



MEMORANDUM

P.O. Box 4100 ♦ FRISCO, COLORADO 80443

TO: MAYOR AND TOWN COUNCIL
FROM: BILL GIBSON, COMMUNITY DEVELOPMENT ASST. DIRECTOR
RE: PARKING POLICY DISCUSSION
DATE: MARCH 23, 2021

Summary and Background: Parking is a topic in which an individual's opinion on volume and location is based heavily on perspective. A business owner may want as much parking available as close to their front door as possible. A family with a teenager may want three parking spaces for a two-bedroom house. A developer may want to minimize parking because it costs money to build it. An urban setting with a well-developed public transit system may have different parking needs than a rural or resort community. In Frisco, parking repeatedly comes up in discussions on numerous topics, including land development applications, short-term and long-term rentals, events, and recreation.

Does Frisco have a parking problem; or instead, a parking regulation problem? A goal for implementing any Town policy is to have consistent, clearly defined, understandable, and enforceable regulations that align with the Town Council's Strategic Plan. Staff has identified two components of the Town of Frisco parking regulations that may or may not be achieving this outcome: a) overnight parking on public streets and b) on-site parking requirements for private property. Staff is requesting Town Council discussion and direction on these two topics.

Analysis:

a) Overnight Parking on Public Streets

The Town of Frisco prohibits overnight parking on public street right-of-ways. The underlying purpose behind this policy is to facilitate snowplowing and maintenance of the public streets. This policy also has an indirect impact of creating a less cluttered and less busy looking neighborhood aesthetic that is desired by some community members. Additionally, prohibiting overnight parking on public streets may incentivize multimodal transportation choices (walking, biking, transit, etc.) and discourage the use of personal vehicles which has positive impacts for the natural environment and aligns with the Town's Sustainable Environment high-priority goal.

While it is unclear on what specific date the "no overnight parking on public streets policy" was initiated, the Town of Frisco has been implementing this policy for multiple decades, at least since the 1980's. The Town currently restricts overnight parking as follows:

- Main Street parking limited to 3-hours
- Main Street & surrounding area no parking 2:00AM to 6:00AM
- All other areas no parking Midnight to 6:00AM

There are specific authorized exceptions:

- Overnight parking is allowed at certain Town parking lots:
 - ☐ 275 Granite Street, West Main “Kayak” Lot, and the Frisco Bay Marina
 - ☐ Max. 24 hours, no trailers, no camping/sleeping, posted snowplowing times
- Private easement agreements:
 - ☐ Frisco Lodge parking allowed on North 4th Avenue
 - ☐ Mount Royal Plaza parking allowed on Granite Street Alley

In addition to the specific exceptions noted, there are numerous older commercial and residential properties which have evolved over time to incorporate portions of the public right of way for private parking.

These parking regulations are in effect on a daily basis, year-round. A common question Town Staff receives from community members is “why can’t I park overnight along the street in July when it isn’t snowing?” This is an example of the questions that highlight a perceived disconnect between the stated purpose and the outcome of the parking regulation.

While limiting overnight street parking for snowplowing purposes may be common in mountain resort areas, it is less common in other communities and guests may be unfamiliar with this rule. While parking regulations are described on the Town’s website and physical signs are posted at the primary street entrances to Frisco such as West Main Street, North Summit Boulevard, and South Summit Boulevard; signs are not physically installed on every block of every street throughout the community. This along with the different time limits for different neighborhoods can be a source of confusion and misunderstanding.

Another challenge with prohibiting overnight parking on public streets year-round is enforcement. The Town of Frisco, like every municipality, has limited resources that must be prioritized. Given the broad context of public safety matters being addressed by the Town, parking enforcement outside of the Main Street area is by necessity a lower priority. This can result in limited and/or inconsistent enforcement.

The challenges associated with the current overnight street parking restrictions may not appear to align with the Town’s high-priority goal of Quality Core Services because of inconsistent messaging and enforcement. If desired by Town Council, the overnight street parking policy could be modified. For example, overnight parking could be allowed along certain streets or in specific geographic areas. Or, overnight parking could be allowed seasonally to prevent negative impacts to snowplowing operations during winter months while allowing greater flexibility for residents and guests during summer months. The Town could also explore managed solutions such as alternating sides of the street parking, paid metered parking, etc., but most managed solutions have higher costs and are more complicated to implement than current policies.

While every policy has direct outcomes, every policy also has indirect and unintended impacts. For example, allowing overnight street parking is a more efficient use of public street infrastructure; however, maintaining and potentially expanding that public infrastructure to meet private parking demands has future financial costs. Increasing areas for on-street parking

spaces may be less costly than constructing a parking structure, and may also be a more efficient use of the limited land area available in Town. Depending upon how limited overnight parking is implemented, it could result in more consistent enforcement and reduced costs. On-street parking has an indirect safety benefit of encouraging slower traffic speeds, but may also have an unintended impact of interfering with pedestrian travel in neighborhoods without sidewalks. Allowing overnight parking on public streets may have the effect of increasing patronage to certain commercial businesses; but it may also reduce parking turn-over and result in competing parking demands in desirable locations near commercial areas, multi-family residences, EV charging stations, transit connections, loading zones, trailheads, etc.

