

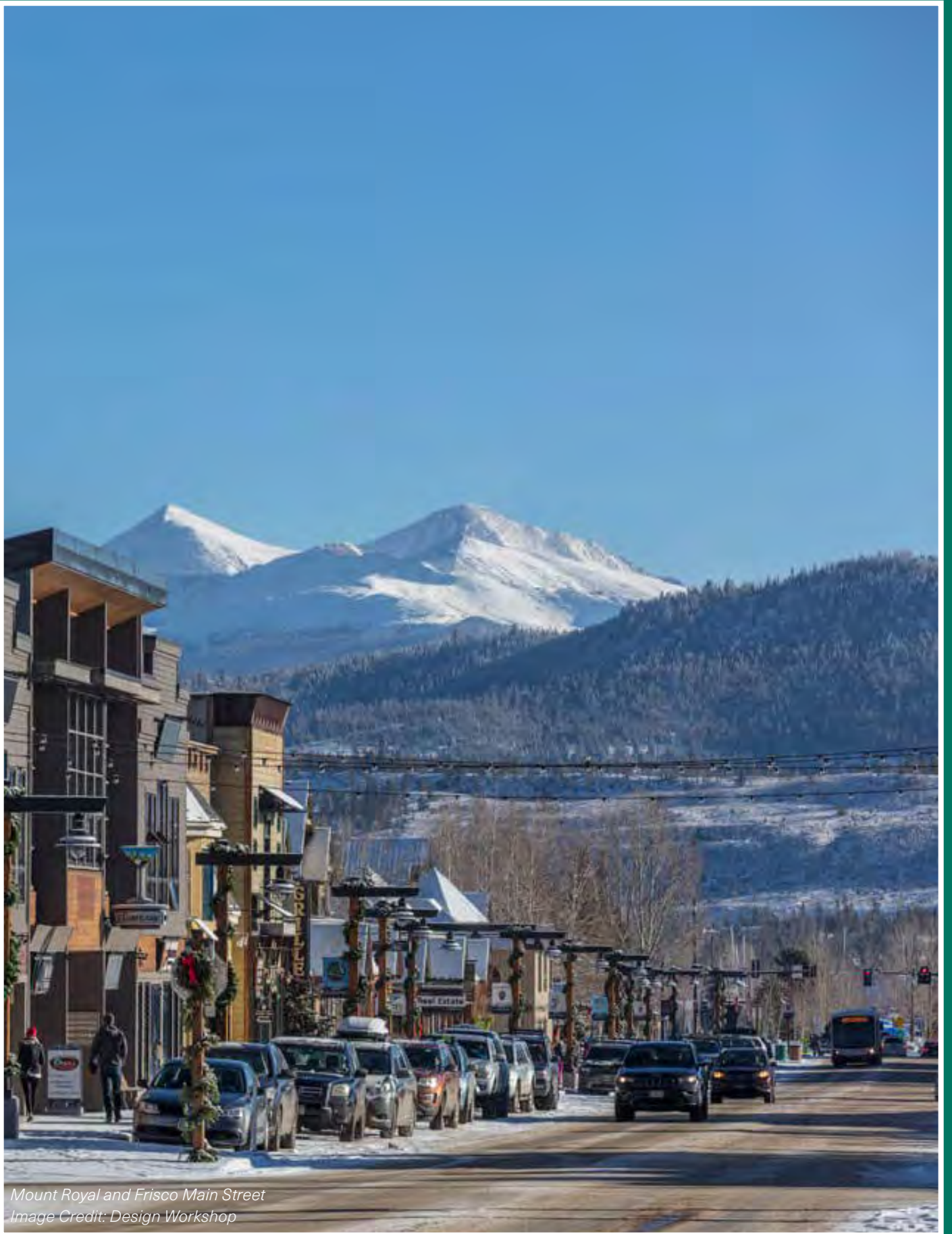
95% Draft
February 2025



TOWN OF FRISCO
COLORADO

**COMPREHENSIVE
PLAN**





Mount Royal and Frisco Main Street
Image Credit: Design Workshop

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ACKNOWLEDGEMENTS

Pending Final Draft

LETTER FROM THE MAYOR

Pending Final Draft

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INTRODUCTION

Nestled in the heart of Colorado's stunning outdoors, the Town of Frisco is a vibrant mountain community filled with opportunities. From boating on Dillon Reservoir to skiing at nearby resorts and enjoying the Frisco Nordic Center, residents and visitors can take advantage of the breathtaking surroundings and outdoor activities. The Town is also surrounded by picturesque public lands, perfect for hiking and exploring. The community embraces welcoming visitors while maintaining the small mountain character during times of visitor growth. The Town takes pride in its strong sense of community and has a shared commitment to addressing challenges like rising housing prices and traffic. By working together, residents aim to preserve the local workforce and create affordable housing, ensuring families can continue to thrive in Frisco. The Comprehensive Plan process presents an opportunity for the community to come together and collaboratively envision a bright future. With a focus on sustainability and resilience against climate change and natural hazards, the Town can continue celebrating its unique mountain charm while enhancing the quality of life for all who call Frisco home.

*View to Mount Royal
Image Credit: Design Workshop*

THE TOWN OF FRISCO TODAY

WHY NOW?

As of 2022, The Town of Frisco (The Town) was home to 2,900 residents and a beloved destination of visitors world-wide. The Town is a thriving, year-round community cherished by its residents and visitors for its natural beauty, access to nature, and small-town charm. In recent years, demographic and socioeconomic shifts have impacted the Frisco landscape:

"Between 2010 and 2022, Frisco's population declined by -0.7%, likely due to the challenges of affordable housing and the increasing conversion of homes into short-term rentals, which pushed some residents out of the area. The COVID -19 pandemic also had a likely impact on population fluctuations and housing affordability, as remote work brought new high-income residents from Denver or other metros." (Frisco Strategic Housing Plan, 2024).

These impacts are ongoing, as rising housing prices and limited supply worsen issues with rentals, roadway congestion, and affordable housing. Increased visitation and recreational use are straining the trails, waterways, and surrounding natural environment, while also putting pressure on infrastructure.

STRATEGIC HOUSING PLAN

Concurrent with the Comprehensive Plan effort, the Town completed a [Strategic Housing Plan](#) which was adopted in October 2024, and is available on the Town website. Whenever possible, data in this effort is aligned with the Strategic Housing Plan. Many of the goals and strategies from the Strategic Plan will be included or expanded upon in the Comprehensive Plan.

PLAN STRUCTURE

This Comprehensive Plan is divided into six chapters which are described on the adjacent page. Chapter Two summarizes the planning process and engagement strategies. Chapters Three through Six build upon each other, and are intended to show goals, strategies, and recommendations in a linear framework based upon research findings and engagement outcomes.

THE ROLE OF A COMPREHENSIVE PLAN

Comprehensive Plans are required by all municipalities with a Planning Commission by the State of Colorado to "promote the community's vision, goals, objectives, and policies, establish a process for orderly growth and development, address both current and long-term needs, and provide for a balance between the natural and built environment." (See Colorado Revised Statute 30-28-106 and 31-23-206). This Plan is enacted to protect the public health, safety, and general welfare of the Town. Development applications should align with the implementation the policies herewith in.

"Elements addressed in a Comprehensive Plan may include recreation and tourism, transportation, land use, economic development, affordable housing, environment, parks and open space, natural and cultural resources, hazards, capital improvements, water supply and conservation, efficiency in government, sustainability, energy, and urban design."

Typically, it is considered best practice for a municipality to update their Comprehensive Plan every ten years. The Town of Frisco's previous Comprehensive Plan was adopted in 2019, yet changing demographics after the COVID 19 pandemic and shifts within the community and surrounding areas created a need for an updated plan that is aligned with the current needs of the community.

This Comprehensive Plan will be a forward-looking document to articulate the needs and priorities of The Town of Frisco and Frisco community and to create an actionable guide in decision making. Goals, Strategies, and Actions within the Plan will facilitate sustainable growth and development, with particular attention to quality of place, economics, mobility, equity, and sustainability.

The Comprehensive Plan does not establish or modify zoning regulations. While it may be used as a framework for future decision-making and may help ensure policies and planning efforts are aligned with community goals, a Comprehensive Plan, on its own, is not regulatory and does not create or modify laws.

1 CHAPTER ONE: INTRODUCTION

Introduces the purpose and structure of this Plan.

2 CHAPTER TWO: PLANNING PROCESS

Explains the planning process, project phases, and an overview of community engagement efforts. This chapter defines community values and key findings from Engagement Window #1, which shape the goals, strategies, and action items in subsequent chapters of the Plan and summarizes key findings from Engagement Window #2 related to possible scenarios to address future growth in the community.

3 CHAPTER THREE: EXISTING CONDITIONS

Establishes a foundation of understanding for the Frisco community. Key findings from existing conditions assessments and community engagement efforts are woven together to form the context for the plan components and framework. This chapter evaluates specific community land use conditions, challenges, trends, and goals which may be key to accommodating growth and other opportunities that may exist in the market. Chapter Three also details four major drivers and trends that influence and inform decision making for each of the six Guiding Principles.

4 CHAPTER FOUR: FUTURE LAND USE

Includes the Future Land Use Map, Future Land Use Classifications Table and provides a vision framework for the Town of Frisco.

5 CHAPTER FIVE: GOALS AND STRATEGIES

Provides direction for the future utilizing values and Guiding Principles established in earlier phases of work as a lens for success. This chapter is organized around the Goals and Strategies for each of the six Guiding Principles. Toolkits offer information to support specific strategy actions.

6 CHAPTER SIX: IMPLEMENTATION FRAMEWORK

Specifies an action plan to guide short, medium, and long-term implementation. This chapter will consider investment and funding types and strategies, along with incentives to enhance the potential for success. In addition, a matrix will serve as a working document for the Town with identified priority actions, responsibilities, timeframe, and resources available.

A APPENDICES

Supplements the content and information provided in previous chapters with more detailed reports and analyses.

- Appendix A: Community Engagement Summary
- Appendix B: Existing Conditions Assessments
- Appendix C: Past Plan Review Memorandum

VISION STATEMENT

THE CHALLENGE

The population of the Town of Frisco decreased between 2017-2022, while seeing an increase in aging population and a decrease in average household size. Housing costs are pricing out families and the workforce, with a relatively low number of new housing permits since 2020¹. Community feedback shows a desire to maintain the small-town, family-friendly charm. To support this vision, effective programs and policies are needed to ensure the cost of housing does not continue to outpace the income of local workers, pushing them out of the community and threatening the Town's economic and social fabric.

THE OPPORTUNITY

Residents value the local culture, a sense of knowing one another, and having a close-knit community. The community also values a culture that is connected to nature and the opportunity to ensure future growth is environmentally considerate and sustainable.

VISION STATEMENT

This vision statement highlights what the community of Frisco hopes to achieve. The Guiding Principles reflect community ideals or values to guide decision-making. These are outlined on the adjacent page.

¹ Town of Frisco Strategic Housing Plan, Figure 2-9.

VISION STATEMENT

The Town of Frisco is...

**a welcoming
mountain Town
that connects
people with nature
and supports
opportunities
for community
wellbeing.**

*Frisco Bay Marina
Image Credit: The Town of Frisco*

COMMUNITY GUIDEPOSTS

Guiding Principles are the core values that reflect the beliefs of the community, highlighting what is important to consider for the future. The following principles serve as the plan elements and the organizing structure of the Comprehensive Plan.



AN INCLUSIVE AND ACCESSIBLE COMMUNITY

Ensure equity, diversity, and inclusion for residents of all ages and stages of life and maintain the sense of community and historic heritage of the Town of Frisco.

- Historic Character
- Community Identity
- Governmental Transparency



CONNECTIVITY FOR ALL

Invest in public infrastructure improvements that minimize environmental impact while accommodating growth, such as bike lanes, trails, pathways, public transit, and sidewalks.

- Bike and Pedestrian Infrastructure
- Safety for all Modes of Transportation
- Increased Transit Options



A DIVERSE AND THRIVING ECONOMY

Diversify the economy to support a year-round, local workforce, with particular emphasis on growing and developing economically viable industries.

- Supportive Local Business Environment
- Local Industries and Services
- Tourism



HOUSING AFFORDABILITY

Create a greater diversity of housing by type and increase affordability.

- Diverse and Equitable Housing
- Balance Growth
- Preserve and Utilize Existing Housing



A RESILIENT ENVIRONMENT

Consider the implications of future development to current resource capacity including water and sewer infrastructure, roadway congestion, and access to community services.

- Wildfire/Hazard Mitigation
- Stormwater Management and Water Quality
- Manage Water and Sewer Capacity



CONNECTION TO NATURE

Sustain and strengthen access to the outdoors, connection to nature, and environmentally sustainable growth.

- Access to Recreation, Programs and Events for All Ages and Stages of Life
- Trails Management/ Regional Partnerships
- Preservation/ Restoration of Natural Areas/ Resources

2





PLAN PROCESS

The Comprehensive Plan process began in March of 2024. Over the course of nine months, the Town of Frisco and the consultant team engaged in a robust conversation with the community about how to direct and guide growth and development for the future. Both technical assessment and community engagement were foundational to inform the outcomes of this Plan.

*Historic Park and Museum
Image Credit: Town of Frisco*

PROJECT TIMELINE

The comprehensive planning process is organized into four distinct phases, including project initiation, vision and values, alternatives and trade-offs, and the draft and final plan. Figure 1 illustrates these phases, the general timeline for each, and key tasks and benchmarks. The following describes the activities within each phase of work to develop a community-driven Comprehensive Plan.

PROJECT INITIATION

This includes an Existing Conditions Assessment and comprehensive review of current project conditions and context. Key activities include a Strategic Kick-Off to align objectives and responsibilities, regular progress meetings, reviewing past plans for policy alignment, and conducting a detailed assessment of land use, transportation, ecological and infrastructural conditions, and community input.

VISION AND VALUES

This assessment of future needs and trends explores future growth through an analysis of the local economy, employment data and demographic shifts. Additionally, the task involves updating the Community Vision and Core Values based on community input to align with current aspirations and guide future planning.

ALTERNATIVES AND TRADE-OFFS

This includes developing and analyzing land-use scenarios that accommodate future growth utilizing maps and visualizations, considering criteria like mobility, housing, and open space. The Future Land Use Map is an outcome of community feedback on these scenarios and the Strategy Framework outlines preliminary goals, strategies, and an action plan for implementation.

DRAFT AND FINAL PLAN

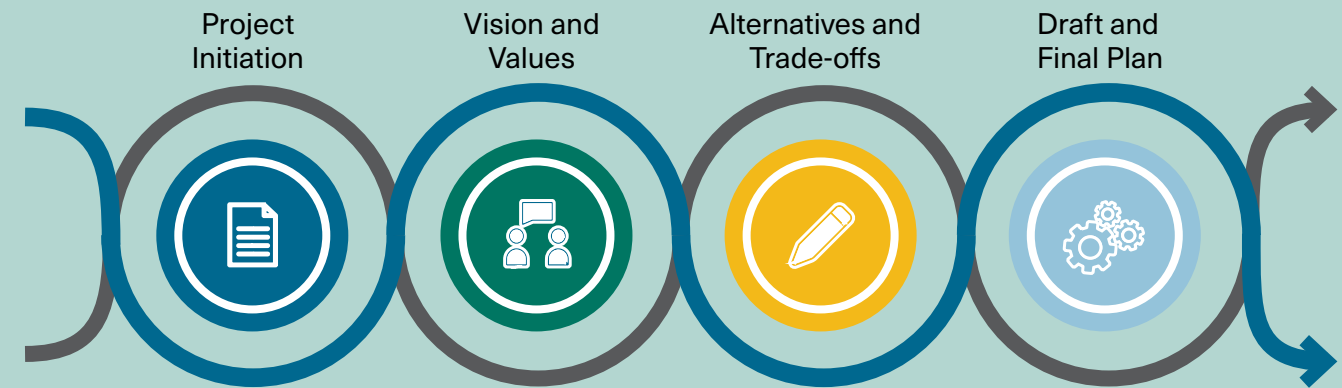
The Plan involves creating a cohesive and visually consistent draft of the Comprehensive Plan, an engaging and accessible document for varied audiences, and a collaborative comment resolution process to refine the final Plan.



Figure 1: Project Process

PROJECT TIMELINE

COMMUNITY ENGAGEMENT TIMELINE



VISION AND VALUES

MARCH - JUNE 2024

- Strategic Kick-Off – March 2024
- Focus Group Meetings on Community Services, Land Use and Development, and Local Business – April 25, 2024
- Focus Group Meetings on Sustainability and Resilience, Open Spaces and Recreation, Infrastructure, and Transportation – April 26, 2024
- Community Working Group Meeting #1 – June, 2024
- Pop-Up Events (2) – June, 2024
- Community Survey #1 – June 26 – June 27

ALTERNATIVES AND TRADE-OFFS

AUGUST – OCTOBER 2024

- Planning Commission Meeting #1 – August 15, 2024
- Community Working Group Meeting #2 – August 22, 2024
- Joint Town Council and Planning Commission Work Session #2 – October 22
- Five Pop-Up Events – September 26, 2024
- Town of Frisco Pop-up Events – October 8th to October 18, 2024
- Community Survey #2 – September 27 – October 22

DRAFT AND FINAL PLAN

NOVEMBER 2024 – FEBRUARY 2025

- Planning Commission Meeting #3 – December 5, 2024
- Community Working Group Meeting #3 – December 5, 2024
- Town Council, Planning Commission Work Session - January 28, 2024
- Community Review of Draft Plan – February 22- March 22, 2024

Figure 2: Community Engagement Timeline

COMMUNITY VOICES

Community voices are essential to the Comprehensive Plan process, as they provide valuable input on the future growth, development, and character of the community. Engaging residents ensures the plan reflects local priorities, strengthens community identity, and aligns with the shared vision for a sustainable future.

ENGAGEMENT OBJECTIVES

Activities were designed to maximize access for all members of the community, ensuring a robust and inclusive process that incorporated engagement into existing community events and focused on meeting people where they are. Engagement opportunities provided in-person and virtual options to broaden participation and included questions tailored to different community groups to foster meaningful discussion.

Using a variety of methods allowed the process to cast a wide net and ensure broad participation. The following highlights different activities throughout the engagement process.

COMMUNICATIONS MATERIALS

Information about engagement opportunities and updates in the planning process were distributed through a range of print and digital communications. This included the Comprehensive Plan Project Webpage, which served as The Town's home base for sharing information, project updates, and upcoming engagement events and opportunities with the community throughout the process, as well as emails and flyers. Following pop-up events, flyers and business cards were distributed around town.

These materials included project information and a QR code linking community members to the website and online survey. All print and digital engagement materials, including information, surveys, and boards, were available in English and Spanish. These were made available on the project webpage.

COMMUNITY WORKING GROUP

The Community Working Group included local partners, individuals, and community organizations/agencies. The working group's primary role was to steward the comprehensive planning process. Working group members served as ambassadors to help ensure that this process engaged the broader community.

FOCUS GROUPS

Seven virtual focus group meetings took place in April 2024, during which attendees engaged in conversation around a series of topical questions. This information was important to guide areas for research in the existing conditions assessments. Focus group topics included Community Services, Land Use and Development, Local Businesses, Sustainability and Resilience, Open Spaces and Recreation, Infrastructure, and Transportation.



Engagement Window 2
Image Credit: Design Workshop



COMMUNITY VOICES

ENGAGEMENT BY THE NUMBERS

11

Total Pop-Up Events

400+

Pop-Up Event Participants
(Engagement Windows #1 and #2)

20

Working Group Members

73

Focus Group Participants
(7 topic-specific meetings)

920

Survey Participants
(total responses from both survey opportunities)

3

Planning Commission and
Council Work Sessions

Focus Group participants were also invited to participate in the second Community Working Group Meeting, held virtually on August 22, 2024.

POP-UP EVENTS

Community Engagement Window #1 included three in-person pop-up events hosted in June 2024, on Main Street at Rocky Mountain Coffee Roasters, Town Hall, and at *Rock the Dock* at the Frisco Bay Marina. Community Engagement Window #2 included nine in-person pop-up events hosted in September 2024 at Rocky Mountain Coffee Roasters, Frisco Town Hall, Frisco Elementary School, Summit County Middle School, Frisco Bay Landing, Walmart, Frisco Transit Center, Community Dinner in Silverthorne, and at Ollies Pub & Grub. Presentation boards were used to communicate technical information, ask critical questions, and facilitate conversations. Attendees provided feedback by participating in activities and writing and drawing directly on maps and boards. The Town staff hosted additional pop-up events to engage the community in the planning process. Information was shared through informal conversations, and business cards with a QR code were distributed. The QR code directed participants to an online survey, allowing them to contribute to the Comprehensive Plan development process.

ONLINE SURVEYS

Community Engagement Windows #1 and #2 included online surveys, which were available in both English and Spanish. For consistency in engagement opportunities and findings, these surveys included the same informational materials, questions, and feedback opportunities as the in-person pop-up events. In total, 734 responses were collected through online surveys.

