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MEMORANDUM

To: The Town of Frisco
From: Design Workshop: Jessica Garrow,
Alison Cotey, Alex Zarookian
Date: Issued: Nov. 25, 2024
Meeting Date Dec. 5, 2024
Project Name: Frisco Comprehensive Plan
Project #: 7131
Subject: Frisco Comp. Plan FLUM Review

PURPOSE

The following memorandum outlines updates for the Town of Frisco Comprehensive Plan. We will review the content included here during the Town of Frisco Planning Commission Work Session on December 5, 2024

We anticipate the following agenda.

- 1) Project Updates- 5 Minutes
- 2) Vision Statement- 20 Minutes
- 3) Future Land Use Map and Classifications- 60 Minutes
- 4) Next Steps- 5 Minutes

1) PROJECT UPDATES

The team has identified the following key milestones for Comprehensive Plan development and final adoption:

- Tuesday, December 10, 2024 | Council Meeting - Town of Frisco to request contract extension for Comprehensive Plan Development to end of March 2025.
- Friday, December 20, 2024 | Design Workshop to deliver 70% Draft (All Pages) formatted InDesign Document to the Town of Frisco.
- Thursday, January 2, 2025 | Town of Frisco to return 70% Draft Document with comments and feedback to Design Workshop.
- Tuesday, January 28, 2025 | Work Session with Town Council to review 70% Draft Document.
- Friday, February 14, 2025 | 95% Draft Document (PDF) to be published online for public review.
- Friday, February 28, 2025 | Public comments due to Town of Frisco.
- March, 2025 | 100% Final Plan delivered to the Town of Frisco for adoption

2) VISION STATEMENT

The Comprehensive Plan should provide a long-range outlook for the entire geographic area of Frisco, including all physical elements within the community, to guide growth and change. The

purpose of a Comprehensive Plan is to guide decision making through the lens of community-driven vision and values and to provide direction for goals and policies for future growth and important community assets.

To achieve the vision of the Future Land Use Map, the Comprehensive Plan will outline goals and strategies to achieve the vision, based on the plan elements. A vision statement serves as an aspirational future statement for the future, speaking to what the Frisco community hopes to achieve. Based on the community engagement and past conversations with the Planning Commission, the following Vision Statement has been crafted.

Frisco values the beautiful mountain to lake setting and historic Main Street that is home to a vibrant local community and loved by many visitors throughout the year. We strive to be a town where people of all ages and stages of life can find affordable housing, quality services, and opportunities to thrive. We are dedicated to fostering a local vibe where local businesses flourish, residents feel a strong sense of community, and visitors feel welcomed. A focus on housing, business and community connectivity will maintain our local charm while ensuring that everyone can enjoy the natural beauty and outdoor activities that make Frisco special.

3) FUTURE LAND USE MAP AND CLASSIFICATIONS

The Future Land Use Map (FLUM) is a critical component of comprehensive planning to guide long-term development and land use decisions. This is not zoning but can help to support future decisions related to zoning and policy. A FLUM ensures development is consistent with the Frisco community's long-term vision and goals for desired future development patterns and development density. It aligns future decision making with infrastructure needs and environmental considerations, ensures job growth and business creation are balanced with housing, and supports the prioritization of where to allocate resources. Future Land Use Classifications define the land use types on the FLUM to establish design standards and intensity of development to guide the future character. These classifications support the goals and strategies in this Plan and may support future land use decisions and improvements to the Unified Development Code.