The Town adopted a Transportation Master Plan in 1986, with subsequent updates in various iterations of the Town Master Plan, including the 2019 Community Plan. While some modes or specific areas related to transportation and parking have been studied separately, for example the Trails Master Plan and the Marina Master Plan, the Town may benefit from a holistic look at transportation issues, policies, and opportunities through a new Transportation Master plan.

b) On-site Parking Requirements for Private Property

The Frisco Unified Development Code regulates the number of on-site parking spaces that must be constructed for various land uses. The modern era of Frisco's zoning regulations dates back to the adoption of Ordinance 82-19 in early 1983. Beginning at that time, parking requirements were established for commercial uses based upon a proportion of the gross floor area of a business. The code included parking reductions for mixed-use projects and access to public transportation and carpooling programs. Residential parking was established as two (2) spaces for units up to four (4) bedrooms in size and three (3) parking spaces for five (5) or more bedrooms. The Town's adopted parking regulations have since been amended no less than fifteen times over the past four decades, as summarized in Attachment 1.

The Town's currently adopted parking regulations are outlined in Section 180-6.13, Parking and Loading Regulations, of the Frisco Unified Development Code (Attachment 2). In general, the current regulations include residential parking requirements of one (1) space per bedroom capped at a maximum requirement of four (4) spaces. Commercial parking is regulated as a ratio of the gross floor area of a business. For example, outside of the East and West Main Street neighborhoods, a ratio of one (1) parking space is required for every 350 square feet of gross floor area of retail, personal service, office, and medical office businesses and one (1) parking space is required for every 250 square feet of restaurant floor area. The current code includes the following parking reductions and incentives:

- East & West Main Street neighborhoods no parking requirement for retail, restaurant, and personal service businesses
- East & West Main Street neighborhoods commercial on-street parking credits
- East & West Main Street neighborhoods off-site parking allowance
- Mixed use 20% parking reduction
- Deed restricted housing reduction
- Peak One Neighborhood workforce housing reduction
- Historic Overlay District incentives
- EV charging station credits

Parking, like other regulations, is an opportunity to support and implement the high-priority goals of Inclusive Community, Thriving Economy, Sustainable Environment, Quality Core Services, and Vibrant Recreation. By constructing formal public street parking opportunities and

minimizing on-site parking requirements for businesses located in the East Main Street and West Main Street neighborhoods, Frisco's parking regulations support the high-priority goal of Thriving Economy. The current parking regulations include credits for mixed-use development and EV charging stations in support of the high-priority goal of Sustainable Environment. On-site parking requirements for private developments maintain an orderly community and support Town Council's high-priority goal of Quality Core Services.

The Unified Development Code includes on-site parking minimums to help ensure basic quality of life standards for residential development. It has also been observed that the parking requirements can be challenging when planning for higher density affordable housing developments. The current regulations include parking incentives for deed restricted workforce housing and historic preservation to further the high-priority goal of an Inclusive Community, and creating additional parking options or reductions may further support this goal.

However, another consideration is noted with the recent experience of the COVID-19 pandemic. While the pandemic accelerated the transition to remote work for many, it also highlighted that remote work is not an option for a significant portion of the workforce including those identified as "essential" workers. While remote workers, small households, and more affluent households may be trending toward lower demand for personal vehicles; many essential workers, multiple person households, and lower income households may not be sharing that same experience and may have no option other than a personal vehicle for daily travel to and from work.

As noted, parking regulations related to development have been modified several times since they were initially established several decades ago. Parking and other regulations should continually be evaluated in the context of evolving community priorities and values, new technology, and development trends.

Financial Impact: Depending on Council direction, there could be financial impacts resulting from changes to parking policy such as increased staffing costs for enforcement, or increased operational costs for maintenance of on-street parking areas. Financial impacts will be further evaluated as part of any policy development.

Alignment with Strategic Plan: How the Town regulates parking is a balance of its high-priority goals of Inclusive Community, Thriving Economy, Sustainable Environment, Quality Core Services, and Vibrant Recreation.

Environmental Sustainability: Adopting parking policies that incentivize alternative modes of transportation such as bicycles or public transit or reduce or disincentivize use of personal vehicles aligns with the Town's climate action goals.

Staff Recommendation: Staff is asking for direction regarding parking policies and regulations:

Questions for Council:

- 1- Should there be any modifications to current parking regulations related to overnight parking on public streets?
- 2- Should there be any modifications to requirements for on-site parking for private development?
- 3- Does Council wish to initiate a comprehensive parking study such as updating the Frisco Transportation Master Plan?

Approved By:

Nancy Kerry, Town Manager
Bonnie Moinet, Finance Director
Don Reimer, Community Development Director

Attachments:

Attachment 1 – Summary of Parking Requirement Changes

Attachment 2– Section 180-6.13, Parking and Loading Regulations, Frisco Unified Development Code