TOWN COUNCIL AND PLANNING COMMISSION MEETINGS

Town Council and Planning Commission were engaged throughout the planning process, including virtual and in-person work sessions, attendance at community events, and representation in the Community Work Group. Their leadership was instrumental to guiding and direction the Plan Values, Goals and Strategies within this Comprehensive Plan.

COMMUNITY VALUES & PRIORITIES

ENGAGEMENT WINDOW #1 KEY FINDINGS

Community Engagement Window #1 established a framework of understanding for the stories of today and hopes for the future of the Frisco community. Questions were designed to understand core values, hear community stories and identify the needs, desires, and trends to inform how the community might address future growth and change. This engagement effort included focus group conversations, pop-up events, and a community survey. The survey demographics generally aligned with the full-time and part-time residents.

COMMUNITY INSIGHT

The Frisco community provided valuable insight into its aspirations, concerns, and priorities as part of this engagement window. Overall, findings indicate that the Frisco community is deeply committed to preserving its character while addressing growth and development in a balanced and sustainable manner. The emphasis is on maintaining a close-knit, vibrant, and environmentally conscious community that supports both residents and visitors. Key insights from this effort are summarized to the right. (See Appendix A: Community Engagement Window #1 and #2 Summaries for a comprehensive review of feedback).

TOP FIVE WORDS TO DESCRIBE FRISCO...

Community
Beautiful
Mountains
Nature
Small Town



“I would love to see a vibrant growing Frisco. I have lived in Frisco and worked in Frisco and the ability to stay within [Town] limits to accomplish what I need is truly remarkable. It absolutely provides the best quality of life and is such a privilege.”

“I hope the Town of Frisco can be a leader in the sustainability space and innovative in the face of natural climate disasters...”

“I hope Frisco keeps its small-town character. I want to continue knowing my neighbors, and the people I pass on the street...”

“I’d like to see the town continue to grow economically while preserving the small mountain town feel...”



COMMUNITY VALUES & PRIORITIES

HOPES AND DREAMS



There is hope that the Comprehensive Plan will address the impacts of future growth and development, balancing this with the need to protect the environment.

SMALL TOWN CHARACTER



When asked what small-Town character means, the community cites the sense of 'knowing one another' and being 'family friendly.'

COMMERCIAL AND RETAIL



There is a desire for increased commercial and retail along major thoroughfares, as well as different types of housing.

ISSUES AND CONCERNS



Affordability and cost of living were expressed as areas of priority for the future of the Town.

RECREATION



Recreation priorities include the development of trails and greenway connections and maintenance and upgrades for parks. Community amenities such as a recreation center, ice rink, and community spaces are important.

HOUSING



Highest priorities for additional housing include Affordable Housing, Accessory Dwelling Units (ADUs), Duplexes/ Triplexes/ Townhomes, and Cottage Clusters.

BEAUTIFUL



The top words used to describe Frisco include community (50), beauty/beautiful (44), small-Town (25), mountains/location (28), nature/outdoors (27).

SAFETY



Safety and comfort for walking and biking, including safe road crossings and trail safety, were also ranked with high importance.

GROWTH AND DEVELOPMENT



Highest priorities for growth include environmental preservation (49%), protection of historic and cultural assets (45%), and limiting growth and development (44%).

ARTS AND CULTURE



Increased Arts and Cultural Facilities are desired along the entire length of Main Street.

ENVIRONMENT



Forest and Wildfire Management, Habitat Preservation, and Protection of Stream Corridors are top priorities for environmental resilience.

CONNECTIVITY



Increased connectivity and network infrastructure for bikes, pedestrians, and buses are transportation priorities.

SUSTAINABILITY



Top priorities for sustainability include Wildfire Mitigation, Recycling, and Water Conservation programs.

ECONOMY



There is a need for increased services, especially regarding childcare, and day-to-day-based services. There is also support for diversification to support year-round employment.

COMMUNITY TRADE-OFFS



ENGAGEMENT WINDOW #2 KEY FINDINGS

The objective of Community Engagement Window #2 was to share current conditions and community values influenced from Window #1 engagement results and to gather feedback on priorities and trade-offs from potential growth scenarios for the Town of Frisco's Comprehensive Plan. The engagement feedback was obtained through pop-up events and an online survey. See Appendix A: Community Engagement Window #1 and #2 Summaries for a comprehensive overview of feedback.



COMMUNITY INSIGHT

Community comments indicate an emphasis is on maintaining a close-knit, vibrant, and environmentally conscious community supporting both residents and visitors.



The Frisco community is deeply committed to preserving its character while addressing growth and development in a balanced and sustainable manner. Community feedback reveals a tension between maintaining the current character of The Town and addressing challenges related to housing and economic vitality. While some comments indicate little desire for large-scale development, other comments recognize the need to increase jobs and housing as a strategy to maintain current character, rather than continue the trends of declining population and loss of workforce. Many of these comments highlight a need for increased housing options and support for local businesses.

SCENARIO SUMMARY

- **Scenario A** is a baseline scenario that looks at a potential future where current trends continue.
- **Scenario B** explores a low-to mid-growth alternative with a focus on increasing the affordable housing supply.
- **Scenario C** emphasizes economic diversity and housing, with the highest growth potential.

*See page 16 for additional details.

A closer look at individual responses suggests support for infill housing and more jobs (including commercial, retail, office, and mixed-use opportunities) in the Gateway area and along Summit Boulevard. Additionally, there is interest in expanding upper-level housing options above first-floor commercial uses along Main Street to bolster retail vibrancy on Main Street. In contrast, residential areas and open spaces are preferred to stay the same, with a desire to encourage more permanent residents rather than a predominance of second homes.

Overall, Scenario B was selected as the preferred direction at pop-up events (65%) and the online survey (41%), for a composite of 44% (Figure 3). Overlapping themes regarding housing, development, and approaches to environmental sustainability and conservation were seen across the open-response commentary for all three Scenario options.

This effort focused on community choices and trade-offs, and was essential to developing the Land Use Map in Chapter 4, which leans on Scenario B, and includes elements of both Scenario A and Scenario C.

COMMUNITY TRADE-OFFS

From Scenarios A,B, and C, which of the following is your favorite scenario?

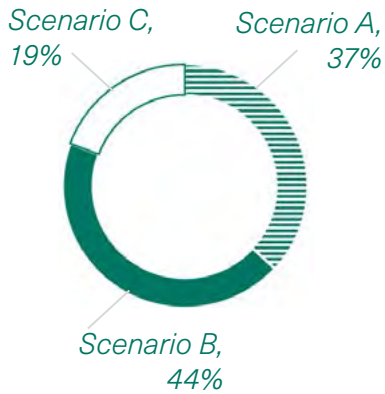


Figure 3: Favorite Scenario Results from Engagement Window #2

Trade-Offs Summary

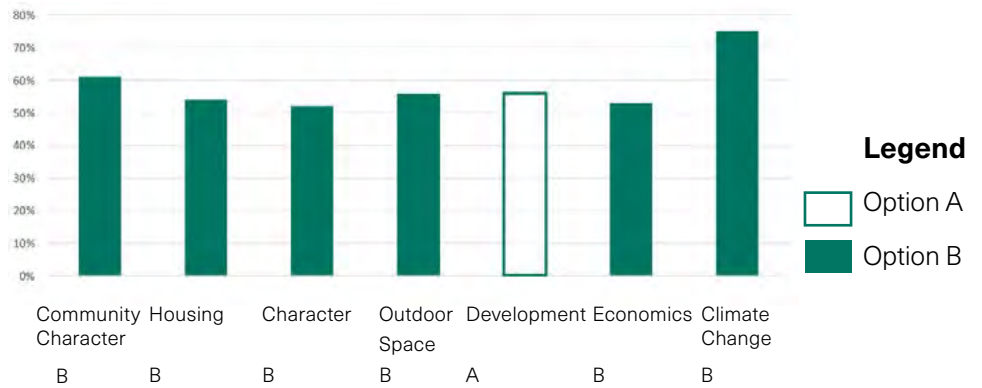


Figure 4: Trade-offs Summary from Engagement Window #2

Land Use Summary

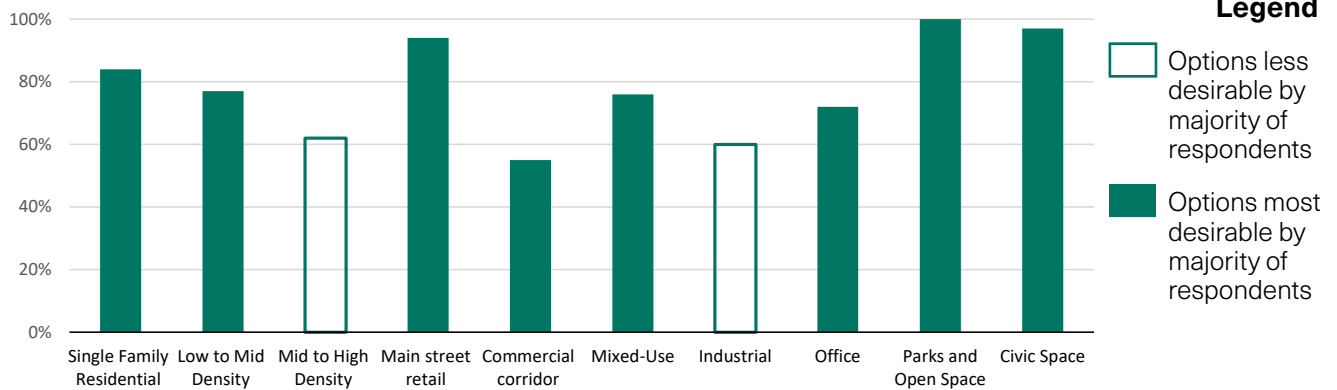


Figure 5: Land Use Summary Results from Engagement Window #2

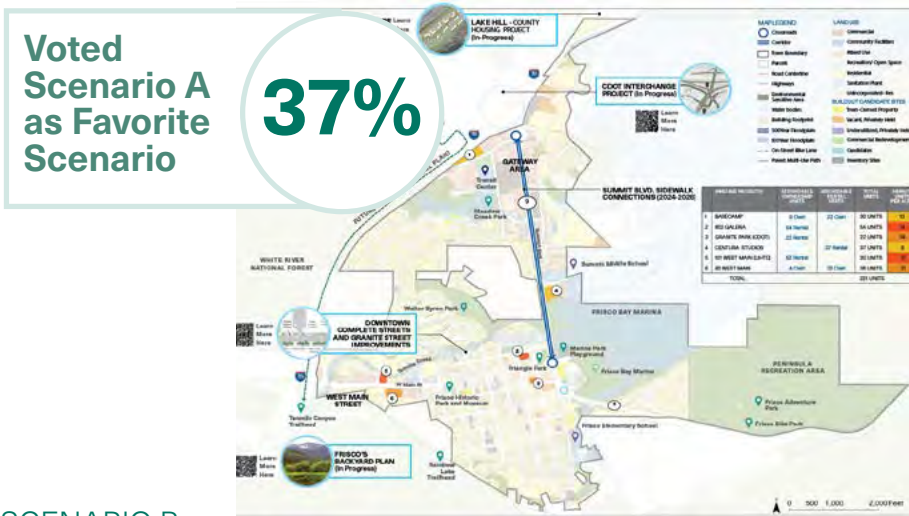
Which of the following statements do you agree with more?



Figure 6: Housing Trade-Off Results from Engagement Window #2

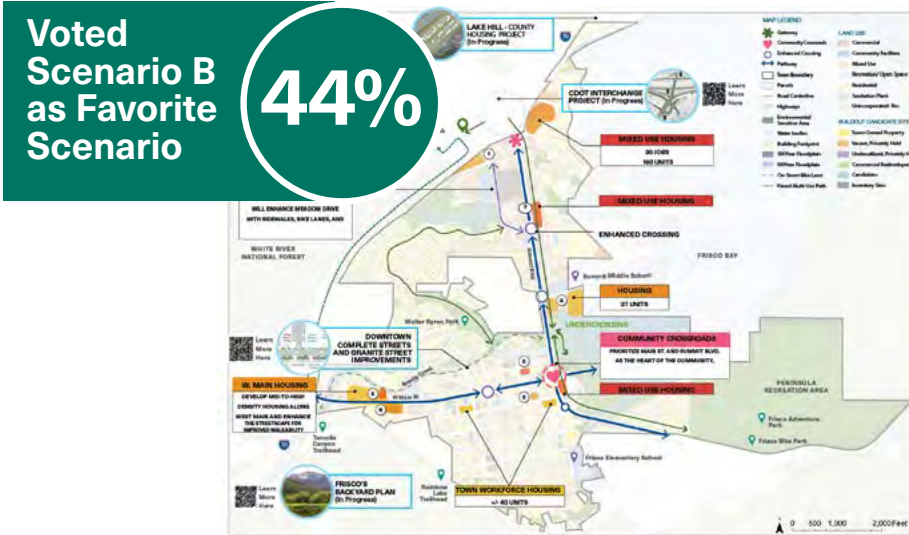
SCENARIO COMPARISON RESULTS

SCENARIO A



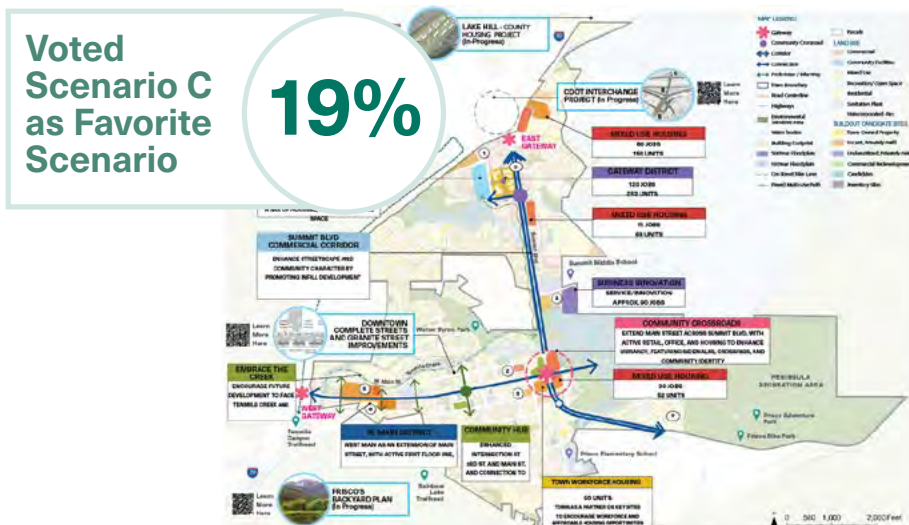
Scenario A is a baseline scenario that looks at a potential future where current trends continue with minimal intervention or change within the community. Based on these existing trends, the population will continue to decline and jobs will have modest growth—primarily within tourism-supported areas.

SCENARIO B






















Scenario B explores a low-to-mid-growth alternative with a focus on increasing the affordable housing supply. This may include different types of housing and density along Summit Boulevard, in the Gateway District, and along West Main Street. There is an opportunity to increase ADUs, and missing middle housing types such as duplexes and townhomes, and to consider other opportunities for housing such as tiny homes.

SCENARIO C



Scenario C emphasizes economic diversity and housing, with the highest growth potential. It reduces employee commuting by growing the job market and expands housing to meet current and future workforce needs. West Main Street extends the downtown core, adding businesses, retail, and cultural attractions. Mixed-use centers along Summit Boulevard and the Gateway District offer new spaces for offices, light industry, warehouses, makerspaces, and essential retail.

 SCENARIO A			
 231 Units Planned for Construction over the next 10 years Maintains current pipeline projects.	 Increase of 215 residents 2025-2035  Maintains current trends for increased and aging population.	 3,063 Jobs existing in the Town of Frisco Maintain 477 businesses.	 1 - 2% potential shift from driving trips to walking, bicycling, or transit trips Significant shifts in mode share are not likely and traffic volumes along The Town's network links increase as projected by 10%.
SCENARIO B			
 337 Additional Potential Units A diversity of affordable types of units throughout the Town of Frisco, ranging from 10-40 DU per Acre.	 Increase of 748 residents 2025-2035  Increase to younger populations, school age children, and workforce that currently commutes.	 51 New Jobs in the Town of Frisco Slight business increase, with focus on community-based services such as childcare.	 5 - 10% potential shift from driving trips to walking, bicycling, or transit trips Increased focus on local system trails and sidewalks reduces internal vehicle trips.
SCENARIO C			
 587 Additional Potential Units Higher density units along Summit Boulevard, ranging from 30-60 DU per Acre.	 Increase of 1,283 residents 2025-2035  Increase to younger populations, with a focus on maintaining workforce.	 321 New Jobs in the Town of Frisco Highest percentage increase of businesses, with focus on day-to-day services, industrial uses, and trades.	 10 - 15% potential shift from driving trips to walking, bicycling, or transit trips Higher density on key corridors boosts transit and reduce commute times.

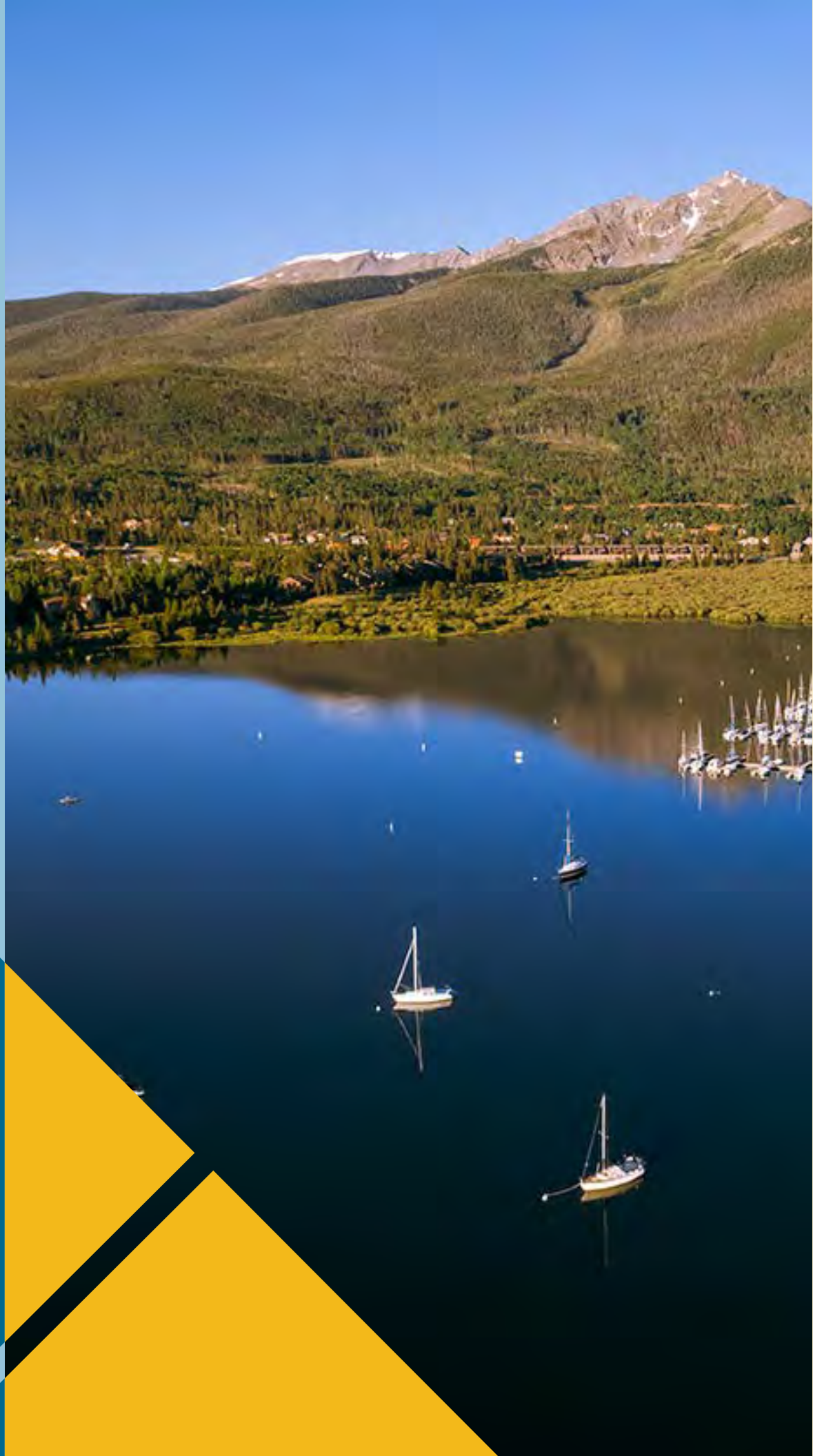
Source: Frisco Strategic Housing Plan

Source: Potential population increase is estimated based on possible development of new residential units, assuming an average household size of 2.22 people stays constant.

Source: Frisco Strategic Housing Plan/ State Demographer

Source: Replica Origin and Destination Trip Modeling (2023). Percentages were developed by comparing trip trends against population growth.

