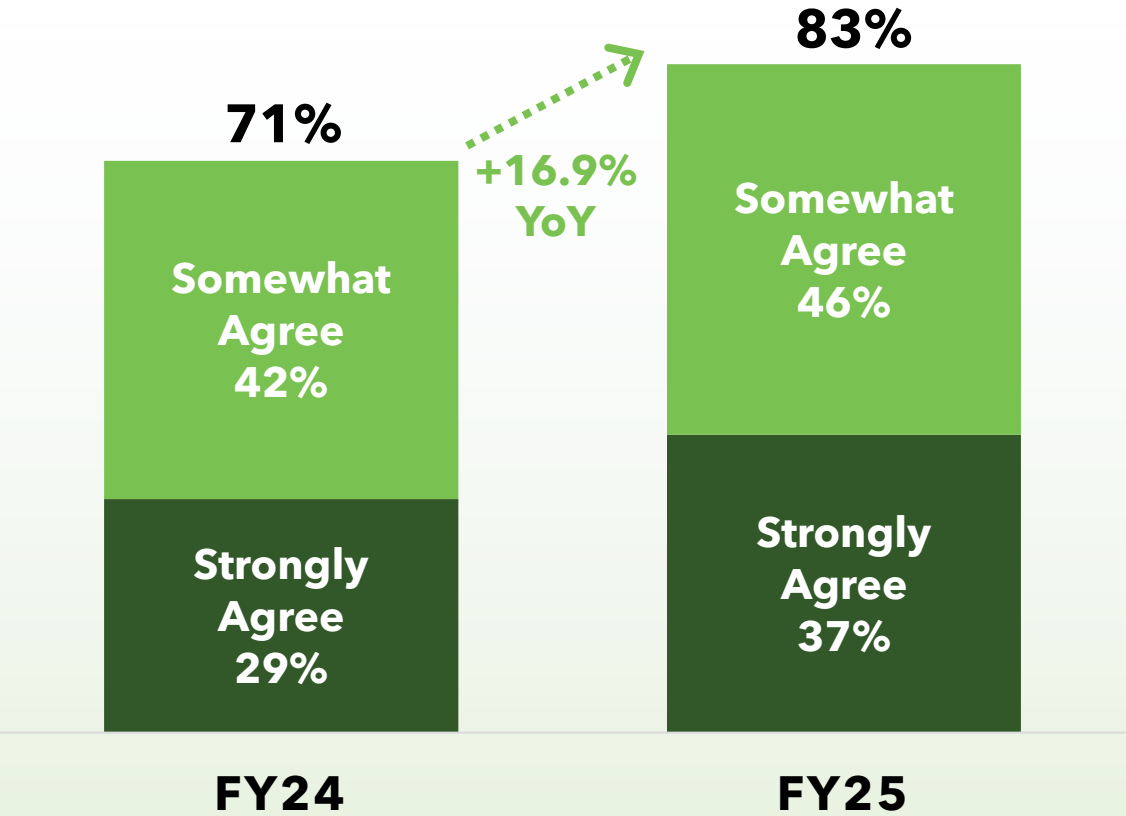
Start a Career

Place to Live

Raise a Family

Residents See & Feel Tourism Benefits

83% of City residents agree that tourism is good for the community.



A white outline map of the state of South Carolina is centered on a solid green background. The map's outline is thin and clearly defines the state's borders.

VGSC INVESTMENT & IMPACT



INVESTMENT

**\$8.95M State, County &
City Funding**

\$6.9M Private Funding

Source: Longwoods & Tourism Economics



IMPACT

\$605M Total Economic Impact

\$406.5M Direct Visitor Spending

\$45.1M State & Local Taxes Generated



The background is a dark green overlay on a photograph. The photograph shows a cityscape with buildings, including one with a 'Bank of America' sign, and a suspension bridge over a river. The text is centered over a white silhouette of the state of South Carolina.

— VISIT —
GREENVILLE
— SC —



CITY OF GREENVILLE
POLICE

Greenville Police Department

Communications Division



Division Overview



CITY OF GREENVILLE
POLICE

The Communications Division is staffed 24 hours a day 365 days a year. The division is approved for 33 staff members but is currently staffed at 31.

Shift Structure:

Four shifts with 5 to 6 operators, including a supervisor

Each shift works 12.33 hours, totaling 86.31 hours in a 2-week period.

Day shift – 06:40 a.m. to 7 p.m.

Night shift – 6:40 p.m. to 7 a.m.

Mid shift – 2:40 p.m. to 3 a.m.



Public Safety Answering Point



A Public Safety Answering Point (PSAP) is a dedicated facility responsible for receiving and managing emergency calls. When someone dials 911, the call is routed to a PSAP, where trained professionals handle the situation. There are two types of PSAPs.

- **Primary Public Safety Answering Point (PSAP)** is the first point of reception of a 911 call by a public safety agency. A Primary PSAP must be capable of receiving and processing enhanced 911 calls from all voice communications service providers.
- **Secondary Public Safety Answering Point (SPSAP)** can receive voice and data of an Enhanced 911 call transferred from a Primary PSAP and can have the ability to complete the 911 process by dispatching law enforcement, ambulances, firefighters or other responders.

Call Volume



CITY OF GREENVILLE
POLICE

2024 Call Stats		
Total Calls	235,563	
911 Calls	67,088	Up 10% from 2023
911 Disconnects	8,767	
PD Calls Dispatched	90,166	
FD Calls Dispatched	16,043	

911 calls - Up 10% from 2023

2025 YTD Call Stats		
Total Calls	152,493	-8% YTD from 2024
911 Calls	45,108	
911 Disconnects	5,972	
PD Calls Dispatched	86,064	
FD Calls Dispatched	11,548	Up 4% YTD from 2024

Total calls - Down 8% from 2024

FD calls dispatched - Up 4% from 2024

Call Answering Percentage



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POLICE

Percentage of all 911 calls answered in under 10 seconds

2024

93.50%

YTD



96.22%

The South Carolina Legislature sets standard of 85%
The Communications Division's standard is 90% for individual operators

The Communications Division's standard is 90%

Quality Training = Quality Work



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POLICE

Communications Division staff have completed 10,613 training hours



Employee Recognitions



2025

- Theresa LaDue – Public Safety Employee of the Year, presented by Bob Jones University
- Hannah Dillenbeck - South Carolina Chapter of APCO/NENA's Palmetto Award
- ECC received Honorable Mention for 911 Center of the Year during the annual South Carolina APCO/NENA Conference

2024

- Josh Roberts - South Carolina Chapter of APCO/NENA's Palmetto Award
- Jessica Dozpat - South Carolina Chapter of APCO/NENA's Honorable Mention for Shift Supervisor of the Year

2023

- Taylor Patton - South Carolina Chapter of APCO/NENA's Palmetto Award
- Hannah Dillenbeck - South Carolina Chapter of APCO/NENA's Honorable Mention for Rookie of the Year

2022

- Micah Wilson - South Carolina Chapter of APCO/NENA's Palmetto Award



The Communications Division completed:

- 1715 Entries (wanted, missing, stolen vehicles etc.)
- 1924 Hit Confirmations/AM Messages
- 2870 Criminal histories
- 1300 Record Clears
- 2858 Record Validations
- 3339 Warrants Verified 2nd Party
- 453 Expungements Processed

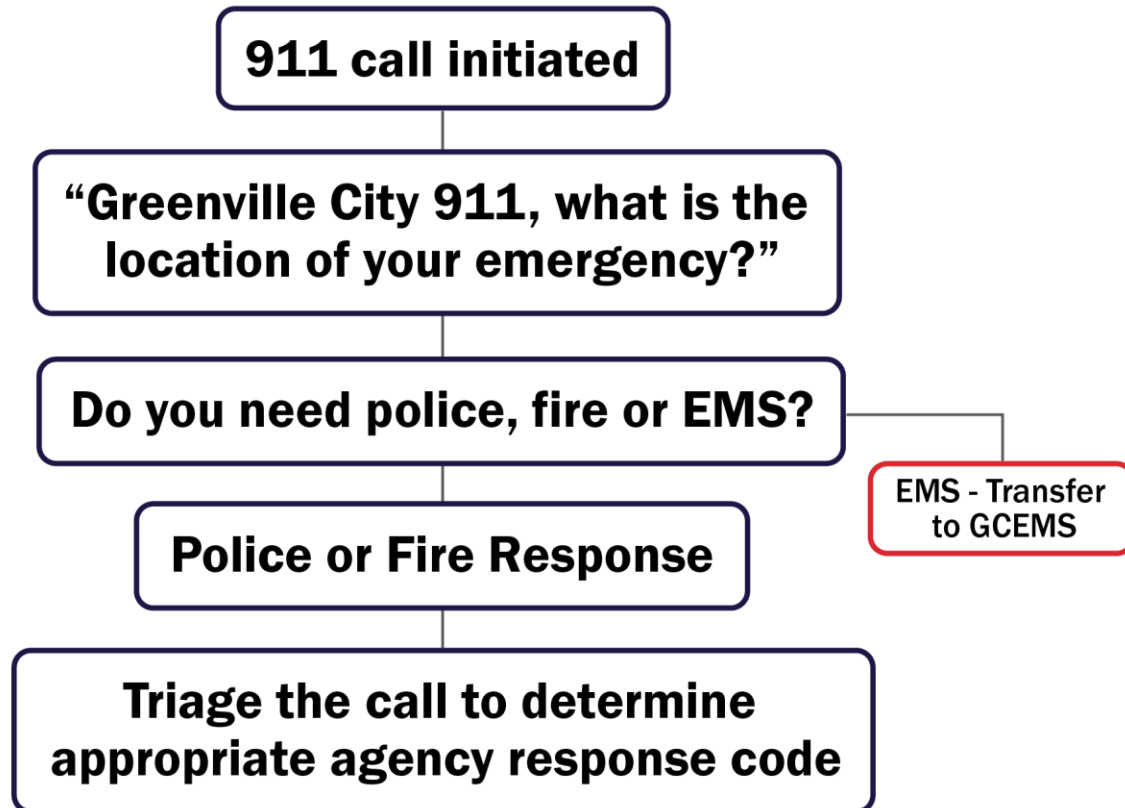


Life of a 911 Call



CITY OF GREENVILLE
POLICE

911 CALL TAKER ROLE



Where?

What?

What is occurring? (Robbery, Fire, Assault, Alarm)

When?

When did the emergency take place.
(IP, JO, AO)

High Priority
Drop Point

Who?

Who is involved in the incident?
If a person, get description.

Weapons?

Weapons? If dictated by call type.

Life of a 911 Call



POLICE OR FIRE DISPATCHER

All information gathered by the 911 call taker is recorded into the Computer Aided Dispatcher system (CAD) which is viewed in real time by the radio dispatchers.

Dispatcher receives CFS in the Queue

Dispatches units or equipment based on call type and policy.

Updates are provided to units based on additional information from the caller or other sources (e.g., surveillance, additional callers).

Dispatcher maintains contact with units to fulfill needs or requests.

Key Points:

- Medical calls are transferred to a separate medical dispatch system
- Police/Fire calls are dispatched directly by the 911 center
- Coordination is essential for timely and accurate response from police, fire, and medical services
- Continuous communication helps ensure situational updates and resource coordination



The push for Next Generation 911 (NG-911) is driven by the need to modernize emergency communication systems to better serve the public.

Advantages:

- Enhanced Emergency Communication System Infrastructure
- Text, Video, and Data Sharing
- Improved Response Times and Situational Awareness
- Integration with Modern Technologies like Smartphones
- Better Coordination Among Emergency Services



CITY OF GREENVILLE
POLICE

QUESTIONS?

Dustin Sherbert, ENP
dsherbert@greenvillesc.gov
Office: 864-467-5215



City of Greenville Downtown Transportation Master Plan

Phase 2



10/27/2025



- 01** Study Purpose
- 02** Future Trends Assessment
& Long-Term Solutions
- 03** Public Involvement
- 04** Long-Term Project
Recommendations
- 05** Implementation Strategies

Study Purpose

Downtown Transportation Master Plan – Phase II Project Statement

Evaluate projects and strategies identified in Phase I (December 2019 completion) to improve existing and future mobility, traffic circulation, and safety in downtown Greenville

Explore alternate modes of transportation in developing short & long-term solutions to address existing congestion and future traffic growth

Develop a comprehensive project list of long-term solutions identified for use in conjunction with future updates to the Greenville Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan to secure funding support.

Future Trends Assessment & Long-Term Solutions

Information was gathered to establish transportation trends and a picture of transportation mobility within the study area.