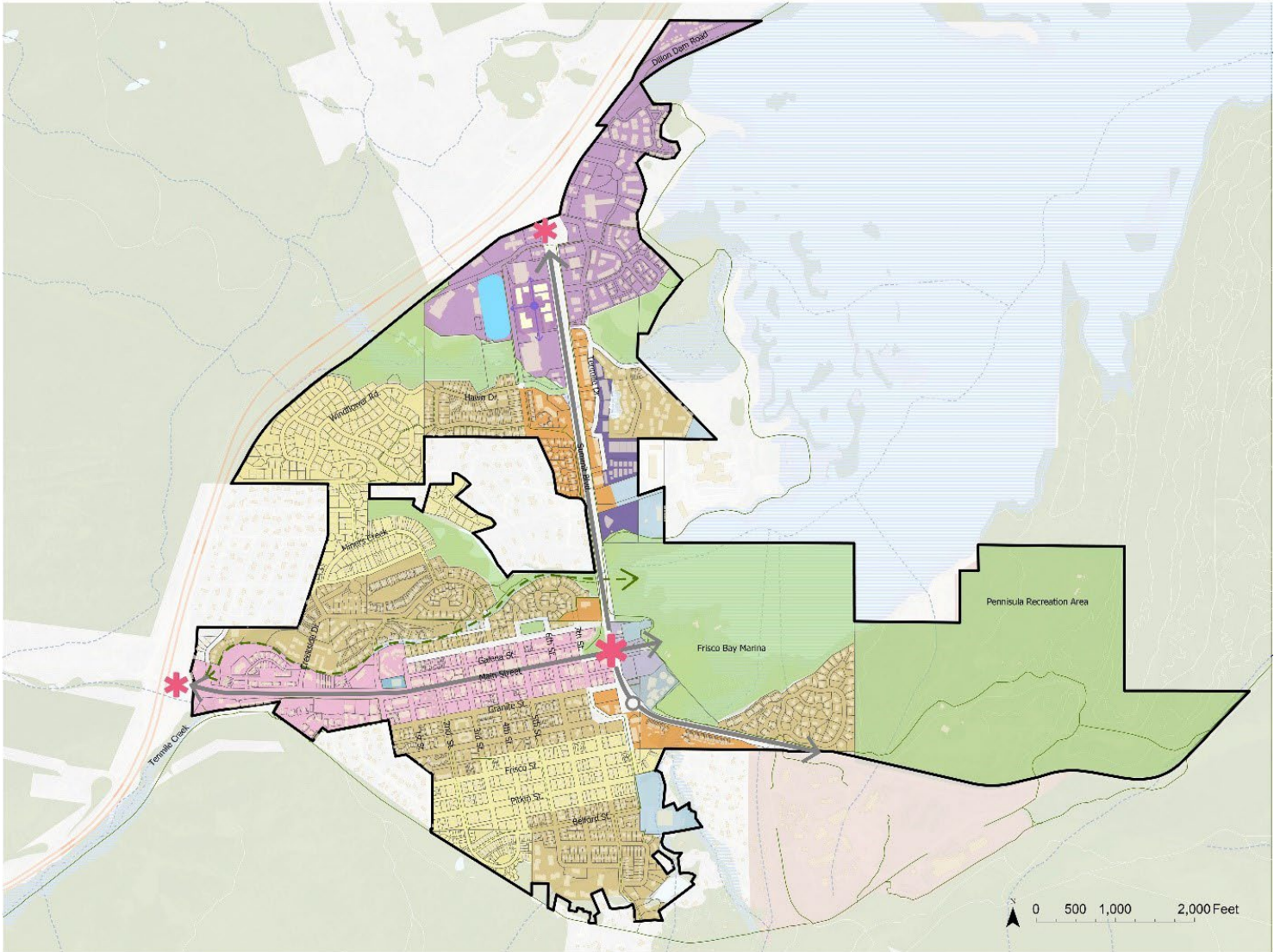
The Town of Frisco Unified Development Code (UDC) outlines specific zone districts and overlays. Section 180-3.1.1 of the UDC identifies the specific zone districts. Each zone district includes a statement of purpose along with dimensional and development standards. The Zoning Map regulates what kinds of uses are allowed on specific parcels and protects landowner rights and is not changed by the Future Land Use Map. As updates to the UDC are made in the future, those updates will integrate the broad direction from the Comprehensive Plan and the specific direction of the FLUM and associated Land Use Classifications.

The following is a list of questions for consideration in a review of the FLUM and Classifications. The FLUM and Land Use Classifications are attached to this memo for reference.

- 1) How should the comprehensive plan address historic character for design guidelines?
- 2) How should the comprehensive plan address infrastructure and easements on private property to incentivize connectivity and not limit development feasibility?