3



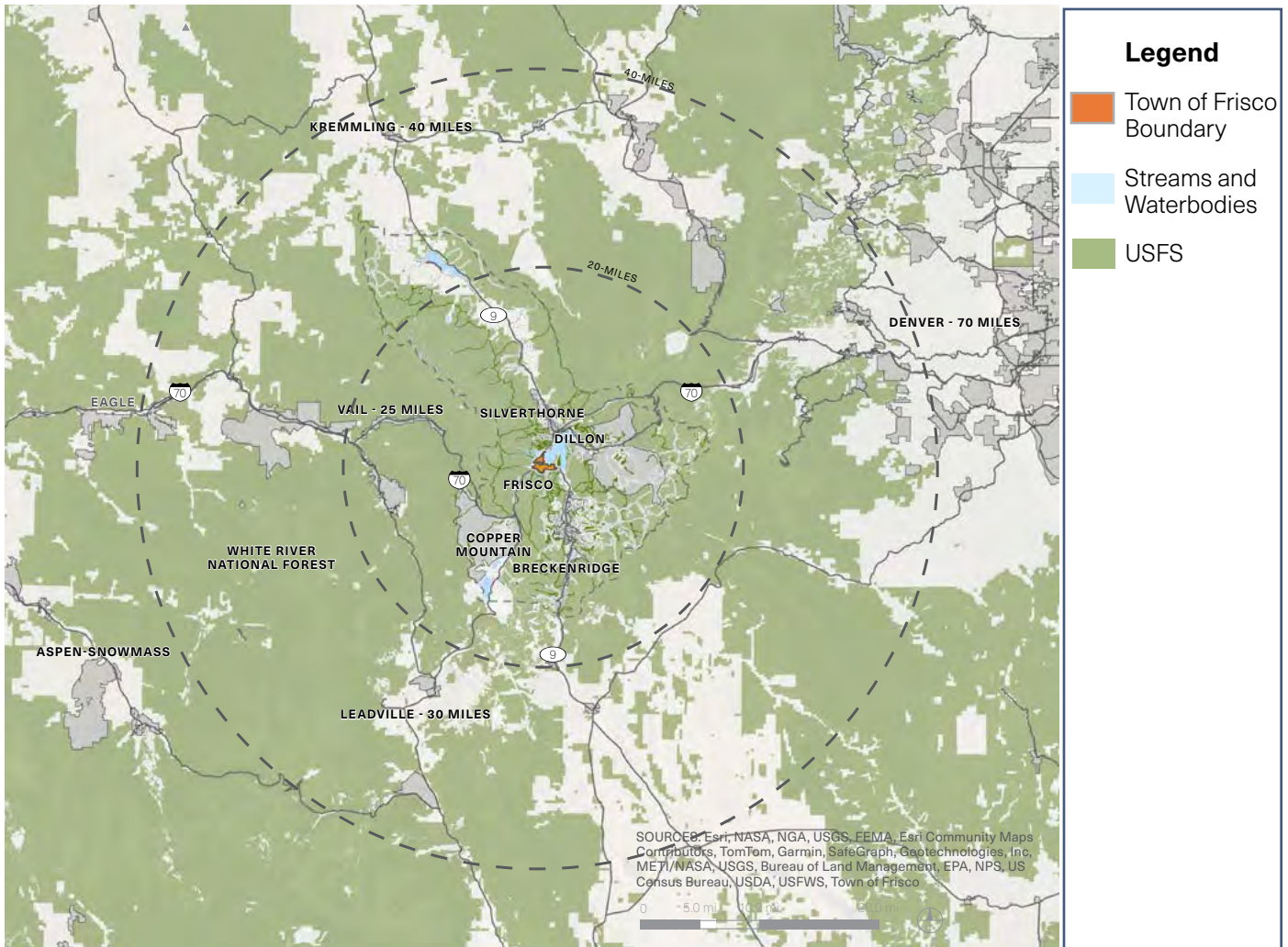
The background of the page is a photograph of Frisco Bay Marina, showing a large number of sailboats docked in the water. In the background, there are green, forested hills under a clear blue sky. A large, bright yellow diamond shape is overlaid on the center of the image, containing the text. The top right corner of the page features a teal geometric design consisting of overlapping triangles and a white border.

EXISTING CONDITIONS

An essential aspect of comprehensive planning is establishing a foundation of understanding for the Town of Frisco community. Key findings from existing conditions and community engagement are woven together to inform community feedback and the Plan Framework. This chapter summarizes current conditions, including demographics and technical assessments, and discusses four major drivers and trends that may influence and inform decisions relative to each of the six Guiding Principles (An Inclusive and Accessible Community, Housing Affordability, A Resilient Environment, Connection to Nature, Connectivity for All, A Diverse and Thriving Economy).

REGIONAL CONTEXT

The regional context map highlights the regional relationships of the Town of Frisco to Summit County and other communities of influence including Denver, Kremmling, and Vail. This maps also identifies the significant United States Forest Service (USFS) lands of the White River National Forest throughout the region.



TOWN GEOGRAPHY

The Town of Frisco is about two square miles, with a Historic Main Street and Marina at the heart of the community. At just over 9,000 feet in elevation, the Town is surrounded by public land on three sides, Dillon Reservoir to the east, and Mount Royal, Wichita Mountain and Chief Mountain framing the backdrop of the Town to the west. Tenmile Creek runs west to east through the community.



EXISTING DEMOGRAPHICS SUMMARY

This section summarizes community demographics and key findings from the Existing Conditions Assessments including community mapping, a socioeconomic assessment, a transportation assessment, and ecological analyses. In addition, the Strategic Housing Plan, which was adopted in October 2024, was considered. (See Appendix B: Existing Conditions Assessments for additional detail). The existing conditions are organized around the Guiding Principles, which serve as a structure for this Plan.

POPULATION & HOUSEHOLDS

According to data from the American Community Survey, the Town's 2022 population was 2,900, with 1,308 households. The average household size was 2.22 persons, which was lower than both the State (2.48 persons) and County (2.59 persons).

POPULATION VARIABLES	COLORADO	SUMMIT	FRISCO
2012 Total Population	5,042,853	27,753	2,684
2017 Total Population	5,436,519	29,722	2,977
% Change, 2012-2017	8%	7%	11%
2022 Total Population	5,770,790	30,955	2,900
% Change, 2017-2022	6%	4%	-3%
% Change 2012-2022	14%	12%	8%

Table 1: Town, County, and State Population Trends

HOUSEHOLD VARIABLES	COLORADO	SUMMIT	FRISCO
2012 Total Households	1,962,753	11,358	1,116
2017 Total Households	2,082,531	9,455	1,183
% Change, 2012-2017	6%	-17%	6%
2022 Total Households	2,278,044	11,750	1,308
% Change, 2017-2022	9%	24%	11%
2012 Average HH Size	2.51	2.40	2.40
2017 Average HH Size	2.55	3.10	2.52
2022 Average HH Size	2.48	2.59	2.22

Table 2: Town, County, and State Household Trends

AGE

The Town's 2022 median age was 43.8 years which is older than both the County (39.0) and the State (37.3). The largest age groups in the Town were 15-19 year-olds (12.30%), 35-39 year-olds (10.10%), and 50-54 year-olds (16.10%).

INCOME

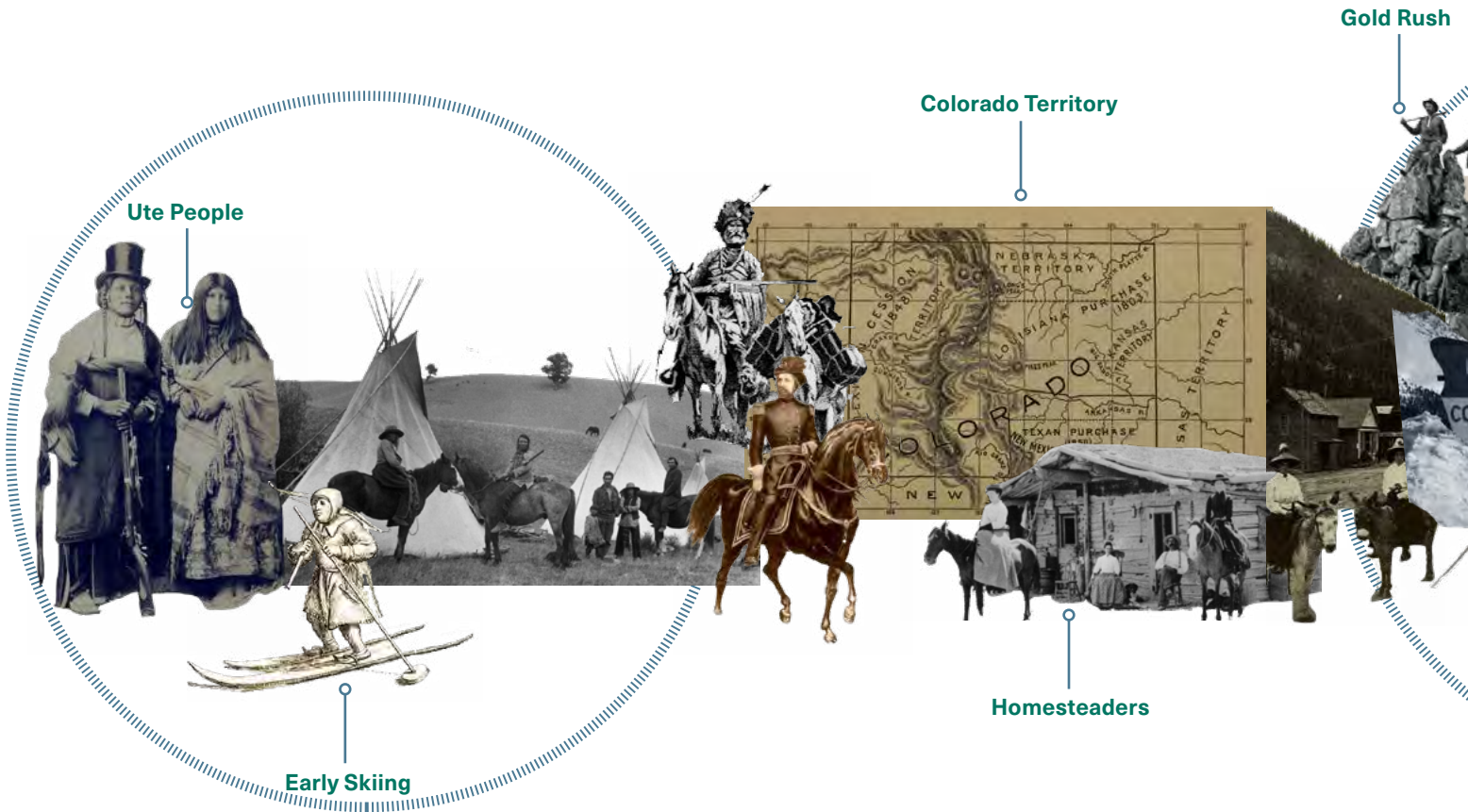
The Town's 2022 median household income was \$101,140, which was only slightly higher than the County (\$100,611) and significantly higher than the State (\$87,598). Nearly a quarter of the Town's households (22.55%) had a household income of \$200,000 or more in 2022, compared to just 15.66% of the County's households, and 13.88% of the State's households. The Town's median household income as well as the income distribution show that a large portion of households are in the higher ranges of annual income.

RACE & ETHNICITY

The majority of the Town's population (78.9%) identifies as "one race" and 21.1% of the population identifies as "two or more races." 76.6% of the Town's population identifies as "white alone," which is similar to the State (76.1%), but lower than the County (83.1%). "White and some other race" makes up the second largest percentage of the Town's population (20.6%), compared to 10% for the County and 6.2% for the State. Just 2.3% of the Town's population identifies as "Hispanic or Latino of any race," which is significantly lower than the County (14.8%) and the State (22.1%). A small percentage of the Town's population reported as "white and Black or African American" accounting for 0.5% of the population.

THE VALUE OF HISTORY

The Town of Frisco boasts a rich history, starting as ancestral lands of the Ute people, evolving into a thriving mining town at the turn of the 20th century, and later becoming a popular ski destination in the 1960s. In 1875, railroad agent Henry Learned identified Frisco as a potential expansion point for the Frisco Line, though the railroad never reached the town. The 1870s saw a mining boom, followed by the Silver Bust and the Great Depression. During the mid-19th century, development in the area was focused on ranching, before the rise of the ski industry transformed Frisco into a tourism hub which attracts over 4 million visitors annually.



Pre-History

PRE-EUROPEAN SETTLEMENT

The area now known as Summit County is occupied by the Ute people. Skiing originates in Siberia and spreads across Europe.

1800

WESTWARD EXPANSION

Following the Louisiana Purchase of 1803, European explorers reach Colorado. The first written record of a visit to Summit County occurs in 1839 by Thomas Jefferson Farnham. In 1843, John C. Fremont "Pathfinder" leads a U.S. Government expedition through Summit County.

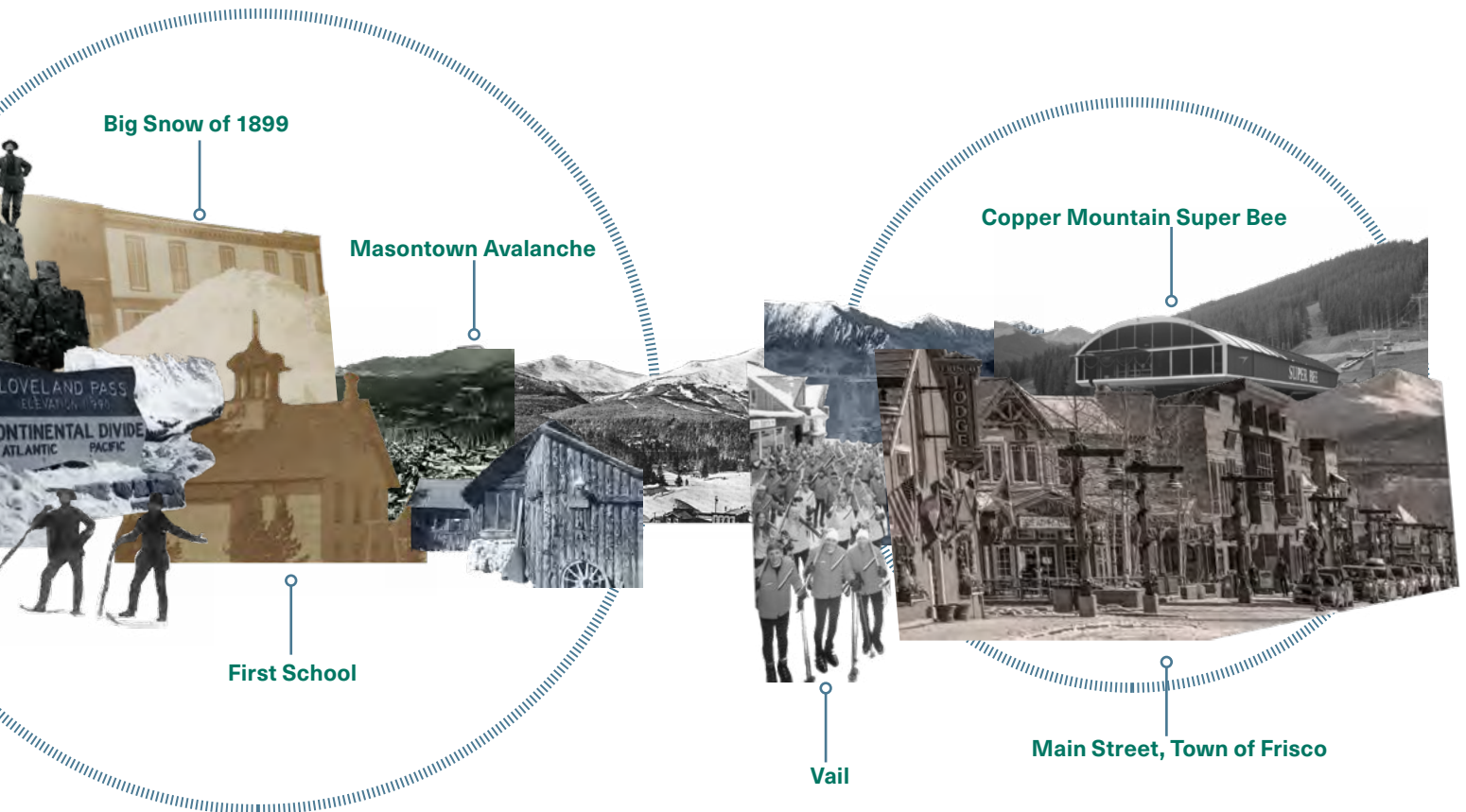
1850

MINING BOOM

The Summit County Gold Rush began on August 10, 1859, in Blue River Valley, the same year as the Colorado Gold Rush. In 1861, the Colorado Territory was formed and in 1862, the Federal Homestead Act was enacted. In 1863, the Colorado Silver Rush began in Montezuma Canyon.

THE VALUE OF HISTORY

Today, the Town of Frisco's rich history blends seamlessly with its vibrant present. Its charming Main Street continues to be a gathering place for both locals and visitors, offering a variety of shops, restaurants, and cultural attractions. While winter sports enthusiasts still enjoy the area, the town has evolved into a close-knit community that thrives year-round. The scenic hiking trails and the Frisco Bay Marina provide opportunities for outdoor recreation, and the Town's commitment to maintaining its heritage ensures a strong sense of pride among its residents.



1900

ECONOMIC DOWNTURN

Like the rest of the country, the Town of Frisco was affected by World Wars I and II and the Great Depression. Electricity was cut off in Town in 1913 and was not restored until 1941. The Town's population dropped to 18 people in 1930. However, the Town of Frisco was one of few mining towns to survive, thanks to a turn to the ranching industry.

1950

SKI BOOM

The Town of Frisco saw increased tourism and population growth starting in the 1960's, following the construction of new ski resorts in Summit County, notably Breckenridge Ski Resort (1961), Vail Ski Resort (1962), Keystone Ski Resort (1970), and Copper Mountain Ski Resort (1972).

2000

VIBRANT MOUNTAIN TOWN

Today, the Town of Frisco is a vibrant community of almost 3,000 residents who value the recreational landscape and small mountain-town character.

PAST PLAN REVIEW

Past and ongoing planning efforts provided crucial context for this planning process and form a baseline of understanding for the Town of Frisco's Comprehensive Plan update. Seven plans were reviewed to identify relevant aspects of policies and/or visions related to comprehensive planning in the Town of Frisco. The following section includes a brief summary of plan names and relevant information.



THREE MILE PLAN, 2018

The Three Mile Plan outlines the location, character, and existing conditions for each of the 17 land areas within three miles of the Town's boundary. This document addresses land use, service, and infrastructure improvement needs in the event of annexation of any of the areas within three miles of the Town's municipal boundaries. Area Description, Land Use, Transportation, Utilities, Community Services, Open Space, and Parks, and Recreation are identified for each land area. Note: This plan is a Colorado state requirement, C.R.S. 31-12-105(1)(e) and it should not be considered an intention of the Town to pursue annexation. The Three Mile Plan will be updated concurrently, and in alignment with the Comprehensive Plan.



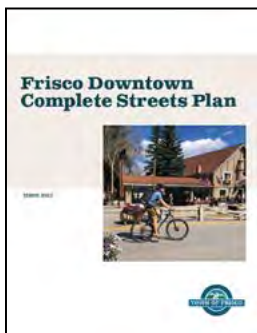
FRISCO COMMUNITY PLAN, 2019

The 2019 Community (Comprehensive) Plan serves as the overarching policy document for the Town, articulating the shared vision and values of the community and identifying strategic actions necessary for implementation. This plan identifies six Guiding Principles, including: Inclusive Community, Thriving Economy, Quality Core Services, Mobility, Vibrant Recreation, and Sustainable Environment, which are utilized as a framework to organize policies, goals, strategies, and actions.



NEIGHBORHOOD PARKS PLAN, 2019

As part of the community outreach process for the 2019 Community Plan Update, a special public meeting was held on November 7, 2018. During this public meeting, four neighborhood parks including Walter Byron, Meadow Creek, Pioneer Park, and Old Town Hall, were identified as priorities for upgrades. This document summarizes community engagement, conceptual park plans, and estimated costs to implement improvements. Current parks updates such as Old Town Hall and Pioneer Park have been stalled due to funding.



DOWNTOWN COMPLETE STREETS PLAN, 2022

The Complete Streets Plan delivers a vision for a connected, multimodal downtown core along Main Street. The Town's transportation options and street networks encourage walking, bicycling, riding transit, and enjoying streets as inviting and vibrant places. It is a roadmap for Town staff and elected officials to make planning, design, and budgeting decisions on streets in the central core area, and a guide for Town design staff, consultants, and private developers who are improving downtown rights-of-way to deliver streets in alignment with the future for the Town. The existing Comprehensive Plan sets out a vision and series of strategies and recommendations for transportation and mobility in the Town of Frisco. This includes connected, year-round multimodal transportation networks that enable residents and visitors to access destinations without relying on the use of automobiles. Granite Street is currently underway on 30% design with future construction in the coming years. Galena Street will initiate design and construction as funding becomes available.