Review of DTMP PH I Projects
& Corridor Assessments



Intersection & Corridor
Capacity Analysis



Data Collection & Project
Prioritization and Recommendations



Potential Transit, Bicycle, and
Pedestrian Infrastructure
Connectivity Enhancements



Safety Assessment Travel Demand
Modeling

DTMP PH I & Corridor Assessments

Information is first gathered to establish a picture of transportation mobility within the study area.



Data Collection & Project Prioritization and Recommendations

- Intersection and roadway traffic counts
- Crash data
- GPATS travel demand model output
- Signal timing plans
- Transit infrastructure
- Bicycle and pedestrian infrastructure



Public Involvement

Survey and Public Meeting

May
2025

Survey administered online and
between May 1 - 31, 2025

May
2025

Public Involvement meeting was
held on May 15, 2025

13,556

Survey responses from 745
participants



Public Involvement

Survey and Public Meeting

- Identified feedback such as:
 - Congestion concerns, safety concerns, and hazards
 - Residents' support for general solutions
 - Travel concerns and priorities
- Common areas identified by survey respondents
 - Congestion issues at Stone Ave/I-385 Interchange, Church St, Academy St, Washington St, and River St
 - Pedestrian navigation issues at Academy St/North Main, E North St/Stone Ave, along Church St, along Augusta St, and along Rutherford Rd
 - Traffic Signal Timing Coordination Issues



Share your feedback in the online survey.
 Available now through May 30.



Your Travel Priorities

What transportation issues do you face regularly and how could the below improvements or trends help address those issues?

Use the sticky notes or write in the topics areas to answer the question.

Intersection Improvements	Road Widening	Safety Enhancements	Using Technology to Monitor And Respond to Changing Traffic Conditions	Providing Alternative Transportation Options (Sidewalks, Bike Lanes, Multiuse Path)	Improving Transit Service in the Central Business District	Providing More Parking

* Which improvement do you think would make the biggest impact on your travel through the Central Business District?

81%	Alternative transportation options (sidewalks, bike lanes, multi-use path)	Rank: 2.49	430 ✓
76%	Technology to monitor and respond to changing traffic conditions (signal timing, adjustable speed limits, etc.)	Rank: 2.73	408 ✓
81%	Intersection improvements (new or updated traffic pattern through the area)	Rank: 2.80	432 ✓
71%	Safety enhancements	Rank: 3.54	379 ✓
71%	Transit service improvements	Rank: 3.59	381 ✓
51%	Road widening	Rank: 4.67	272 ✓
54%	More parking	Rank: 4.80	290 ✓

534 Respondents

Phase I Project Review

Reviewed the Phase I Project List to identify which should be pulled forward into Phase II:

- Identified which projects had already been completed
 - 28 projects already completed or in the process of being completed
- City-identified Phase II focus areas carried forward from Phase I

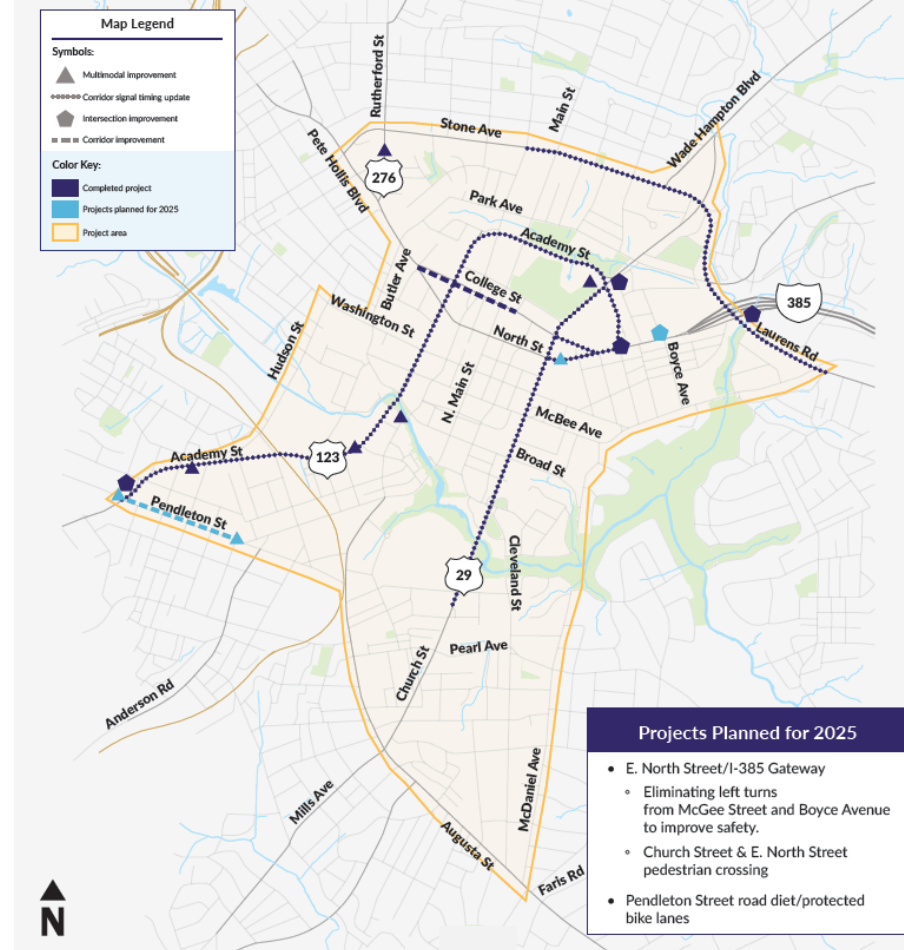




Notable Phase I Projects Completed or Underway

Phase I Implementation

- Cultural Corridor Improvements
- E North St Gateway Project
- Rutherford Road Pedestrian Hybrid Beacon
- Laurens Road / Stone Avenue Dual Left-Turn Lanes onto I-385
- Expanded Traffic Signal Interconnectivity in Downtown
- Corridor Signal Timing Updates
 - Academy Street Signal Timing Update
 - Church Street Signal Timing Update
 - Stone Avenue/ Laurens Road Signal Timing Update
- Pendleton Street Road Diet/Protected Bike Lanes

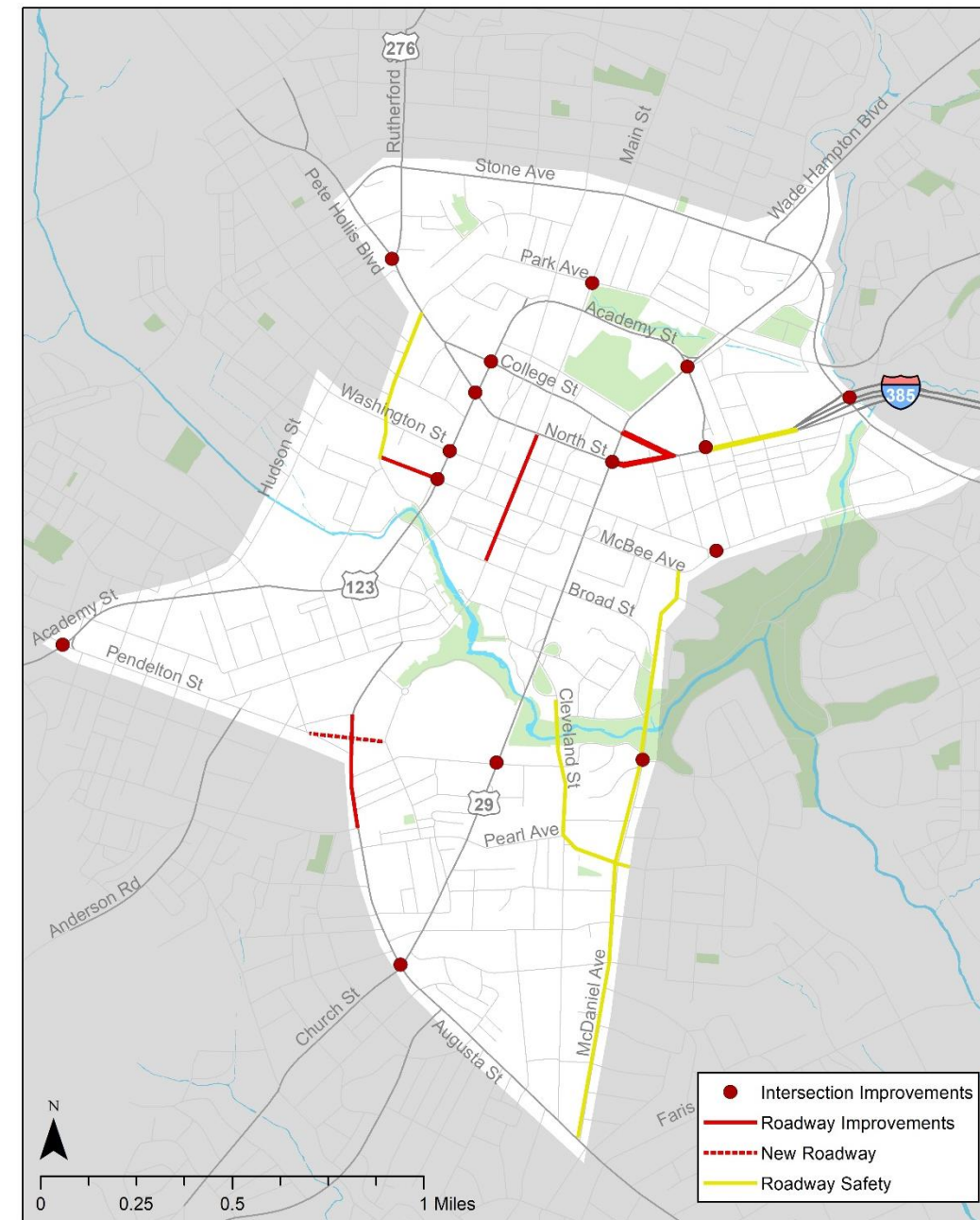


Phase I Recommended Projects



Roadway Improvement Projects Moving to Phase II

- McDaniel Avenue & Woodland Way and University Ridge – Single-lane roundabout
- Main Street from Broad Street to E North Street – Restricted left turns
 - Project extent was updated to McBee Avenue to Coffee Street in Phase II
- Washington Street at McBee Avenue - Single-lane roundabout
- Buncombe Street at Academy Street – Eastbound - Through lane to shared thru-left lane



Phase I Recommended Projects



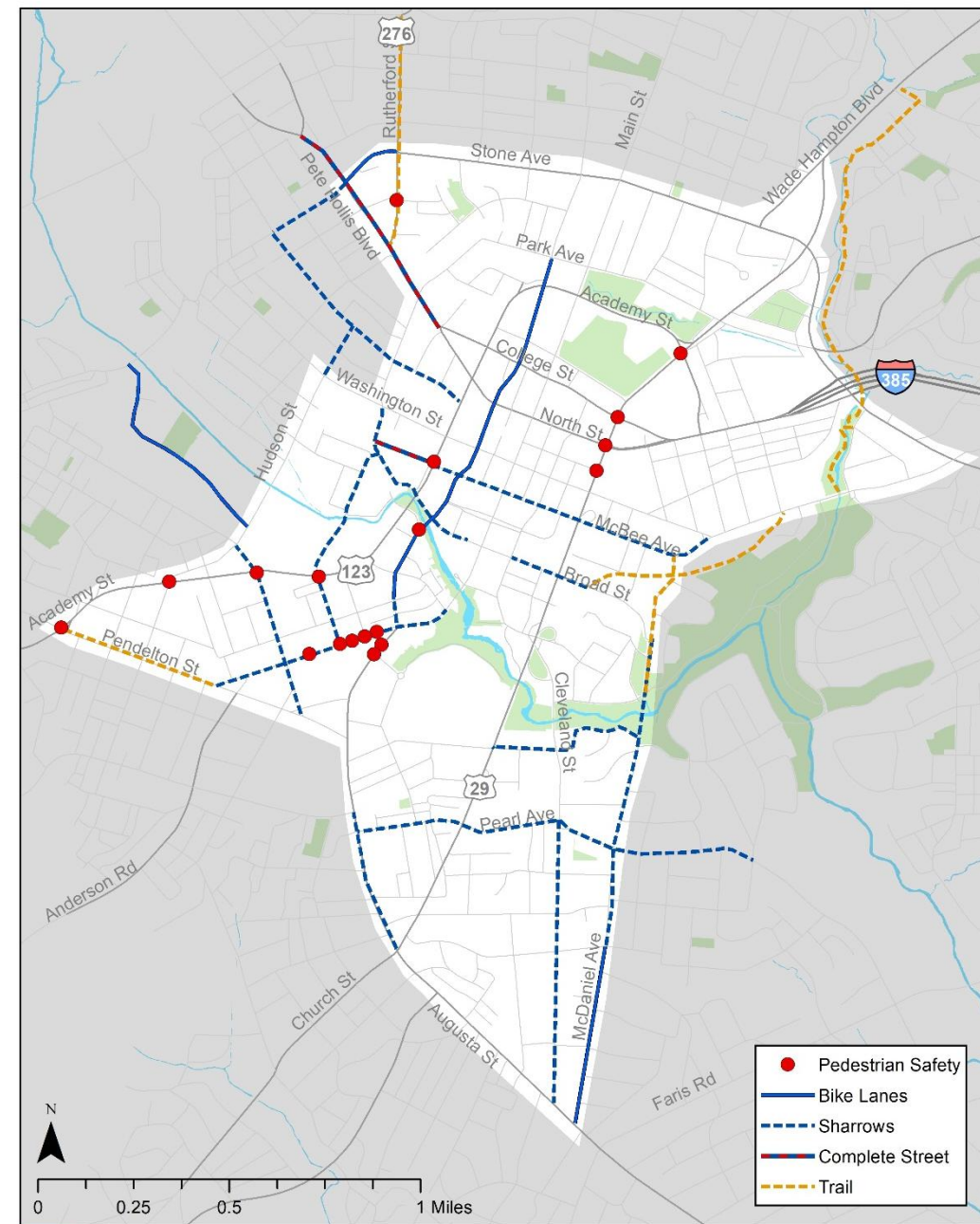
Bicycle, Pedestrian, and Transit Needs Moving to Phase II