- 3) How should the comprehensive plan address view corridors?
- 4) Residential Neighborhoods include low to mid-density, which may include cluster housing and townhomes. Is this too dense for this classification?
- 5) Many of the design criteria related to connectivity suggest street trees, how does planning commission feel about street trees and snowplows?
- 6) Should the design team consider removing single family homes from Mid to high density housing?
- 7) Should the classifications suggest buildings higher than 3 stories in the Main Street District?
- 8) Should the classifications suggest buildings higher than 4 stories in the Summit Blvd. District?
- 9) The Classifications call for small plazas and green spaces for dining and social interaction in the Summit Blvd. District. Does the Commission support this concept here?
- 10) Should the classifications suggest maker spaces in other districts (currently only listed in the Office and Industrial Innovation District)?
- 11) What other comments or feedback do you have about the following Land Use Districts?

Future Land Use Map



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|--|--|----------------------|--------------------|
| Residential Neighborhood (Low to Mid) | Summit Boulevard District | Town Boundary | Summit Wetlands |
| Residential Neighborhood (Mid to High) | Gateway District | Parcels | Creeks and Streams |
| Main Street District | Office, Innovation and Industrial District | On-Street Bike Lane | Trails |
| Public Facilities | Parks and Open Space | Paved Multi-Use Path | Greenway |
| | | Gateway | |

Future Land Use Classification Table

The following land use classifications outline character and design criteria for the land uses and districts shown on the FLUM. Each category includes a description of the character, supported uses, connectivity, economy, parks and open space, sustainability, and equity. These serve as a framework for the growth and resilience of the community by fostering places for social interaction, ensuring access and longevity of natural resources, and supporting the economic vitality of the Town of Frisco to promote a high quality of life for all residents.

Land Use Classification and Character	Design Criteria
<p>Residential Neighborhood (Low to Mid Density)</p> <p>Character: Low to Mid Density Residential neighborhoods include a mix of housing types, prioritizing walkability and community cohesion to be attractive and livable for residents. Housing should be consistent to the scale and context to the neighborhood. Doors that face the street or public realm are encouraged and garages should be set back, when possible. Access to outdoor space and preservation of views are encouraged.</p>	<p>Supported Uses: Residential Units 1-10 DU per acre. This includes single family homes, accessory dwelling units (ADUs), cluster housing, townhomes, duplexes, and triplexes. Buildings should not exceed 3 stories.</p> <p>Connectivity: Street should maximize space for active transportation and be designed with narrower widths to encourage traffic calming with 5’ detached sidewalks, when possible. Streets allow ADA and PROWAG guidelines for accessible sidewalks and curb ramps, designing pathways on-street parking is allowed. Streets should include landscape such as street trees.</p> <p>Parks, Open Space and Civic Space: Promotes access to open spaces and parks. Limits impacts to environmentally sensitive areas.</p> <p>Economy: Single-family residential development is expensive to build and is typically the least affordable and accessible for homebuyers. As the Frisco community values being a great place for families, offering housing that is attainable for all ages and stages is increasingly important. By including a mix of housing types and balancing privacy with walkability, low to mid density neighborhoods can maintain character and help bridge the existing gap for missing middle housing types, thereby having a direct economic benefit for affordability.</p> <p>Sustainability: Building orientation for solar gain, energy-efficiency improvements and water conservation are encouraged. Low-impact development practices (LID) can support snowmelt and runoff. Native plants and drought-resistant landscaping should be required.</p> <p>Equity: Equity-driven design focuses on affordable housing, access to amenities, transportation options, and neighborhood safety, creating a community that is livable and accessible for all residents, regardless of income, race, age, or ability. A mix of housing types, inclusive and accessible open space, services, and transit should be considered.</p>