PAST PLAN REVIEW

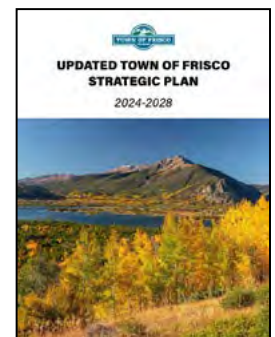
TRAILS & PATHWAYS MASTER PLAN, 2023

This document outlines existing and proposed trails, connections, and wayfinding amenities the Town would like to create or collaborate on with local partners. This update brings in work from the 2022 Complete Streets Plan and is a new and complete planning document that does not require references to the 2017 and 2023 plans for different types of information. Recommendations are organized into nine categories: Connectivity Policies, Wayfinding, Use Management, Winter Policies, New Trails, Frisco Pathway Connections, Peninsula Recreation Area Policies, Backyard Policies, Implementation. Given the recent update to this plan, the Comprehensive Plan recommendations will be aligned to support this more detailed plan.



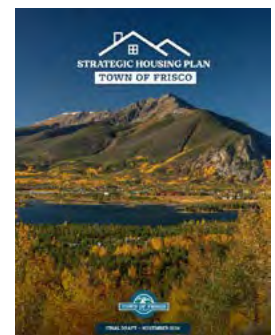
TOWN OF FRISCO STRATEGIC PLAN, 2024

The purpose of this document is to provide clear, concise, and future-focused direction regarding what the Town of Frisco organization is, who it serves, what it does, and why it does what it does. Town Council adopted this plan by resolution at a regular, scheduled Council meeting in July 2024. It will provide the schematic for all who serve in Town government to direct the actions of the Town of Frisco government for the next few years. Externally focused goals outlined in the Strategic Plan will be considered for alignment with this Comprehensive Plan.



TOWN OF FRISCO STRATEGIC HOUSING PLAN, 2024

In October 2024, Town Council approved the Frisco Strategic Housing Plan, which grew out of a year-long, comprehensive, community-driven process to create the first community-wide strategic plan focused on housing. The Plan presents a comprehensive, data-driven, and community-informed approach to addressing the town's most urgent housing challenges. This plan aims to create a balanced, inclusive community where local businesses and residents, particularly the workforce, can thrive by prioritizing the supply of workforce housing, addressing affordability, and overcoming development barriers. Through collaborative efforts and proactive policymaking, the Town of Frisco is well-positioned to meet its long-term housing needs and goals while preserving its vibrant small-town character.



The plan identified the need for an additional 329 workforce units (151 ownership and 178 rental) over the next 10 years. These 329 units are in addition to the workforce units already in the pipeline for construction. The plan identifies 18 priority sites to meet these goals, which would require partnerships and public and private efforts for an approximate investment of \$188 million in the next 10 years; these 18 sites may be identified in the plan as potential locations but there is no definitive plan to purchase or develop these sites at this time.

APPENDIX C

A full summary of these plans and assessment findings is provided in the Past Plans Review Memo, completed in March 2024 (Appendix C). The Strategic Housing Plan was adopted in October 2024, and therefore is not summarized in Appendix C.

INCLUSIVE AND ACCESSIBLE COMMUNITY

The Town and surrounding areas offers four schools, from Pre-K to middle school. Summit Middle school is located just east of Summit Boulevard and Summit High School is located five miles south on Highway 9. There is a police station, two fire stations, and multiple healthcare clinics. The Summit County Library and St. Anthony Hospital are immediately south, outside of the Town of Frisco's boundary.

The map below shows the locations of facilities serving the Town of Frisco's community, including healthcare facilities, libraries, fire stations, schools, and police station.

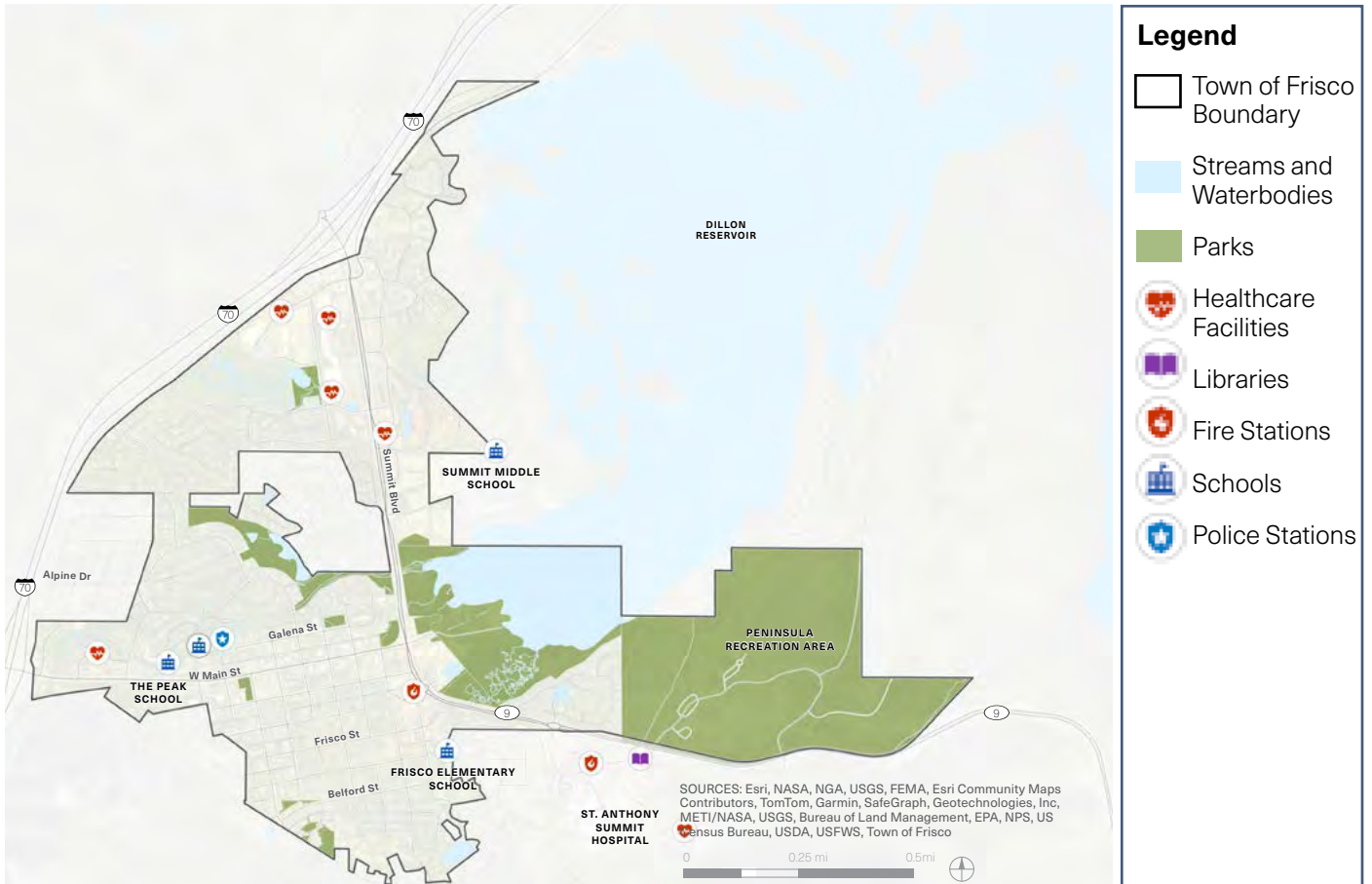


Figure 7: Town of Frisco, Community Facilities Map



*Frisco Elementary,
Source: Town of Frisco*



*Frisco Police at the 4th of July Parade,
Source: Town of Frisco*



*Summit Fire and EMS,
Source: Town of Frisco*

INCLUSIVE AND ACCESSIBLE COMMUNITY



1 Old Town Hall



2 Frisco Historic Park & Museum



3 Foote's Rest



4 Staley-Rouse House



5 Frisco Cemetery



6 Frisco Bay Marina



7 Frisco Day Lodge at Frisco Adventure Park

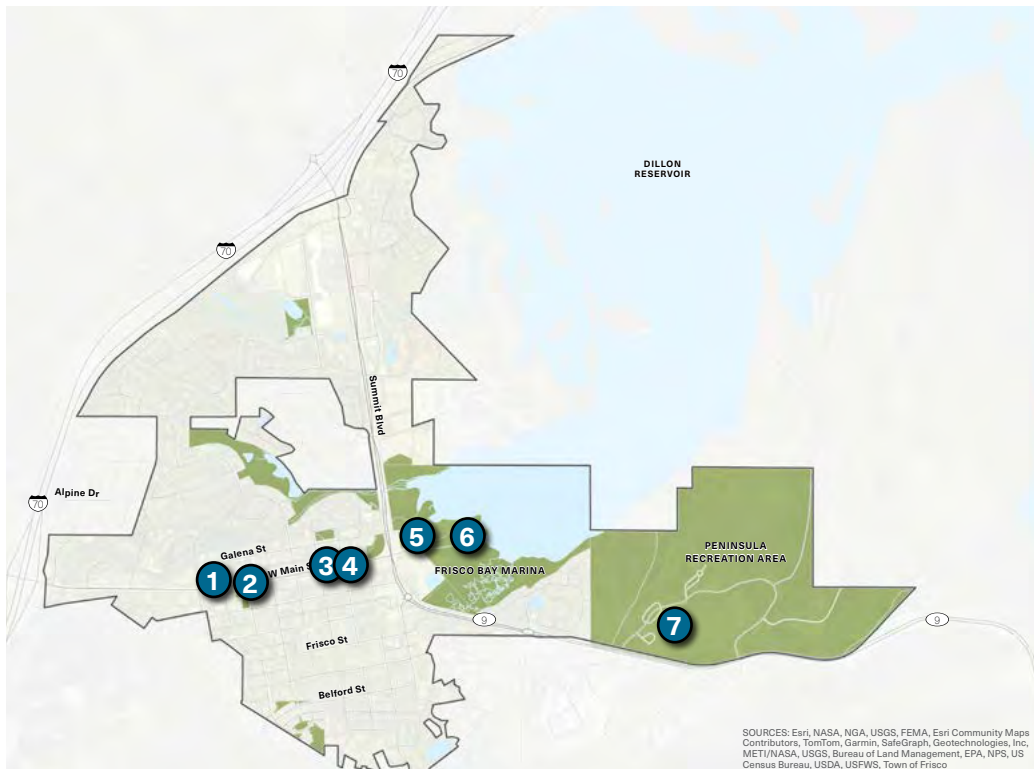


Figure 8: Town of Frisco, Cultural Sites Map

Legend

- Town of Frisco Boundary
- Streams and Waterbodies
- Parks

CULTURAL ASSETS

Today, sites from Main Street to the Frisco Bay Marina preserve the Town's layered history and contribute to the Town's character and identity.

CONNECTIVITY FOR ALL

Interstate 70 (I-70) runs to the northwest of the Town of Frisco, with two primary exits into the community, Exit 203 and Exit 201. Highway 9 (Hwy. 9)/Summit Boulevard runs north to south leading into Breckenridge. The street network is oriented to the Main Street grid from Galena Street to Belford Street. Areas north and south of Town are less formally connected. The transit center is located off Meadow Drive, north of Main Street, near the shopping areas off of Hwy. 9 and I-70.

DRIVING AND PARKING IN TOWN

I-70, Summit Boulevard, and Dillon Dam Road connect vehicles to the rest of the region. As such, Main Street, Dillon Dam Road, and Summit Boulevard see the highest daily traffic volumes, according to annual average daily traffic (AADT) counts collected by the Colorado Department of Transportation (CDOT) in 2022. The Town of Frisco maintains low speeds on all Town roadways, including Main Street, with 10- or 20-mph speed limits. The speed limit on Summit Boulevard, a state-owned county road, ranges from 20 to 50 mph. There is an opportunity to revisit solutions to managing on-street parking in the downtown core. Identifying an approach to parking management will be particularly important as the Town of Frisco works to expand its active transportation network, which may include relocating and reallocating on-street parking.

BICYCLE NETWORK CONNECTIONS

In recent years, the Town of Frisco has made progress in developing the bicycle network to connect with off-road paths and regional trails, especially on the north side. However, dedicated bicycle facilities remain limited within Town, resulting in an incomplete network for accommodating people of all ages and abilities. Bicyclists and pedestrians face additional challenges when traveling across Summit Boulevard to Frisco Bay Marina and the Peninsula Recreation Area. The corridor continues to be a significant barrier for active transportation movement, with few safe crossings connecting active transportation travelers to recreation opportunities and trail routes on the east side, along with many visibility issues, particularly at roundabouts.

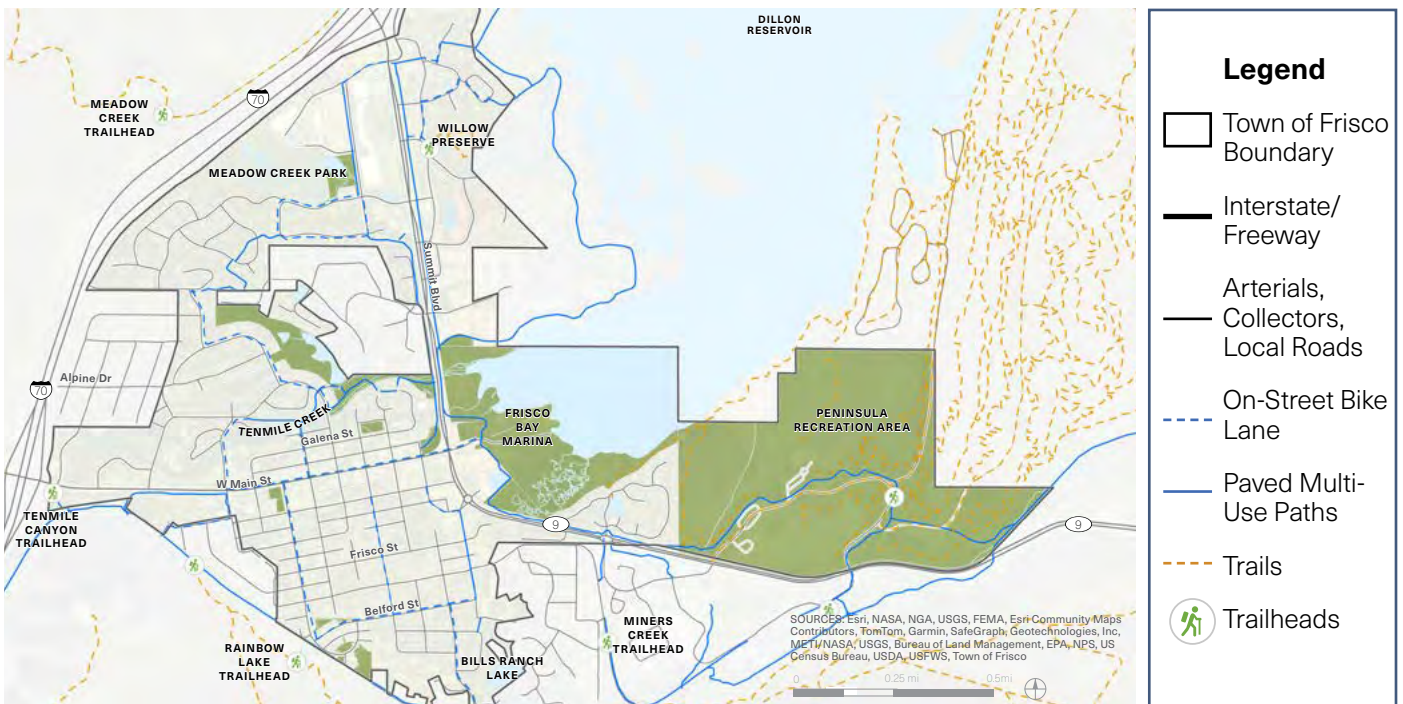


Figure 9: Town of Frisco, Connectivity Existing Conditions Map

PEDESTRIAN CONNECTIONS

Outside of Main Street, much of the pedestrian network includes non-ADA (Americans with Disabilities Act) compliant gravel areas at the roadway edge where people can walk or bike out of the direct travel path of vehicular traffic. Town roads provide less safety and comfort for pedestrians because of the lack of formalized sidewalks and defined curb lines in residential areas. Gaps in sidewalk infrastructure are common near key destinations and amenities such as Safeway, Walmart, and the Frisco Transit Center.

TRANSIT IN THE TOWN OF FRISCO

Summit Stage, Summit County's free public transportation system, and CDOT's statewide bus service transports users between mountain Towns along I-70. Four Summit Stage routes (the Breckenridge, Silverthorne, Copper Mountain, and Lake County Commuter routes) and two CDOT routes (the Bustang West Line and Pegasus shuttle), operate within Town. Despite improvements made by Summit Stage in the past year, bus service remains relatively infrequent and there are no stops within residential neighborhoods. These shortcomings pose many challenges to access and convenience for transit users, making it difficult to rely on the bus system for commuting and highlighting the increasing need to provide local, on-demand service that enhances flexibility and accessibility for the entire Town of Frisco community.

Like many municipalities, the Town struggles with addressing first-and last-mile travel. First and last mile refers to travel between a person's home and a transit stop, and then from the stop to their final destination. While transit might cover the core of riders' trips, in many cases, the first and last legs of transit trips must be completed using other modes of transportation. Without accessible bus stops and appropriate amenities, such as bike racks on buses, pedestrian friendly pathways, and lighting, to enable multimodal trips, bus service in Town is not a viable option for most travelers. The Town of Frisco hopes to prioritize micro-transit as a solution, providing on-demand, point-to-point transit service, especially to hard-to-serve areas.

COMMUTER TRENDS

Town residents are more likely to drive to work (71.5%) when compared to Summit County residents and Colorado residents. However, Town residents are also far more likely to commute by walking, with 7.5% more residents who commute by walking than Summit County residents and 8.7% more residents than Colorado residents. Overall, transit users tend to commute to destinations outside of Town, whereas pedestrians most likely commute within the Town of Frisco. Commuting trends indicate an opportunity for mode shift from driving to walking and bicycling amongst shorter commutes of 30 minutes or less and regional commutes longer than 35 minutes.

FUTURE PROJECTS

The Town of Frisco plans to address some of the existing discontinuity in pedestrian infrastructure. Projects planned for the near future include adding sidewalks to Summit Boulevard near Walmart and building a pedestrian connection across I-70. Additionally, a 2026 project will construct sidewalks and a shared-use path along Granite Street.

TRAFFIC SAFETY

Crash trends provide an understanding of the Town of Frisco's existing roadway network safety conditions. Based on data provided by CDOT, between 2018 and 2022, 210 total crashes occurred in the Town of Frisco, including four crashes (1.9%) that resulted in a fatality or serious injury (also known as a Killed or Serious Injury or KSI crash). Most crashes in Town occurred on Summit Boulevard. This is also where the most severe crashes occurred. Crashes involving bicyclists and pedestrians are also most likely to occur on Summit Boulevard and Main Street, and they are more likely to have severe outcomes.

A DIVERSE & THRIVING ECONOMY

LABOR FORCE

The Town of Frisco has a population of 2,607 residents ages 16-years and over. Of this total, 74% of people are in the labor force with 72.9% employed and 1.1% unemployed. Additionally, 26% of the 2,607 residents ages 16-years and over are not in the labor force, meaning they are not employed or actively seeking employment. The Town has a 1.5% unemployment rate, which is the lowest amongst the County (3.7%) and the State (4.5%).

2,607

Residents are ages 16+.

74%

of residents ages 16+ are in the labor force.

72.9%

of the 74% in the labor force are employed, while 1.1% of those in the labor force are unemployed.

1.5%

of residents are unemployed, which is lower than the County and State.



Town of Frisco Main Street, Source: Town of Frisco

EXISTING INDUSTRY

In 2023 the Town's top five largest industry sectors based on the number of businesses were Retail (17.39%), Professional Services (11.9%), Health Care (11.67%), Accommodation and Food Services (11.44%), and Real Estate (8.24%).

The same five industries accounted for the largest number of workers, with the two largest employment industries being Retail at 23.05% and Accommodation and Food Service at 19.26%.

THE EXISTING ECONOMY IS LARGELY RELIANT ON THE TOWN'S POSITION AS A TOURIST DESTINATION.

Focusing on **local services**, such as personal services, grocery stores, health and wellness facilities, childcare and educational institutions, financial services, repair services, and technology services, **alongside mixed-uses** like residential spaces combined with cafes, retail shops, and office spaces, may help diversify the economy for the future.

REAL ESTATE TRENDS & FORECASTS

THE TOWN'S MARKET FOR RETAIL SPACE IS VERY STRONG.

- Retail occupancy is extremely high (99.8%), with vacancy rates projected to remain low over the next five years (0.2%-2.4%).
- Asking rent has been greater than market rent since 2017, a positive that can be interpreted to mean that there is sufficient demand to lease space without offering incentives or to lease space to competing tenants who are offering rental rates greater than market rate.

THE TOWN'S MARKET FOR OFFICE AND FLEX SPACE IS STRONG, BUT SLIGHTLY LESS CERTAIN THAN THE RETAIL SPACE MARKET.

- Occupancy rates of office spaces are strong (97.7%). Vacancy rates are projected to remain low over the next five years.
- Despite relatively low vacancy rates over the past 10 years, asking rent, or the rent paid after concessions are applied to rental rates, has remained below market rental rates since 2014, indicating that there has been insufficient demand within the market to lease space without offering incentives. As of April 2024, asking rent was above market rent for the first time in a decade, indicating a positive shift for demand within the market.