- McDaniel Avenue Trail - Bike/ped trail along McDaniel Avenue from McBee Avenue to Ridgeland Drive



Traffic Signal Timing and ITS moving to Phase II

- North Street Dynamic Messaging Signs (DMS) - Add DMS signs to I-385 and/or North Street inbound to Greenville



Focus Areas

Phase II Key Areas

Addressed seven major focus areas related to the transportation needs identified in Phase I

- I-385 at E. Stone Avenue/Laurens Road
- US 29/Church Street Corridor
 - Church Street/Mills Avenue at Augusta Street
 - Church Street at Coffee Street
 - N. Academy Street at Church Street
- N. Academy Street at E. North Street
- Pete Hollis Boulevard

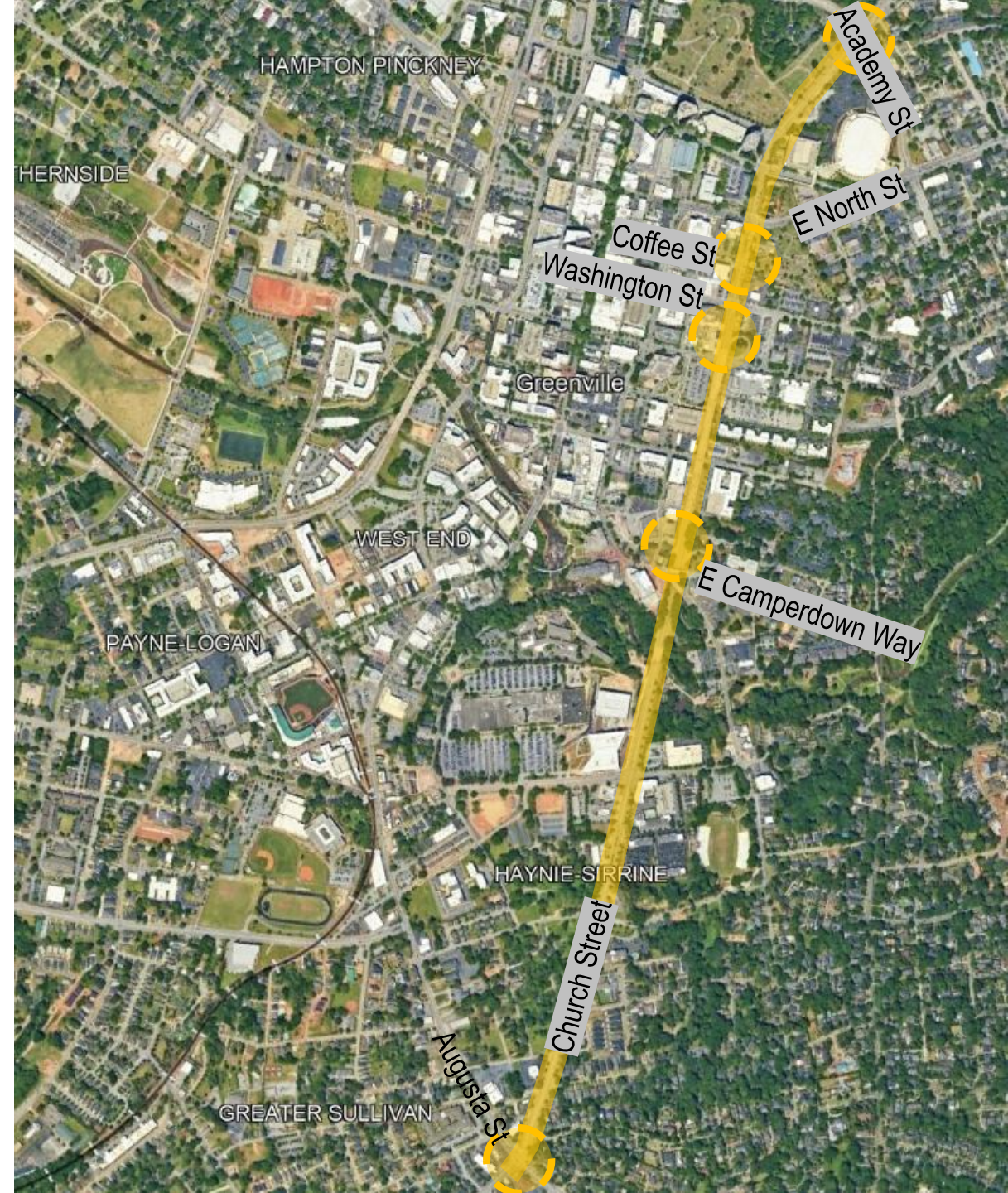
Phase II: Key Areas

Key areas are identified for long-term improvement planning, based on the initial Phase I conditions analysis.



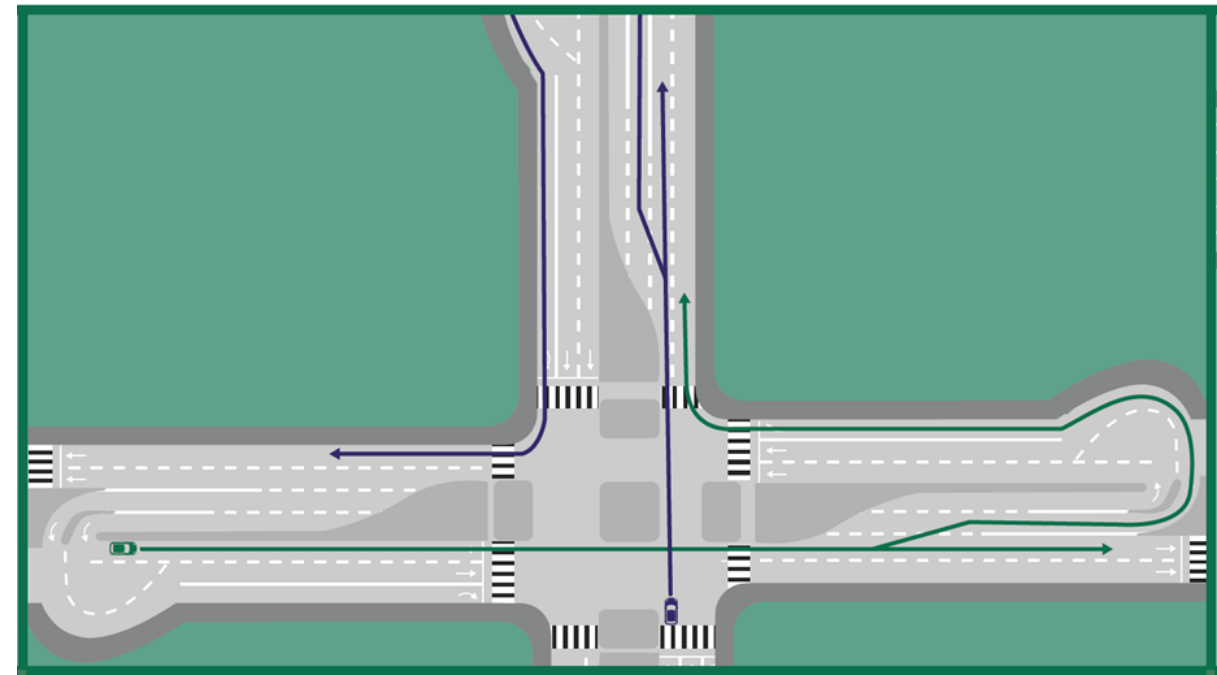
Church Street/ US 29

- Redistribution of traffic through mechanisms such as partial median U-Turn (Intersection of Church Street and Academy Street)
- Strategically limiting left turns such as at Coffee Street
- Redistribution of traffic through mechanisms such as a quadrant intersection (Intersection of Church Street/Mills Avenue and Augusta Street)
- Removal of unwarranted traffic signals
- Close access ramp from E Park Avenue to N Church Street
- Church Street bridge sidewalk continuation



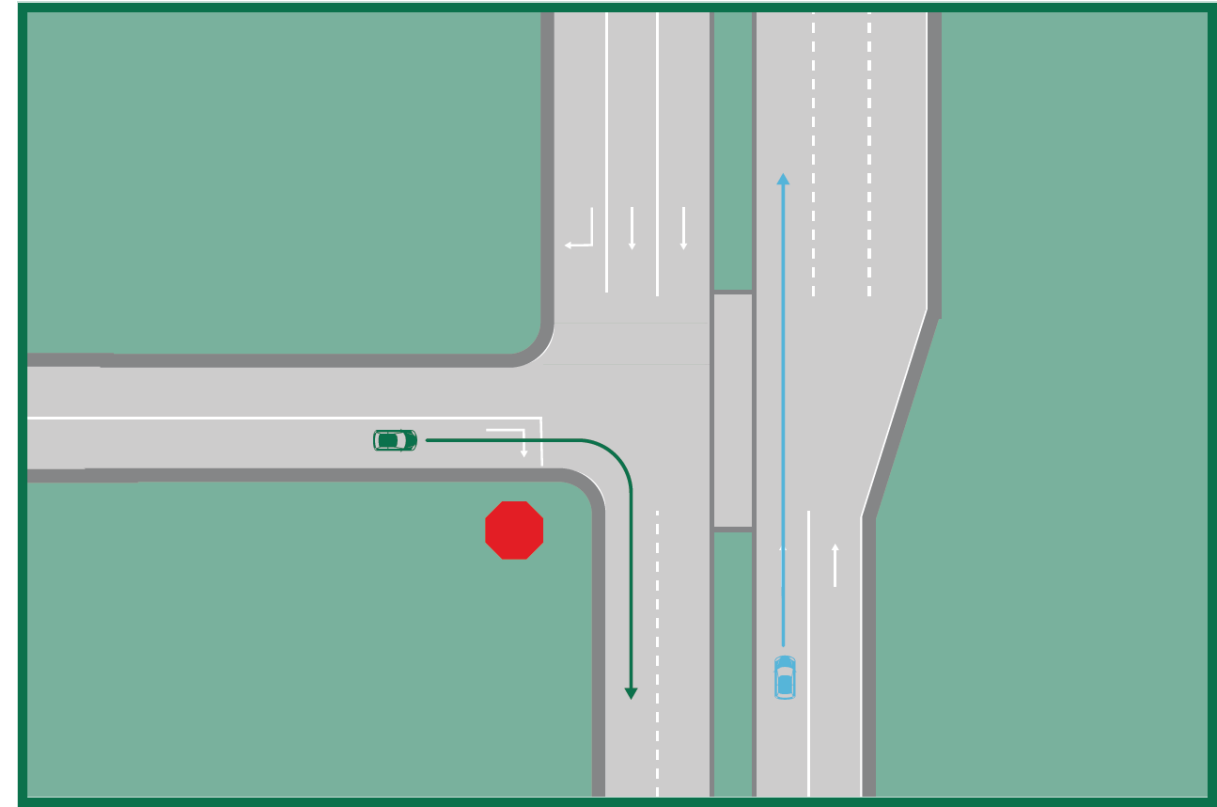
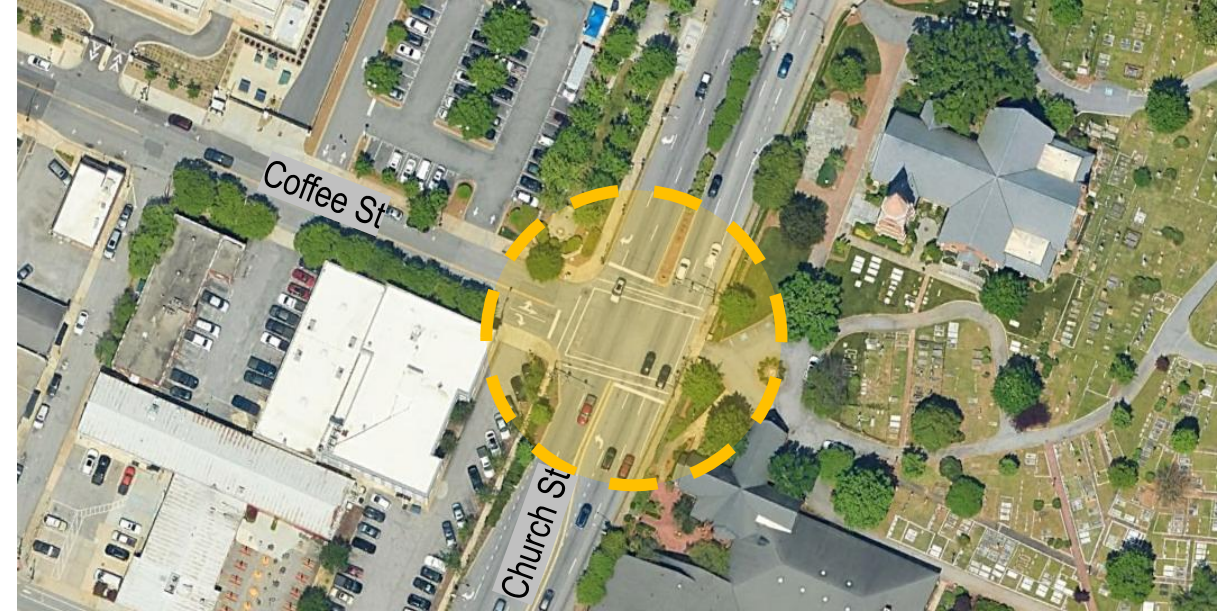
Church Street at Academy Street