<p>Residential Neighborhood (Mid-to-High Density)</p> <p>Character: Mid-to-High Density Neighborhoods should include architectural diversity that blends well with the surrounding neighborhood while also accommodating a range of household sizes and income levels. Building orientation should consider shared spaces and access to parks, open spaces, and transit.</p>	<p>Supported Uses: Residential units at 4 to 20 DU per Acre. This includes single family homes, accessory dwelling units (ADUs), cluster housing, townhomes, duplexes, and triplexes, and small-scale apartments and condominiums. Buildings should not exceed 3 stories.</p> <p>Connectivity: Streets should be designed as complete streets, including accessible sidewalks (min 5'), bikeways (min 8'), curb ramps that meet or exceed ADA and PROWAG guidelines, and high-visibility crosswalks, when possible. On-street parking is allowed. Access to transit such as bus stops, last mile connections and micro-transit is encouraged. Parking/curb access can be provided on one or both sides.</p> <p>Parks, Open Space and Civic Space: All residents should have access to bikeways, parks, and trails within walking distance. Community spaces, pocket parks and shared courtyards should be incorporated into future design.</p> <p>Economy: As Frisco seeks to attract and retain a diversity of residents, including owners and renters, as well as young professionals, families, and retirees, accommodating a mix of needs and preferences is essential. Mid-to-high density neighborhoods directly benefit residents by increasing affordable housing options for a range of household sizes. Additionally, this housing will help support the large percentage of Frisco’s workforce that commutes daily, thereby decreasing infrastructure costs and raising property tax revenues.</p> <p>Sustainability: Building orientation for solar gain, energy-efficiency improvements and water conservation are encouraged. Low-impact development practices (LID) and green infrastructure can support snowmelt and runoff. Native plants and drought-resistant landscaping should be required. Increased access to transit and walkability can reduce vehicle trips.</p> <p>Equity: Encouraging free-market projects to include 10-20% of units as affordable to a certain percentage of AMI supports inclusion in larger projects. Shared spaces should be designed to accommodate a diversity of needs, such as accessibility, play areas for young children, and activities for older adults. Transit options should be reliable, safe, and accessible for all residents.</p>
<p>Main Street District</p> <p>Character: The Main Street District should maintain or enhance the character of Main Street and encourage small-scale commercial and retail uses like coffee</p>	<p>Supported Uses: Ground floor commercial and retail are required. Residential units such as apartments, condominiums and live/work units ranging from 15-30 DU/acre. Office and flexible workspaces are encouraged. As appropriate, cultural facilities such as galleries, historical museums, or performance/entertainment spaces are supported. Buildings should not exceed 3 stories.</p>

shops, restaurants, and local retail. Active retail is encouraged to promote an active street life, with large windows and attractive entrances that cater to daily needs as well as tourism. Multi-story buildings should include second floor residential or office use. The mix of uses and inclusion of housing promotes a vibrant and active Main Street at all times of day.

Connectivity: A pedestrian-friendly environment with wide, 8 - minimum, sidewalks, and minimal setbacks. Street elements are incorporated, including landscape, seating areas, lighting and art, and cultural elements to promote economic vibrancy. Parking should be considered on a district scale as opposed to individual business establishments. Dedicated bike-lanes should be encouraged on cross streets and adjacent roadways (Galena and Granite Streets), Main Street should accommodate bike racks and consider bike dismount zones to promote pedestrian safety. Bus stops and transit connections should be easily accessible. When possible, alleys are encouraged for services and delivery, trash collection and other 'back-of-house' needs.

Parks, Open Space and Civic Space: The streets and sidewalks are considered essential public spaces. In addition, pocket parks or plazas, courtyards and the spaces between buildings are gathering spaces to promote social interaction. Spaces should include seating, shade elements and artistic/cultural elements such as murals, art, and signage. Public events such as farmers markets, festivals and performances support local business and community pride.

Economy: The Main Street District serves as Frisco's primary economic hub, the public realm where full-time and part-time residents as well as tourists come together as a community to enjoy the unique qualities and charm that Frisco offers. Maintaining and upgrading the infrastructure and amenities throughout this corridor directly benefits the economy by encouraging entrepreneurship, job creation and retention, and increasing retail spending, tax revenues, and property values.

Sustainability: Incentivize Main Street District businesses to consider energy efficiency upgrades and require/incentivize new building to reduce environmental footprints and lower energy costs through solar and energy-efficient mechanical systems, and green building materials. Consider low-impact development practices (LID) and green infrastructure to support snowmelt and runoff. Native plants and drought-resistant landscaping should be required. Electric vehicle (EV) charging stations should be located along Main Street.