THE TOWN'S MARKET FOR HOSPITALITY IS STABLE.

- Occupancy for hospitality properties in the Town is average (58.7%) within the context of the State (64.5%) and the County (55.8%).
- The Town has 11 existing properties spread amongst different classes and price points.
- Hospitality providers in the Town saw a steady increase in average daily rates and revenue per occupied room between 2015 and 2024.



Town of Frisco Retail Property Example: Highside Brewery



Town of Frisco Office Property Example: Beaver Plaza



Town of Frisco Hospitality Property Example: Hotel Frisco

HOUSING AFFORDABILITY

Concurrent to this comprehensive planning effort, the Town of Frisco developed its Strategic Housing Plan which was officially adopted by the Town Council on October 22, 2024. The core objective of this effort was to craft feasible and balanced policies and implementation strategies that support a vibrant, sustainable, year-round community that is welcoming to all, in alignment with the Town's adopted overarching vision, Guiding Principles, and goals. This section summarizes the key findings outlined in the Strategic Housing Plan to ensure they are well integrated and aligned with the Comprehensive Plan.

HOUSING TENURE AND TYPE

The Town of Frisco has a homeownership rate of approximately 53.9%, significantly lower than the national average of 64.8% (Data USA). This suggests a higher reliance on rental housing compared to owner-occupied homes, indicating an imbalanced distribution between the two and a potential challenge in housing stability for residents. The housing market is characterized by a high proportion of homes used as second residences or short-term rentals, with fewer properties occupied year-round by permanent residents. The Town's strong tourism economy, coupled with high real estate prices, has created a market where many properties are owned by non-local individuals or investors.

THE TOWN OF FRISCO'S STRATEGIC GOAL IS TO HAVE 50% OF ITS HOUSING STOCK OCCUPIED BY YEAR-ROUND RESIDENTS, INCLUDING MARKET-RATE HOMEOWNERS AND RETIREES.

Achieving this ambitious target will require a multifaceted approach, combining deed-restricted housing, redevelopment projects, and policy reforms that encourage the development of both affordable and market-rate housing. This diverse strategy ensures that the Town of Frisco's housing goals are not solely dependent on subsidies or regulations, but instead foster a balanced housing market that supports the needs of both residents and the local workforce.

SHORT TERM RENTALS

Short Term Rentals (STRs) began increasing with the introduction of vacation rental platforms around 2012-2013. Impacts to long-term housing inventory is first addressed in the SCHA 2016 needs assessment. The data collection point in 2017 by SCHA indicated "Since the second quarter of 2017, the number of active short term rentals in Summit County has increased by nearly 1,500 from 8,346 in the second quarter of 2017 to 9,803 in the second quarter of 2019."

SPECTRUM OF HOUSING NEEDS

Housing is considered affordable when monthly costs do not exceed 30% of a household's gross income. The housing bridge, illustrated below, offers a visual representation of housing affordability for Frisco's residents and workforce. It displays the percentage of households within various income ranges, the type of housing likely needed, and where the market provides housing at different price points.

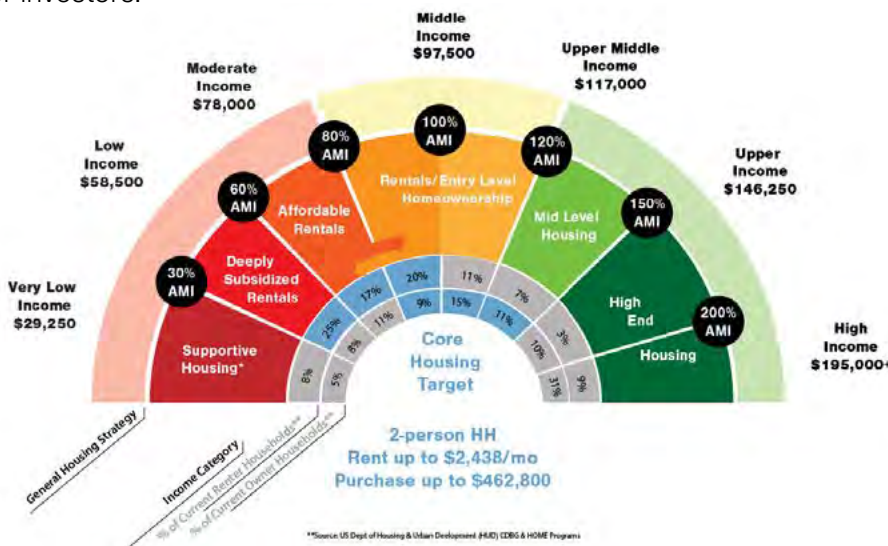


Figure 10: Town of Frisco, Spectrum of Housing Needs, Source: Town of Frisco Strategic Housing Plan, 2024

HOUSING AFFORDABILITY

The Town of Frisco's housing stock is varied but faces challenges in meeting the need for both affordable and employee housing. The Town has seen an increase in short-term rentals, which has further reduced the availability of long-term housing options. As demand for housing continues to outpace supply, particularly in a market where many homes are used as second residences or short-term rentals, rental rates have surged. This has created a situation where local workers and families are increasingly priced out of Town, further exacerbating housing affordability issues and pushing many residents to seek housing outside of the Town of Frisco. The rising cost of homeownership thus directly impacts the rental market, contributing to the overall housing strain in the Town. Moreover, housing mobility presents a distinct yet related challenge, closely tied to issues of affordability. When residents are unable to transition from a starter home to a subsequent property, these homes remain occupied, thus preventing their availability to new individuals.

APPROXIMATELY 48% OF HOMEOWNERS AND 70% OF RENTERS IN THE TOWN OF FRISCO ARE CONSIDERED COST-BURDENED, SPENDING MORE THAN 30% OF THEIR INCOME ON HOUSING.

OWNERSHIP AFFORDABILITY

The ability of working households to afford to buy a home in the Town of Frisco is extremely challenging. Approximately three-quarters (70%) of owner households have annual incomes under \$195,000 (200% of the Area Median Income (AMI)) and need homes priced below approximately \$617,100. Only two listings (5%), both studios at Basecamp, are currently listed for under \$617,100 and 16% of sales in 2023 (including multifamily and deed restricted properties) were priced under \$617,100, leaving working households with very few affordable housing options.

RENTAL AFFORDABILITY

There is a distinct mismatch between the distribution of renter households and the available rental units on the market. While 80% of renter households earn 120% AMI or below, there are zero available rentals in the Town of Frisco that fall within this income band.

AFFORDABLE HOUSING

A dwelling unit that is restricted in perpetuity to occupancy by individuals meeting the income limitations and occupancy standards as established from time to time by the Town or the Summit Combined Housing Authority.

SUMMARY OF HOUSING NEEDS

The Strategic Housing Plan for the Town highlights a significant shortfall in available and affordable housing for all income levels, particularly for the local workforce. Addressing this gap is critical to ensuring that the community remains livable for its workforce and can continue to support economic growth.

680

**Total Housing Need
(All Income Levels)**

This represents the total number of housing units required across all income levels to meet the housing needs of the community.

351

**Current Pipeline and Future Market
Rate Units**

This figure accounts for housing units already in development (pipeline projects) and those available at market rates. However, these units alone will not fully address the community's housing needs, as they may not be affordable for the local workforce.

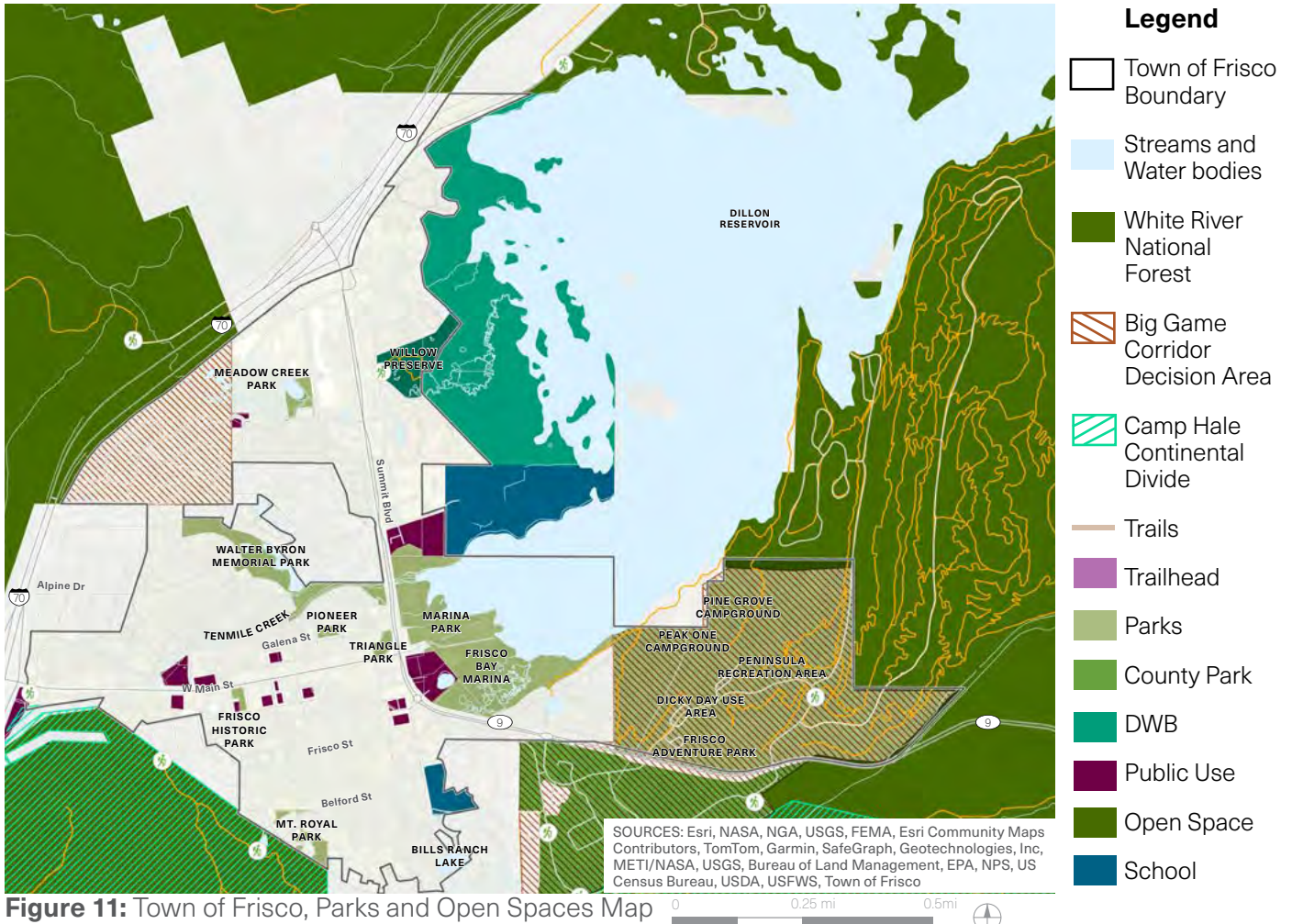
329

Remaining Workforce Housing Gap

After considering pipeline and market rate housing, there remains a gap of 329 units needed. These are the units necessary to ensure that local workers have access to affordable housing options. This total incorporates 151 ownership units and 178 rental units.

CONNECTION TO NATURE

The Town of Frisco maintains and operates 16 miles of recreation paths throughout Town and 240 acres of park space, including a tennis court, a sand volleyball court, a baseball field, a pickleball court and disc golf course. Playgrounds are located at Walter Byron Park, Marina Park, and Meadow Creek Park. The White River National Forest (USFS) surrounds a significant portion of the Town of Frisco with several trailheads and trails originating in Town and drawing regional visitation.



SENSITIVE SPECIES HABITAT AREAS

Although no critical habitats or national wildlife refuges exist within the Town limits or immediate surrounding area of the Town of Frisco, there are several important habitat areas, which include the state listed Important Bird Area (IBA) directly west of the Town; the Meadow Creek site, located between Dillon Reservoir and the Gore Range, which has very high biodiversity significance; and the wetlands in the Town of Frisco that are essential ecosystems providing vital support to diverse plant and animal life adapted to saturated conditions.

ECOSYSTEMS IN TOWN

The Town's climate is profoundly influenced by its high elevation within the Rocky Mountains, which brings cooler temperatures compared to lower-lying areas. The surrounding mountainous terrain plays a critical role in shaping weather patterns, altering wind directions and precipitation distribution across various elevations and slopes. The landforms surrounding the Town of Frisco include valleys, ridges, and plateaus, sculpted by glacial and fluvial processes. Wetlands play a crucial role in regulating water dynamics, supporting diverse habitats, and contributing to overall landscape biodiversity.

16
Miles
of recreation paths

240
Acres
of park space

NATURAL AREAS

The Town of Frisco is faced with the challenge of managing highly used natural areas while maintaining resource protection.

The Town of Frisco faces the challenge of managing heavily used natural areas while ensuring the protection of its resources. Identifying high-priority recreation areas and ecologically sensitive areas will highlight where recreation and the wildland interface is of the highest concern. Regular monitoring visitor use patterns, environmental conditions, and ecosystem health in these areas will provide insight into the effectiveness of management strategies. The data can be used to inform adaptive management decisions and adjust management practices as needed to maintain the balance between recreation and conservation objectives.

THE TOWN OF FRISCO'S OPEN SPACES AND PARKS ENCOMPASS FORESTS, WETLANDS, MEADOWS, RIPARIAN ZONES, AND DESIGNATED PARKLANDS.

These areas support biodiversity, offer recreational opportunities, and contribute to water quality and scenic beauty. Popular parks in Town include Walter Byron Park, Meadow Creek Park, and Frisco Adventure Park.

Dillon Reservoir, adjacent to the Town of Frisco, is an integral part of the local landscape, playing a pivotal role in the hydrological system of the Upper Colorado River Basin, acting as a key water storage facility that regulates stream flow and supports water quality. It provides critical ecosystem services including water purification and flood mitigation.

THE DILLON RESERVOIR IS BORDERED BY THE WHITE RIVER NATIONAL FOREST, WHICH SPANS 2.3 MILLION ACRES.

This vast tract of forested land is crucial for maintaining biodiversity, offering extensive habitats for wildlife, and providing a buffer for the watershed.



Dillon Reservoir

WATER SOURCES

Over the five years covered by the last water efficiency plan, approximately 2/3 of the Town's water supply was sourced from groundwater, with the remaining third from surface water diversions.

WATER USAGE

Residential water consumption in Town accounts for over half of the Town's total water usage. Major consumers in the commercial sector include the hospital, commercial laundry facilities, and restaurants.

WATER CONSUMPTION

The Town provides water services within its incorporated Town boundaries as well as neighboring unincorporated areas. The demands on water fluctuate seasonally based on visitation and water usage for snowmaking. It is important to note that ski resorts maintain independent water rights for snowmaking and other purposes, separate from the Town's supplies. Water used for snowmaking is restricted to 30-acre feet per year, sourced from groundwater wells. Residential water consumption dominates in Town, accounting for over half of the Town's total water usage. Industrial water usage is minimal within the Town, while major consumers in the commercial sector include the hospital, commercial laundry facilities, restaurants, and breweries.

CLIMATE CHANGE

Recent trends influenced by climate change have raised concerns about long-term water security. Shorter and warmer winters have led to reduced snowpack levels, resulting in reduced water availability during the critical spring and summer months when demand is highest. Likely trends of higher wildfire incidence and increased heat present additional challenges for both natural and built infrastructure to remain resilient. This can include protecting the watershed as well as the aquifers, preparing for more weather variability and increasing the ability of the Town to function in situations with limited resources such as potable water and electricity.

INCREASED DEVELOPMENT

As the community grows, the Town of Frisco needs to consider how future development will impact water availability.

Increased development can strain existing infrastructure, necessitating upgrades to roads, sewage treatment facilities, and water systems that were originally designed for smaller populations. Additionally, the construction on mountain terrains often requires significant alteration of the landscape, which can increase the risk of erosion of natural waterways, degrading the quality of the water, making it less suitable for drinking, recreation, and wildlife. In addition to a growing population, the Town of Frisco must address the water needs of new developments, such as Lake Hill and Bill's Ranch, if they are annexed into the Town or connected to its water service.

FLOODING

The Town is vulnerable to flooding and local infrastructure is designed to handle the runoff from Tenmile Creek which plays an important role in mitigating flood risks. The Town's stormwater management systems, including strategically placed culverts and retention basins, have been developed to effectively manage the water levels during heavy rainfall, minimizing the chances of overflow. The Town of Frisco has implemented comprehensive land-use policies and zoning regulations that discourage construction in flood-prone areas, particularly along the banks of Tenmile Creek. This ensures that residential and commercial developments are situated in locations with lower flood risk. The Town also actively maintains its natural drainage systems, preserving the integrity of local creeks and streams to handle sudden influxes of water.

FIRE

The western region of the Town of Frisco exhibits the highest probability of wildfire burn. This area is characterized by dense

A RESILIENT ENVIRONMENT

forest cover, predominantly comprising USFS land.

In contrast, the urban center of the Town of Frisco shows much lower burn probabilities due to features and materials considered non-burnable including roads, buildings, and irrigated areas. Peninsula Recreation Area and Peak One Park both have areas with moderate burn probabilities combined with lower tree density and higher open grassland producing moderate flame lengths.

The intersection of the wildland-urban interface (WUI) with burn probability presents a critical area of focus for wildfire risk management. The WUI, where human developments meet or intermingle with natural vegetation, is especially prevalent in the areas of Town that border densely forested areas.

Wildfire is a natural hazard that the Town of Frisco has faced historically and will continue to combat with increased risk

as the local temperatures rise and the chance of drought increases. Lodgepole pine forests are highly susceptible to wildfires, especially in regions prone to drought and high temperatures.

WATER MANAGEMENT SHOULD BE CONSIDERED THROUGH THE LENS OF WILDFIRE.

Planning for high-intensity wildfires in watersheds can help the Town avoid disruptions to water treatment for the community. Water conservation should be considered in context with recreation. As the Town grows, the management of both USFS land and the WUI will be critical issues, with direct implications for biodiversity and ecosystem health.

WILDFIRE RISK

The intersection of the wildland-urban interface (WUI) with burn probability presents a critical area of focus for wildfire risk management. The WUI, where human developments meet or intermingle with natural vegetation, is especially prevalent in the areas of Town that border densely forested areas.

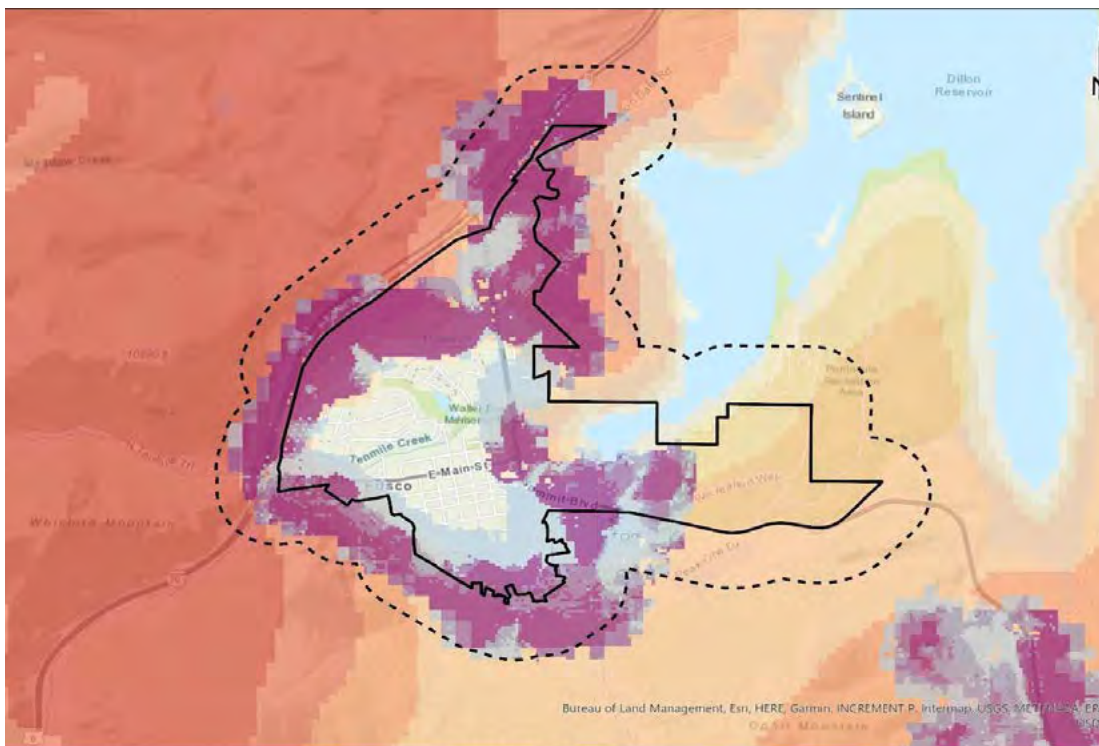


Figure 12: Town of Frisco, Wildfire Risk Map

Legend

- Town of Frisco Boundary
- Town Boundary Buffer
- Lowest Risk
- Medium Risk
- Highest Risk
- Low
- Moderate
- High
- Highest

DRIVERS & TRENDS

The Town of Frisco's existing strengths, opportunities, and challenges, identified through existing conditions assessments and community feedback indicate there is a need for balanced growth that diversifies housing and the economy, preserves the environment, and maintains the historical character and a close-knit sense of community. This section discusses four major drivers and trends that may influence and inform decisions relative to each of the six Guiding Principles (A Inclusive and Accessible Community, Housing Affordability, A Resilient Environment, Connection to Nature, Connectivity for All, A Diverse and Thriving Economy).