- Alternative 1: Partial Median U-turn configuration at Academy Street at Church Street with no modifications to Academy Street at E. North Street.
- Alternative 2: Installation of dual eastbound left turn lanes on Academy Street at Church Street with no modifications to Academy Street at E. North Street.
- Alternative 3: Installation of dual eastbound left turn lanes on Academy Street at Church Street with a slip lane from E. North Street to develop a third westbound through lane on Academy Street that carries through to Main Street.



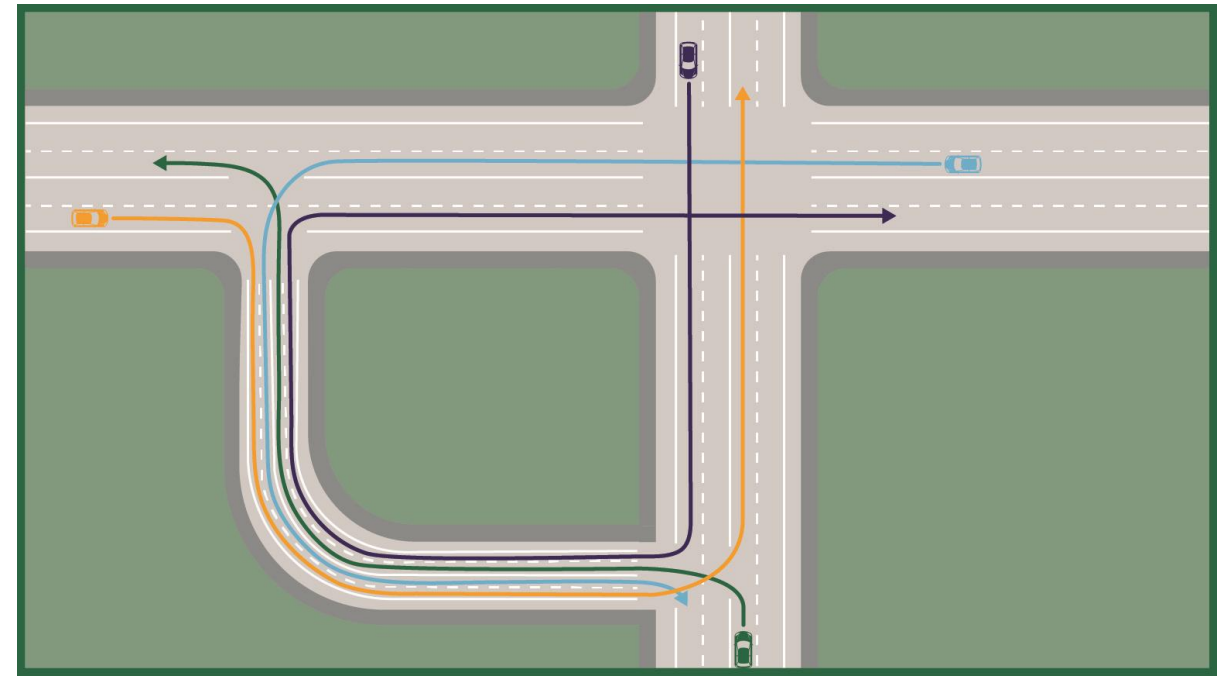
Church Street at Coffee Street

- Remove the traffic signal at the intersection of Church Street and Coffee Street
- Convert the intersection to allow right-in, right-out movements only to/from Coffee Street



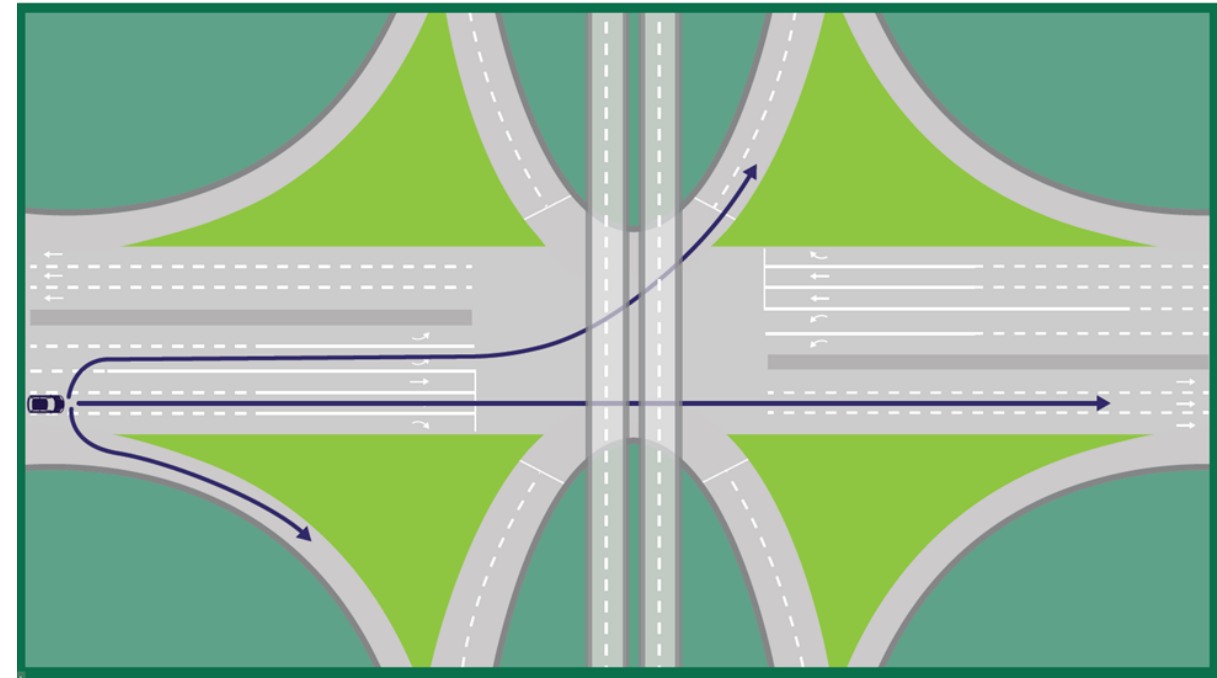
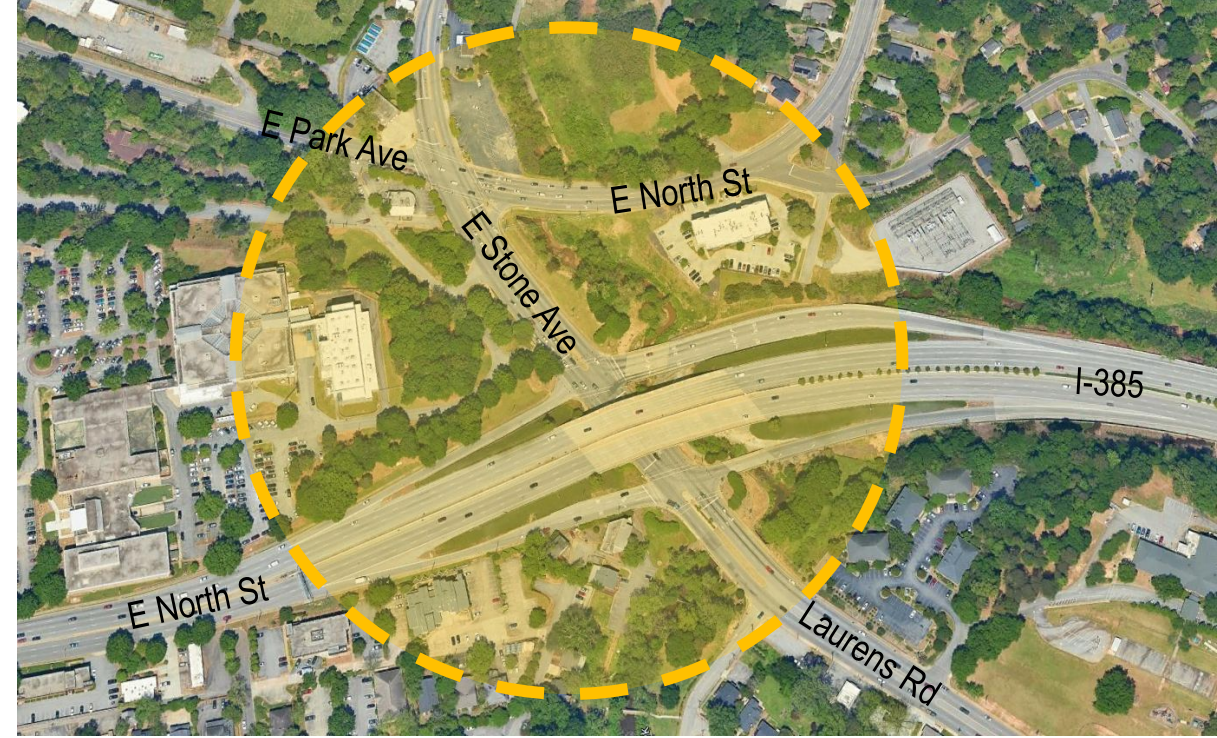
Church Street at Augusta Street

- Remove the less critical left-turn movements from the intersection and divert that traffic to McKay Street.
- Queue management strategies
- Implementation of traffic signals at the intersections of Church Street and McKay Street as well as at Augusta Street and McKay Street.