Equity: Housing should accommodate a variety of price points and be designed to attract a mix of residents including singles, families, and empty nesters. Encouraging free-market projects to include a minimum 10-20% of units as affordable to a certain percentage of AMI supports inclusion in larger projects. Ensure streetscape design meets universal design standards, including accessible crosswalks and ramps. Main Street businesses should promote local, minority owned, and women owned businesses.

<p>Summit Blvd. District</p> <p>Character: The Summit Blvd. District should provide the goods, needs and services for the Town of Frisco and surrounding communities. To move from auto-centric uses and low-intensity development, infill and increased density is encouraged to create more sense of place and generate more revenue for the town. Building heights and character should reflect the corridor’s role as a transition area between higher and lower density districts. While the current nature is auto-centric, efforts should be made to promote walkability, reduce the emphasis on access and parking, and enhance the visual aesthetics of the corridor.</p>	<p>Supported Uses: Residential units such as apartments, condominiums and live/work units ranging from 20-30 DU/acre. Office, professional services, and flexible workspaces are encouraged. Civic and institutional uses such as community facilities, recreational programming, and daycares are encouraged to offer essential services. Limit buildings to 4 stories, with ground-floor commercial spaces and 2-3 stories of residential or office units above.</p> <p>Connectivity: Summit Blvd. should meet the Colorado Department of Transportation Statewide Transportation Plan objectives. The Town and CDOT should be partners in ensuring the Summit Blvd./State Hwy 9 is safe, accessible, and designed to be multi-modal to ensure the economic vibrancy of the Town. Sidewalk connectivity, bike lanes and increased transit stops should be coordinated to meet these objectives. Encourage transit-oriented development (TOD) by placing higher-density residential uses closer to transit stops. Car-sharing programs and electric vehicle (EV) charging stations should also be incorporated. When possible, parking is encouraged in rear of redevelopment to encourage active streetscapes.</p> <p>Parks, Open Space and Civic Space: Commercial, retail and office spaces should consider small plazas and greens spaces for dining or respite and promote social interaction. Green buffers, street trees and native landscape should support human-comfort and streetscape aesthetics. Infill housing should incorporate community spaces, pocket parks and shared courtyards.</p> <p>Economy: Maintaining and upgrading the infrastructure and amenities throughout this corridor directly benefits the economy by encouraging business growth and retention, increasing employment opportunities, and generating sales tax revenues. Additionally, emphasizing essential services throughout this corridor supports residents and local workforce throughout the entire Town and surrounding area, making Frisco an attractive place to live, to start and/or grow businesses and to seek employment.</p> <p>Sustainability: Incentivize energy efficiency standards and require/incentivize new building to reduce environmental footprints and lower energy costs through solar and energy-efficient mechanical systems, and green building materials. Native plants and drought-resistant landscaping should be required. Coordinate low-impact development practices (LID) and green infrastructure to support snowmelt and runoff in future design enhancement projects.</p> <p>Equity: Encouraging free-market projects to include a minimum of 10-20% of units as affordable to a certain percentage of AMI</p>
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	<p>supports inclusion in larger projects. Encourage larger units to support families and workforce. Promote local, minority-owned, and women-owned businesses.</p>
<p>Gateway District</p> <p>Character: The Gateway District serves as an entry point to the Town. This district is visually different from other parts of Frisco and features signature buildings, destinations, and landmarks. Mixed uses and higher densities support increased housing, access to goods and services, access to transit and maintains walkability and a vibrant community place. The district serves as a vibrant, cultural center that draws visitors as well as economic development and job creation, with a different character from Main Street so as not to compete but provide complimentary services. As development moves away from the district, heights and densities should transition to blend with adjacent neighborhoods</p>	<p>Supported Uses: Residential units such as apartments, condominiums and live/work units ranging from 30-40 DU/acre, with a focus on providing both market-rate and affordable housing options. Small-to-medium sized offices, professional services, and flexible workspaces are encouraged. Hotels and boutique accommodations are encouraged. Limit buildings to 4 stories, with ground-floor commercial and retail spaces and 3 stories of residential or office units above.</p> <p>Connectivity: Encourage Transit-oriented development (TOD) by placing higher-density residential uses closer to transit stops and the Frisco Transit Center. Streets are designed to be multi-modal including wide sidewalks, separated bikes lanes, and considering traffic calming to encourage a safe, walkable environment. Parking should be considered on a district-wide scale, using shared parking, parking minimums, structures as appropriate, and locating parking areas behind buildings to maintain street frontage.</p> <p>Parks, Open Space and Civic Space: The district should consider a larger public space for community activities and cultural uses with proximity to active retail and commercial. Public art should be incorporated to reflect the Frisco community identity. Housing should incorporate community spaces, pocket parks and shared courtyards.</p> <p>Economy: The Gateway District serves Frisco as an economic hub, a destination that provides a range of goods, services, and amenities for full-time and part-time residents as well as the local workforce and tourists. This district directly benefits the economy by encouraging business growth, retention, and investment while increasing jobs, retail spending, tax revenues, and property values. Additionally, the mix of housing with market-rate and affordable live/work units allows Frisco to increase density in a confined area without eroding character or impacting the established neighborhoods throughout other areas of Town. Creating a district where residents are able to live, work, and recreate simultaneously, makes Frisco a more attractive place for potential businesses and investment.</p> <p>Sustainability: Incentivize energy efficiency standards and require/incentivize new building to reduce environmental footprints and lower energy costs through solar and energy-efficient mechanical systems, and green building materials. Native plants and drought-resistant landscape should be required. Encourage transit-oriented development (TOD) by placing higher-density residential uses closer to transit stops.</p>