Trend #1: Limited population growth is projected, but affordable housing stock is insufficient to meet demand.

LIMITED GROWTH

Between 2017 and 2022, the Town of Frisco experienced a population decrease. Population is stable, with limited growth projected over the next five years.

2,987
People

(-87)

Decrease
in Total
Population
2017-2022

2,900
People

STABILIZING GROWTH TRENDS

The Town of Frisco's population is likely to remain stable over the next several years. Between 2012 and 2017, the Town of Frisco experienced significant growth, with an overall increase of 11% for residents. This growth rate is slightly higher when compared to the county (7%), and the state (8%). Between 2017 and 2022, the Town's population decreased by -3%, equating to a population loss of 77 people over that five-year period.

CHANGING HOUSEHOLD DEMOGRAPHICS

Although the Town's population decreased by 3% between 2017 and 2022, households increased by 11% for the same time period (occupied households). This is likely due to second homeowners making the Town their full-time residence. In addition, data shows that the Town of Frisco's household size decreased from an average of 2.52 in 2017 to 2.22 in 2022, which may indicate that newer residents are retired, empty-nesters, or couples without children.

FINDING SOLUTIONS FOR AFFORDABLE HOUSING IN THE MIDST OF VACATION HOMES AND SHORT-TERM RENTALS LACK OF HOUSING SUPPLY IS DRIVING DEMAND

Based on community feedback, affordable housing is a critical issue highlighted by many respondents, with a strong emphasis on the need for more housing options for full-time residents rather than short-term rentals and second homes.

The Town's housing stock is varied but faces challenges in meeting the demand for affordable housing. The Town has seen an increase in short-term rentals, which has impacted the availability of long-term housing options.

HOUSING GAP

By 2034, the affordable housing market in Town is projected to have a gap of approximately 329 units that will not be met by market forces alone.



151 sale
units



178 rental
units

Trend #2: The Town of Frisco's workforce relies on housing in surrounding areas and commutes into the Town of Frisco for employment.



SUMMIT BOULEVARD AND MAIN STREET ARE THE CROSSROADS OF TOWN...AND SUBSEQUENTLY EXPERIENCE THE MOST TRAFFIC

The major network links in and out of the Town of Frisco, Summit Boulevard and Main Street, see the largest average daily traffic volumes, and concentrations of crashes reflect this.

- 82.21% of all 2018-2022 crashes occurred on Summit Boulevard or at Summit Boulevard intersections.
- 20.19% of all 2018-2022 crashes occurred on Main Street or at Main Street intersections.
- Of the four KSI (Killed or Serious Injury) crashes that occurred in Frisco from 2018-2022, three resulted in the fatality or serious injury of someone not traveling by motor vehicle.

- Pedestrian crashes, including the single fatal crash, occurred at points on Summit Boulevard, where pedestrians must cross to continue along sidewalks or other designated pedestrian routes.
- Bicyclist crashes were more common on Main Street, which includes shared lanes but no dedicated bicycle infrastructure between Madison Avenue and 7th Avenue.



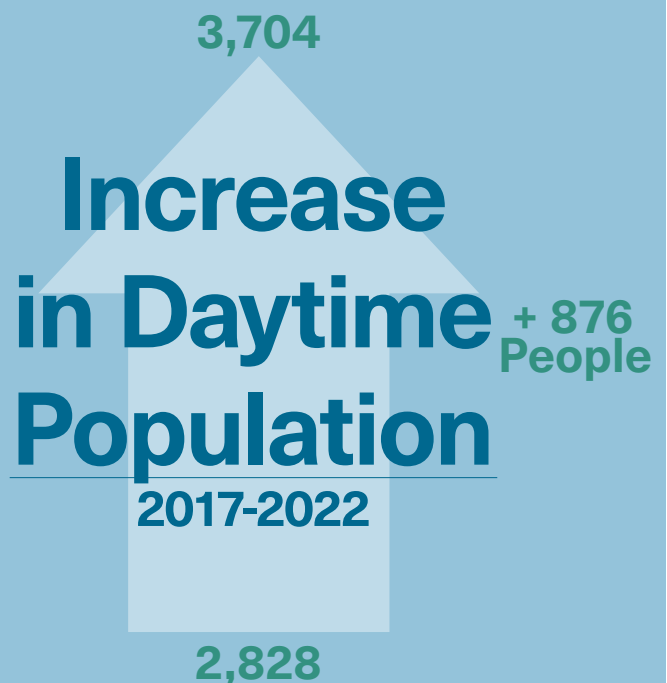
Summit Blvd. and Main Street, Source: Town of Frisco

THE TOWN OF FRISCO'S DAYTIME POPULATION INCREASES BY 30%

More people are commuting into Town for work than those who are commuting out, suggesting that the Town of Frisco's workforce is largely supported by housing outside of Town boundaries.

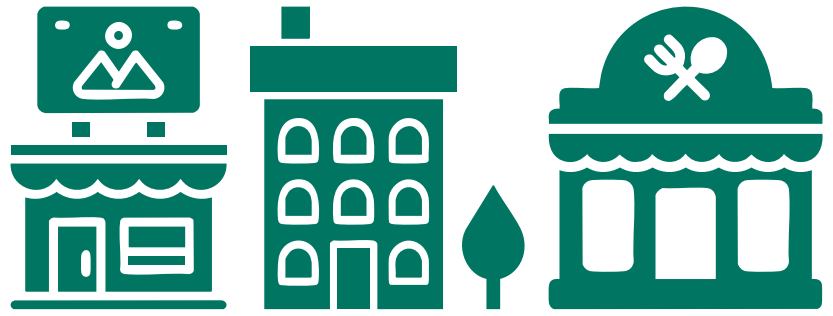
Based on an estimated total population of 2,828 residents for the Town in 2024, the Town's daytime population increases to an estimated 3,704 people, equating to an increase of 30.98%.

Source: ESRI Business Analyst and Replica Transportation Assessment



DRIVERS & TRENDS

Trend #3: The Town of Frisco's current businesses and workforce are weighted towards retail trade, accommodations, and food and beverage industries.



THE TOWN OF FRISCO'S ECONOMY IS DRIVEN BY TOURISM

Approximately 62% of the Town of Frisco's 447 businesses are in Retail, Professional Services, Health Care, Accommodation / Food Services, or Real Estate and account for 42.3% of the Town of Frisco's employees (ESRI Business Analyst, 2024).

These figures are consistent within the region, as 29.8% of Summit County's businesses are in Accommodation / Food Service or Retail industries, accounting for 45.2% of Summit County's employees.

ECONOMIC DIVERSIFICATION.

A need exists to diversify the Town's economy to support the existing local workforce with day-to-day services, and to provide a greater diversity of job opportunities from that of tourism-based business to day-to-day services. Survey respondents showed that future businesses in Town should focus on increasing childcare services (33%), community/civic spaces (20%) (*ex: Coffee shops, co-working spaces, bookstores, restaurants and cafes, fitness centers/gyms, retail stores, breweries or distilleries, art galleries or studios, event venues, and farm-to-table markets*), and entertainment/experiential retail (18%) and focus on programs, services, and business opportunities that primarily serve local, full-time residents. Feedback highlighted a general support of the tourism economy; however, respondents shared a wide range of concerns related to an over-reliance or focus on tourism-based services, programs, and amenities.



Town of Frisco Adventure Park Sleigh Rides, Source: Town of Frisco

Trend #4: Current infrastructure is adequate, but additional planning is needed to ensure the current level of service can be maintained over time.

IMPACTS TO CAPACITY

Future development in the Town of Frisco may lead to increased travel to and from the area, potentially increasing vehicular congestion and parking demands. Development planning and investment must consider how infrastructure will keep pace with increased demand and public services. Simultaneously, opportunities exist to create more walkable and bikeable areas, encourage active transportation, and reduce the reliance on personal vehicles, long-range car trips and traffic congestion.

This following table on Annual Average Daily Traffic (AADT) shows the anticipated traffic on Summit Boulevard and other roadways. The future CDOT projects indicate 10% increase in AADT volumes in the next 10 years on average across all segments of Summit Boulevard within Town. This shows Summit Boulevard and Main Street will experience heavier traffic flows in the future, regardless of new development in the area, if no measures are taken to encourage and support alternative modes of transportation. The Town of Frisco should prioritize infrastructure that supports active transportation and transit to help manage the influx of trips generated by new development and encourage a shift in commuter mode choice, thereby mitigating increases in motor vehicle traffic volumes and parking demand.

ROADWAY	LOCATION	AADT	SPEED LIMIT
Main Street	I70 to Summit Boulevard	7,300	20 MPH
Dillon Dam Road	Summit Boulevard to Lakeview Terrace	6,300	20 MPH
Summit Boulevard	I-70 Overpass	25,000	20-35 MPH
Summit Boulevard	I-70 Overpass to Main Street	26,000	35 MPH
Summit Boulevard	Main Street to Granite Street	24,000	35 MPH
Summit Boulevard	Granite Street to Eastern Town Boundary	23,000	35-50 MPH

WATER SERVICES ARE ADEQUATE BUT REQUIRE PLANNING

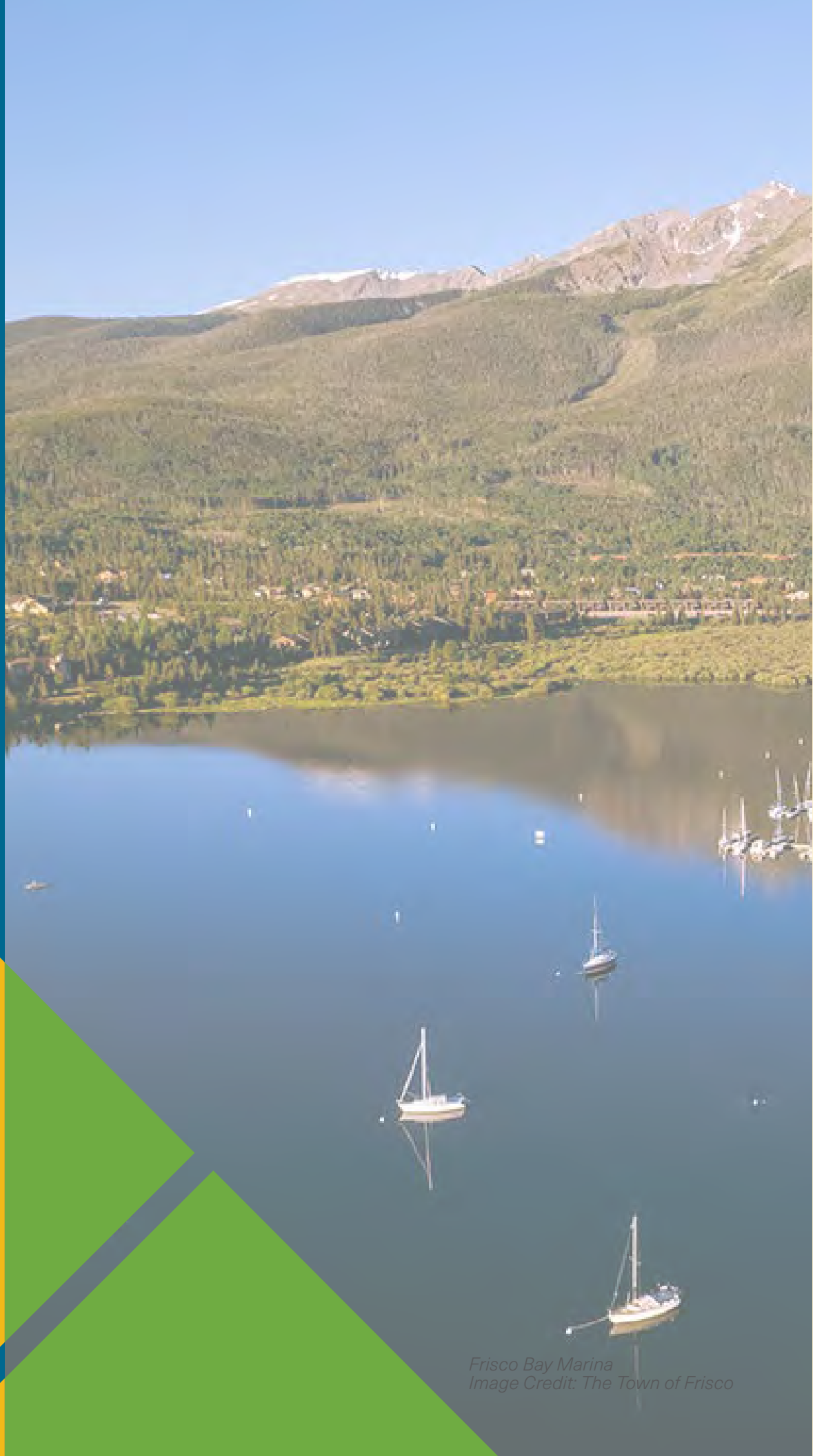
Water services have been proactively planned for by the Town, and sewerage treatment has been planned for by Frisco Sanitation District. There are ongoing efforts to plan for both. As of this time, there are no hard limits identified that would cause the Town to have to hard cap on development due to water resources. However, the withdrawal of water from wells is based on a complex hydrological set of attributes that involve some uncertainty and risk. Having to rely on underground water is less preferable than using surface water to meet Town needs and brings with it greater long-term unknowns. Continuing to focus on protecting the watersheds beyond the Town's boundary that support clean and usable surface water while also building on the existing water conservation efforts will help ensure clean water is available in the longer term.

The Town of Frisco is currently experiencing a downward trend in water loss, due to accurate data. The water system is inspected every three years by a private water loss inspector to meet industry standards. Recent repairs to leaks has improved water pressure effectively. The fire district conducts studies throughout the year, and the sanitation district utilizes the water to flush its system.

THE TOWN OF FRISCO'S WATER CONSUMPTION

686 Acre Feet of water were consumed in 2022, equating to approximately 196,000 gallons per person per year. Water is comprised of about **60% surface water** and **40% ground water**.

4



*Frisco Bay Marina
Image Credit: The Town of Frisco*



FUTURE LAND USE

The Future Land Use Map (FLUM) is a critical component of comprehensive planning to guide long-term development and land use decisions. A FLUM ensures development is consistent with the Frisco community's long-term vision and goals for desired future development pattern 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.

FUTURE LAND USE

FUTURE LAND USE MAP

The Future Land Use Map (FLUM) is not zoning but can help to support future decisions related to zoning and policy. 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, it is the intention that it will be updated to integrate the broad direction from the Comprehensive Plan and the specific direction of the Future Land Use Map and Classifications.

FUTURE LAND USE CLASSIFICATIONS

The following land use classifications outline character and design criteria for the land uses and districts shown on the FLUM. These serve as a framework for the growth and resilience of the community by fostering places for social interaction, ensure access and longevity of natural resources, and support the economic vitality of the Town of Frisco to promote a high quality of life for all residents.

Character imagery in this chapter conveys the design intent, typical scale, and form of these future land uses, illustrating design expectations without prescribing exact architectural styles. Whenever possible, imagery from the Town of Frisco is used, supplemented by visuals from other mountain communities when they provide strong precedents for context-sensitive growth.

ORGANIZATION

The following pages define the land uses categories shown on the Future Land Use Map in Figure 13. Each category includes a description of the character and supported uses to inform future decision-making. The subsequent design criteria provide direction for how to consider the Guiding Principles within each category in relation to connectivity, parks, open space and civic spaces, economy, sustainability, and equity.

COMMUNITY ENGAGEMENT AND FUTURE LAND USES

Pop-up event activities and the community survey in Engagement Window#1 asked participants what types of future land uses they would like to see more of and where, given four areas of the Town: “West Main St.,” “Summit Boulevard.,” the “Gateway District” (area near I-70 Exit 203 and Dillon Dam Rd), and the “Central Core/Downtown Area”. Based on feedback, there was significant interest in industrial, warehouse, and makerspaces in the Gateway District and along Summit Boulevard. Accommodations, and Commercial and Retail spaces were supported in all four areas. Of all four areas, Summit Boulevard received substantial support for Office Space and a desire to maintain Light Industrial areas to the east. These areas and land uses represent opportunities to expand industry and employment opportunities in the Town of Frisco and to diversify the Town’s economy.



Lake Dillon in Fall
Image Credit: Design Workshop

FUTURE LAND USE MAP

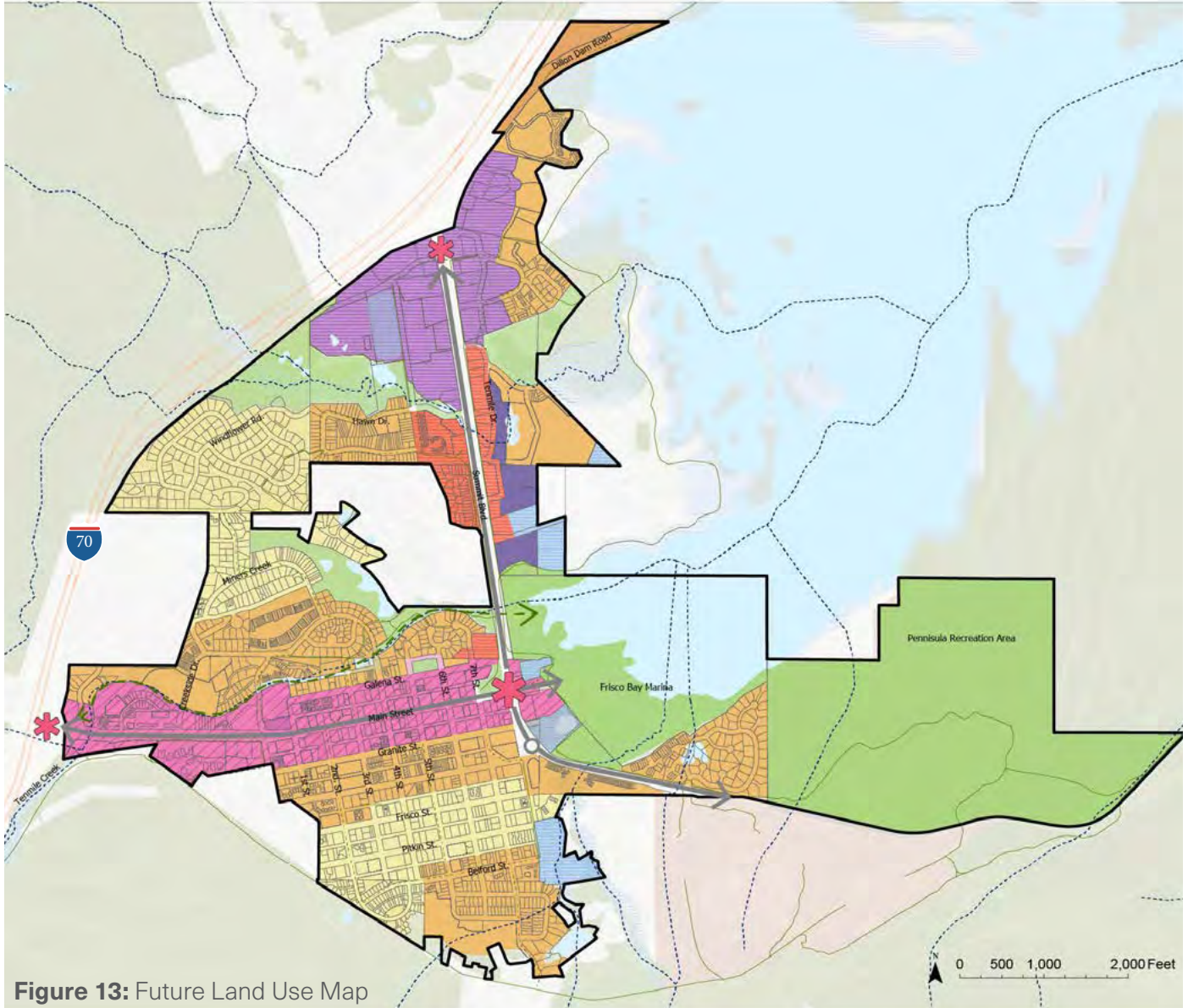










Figure 13: Future Land Use Map

MAP LEGEND





-  Gateway
-  Town of Frisco Boundary
-  Interstate Highway
-  State Highway
-  Pathways and Trails
-  Greenway

LAND USE CATEGORY

-  Residential Neighborhood (Low to Mid Density)
-  Residential Neighborhood (Mid-to-High Density)
-  Summit Boulevard District
-  Main Street District
-  Gateway District
-  Office and Industrial Innovation District

-  Parks and Open Space/ Civic Space
-  Public Facilities

ENVIRONMENTAL FEATURES

-  Water Bodies
-  100-year Floodplain
-  Wetlands
-  Creeks and Streams

LAND USE CLASSIFICATIONS

RESIDENTIAL NEIGHBORHOOD (LOW-TO-MID DENSITY)

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.