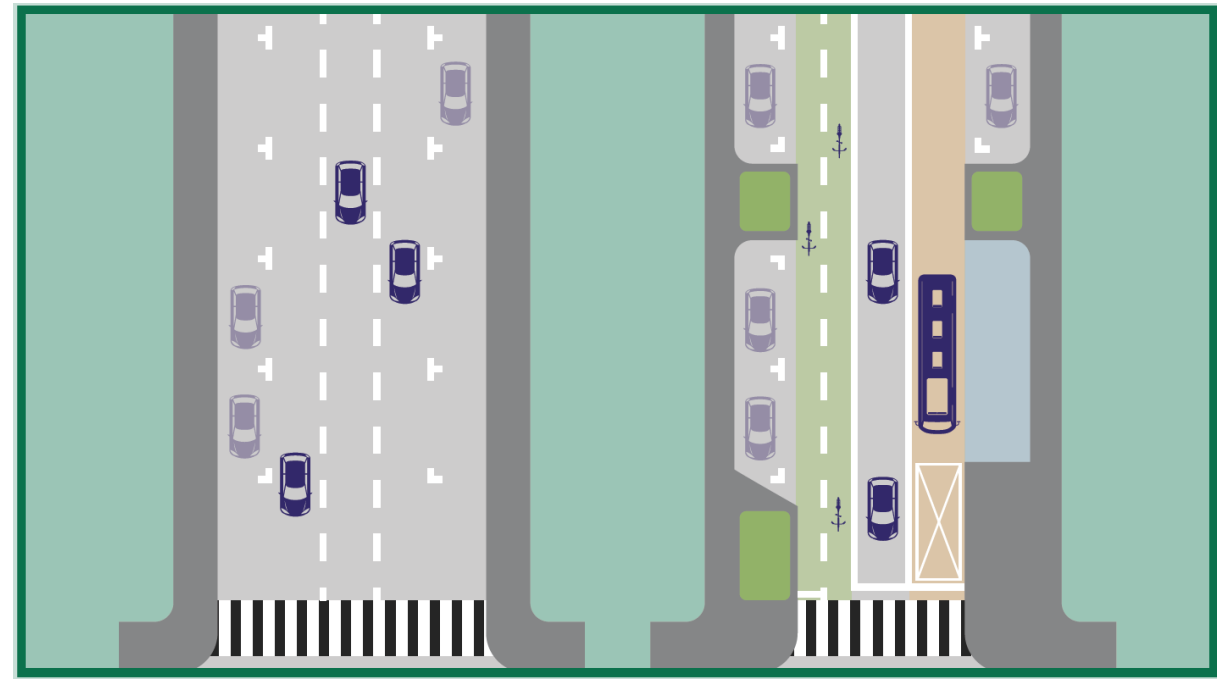
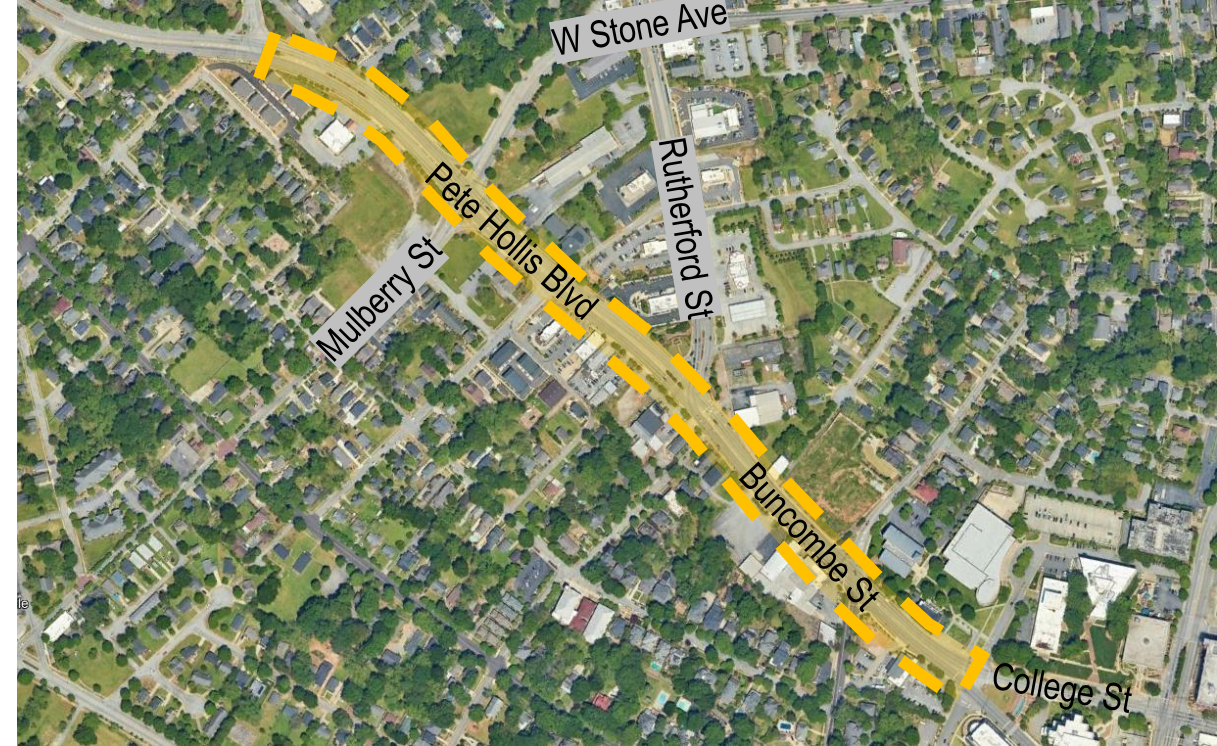
I-385 Interchange/Stone Avenue/ Laurens Road

- Traditional Diamond
- Single Point Urban Interchange (SPUI)
- Flyover Directional Ramp



Pete Hollis Boulevard Lane Reconfiguration

- Adjusting travel lane assignments to allow for additional infrastructure for bicyclists and pedestrians
- Realignment of key intersections
- Buffered sidewalks



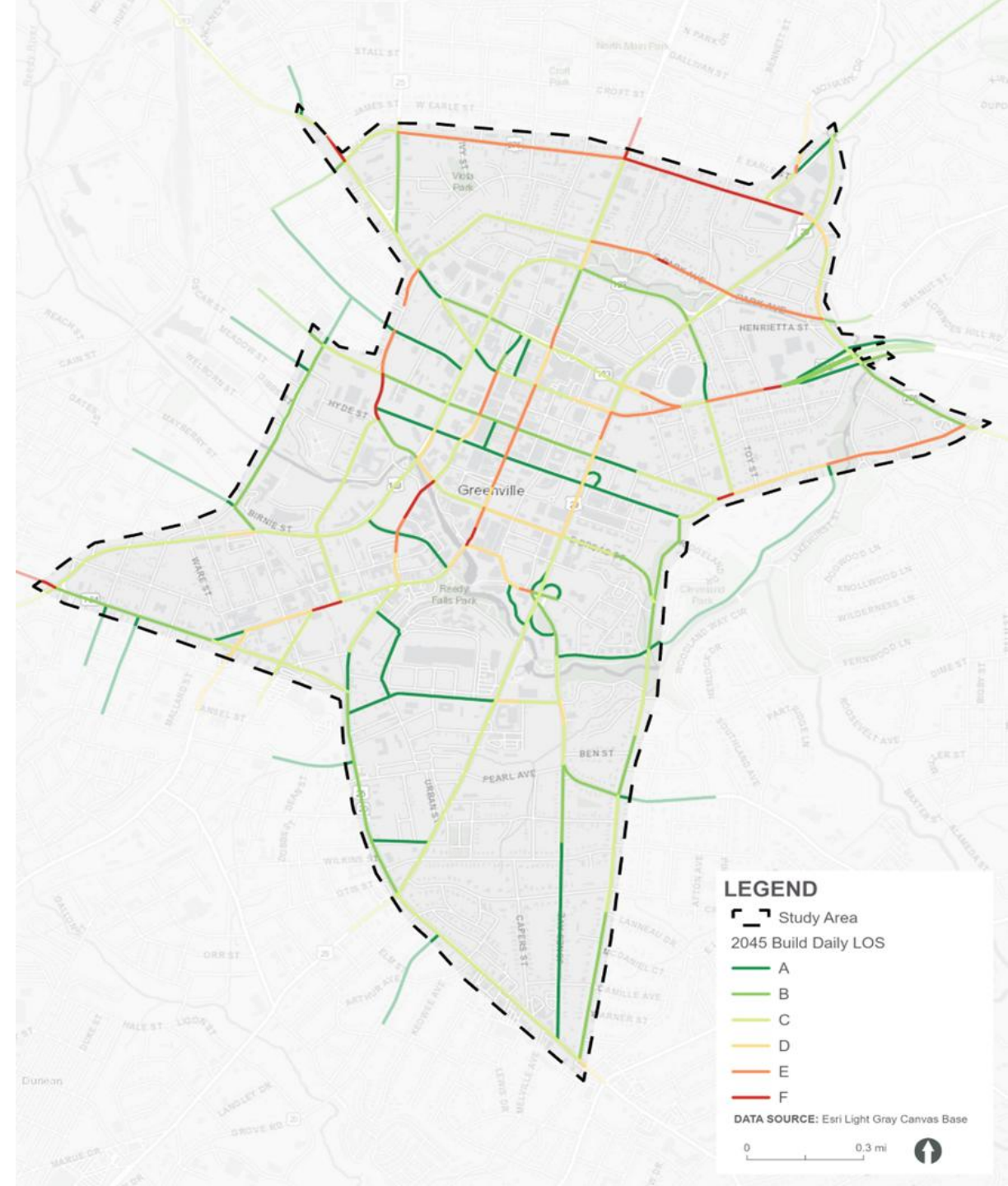
Prioritization

- Developed evaluation criteria in alignment with the GPATS Horizon2045 Long-range Transportation Plan (LRTP)
 - System Reliability
 - Safety
 - Community Profile
 - Economic Vitality
 - Public Impact
- Added personalized performance measures to reflect City of Greenville priorities
 - Multimodal Accessibility
 - Flood impacts



Build 2045 Forecast

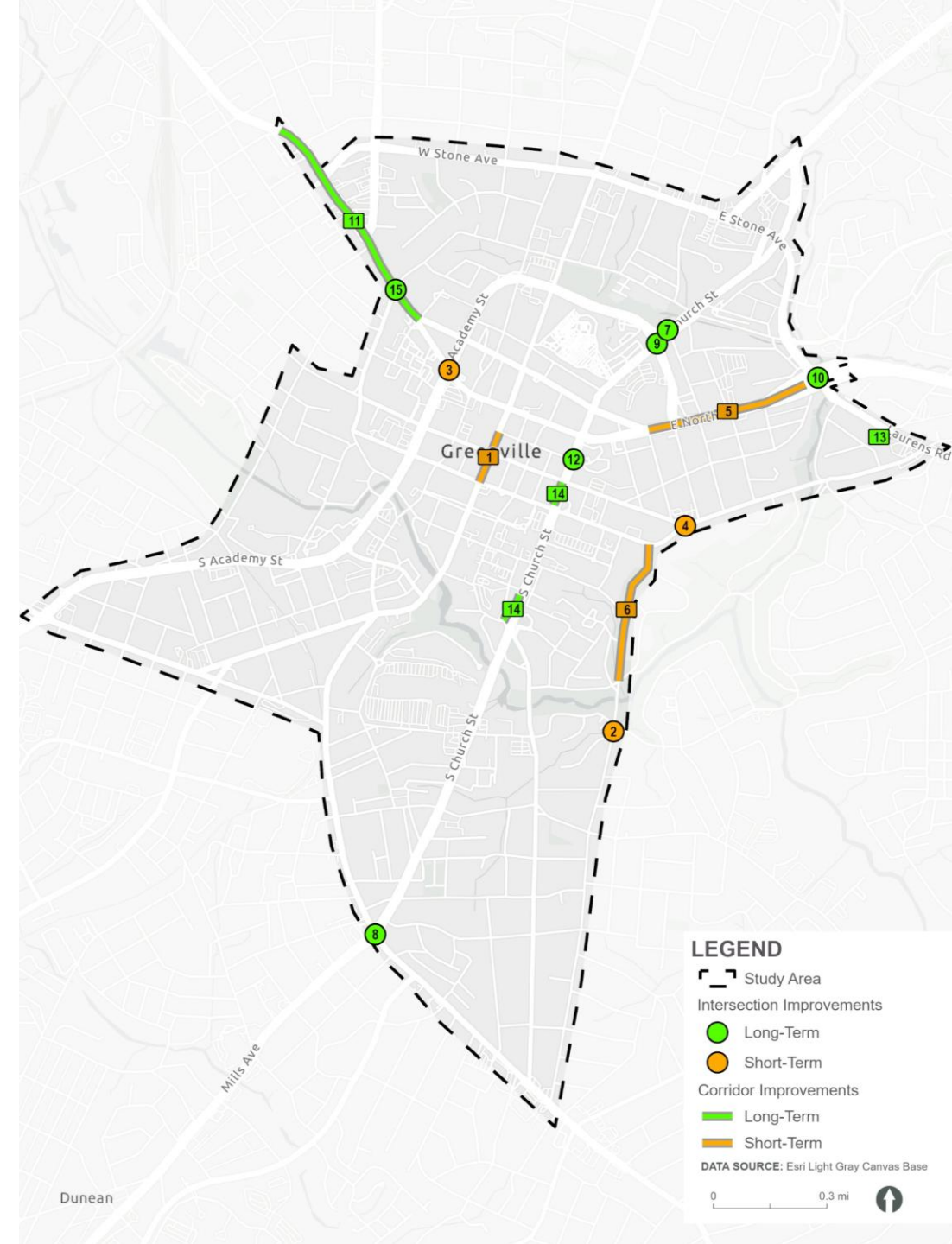
- Overall Central Business District network Level of Service (LOS) improvement with implemented projects
 - Pete Hollis Boulevard - LOS C after lane reduction
 - Park Avenue - LOS increases with removal of ramp to Church St.
 - Main Street - LOS improves with left turn restrictions