	<p>Car-sharing programs and electric vehicle (EV) charging stations can also be incorporated.</p> <p>Equity: Encourage larger units to support families and workforce as well as smaller units for single people and empty nesters. Encouraging free-market projects to include a minimum of 15-25% of units as affordable to a certain percentage of AMI supports inclusion in larger projects. Ensure streetscape design meets universal design standards, including accessible crosswalks and ramps. Promote local-owned, minority-owned, and women-owned businesses.</p>
<p>Office and Industrial Innovation District</p> <p>Character: The Innovation District is an opportunity to foster industrial, creative, and entrepreneurial activities, to drive economic growth and innovation. This includes creative design centers, adaptive reuse, and a mixed-use character to provide a range of complimentary uses and collaborative workspaces, professional trades, and contractors to generate revenue for the town and offer a place for artists, technology, and trades to flourish.</p>	<p>Supported Uses: Light manufacturing and industrial uses such as warehousing, storage, assembly, and auto-related services. Maker spaces such as research, fabrication, artisan workshops for small businesses, artists, and entrepreneurs. Supportive retail such as cafes, co-working spaces for collaboration, supply stores and other supportive industries. As appropriate, community spaces can be synergistic to support education, community workshops, training, and skills development. Residential units such as apartments, condominiums and live/work units ranging from 15-30 DU/acre. Buildings should not exceed 3 stories.</p> <p>Connectivity: The district should be well connected to Hwy. 9 to support the movements of people and goods as well as multi-modal including access to public transit and include infrastructure for bikes and pedestrians.</p> <p>Parks, Open Space and Civic Space: Commercial, retail and office spaces should consider small plazas and greens spaces for dining or respite and promote social interaction. Green buffers, street trees and native landscape should support human-comfort and streetscape aesthetics.</p> <p>Economy: Workforce development opportunities are essential to a vibrant and innovative economy. This district directly benefits the economy by encouraging entrepreneurship, business growth, retention, and investment, and increasing jobs and skills development.</p> <p>Sustainability: New buildings should adhere to green building standards to reduce environmental footprints and lower energy costs through solar and energy-efficient mechanical systems, and green building materials. Car-sharing programs and electric vehicle (EV) charging stations can also be incorporated.</p> <p>Equity: Consider the impacts of new businesses to existing development and ensure displacement is considered. Promote local-owned, minority-owned, and women-owned businesses. Coordinate training programs and education to support underserved or lower-income residents.</p>