Character Imagery

DESIGN CRITERIA

Supported Uses: Residential Units 1 to 8 DU per acre. This includes single family homes, accessory dwelling units (ADUs), cluster housing, Townhomes, duplexes, triplexes, and affordable housing. Buildings should not exceed 3 stories.

Connectivity: Street should maximize space for active transportation and be designed with narrower widths to encourage traffic calming with five feet wide detached sidewalks, when possible. Streets allow ADA and the Public Right-of-Way Accessibility Guidelines (PROWAG) for accessible sidewalks and curb ramps, designing pathways on-street parking is allowed. Streets should include landscape such as street trees.

Parks, Open Space and Civic Space: Promotes access to open spaces and parks. Limits impacts to environmentally sensitive areas.

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.

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 landscape should be required.

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.

LAND USE CLASSIFICATIONS

RESIDENTIAL NEIGHBORHOOD (MID-TO-HIGH DENSITY)

DESIGN CRITERIA

Supported Uses: Residential units at 4 to 20 DU per Acre. This includes single family homes, accessory dwelling units (ADUs), cluster housing, townhomes, duplexes, triplexes, small-scale apartments, condominiums, and affordable housing. Buildings should not exceed 3 stories.

Connectivity: Streets should be designed as complete streets, including accessible sidewalks (minimum of five feet wide), bikeways (minimum of eight feet wide), 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.

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 design.

Economy: As the Town of 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 the Town's workforce that commutes daily, thereby decreasing infrastructure costs and raising property tax revenues.

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 landscape should be required. Increased access to transit and walkability can reduce vehicle trips.

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.

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.



Character Imagery

LAND USE CLASSIFICATIONS

SUMMIT BOULEVARD DISTRICT

CHARACTER

The Summit Boulevard 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 of a 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.



Character Imagery

DESIGN CRITERIA

Supported Uses: Residential units such as apartments, condominiums and live/work units ranging from 12-30 DU/acre. Office, professional services, and flexible workspaces and affordable housing 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.

Connectivity: Summit Boulevard should meet the Colorado Department of Transportation Statewide Transportation Plan objectives. The Town and CDOT should be partners in ensuring the Summit Boulevard/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.

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.

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 the Town of Frisco an attractive place to live, to start and/or grow businesses and to seek employment.

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.

Equity: Encouraging free-market projects to include a minimum of 10-20% of units as affordable to a certain percentage of AMI supports inclusion in larger projects. Encourage larger units to support families and employees.

LAND USE CLASSIFICATIONS

MAIN STREET DISTRICT

DESIGN CRITERIA

Supported Uses: Ground floor commercial is required. Residential units such as apartments, condominiums and live/work units ranging from 12-30 DU/acre. Office and flexible workspaces are encouraged. As appropriate, cultural facilities such as galleries, historical museums, or performance/entertainment spaces and affordable housing are supported. Buildings should not exceed 4 stories.

Connectivity: A pedestrian-friendly environment with eight foot minimum wide, 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. Alleys serve an important function for service, deliveries and maintenance, and, alley beautification such as lighting, cleaning of the streets, screening, signage and murals can support the overall aesthetic of the downtown.

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 the Town'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 mountain charm that the Town of 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 value.

Sustainability: Incentivize Main Street District businesses to consider energy efficiency upgrades and require/incentivize new buildings 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 landscape 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. Explore requiring 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.

CHARACTER

The Main Street District should maintain or enhance the character of Main Street and encourage small-scale commercial and retail uses like coffee 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.



LAND USE CLASSIFICATIONS

GATEWAY DISTRICT

CHARACTER

The Gateway District serves as an entry point to the Town. This district is visually different from other parts of the Town 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.



Character Imagery

DESIGN CRITERIA

Supported Uses: Residential units such as apartments, condominiums and live/work units ranging from 20-40 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 5 stories, with ground-floor commercial and retail spaces and 3 stories of residential or office units above. Architectural design should minimize mass and scale, such as step-backs.

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.

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's identity. Housing should incorporate community spaces, pocket parks, and shared courtyards.

Economy: The Gateway District serves as an economic hub and a destination providing a range of goods, services, and amenities for full-time and part-time residents, 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 the Town 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 the Town a more attractive place for potential businesses and investment.

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. Car-sharing programs and electric vehicle (EV) charging stations can also be incorporated.

Equity: Encourage larger units to support families and employees as well as smaller units for single people and empty nesters. Explore requiring free-market projects to include a minimum of 15-25% of units as affordable to a certain percentage of AML supports inclusion in larger projects. Ensure streetscape design meets universal design standards, including accessible crosswalks and ramps.

LAND USE CLASSIFICATIONS

OFFICE AND INDUSTRIAL INNOVATION DISTRICT

DESIGN CRITERIA

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 12-30 DU/acre. Buildings should not exceed 4 stories.

Connectivity: The district should be well connected to Hwy. 9 to support the movements of deliveries and trucking as well as multi-modal including access to public transit and include infrastructure for bikes and pedestrians.

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.

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.

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.

Equity: Consider the impacts of new businesses to existing development and ensure displacement is considered. Coordinate training programs and education to support underserved or lower-income residents.

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.



Character Imagery

LAND USE CLASSIFICATIONS

PARKS AND OPEN SPACE/ CIVIC SPACE

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 the Town of Frisco and the influence of Lake Dillon are important to these areas.



Character Imagery

DESIGN CRITERIA

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.

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 micro-transit.

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.

Economy: Vibrant and accessible parks, open spaces, and civic spaces are essential to making the Town of Frisco an attractive place to live, visit, and do business as they contribute to a high quality of life and give the Town 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.

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.

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.

LAND USE CLASSIFICATIONS

PUBLIC FACILITIES

DESIGN CRITERIA

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 wastewater facilities. Educational institutions such as schools, training centers, and educational facilities.

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.

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.

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.

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.

Equity: Facilities should be universally accessible for all abilities. All residents should have access to essential services and amenities. When possible, foster a sense of ownership through community involvement.

CHARACTER

Public Facilities may include governmental 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.



Character Imagery

SUB-AREA OPPORTUNITIES

WEST MAIN STREET

West Main is an opportunity to strengthen connections to the historic core and also establish a distinct sense of place through a mix of infill development, including housing, office, and retail. Gateway signage, public art, and wayfinding elements may enhance the character and identity of West Main as the western arrival to town. Infill development along the corridor is an opportunity for both housing and ground floor commercial to promote pedestrian connectivity from Historic Main Street to Tenmile Creek. The pedestrian realm should include wide sidewalks, active retail frontage, landscaping, and streetscape improvements. Long-term planning may consider activating Tenmile Creek with engaging public spaces and recreational opportunities will help establish a unique character, drawing visitors to the area. Coordination with CDOT at the Tenmile Creek trailhead, such as parking lot upgrades—including restrooms, bike parking, and signage—will improve accessibility and usability.

SUMMIT BOULEVARD AND MAIN STREET

The intersection of Main Street and Summit Boulevard is the heart of the Frisco community. Intersection upgrades at Summit Boulevard such as pedestrian bump-outs, improved signage, landscaping, and gateway features will improve walkability and strengthen connections throughout the area. Sidewalks and bike lanes along Summit Boulevard will enhance accessibility and safety.

Strategic redevelopment of underutilized parcels on the east side of Summit Boulevard present an opportunity for fostering redevelopment at this highly visible corner. Development should feature prominent architectural elements, active street frontage, and second-story housing.

Extending commercial uses along Marina Road creates a safe and seamless connection from Main Street to activities and events at Frisco Bay Marina. Marina Road could be re-envisioned with wide sidewalks, active commercial frontage, landscaping, and streetscape elements to bridge these important community destinations.

CHARACTER IMAGERY



Pedestrian Realm Enhancements
Source: Design Workshop



Trailhead Improvements
Source: Design Workshop



Mixed-Use Retail Street
Source: Design Workshop



Waterfront Activation
Source: Design Workshop

SUB-AREA OPPORTUNITIES

GATEWAY DISTRICT

CHARACTER IMAGERY



Retail Pedestrian Connection
Source: Design Workshop



Pedestrian Promenade
Source: Design Workshop



Commercial Plaza
Source: Design Workshop



Retail Streetscape
Source: Design Workshop

The Gateway District offers incredible redevelopment opportunity for Frisco and Summit County. The area has seen significant reinvestment in the last decade, and continued reinvestment along Summit Blvd. and in the vicinity of the Frisco Transit Center will benefit the local economy and significantly address future housing need.

Commercial-Retail Shopping Area: Whole Foods, Safeway, Walmart, and Natural Grocers provide goods and services for both the Town of Frisco and the surrounding region. Potential improvements to this area may include short-term aesthetic enhancements such as streetscape upgrades to improve pedestrian and bike connectivity, as well as building facade improvements to enhance curb appeal. Long-term reinvestment strategies should consider infilling underutilized parking areas to strengthen the relationship between buildings and Summit Boulevard, while creating opportunities for expanded commercial, accommodations, and housing.

Summit Boulevard: Summit Blvd. serves as a gateway into the Town of Frisco and Summit County. Streetscape improvements—including sidewalks, bike lanes, and landscaping—along this key corridor can greatly enhance multimodal connectivity and safety. Gateway and wayfinding signage can further improve navigation, increase visual appeal, and celebrate the Town's unique character. As commercial and retail areas along Summit Boulevard redevelop, efforts should focus on locating parking behind buildings, increasing density, and integrating housing in key locations. Additionally, view corridors and stepped-back building designs should be considered to maintain a pedestrian-friendly streetscape.

Transit Center: The Frisco Transit Center is a valuable asset to the Town, connecting residents and workers throughout the region. Transit-oriented infill development could increase housing availability, enhance access to transit, and create a bridge between the Basecamp Center and commercial areas along Summit Boulevard. Improvements along Meadow Drive should prioritize connectivity for bikes, pedestrians, vehicles, and transit, promoting an active and safe street design. Long-term redevelopment may also consider extending Basecamp Way to Summit Blvd. and adding pedestrian connections through the existing commercial center.

THREE MILE PLAN

The three-mile plan is a critical component of Colorado's comprehensive planning framework, as mandated by state statutes, Revised Statutes § 30-28-106 and § 31-23-206. It outlines how a municipality intends to manage growth and development within a three-mile radius of its boundaries, allowing for coordinated planning between the Town of Frisco, Summit County, and adjacent communities. It is a tool to be used to consider future annexations for growth, protect natural resources, support economic development, and ensure adequate services and facilities. It can also facilitate intergovernmental collaboration to address shared challenges and opportunities.

THREE MILE PLAN SUMMARY

The following is a summary of relevant aspects of the Three Mile Plan related to the Comprehensive Plan. A supplemental document in the Appendix outlines the location, character, and existing conditions for each of adjacent land areas within three miles of the Town of Frisco's boundary identified on the map in Figure 14.

The Three Mile Plan is a state requirement and should not be considered an intention of the Town to pursue annexation of these areas. The "Three Mile" distance is a Colorado state standard, and does not indicate the Town of Frisco's jurisdiction, but simply an area of influence.

ANNEXATION

The Town of Frisco Code, Chapter 6, outlines the following policies and requirements in respect to annexation and is outlined in Appendix [X]. The Town of Frisco's annexation policy focuses on preserving open space, promoting orderly growth, and providing additional living areas and services while ensuring municipal services are sufficient to support annexed areas. Annexation decisions prioritize the efficient provision of services, alignment with the Town of Frisco's Comprehensive Plan and town council goals, and maintaining regular town boundaries. Conditions for annexation may include land dedication for public purposes or monetary contributions if land is not required. According to the Town of Frisco's town code, Chapter 6 Annexation, Section 6-7(3), specific characteristics of each area need to be considered including geological hazards, floodplain hazards, wildlife hazards and resources, mineral resources, historical and archaeological resources, wetlands, short- and long-term costs and benefits, utility services, and traffic studies.

In addition to the aforementioned policy standards, potential annexations must comply with state and local development laws, including the Town's standards for street improvements (Frisco Town Code Chapter 155), zoning (Frisco Town Code §180-33B), and possible waivers. Petitioners are responsible for street upgrades, traffic studies if required, and submitting zoning requests aligned with the Town's Master Plan, while waivers may be considered if they do not harm public welfare or impose financial burdens.



Lake Dillon
Image Credit: Summit Daily

THREE MILE PLAN

KEY SITES

- ① Bill's Ranch
- ② County Commons
- ③ Denver Water Lakeshore
- ④ Dillon Dam Road/Lake Hill
- ⑤ Eagles Nest
- ⑥ Evergreen Subdivision
- ⑦ Frisco Heights Subdivision
- ⑧ Frisco Terrace & Wiborg Park
- ⑨ Giberson Preserve
- ⑩ Hunters Circle Parcels
- ⑪ Kids' Pond/Ski Jump
- ⑫ Mount Royal
- ⑬ North Tenmile Creek
- ⑭ Ophir Mountain
- ⑮ Peninsula Recreation Area (PRA)
- ⑯ Summit Middle School
- ⑰ Tenmile Canyon

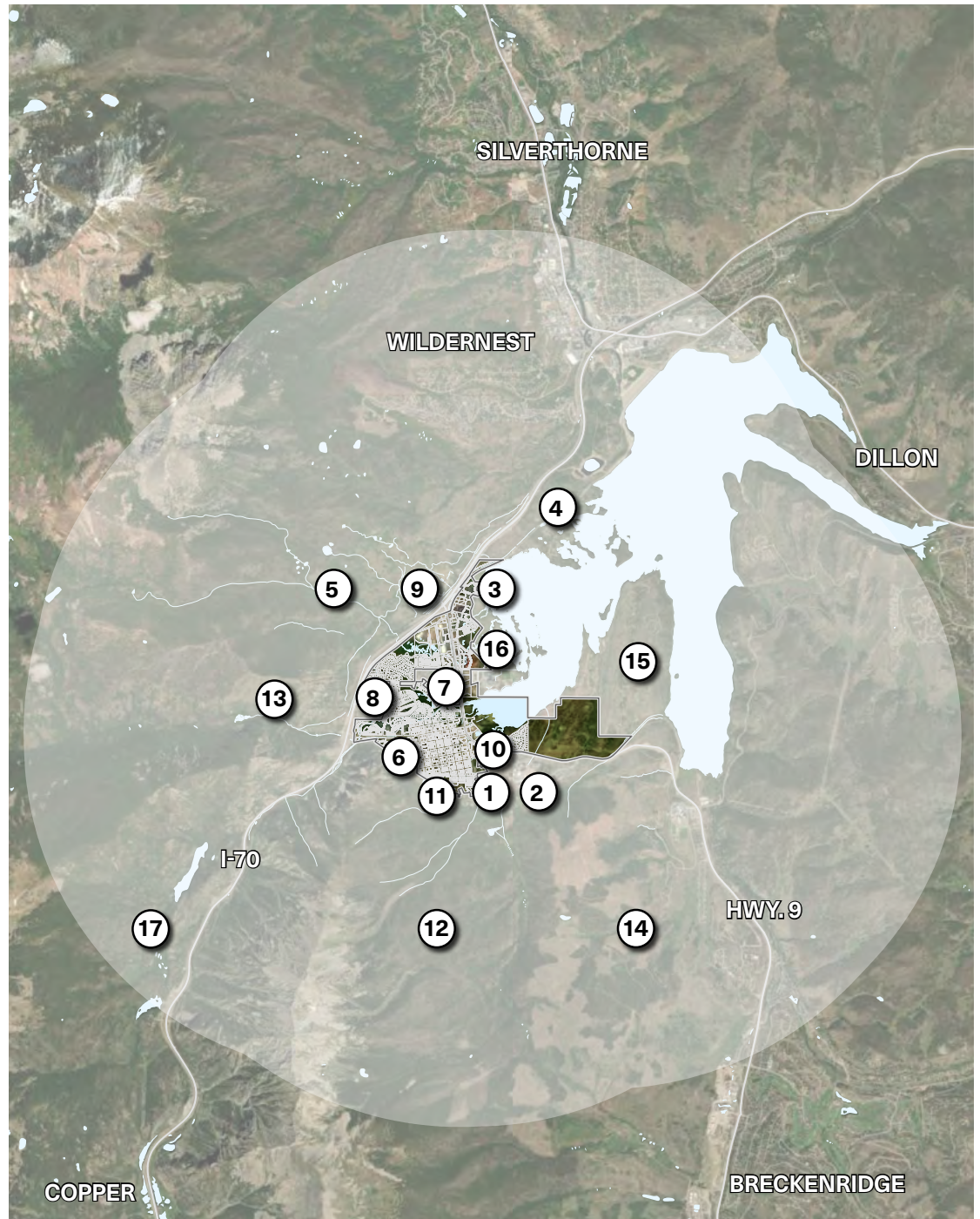


Figure 14: Three Mile Plan

THREE MILE PLAN

THREE MILE PLAN ADJACENT LAND AREAS

The following are located within the Three Mile Plan area and are located by number on the map in Figure 14.

1. **Bills Ranch:** Bill's Ranch is a residential area of 91 acres of homes, wetlands, streams, and wooded land.
2. **County Commons:** County Commons is a county-owned services and government campus including 130 acres of medical services, including Common Spirit St. Anthony Summit Hospital, as well as community facilities, a senior center, affordable housing, county offices, maintenance facilities, and open space.
3. **Denver Water Lakeshore:** The Denver Water Lakeshore property is an open space buffer with 135 acres of wooded, meadow, and wetland areas preserved for Denver Water operations.
4. **Dillon Dam Road/Lake Hill:** Dillon Dam Road area is an undeveloped recreation area. The USFS had managed the entire area, but Summit County purchased a 44.8-acre parcel for affordable housing, referred to as Lake Hill.
5. **Eagles Nest:** The Eagles Nest area is a combination of the Eagles Nest Wilderness and White River National Forest (WRNF) land close to I-70. The area is heavily forested and is a popular recreation area.
6. **Evergreen Subdivision:** The Evergreen subdivision is a residential area with 17 acres of single-family homes.
7. **Frisco Heights Subdivision:** The Frisco Heights subdivision is a residential area surrounded by the Town of Frisco. The subdivision is 57 acres of single-family homes.
8. **Frisco Terrace and Wiborg Park:** Frisco Terrace and Wiborg Park are combined subdivisions of 57 acres of single-family homes.
9. **Giberson Preserve:** The Giberson Preserve is private land with homes and open space, is 185 acres with 174 under conservation easement and the remaining 11 acres are lots for single-family homes.



Lake Dillon
Image Credit: Summit Daily

THREE MILE PLAN



10. **Hunters Circle Parcels:** The Hunters Circle Parcels is a residential area surrounded by the Town of Frisco. There are two parcels of .6 acres and .25 acres, with single-family homes.
11. **Kid's Pond/Ski Jump:** Kids' Pond/Ski Jump is a popular recreation area near the Peak One neighborhood. The area is wooded with scattered wetlands. The USFS manages the area.
12. **Mount Royal:** Mount Royal is a popular recreation including forested area, rocky cliffs, and Rainbow Lake. The USFS manages the area.
13. **North Tenmile Creek:** The North Tenmile Creek area is a forested creek corridor. The 72 Acres are managed to protect and utilize the water supply. The land is owned by Denver Water and the Town of Frisco operates a water treatment plant on the site.
14. **Ophir Mountain:** Ophir Mountain is a recreation area largely forested, with meadows on its northern edge. The USFS Service manages the area, aside from three mining claims owned by the Town.
15. **Peninsula Recreation Area (PRA):** The Peninsula area is a popular recreation area and is largely wooded with developed recreation facilities. The USFS manages the area and the Town of Frisco has a ski resort Special Use Permit for the area.
16. **Summit Middle School:** The Summit Middle School is an 78 acre educational campus with school buildings, offices, and storage and athletic facilities owned by Summit School District.
17. **Tenmile Canyon:** Tenmile Canyon, along the I-70 corridor, is a popular recreation area. The area is largely wooded with cliffs, lakes, meadows, wetlands, and homes. The USFS manages the area except for mining claims and homes around Uneva Lake.

5





GOALS AND STRATEGIES

Planning for the Town of Frisco's future must provide direction to utilize and implement the values and Guiding Principles established in the Comprehensive Plan process. This chapter outlines a future vision for the Frisco community, core values to guide that vision, and goals and strategies to achieve the vision. This will be the strategic framework to connect community priorities to Plan recommendations and provide direction for the future. Included in this chapter are the Future Land Use Map and Classifications and strategic recommendations for each of the six Guiding Principles. When applicable, goals and strategies are followed by a toolkit which may include resources, best practices, and character imagery to serve as a guide for action. This is not a comprehensive list of tools, but provides added context, understanding, and resources for action to drive momentum for the Plan.

PLAN FRAMEWORK

The Comprehensive Plan provides a long-range outlook for the entire geographic area of the Town 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. The following framework outlines the anticipated structure for the Comprehensive Plan.