Phase II Recommended Projects

Short-Term Project Ranking

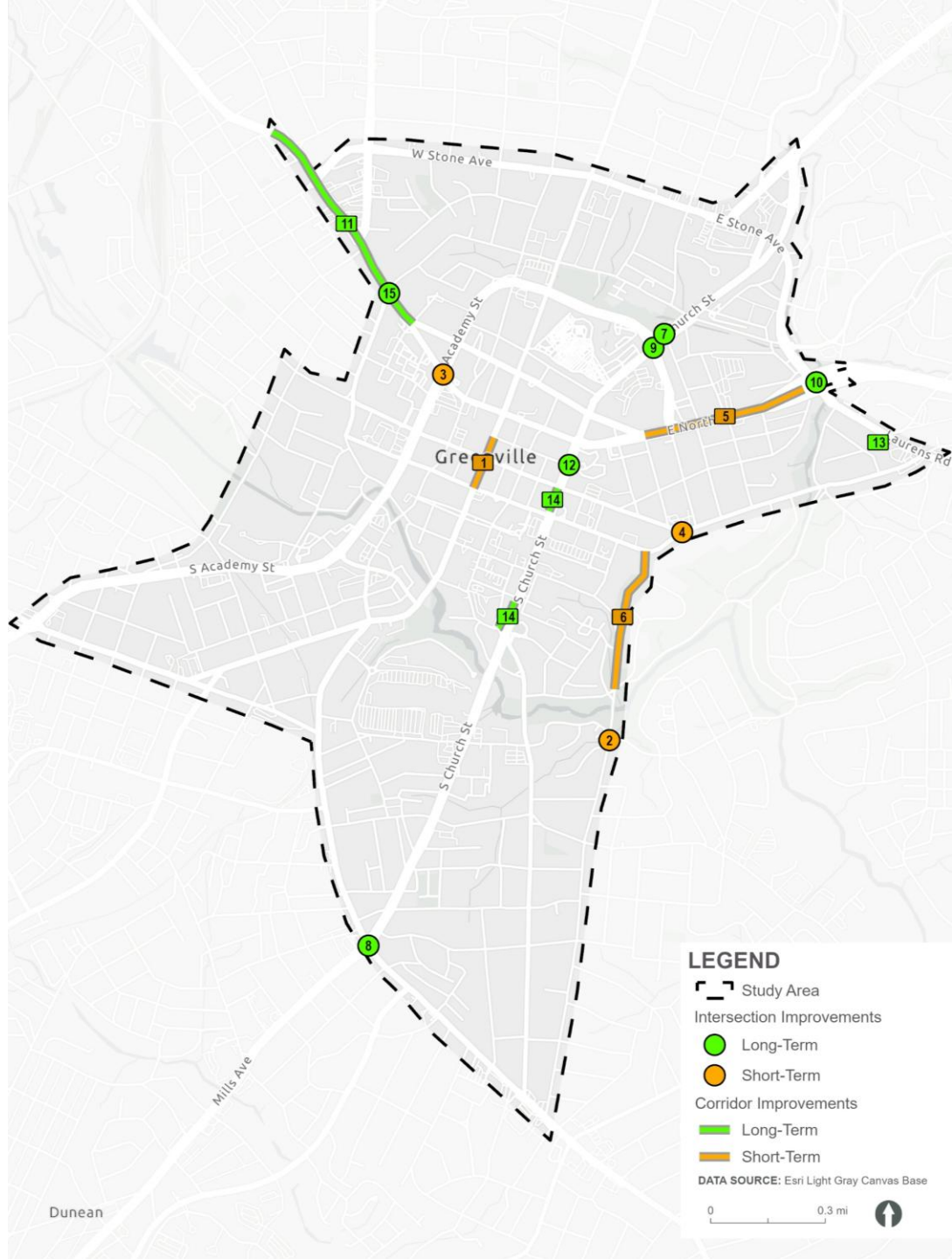
ID #	Project Name	Weighted Score
1	Main Street from McBee Avenue to Coffee Street	4.20
2	McDaniel Avenue & Woodland Way at University Ridge	3.84
3	Buncombe Street at Academy Street – Eastbound access to Academy Street Alternative 1	3.57
4	Washington Street at McBee Avenue	3.56
5	Dynamic Messaging Signs	3.51
6	McDaniel Avenue Trail	3.24



Phase II Recommended Projects

Long-Term Project Ranking

ID #	Project Name	Weighted Score
7	Close Access Ramp from E Park Avenue to Church Street	4.24
8	Church Street at Augusta Street/Mills Avenue – Quadrant Intersection	4.19
9	Academy Street at Church Street – Three-Legged Partial Median U-Turn	4.01
10	I-385 at Stone Avenue/Laurens Road – Single Point Urban Interchange	3.95
11	Pete Hollis Boulevard/Buncombe Street – Lane Reconfiguration	3.75
12	N Church Street at E Coffee Street – Right in-Right out	3.73
13	Connection to Greenline from South Side of Laurens Road	3.69
14	Church Street Pedestrian Bridge – Pedestrian Connection Improvement	3.44
15	Buncombe Street at Butler Avenue and Atwood Street – Intersection Improvements	2.55



Implementation

- Coordination with local, regional, and State entities
 - GPATS
 - SCDOT
- Opportunity to leverage various funding opportunities
 - Federal Discretionary Funds
 - State Funding Sources
 - Local Funding Sources
 - Public Private Partnerships
- Incorporate prioritized project list into future GPATS Long-Range Transportation Plan (LRTP) updates



Thank you!