<p>Parks and Open Space/ Civic Space</p> <p>Character: The parks and open space district encourages the preservation of natural landscape and local ecology for public or private use. These areas allow for a variety of active and passive recreational activities and diverse experiences. This includes developed public recreational amenities as well as environmentally sensitive lands and wetland areas. The cultural and historical identity of Frisco and the influence of Lake Dillon are important to these areas.</p>	<p>Supported Uses: Active recreation such as parks, playgrounds, sport fields, recreation areas and pathways and trail facilities. Passive spaces such as open spaces, wetlands, wildlife corridors, nature trails, and conservation areas.</p> <p>Connectivity: Recreational paths and trails should be interconnected system of green corridors to connect larger greenspaces and parks to neighborhood areas and community places. Bikeways, sidewalks, and trails should be connected, complete and safe for all ages with posted signage. Larger parks and recreation areas should be connected to transit stops or microtransit.</p> <p>Parks, Open Space and Civic Space: Parks systems should include a range of amenities including seating, restrooms, drinking fountains, pet stations and opportunities for shade and respite. A range of activities should be considered including community events, outdoor markets, and educational programs. Activities and facilities for all ages should be considered including playgrounds stages, and universal accessibility.</p> <p>Economy: Vibrant and accessible parks, open spaces, and civic spaces are essential to making Frisco an attractive place to live, visit, and do business as they contribute to a high quality of life and give Frisco a strong connection to nature, sense of place, and knowing one another. In addition to serving as critical infrastructure for community health and well-being, these spaces preserve and enhance property values, increasing desirability of place. Furthermore, programs and events within these areas generate revenue for local businesses and organizations as well as sales tax revenues.</p> <p>Sustainability: Parks, open space, and trails systems are an opportunity to integrate education and stewardship and highlight projects around water quality improvement, native planting habitats and best practices for ecological system health. Hazard mitigation such as hardening, vegetation management and the WUI interface should be considered. Environmentally sensitive areas, such as wetlands and floodplains are protected, preserved, and restored.</p> <p>Equity: Parks should be universally accessible for all abilities including the design of pathways and facilities as well as amenities and programs. Parks should be distributed equally throughout the town so that all have access to green space.</p>
<p>Public Facilities</p> <p>Character: Public Facilities may include governmental</p>	<p>Supported Uses: Civic and governmental spaces such as Town Hall and community services such as libraries and community centers. This also includes emergency services such as fire and police and essential public facilities such as substations and</p>

<p>or non-profit facilities, utility services, and other uses that serve a public function to the Town. These facilities should reflect the local community and integrate harmoniously with the surroundings in scale and style.</p>	<p>wastewater facilities. Educational institutions such as schools, training centers, and educational facilities.</p> <p>Connectivity: Public facilities should be well connected via roads, paths, trails, and transit to ensure accessibility to all residents. Clear wayfinding signage is important to guide and direct people to these locations.</p> <p>Parks, Open Space and Civic Space: Public facilities should be well landscaped and maintained to meet the aesthetic standard of the community. Screening may be necessary in some cases. Public art and murals are also an opportunity to better connect these basic needs to the community aesthetic.</p> <p>Economy: Educational facilities, and civic and community spaces are essential for economic vibrancy and growth, as they support workforce development strategy and programming and help provide a talent pipeline for the local business community. Additionally, community and civic spaces support gatherings, events, and initiatives, which build capacity and networks.</p> <p>Sustainability: Public facilities should set a standard and adhere to sustainable building practices in the town, including solar panels, energy efficient systems, water conservation best practices and use of sustainable materials. Public facilities are an opportunity to showcase green infrastructure techniques in public facility designs to manage stormwater, enhance biodiversity, and provide aesthetic value to the community. Maintenance and operations practices at the town should strive to prioritize sustainability including recycling, energy efficiency and green products.</p> <p>Equity: Facilities should be universally accessible for all abilities. All residents should have access to essential services and amenities. When possible, fostering a sense of ownership through community involvement should occur.</p>
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