HDR



Greenville Wheel Park

Project Update

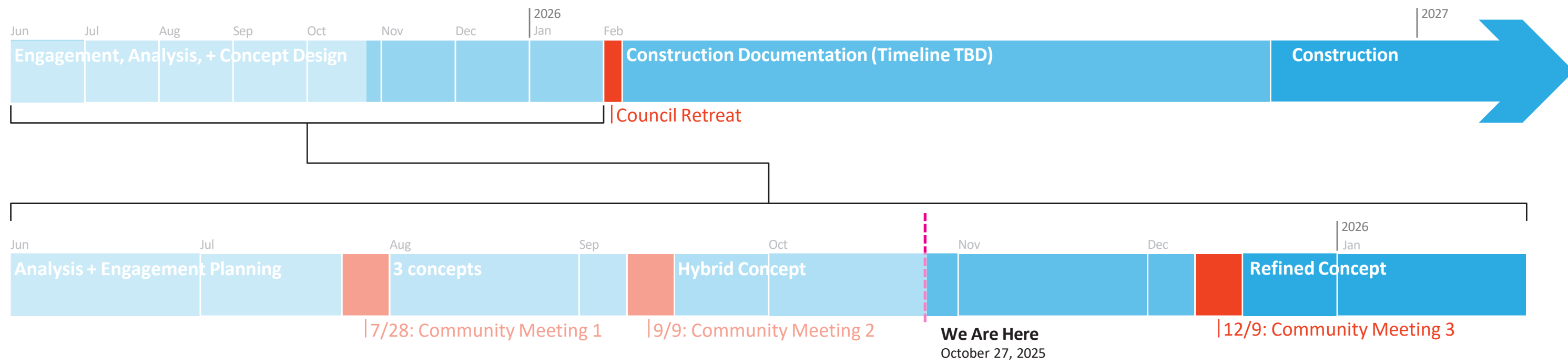
City Council Work Session
10.27.25

port

AMERICAN
RAMP
COMPANY

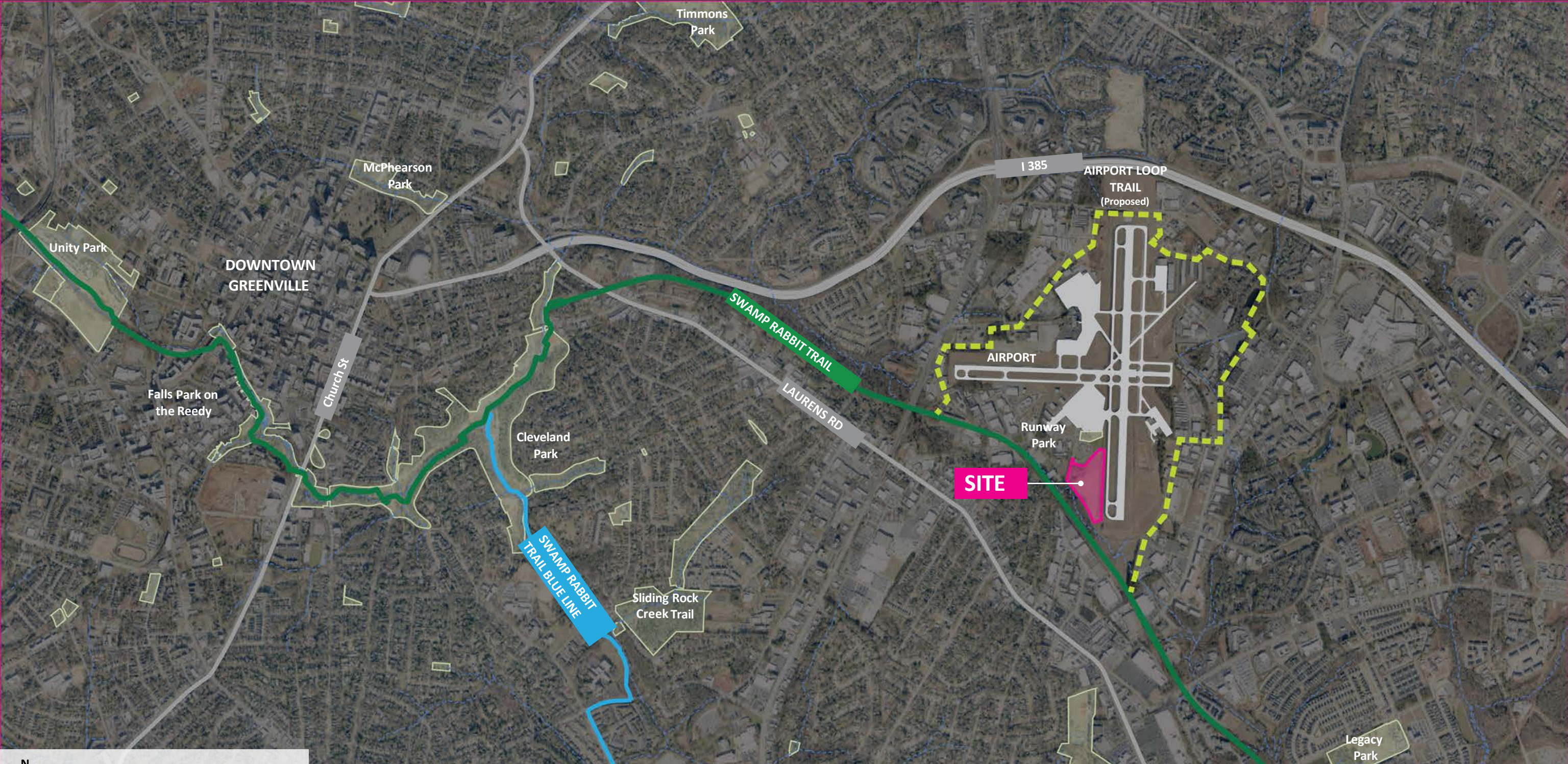
SR
SPOHN RANCH
SKATEPARKS

PROJECT SCHEDULE

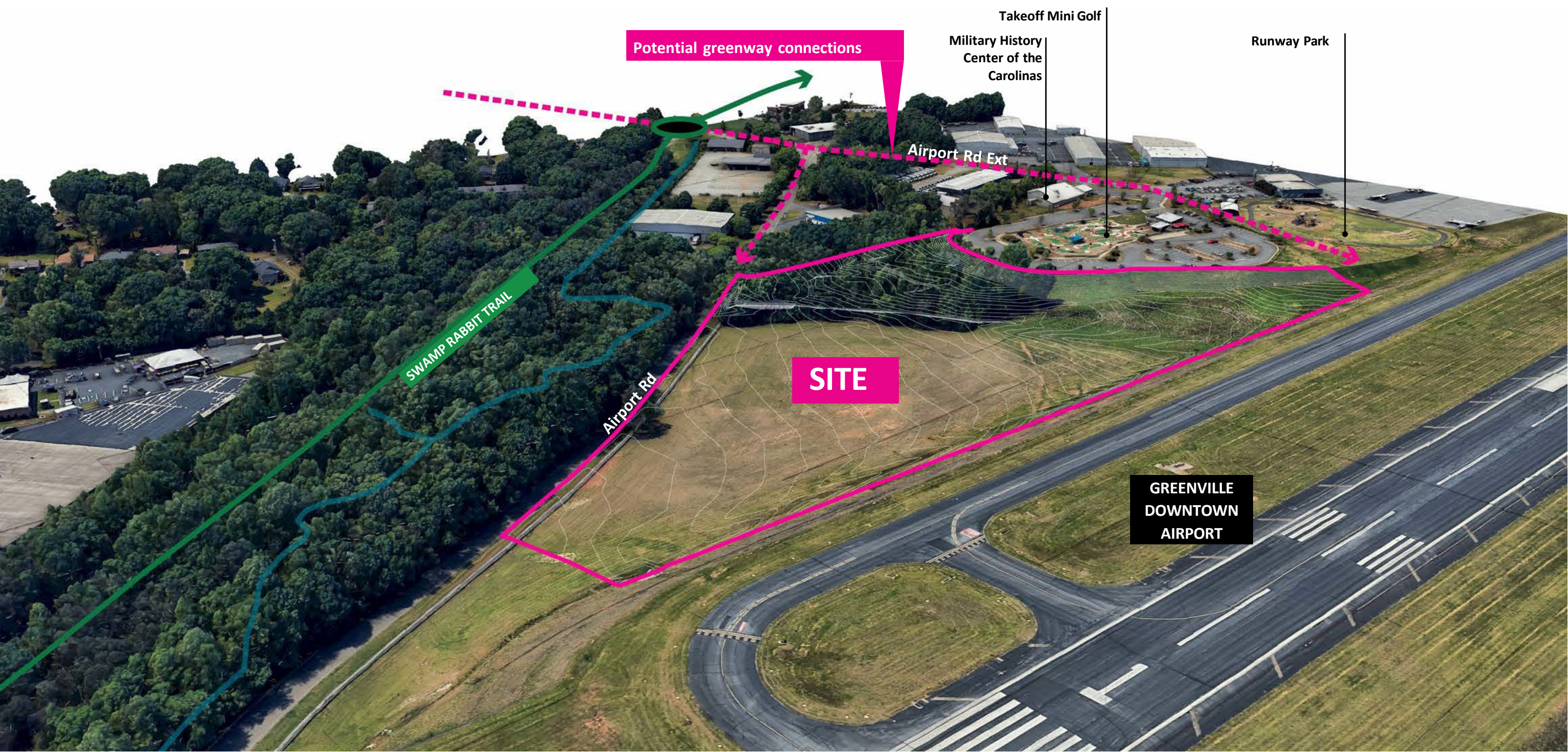


PROJECT SITE

PROJECT SITE | CONTEXT



PROJECT SITE | OVERVIEW



PROJECT SITE | DEVELOPABLE ZONES



COMMUNITY INPUT

COMMUNITY INPUT PROCESS | COMMUNITY STAKEHOLDERS

COMMUNITY STAKEHOLDER COMMITTEE

Local knowledge, passion, and input have been built into the process from day 1 with the inclusion of wheel sports community and direct input opportunities through the project.

Members | 19

6.11.25 | Kick-off

7.28.25 | Touch Point

9.4.25 | Meeting

9.9.25 | Touch Point

LOCAL WHEEL PARK VISITS

Visits to local wheel sport spots and businesses have given perspective of what makes Greenville's culture unique to ensure the project is providing for the local community.

6.16.25 + 7.29.25 | Poe Mill DIY Skatepark

9.8.25 | Private Skate Park/Shop



COMMUNITY INPUT PROCESS | PUBLIC MEETING + SURVEY #1



PUBLIC MEETING | 1

7.28.25 @ GMU Hangar

Attendees | 200 (est.)

Comment Cards | 24

What We Heard

- 1** | Needs to be a park for all
- 2** | Balance between user types
- 3** | Shade is a must

PUBLIC SURVEY | 1

Open for 3 weeks surrounding 1st meeting

Participants | 680

Responses | 16,468

Comments | 1,304

What We Heard

- 1** | Lots of positivity + excitement
- 2** | Design for all skill levels
- 3** | Mirrored meeting feedback

COMMUNITY INPUT PROCESS | PUBLIC MEETING + SURVEY #2

PUBLIC MEETING | 2

9.5.25 @ Greenville Convention Center

Attendees | 40 (est.)

Input | 48 comments + 65 preference dots

What We Heard

- 1 | Overwhelming support for “The Bend”
- 2 | Shade and seating are essential
- 3 | Separate uses but allow flow between

PUBLIC SURVEY | 2

Open for 3 weeks surrounding 2nd meeting

Participants | 103

Responses | 3,724

Comments | 222

What We Heard

- 1 | Strong preference for “The Bend”
- 2 | Desire for diverse features
- 3 | Consistent with meeting feedback



SITE DESIGN DEVELOPMENT

DESIGN DEVELOPMENT | 3 CONCEPTS



1 | 'THE BEAN'

Main Elements

- 1/5th mile loop trail
- 1-way park drive
- Concentrated gathering area
- Large integrated wheel sports area
- Oriented towards Airport Road



2 | 'THE BEND'

Main Elements

- Concentrated parking along Airport Rd
- Distributed gathering areas
- Smaller central space pavilion
- Greenspace distributed throughout
- Oriented towards runway views



3 | 'THE BAR'

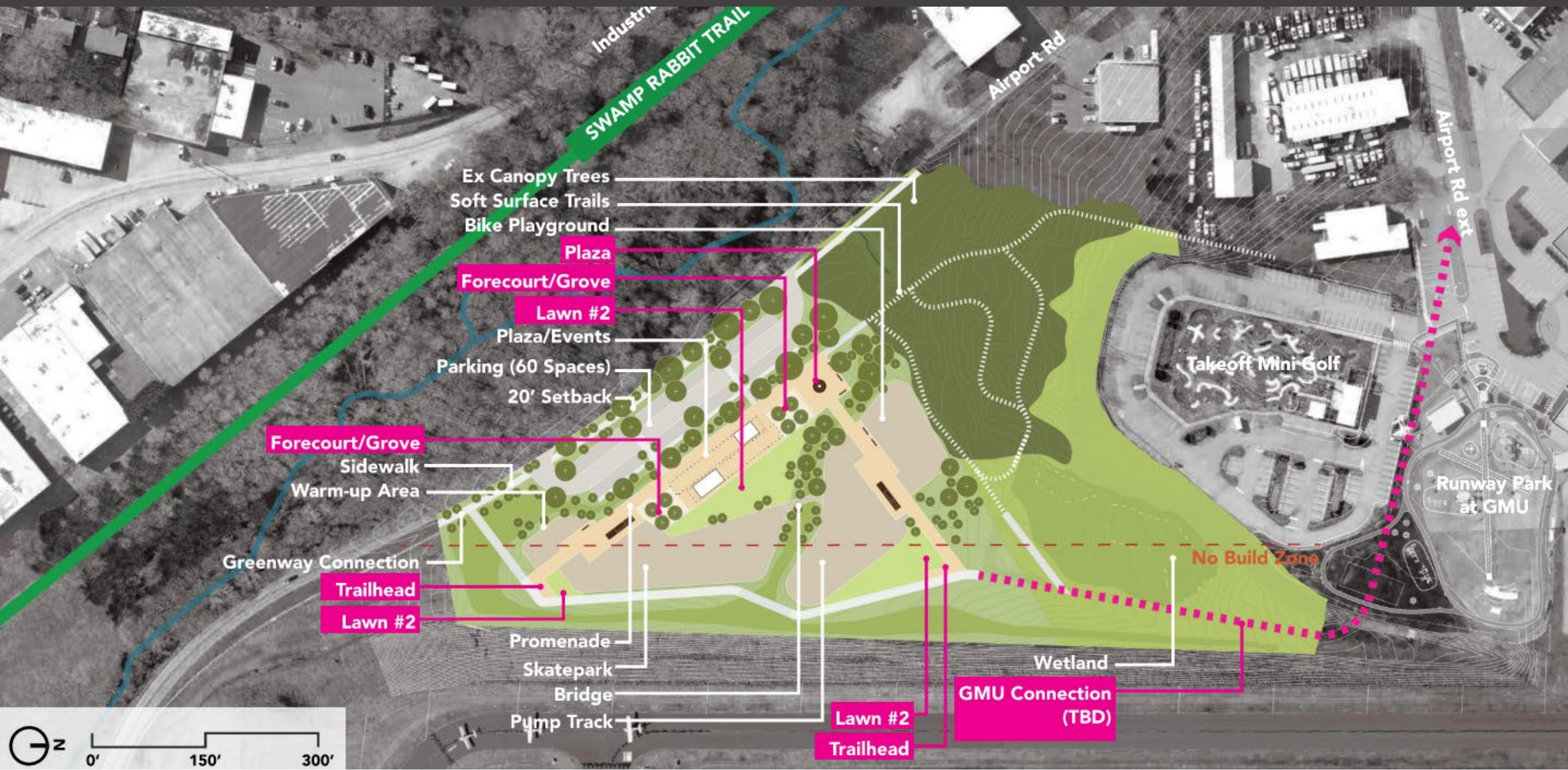
Main Elements

- Single point vehicular access
- Parking located in FAA no-build
- Central large gathering area
- Green spaces divided by terraces
- Oriented towards Airport Road

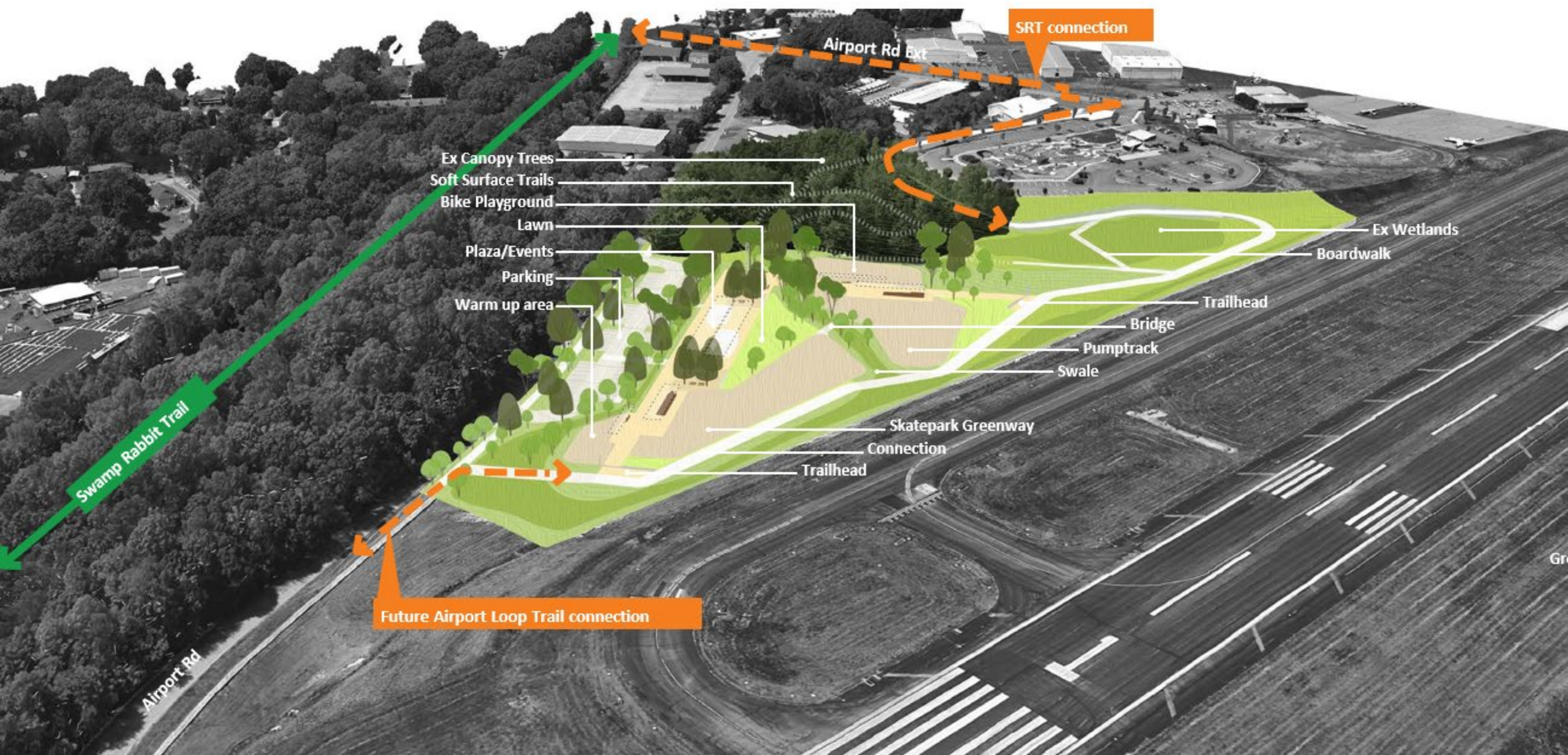
DESIGN DEVELOPMENT | THE BEND



DESIGN DEVELOPMENT | HYBRID PLAN (in development)



DESIGN DEVELOPMENT | HYBRID PLAN (in development)



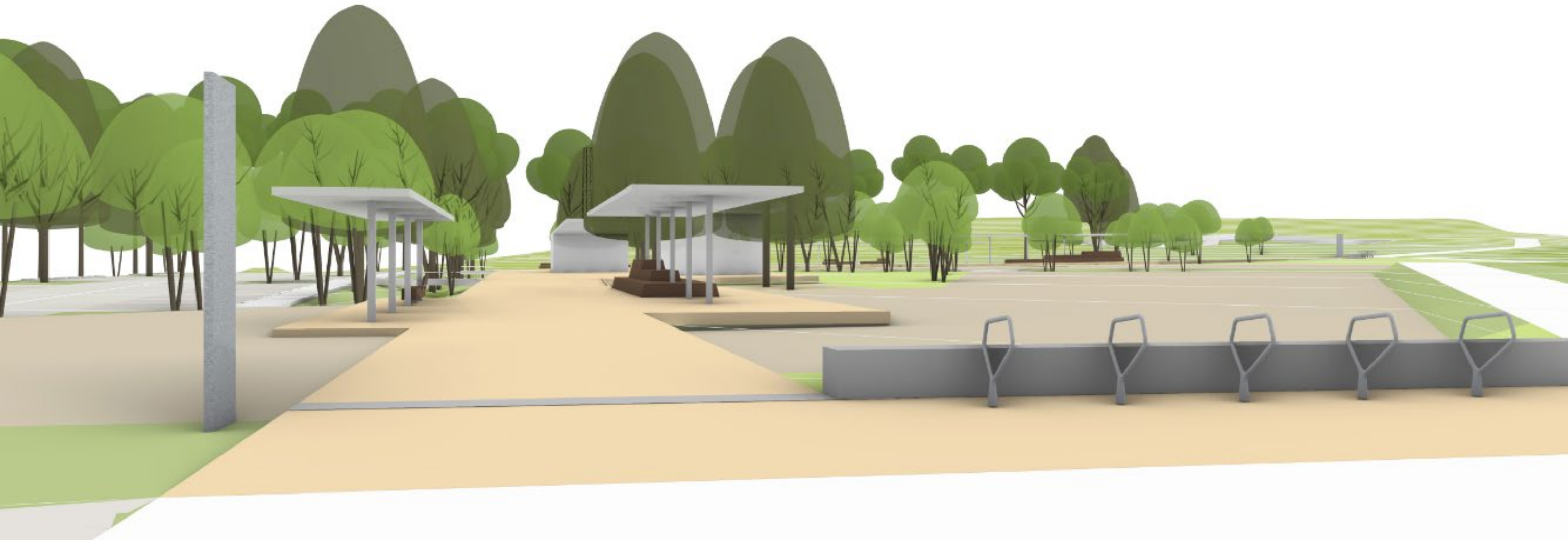
DESIGN DEVELOPMENT | HYBRID PLAN (in development)



DESIGN DEVELOPMENT | HYBRID PLAN (in development)



DESIGN DEVELOPMENT | HYBRID PLAN (in development)



DESIGN DEVELOPMENT | HYBRID PLAN (in development)

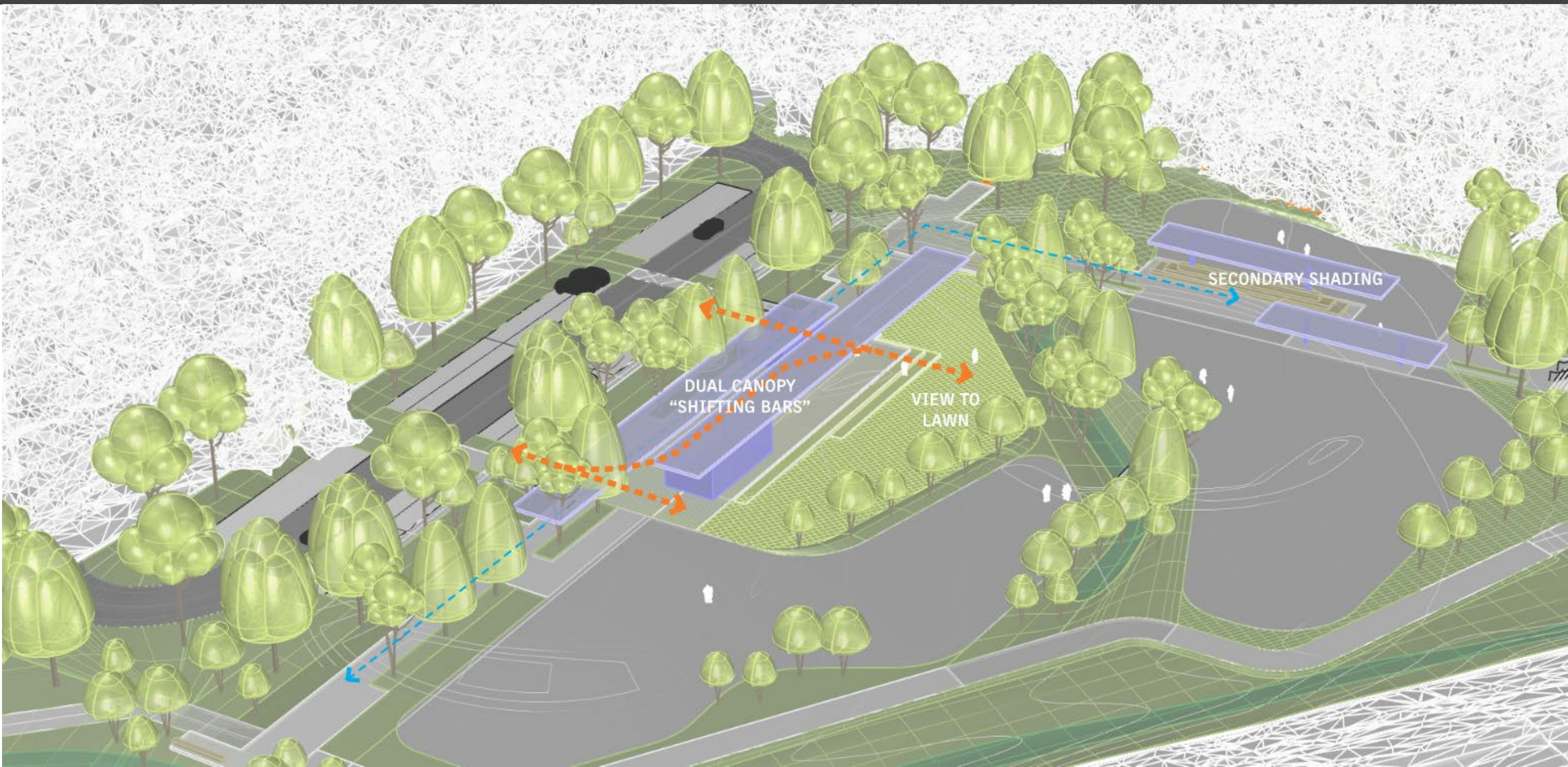


DESIGN DEVELOPMENT | HYBRID PLAN (in development)

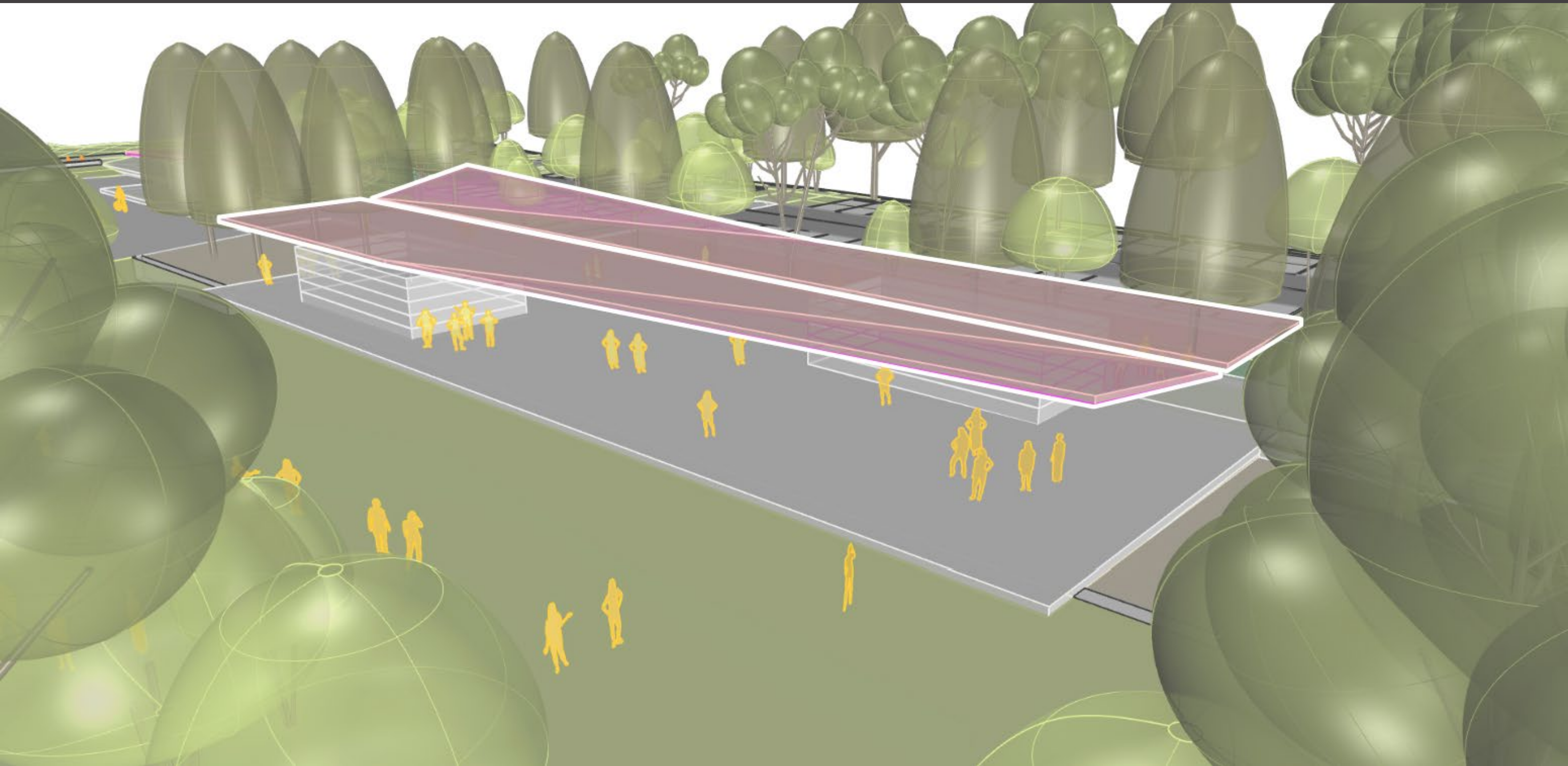


STRUCTURE DESIGN DEVELOPMENT

DESIGN DEVELOPMENT | STRUCTURES



DESIGN DEVELOPMENT | STRUCTURES



DESIGN DEVELOPMENT | STRUCTURES



NEXT STEPS

- **Finalize Hybrid Concept**
- **Concept Level Cost Estimating**
- **Community Input Meeting 3** | December 9th, 2025
- **Final Concept** | Council Retreat