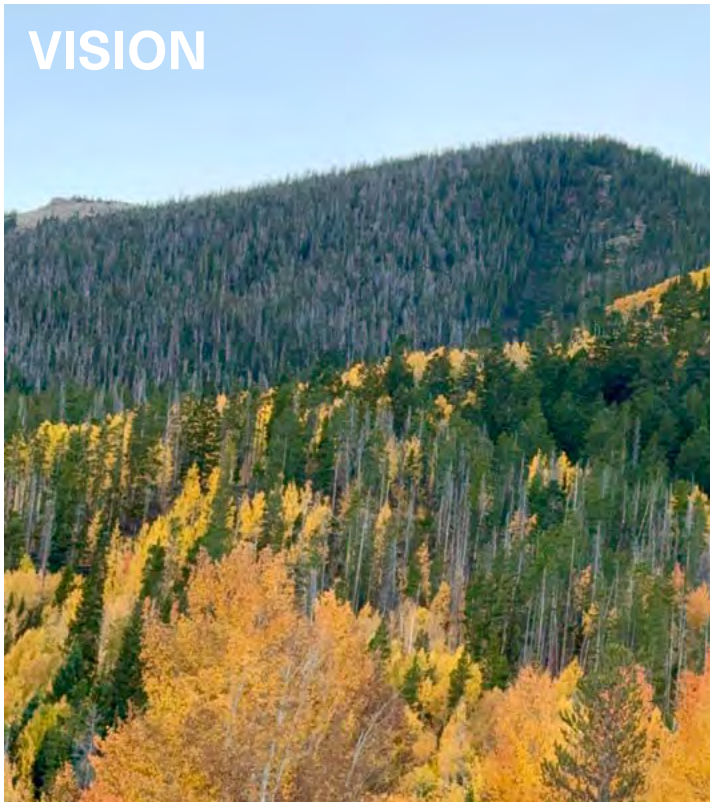


Figure 15: Content Organization

FUTURE VISION

Characteristics most valued by residents include access to the outdoors and small-town character. When asked what small town character means, the community cites the sense of 'knowing one another' and being 'family friendly.' This is demonstrated through local business and the ability for all ages and stages to live, work, and play in the Town of Frisco. Concerns residents expressed include the affordability and cost of living as well as the impacts of future growth and development and balancing this with the need to protect the environment. The following Vision Statement was selected by the community to serve as an aspirational vision for the future of the Frisco community.

VISION



The Town of Frisco is a welcoming mountain town that connects people with nature and supports opportunities for community wellbeing.

Mount Royal, Image Credit: Design Workshop

VALUES

The Town of Frisco Strategic Plan Update, 2024 - 2028, establishes the Town Values:

- 1. Be Courageous**
- 2. Lead and Serve with Care**
- 3. Show Gratitude**
- 4. Own it**
- 5. Embrace Play**

[For more information visit The Town of Frisco Strategic Plan Website](#)



Frisco Main Street, Image Credit: The Town of Frisco

GOALS SUMMARY

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. The goals summary below highlights the six plan elements and goals for each. Strategies to achieve these goals are outlined in the following section. Strategies guide decision-making on land use policy, zoning, infrastructure investment, and development standards. Goals are listed alphabetically. Numbers are for reference and do not indicate order of importance.



AN INCLUSIVE AND ACCESSIBLE COMMUNITY (B)

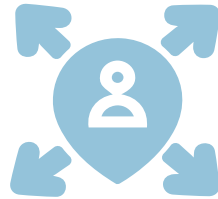
Goal B.1: Continue creating safe, attractive, and sustainable neighborhoods where residents can thrive.

Goal B.2: Preserve and protect the architectural, cultural, and environmental heritage of the community.

Goal B.3: Continuously strive to foster two-way communications with residents, visitors, and businesses.

Goal B.4: Strive to have universal language accommodations including signage symbols.

Goal B.5: Support recreational programs and cultural amenities to enhance community identity and pride.



CONNECTIVITY FOR ALL (C)

Goal C.1: Promote walking, biking, and other alternative modes of transportation.

Goal C.2: Improve crossing infrastructure and increase safe crossing opportunities on Summit Boulevard in partnership with CDOT.

Goal C.3: Bridge the gap between starting point, transit network, and final destination.

Goal C.4: Improve the viability and reliability of local and regional transit.

Goal C.5: Build and improve connections between facilities, focusing on increasing safety for people of all ages and abilities, and improving access to key destinations and the regional trail network.

Goal C.6: Manage parking resources to promote the efficient use of available spaces.

Goal C.7: Maintain and improve the active transportation network.



A DIVERSE AND THRIVING ECONOMY (D)

Goal D.1: Support local businesses, expand local industries and services, and encourage long-term investment to strengthen and diversify the local economy.

Goal D.2: Encourage the vibrancy of Main Street and the Downtown District as the heart of Frisco.

Goal D.3: Encourage infill development and higher densities along Summit Boulevard and in the Gateway District.

Goal D.4: Support existing light industrial and synergistic uses, such as makerspaces.

Goal D.5: Continue to develop strategies for sustainable tourism that acknowledge and work towards creating greater harmony between resident quality of life, community character, visitor experience, and supporting the local economy.

GOALS SUMMARY

These goals will; (1) Directly support the Future Land Use Map for how to address land use patterns in spatial terms; (2) Clarify types of development and how Future Land Use Classifications are applied on the map; (3) Align with the community values/Guiding Principles; (4) Serve as the foundation for the Plan Elements and Goals of the Plan.



HOUSING AFFORDABILITY (H)

Goal H.1: Provide diverse and equitable housing through a full spectrum of housing that is abundant, adaptable, and equitably distributed.

Goal H.2: Balance sustainable economic growth with the housing needs of the local workforce and protect community members from displacement.

Goal H.3: Recognize housing as critical infrastructure, locate housing near existing community services, facilities, and amenities.

Goal H.4: Preserve existing housing stock and promote its efficient and effective utilization through adaptive reuse and rehabilitation.

Goal H.5: Collaborate with partner agencies to maintain Frisco as a welcoming Summit County “neighborhood” while addressing regional housing needs.

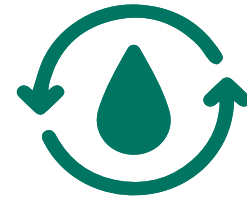


CONNECTION TO NATURE (N)

Goal N.1: Increase equitable access to recreational opportunities, programs, and community events that encourage residents and visitors of all ages.

Goal N.2: Continue to implement sustainable trail management practices that balance user enjoyment with environmental preservation, ensuring a positive experience for residents and visitors.

Goal N.3: Protect and restore natural habitats to preserve biodiversity and ensure ecosystem health.



A RESILIENT ENVIRONMENT (R)

Goal R.1: Conserve and manage freshwater resources efficiently to ensure sustainable water availability and meet the community's long-term needs.

Goal R.2: Strengthen wildfire and hazard mitigation efforts and improve infrastructure resiliency to protect the community.

Goal R.3: Manage development in relationship to water and sewer capacity.

Goal R.4: Promote climate action through new and existing development.

GOALS AND STRATEGIES



AN INCLUSIVE AND ACCESSIBLE COMMUNITY

The Town of Frisco prides itself on the local culture and sense of community. Part of the community culture and quality of life relates to the Town's sense of identity and authenticity. Residents desire to see a balance between managed growth, focused on the historic preservation of cultural assets, to strategically balance the needs of younger and older generations. Consideration of potential impacts on the town character, infrastructure and 'who' development is for (i.e.: tourists, part-time owners, or residents) will sustain local character and identity.

Goal B.1: Continue creating safe, attractive, and sustainable neighborhoods where residents can thrive.

- 1. Review zoning and design standards.** Implement community character requirements that are in alignment with the Future Land Use Classifications. Potential amendments include implementing design guidelines in Section 180-6.21 based on character areas to ensure specific standards are identified for each of the Town's different subareas, updating zone district uses and dimensions to integrate considerations for housing typologies that fit in the specific area, and updating parking and access standards to ensure a focus on pedestrian safety.
- 2. Update the UDC to align with recommended uses and character designated in the Future Land Use Classifications.** Update zoning to allow for a mix of land use types and allow for a diversity of affordable housing in Residential Neighborhood (Mid-to-High Density), Summit Boulevard, and Gateway districts.
- 3. Review current standards for development review.** Consider updates to remove barriers to development of affordable housing and affordable commercial. Allow for more administrative review in small development projects.
- 4. Ensure that UDC approval process is aligned to leverage the goals of this Comprehensive Plan in decision-making.** The Future Land Use Map, Land Use Classifications and the Plan Elements should be implemented as review criteria that development must adhere to. Potential amendments include expedited reviews for affordable housing projects, incorporation of review criteria in PUD and Subdivision that implement goals in the Comprehensive Plan, and allowing additional height in a PUD for affordable housing.



Image Credit: Design Workshop

5. **Promote higher densities of development and a mix of uses in core areas and along transportation corridors.** Focus on opportunities in the Gateway, Summit Boulevard, and West Main Street to diversify from single use zoning to a mix of uses. (See Economic Vibrancy Goals and Strategies)
6. **Promote walkability and bikeability in neighborhoods.** Review complete connections for greenways and trail connections by requiring front yard pedestrian easements for every new development. (See Connectivity Goals and Strategies)
7. **Review sustainability best practices at the local level.** Ensure energy efficiency, community services (waste diversion and water conservation), and planning to reduce vehicle miles travelled (VMT) while ensuring affordability for housing and commercial projects. (See Sustainability Goals and Strategies)

Goal B.2: Preserve and protect the architectural, cultural, and environmental heritage of the community.

1. **Continue to inventory, and advocate for the protection of historic buildings.** Support landmark designation of significant historical elements to protect buildings and sites. Develop a system for defining the Town's character defining architecture and important historic eras in order to clearly identify the characteristics that would make a building or property qualify for local historic designation.
2. **Review the UDC to protect historic structures through code regulations.** Consider design guidelines for new development and restoration to support the historic character of the Town of Frisco and individual buildings. Consider implementation of incentives that permit reduced setbacks, reduced parking requirements, and alternative design standards to enable new development while protecting historic buildings. Consider implementation of historic lot splits that allow a smaller minimum

- lot size for a historic building and creation of a separate lot for new development. Consider becoming a Certified Local Government (CLG) through the State of Colorado. Consider allowing modifications to historic and traditional structures that do not conform to UDC standards.
3. **Continue to celebrate the history of the Town of Frisco.** Develop wayfinding, signage, and education while continuing to support walking tours, lectures, and programs. Improve public awareness and understanding of the Town and County Historic Preservation Programs to raise public awareness.
 4. **Update Historic Preservation Program.** Ensure that code supports the historic integrity of designated structures and ensure compatibility with the surrounding context in terms of site coverage, mass, scale, height, and form. Encourage owners of landmark properties to preserve structures to the highest possible degree of historic integrity while minimizing adverse impacts to the neighborhood.
 5. **Promote the adaptive reuse of existing building inventory.** Consider allowing modifications to historic and traditional structures that do not conform to code standards through conditional use permitting. Explore funding mechanisms such as grants, tax credits, and programs to incentivize historic building renovation.
 6. **Pursue creating a Historic Preservation Master Plan.** Continue to foster partnerships with area historic preservation organizations to address the identification, evaluation, registration, and treatment of historic properties including the Park and Museum. Update inventory of culturally significant buildings or places.
 7. **Consider Energy Efficiency in Historic Properties.** Historic or landmark properties should be maintained in a manner that improves energy efficiency while maintaining architectural integrity.
 8. **Balance Historic Preservation and Affordable Housing Needs.** To achieve both historic

GOALS AND STRATEGIES

COMMUNITY COMMENTS

"I have lived in Frisco and worked in Frisco and the ability to stay within city limits to accomplish what I need is truly remarkable. It absolutely provides the best quality of life and is such a privilege."

- Anonymous Community Comment

"I see traffic (vehicle and bike) steadily increasing. Public transportation is currently adequate, but streets and trails need to be improved to accommodate this increased traffic."

- Anonymous Community Comment

preservation and affordable housing goals, it is essential to strike a balance that accommodates design and sustainability standards while minimizing the costs of new housing development.

Goal B.3: Continuously strive to foster two way communications with residents, visitors, and businesses.

- 1. Utilize current communications to engage with a broad and diverse community.** Continue including outreach through the Town website, social media platforms, texting, and email tools.
- 2. Explore options to make the Town processes more equitable.** Review of community meeting times and locations, translation of public materials, and interpretation services as needed, providing childcare at public meetings when appropriate.

Goal B.4: Strive to have universal language accommodations including signage symbols.

- 1. Provide Materials for Accessibility.** Provide bilingual services and resources as needed for public safety in both English and Spanish. Consider braille and large print materials. Ensure digital communications meet guidelines for universal accessibility. (WAG 2.0/WCAG)
- 2. Continue to financially support partnership options and programs to ensure the health and wellness of the community.** This may include mental health support workshops, mobile clinics, and health screenings.
- 3. Continue to coordinate with local schools to support youth**

programming and provide inclusive after-school care.

- 4. Continue to coordinate within the region on community initiatives outside the boundaries of the Town.** Consider such as regional housing and transportation goals, regional infrastructure projects, and environmental resilience strategies on public lands.

Goal B.5: Support recreational programs and cultural amenities to enhance community identity and pride.

- 1. Develop partnerships to support childcare in the community.** Continue to provide subsidized, incentivized, and inclusive childcare programs. Expand after-school and summer programs. When possible, collaborate with employers to include on-site childcare.
- 2. Implement the Frisco five-year Arts and Culture Strategic Plan (2023) and the Frisco Arts and Culture Council (FACC).**
- 3. Consider grants programs for local artists and organizations.**
- 4. Continue the Frisco's Finest Award program.**



CONNECTIVITY FOR ALL

Land use and transportation are intrinsically linked. Future development offers an opportunity to enhance connectivity and safety of bike lanes, trails, and greenways in-town, more frequent in-town, and regional bus services, as well as safer pedestrian infrastructure including sidewalks and crossings. There is also a need to address concerns around the impacts of future projects on traffic, congestion, and parking and residents question if the roads can support the capacity of increased traffic. (i.e.: tourists, part-time owners, or local residents) will sustain the Town of Frisco's character and identity.

Goal C.1: Promote walking, biking, and other alternative modes of transportation.

1. Enhance multi-modal transportation options to reduce reliance on single-occupancy vehicles (See Strategic Housing Plan, Program 3.1.B).
2. Introduce new town-wide incentives and programs to promote alternative modes of travel.
3. Consider applying to become a Bronze Level Bicycle Friendly Community with the League of American Cyclists.

Goal C.2: Improve crossing infrastructure and increase safe crossing opportunities on Summit Boulevard in partnership with CDOT.

1. Continue to utilize geometric intersection changes such as bump-outs, median islands, speed tables, and roundabouts to increase safety. Prioritize projects at Lusher Court, Meadow, Hawn Drive/Ten Mile Road, and Main Street at Summit Boulevard. Coordinate with CDOT and align with the construction of the new multi-use path on Summit. Install leading pedestrian and bicycle intervals and high-conflict crossings. Install protected crossings in high-priority areas. Use high visibility crosswalk markings at all intersections across Summit Boulevard.
2. Ensure all crossing improvements align with CDOT standards regarding ADA and PROWAG compliance for accessible walkways and curb ramps. For lighted intersections, provide accessible pedestrian signals including both auditory and tactile.

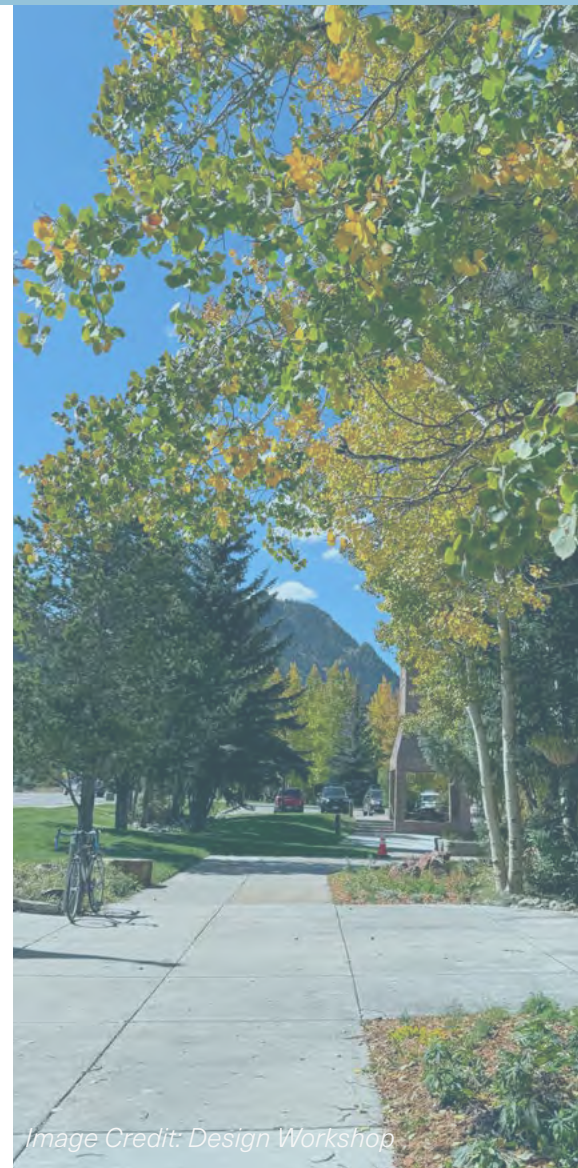


Image Credit: Design Workshop

GOALS AND STRATEGIES

DEFINITIONS

MICRO-TRANSIT

Micro-transit is a public or private transportation service that uses smaller vehicles to provide on-demand or scheduled rides. It's similar to ride-sharing services like Uber or Lyft, but uses smaller vehicles and is often coordinated by smartphone apps.

FIRST-TO-LAST MILE CONNECTION

A "first last mile connection" refers to the transportation link between a person's starting point (home or office) and a public transit station, as well as the final leg from the station to their actual destination.

COMPLETE STREETS

A Complete Street is a roadway that's designed to be safe and accessible for all users, regardless of age, ability, or mode of transportation.

ACTIVE TRANSPORTATION

Active transportation is a human-powered way to get around, such as walking, biking, jogging, or using a non-motorized wheelchair. It can be used for leisure or utilitarian purposes, like commuting or running errands.

3. Pursue the design of an underpass crossing Summit Boulevard north of Main Street in alignment with the Frisco Trails and Pathways Master Plan in coordination with the new multi-use trail development on Summit Boulevard.
4. Continue to work closely with CDOT to coordinate crossing improvements with the pedestrian infrastructure and improve infrastructure and pedestrian experiences for anticipated route changes due to the CDOT Exit 203 project.

Goal C.3: Bridge the gap between starting point, transit network, and final destination (first- and last-mile connections).

1. Continue to work with Summit Stage to introduce and manage a micro-transit pilot program. Implement a system for micro-transit scheduling and dispatch tools.
2. Identify the best locations for micro-transit pick-up and drop-off. Consider as high-demand areas where micro-transit can operate efficiently, including the downtown core and near Main Street and Summit Boulevard.
3. Establish metrics to assess the effectiveness of micro-transit in the Town of Frisco. Consider adapting pick-up and drop-off points after the west Main Street expansion is complete, based on user feedback and changing needs.
4. Improve sidewalks, crosswalks, and lighting to ensure safe access to bus stops and micro-transit hubs. Prioritize in downtown, at the East Gateway, along Summit Boulevard,

and at connections to regional trails such as Belford Street. Consider coordination with Xcel Energy.

5. Promote Transit Oriented Development (TOD) and affordable housing in the Gateway District. Update land use ordinances in the East Gateway to align with local and regional transit strategies. Identify financing solutions, such as RAISE grants and funding through the federal Transit-Oriented Development Planning Program for improving and constructing multimodal infrastructure. Evaluate opportunities for mixed use development at and around the Frisco Transit Center.

Goal C.4: Improve the viability and reliability of local and regional transit.

1. Install shelters, seating, real-time arrival information, and bike racks at existing and new bus stops. Improve comfort and convenience, by first prioritizing high-ridership stops and stops at key locations.
2. Clearly communicate and publish seasonal and permanent route and timetable changes. Include on the Town of Frisco website and develop a marketing plan to print and post updates at bus stops, the Frisco Transit Center, and other key destinations and businesses around the Town. Promote the transit app that has real time updates.
3. Partner with Summit County and Summit Stage to support regional transportation goals. Prioritize increasing regional transit service options.
4. Participate in regional coordination efforts to explore the feasibility of

developing a Regional Transit District. Create a connected, seamless, and sustainably funded public transportation network that addresses the diverse needs of the region's communities, including exploring the possibility of creating ride share options at the Transit Center to enhance accessibility and convenience for residents and visitors.

Goal C.5: Build and improve connections between facilities, focusing on increasing safety for people of all ages and abilities, and improving access to key destinations and the regional trail network.

- 1. Review and revise UDC to ensure sidewalks and trails are aligned with the Future Land Use Map and Future Land Use Classifications.** Require a sidewalk easement along all street frontages on properties applying for development or redevelopment.
- 2. Promote Complete Streets.** Advance the Granite Street complete street design plans to construction. Address complete streets improvements to Galena Street when funding becomes available.
- 3. Promote Connected Networks.** Extend curbed multi-use path connections and regional connections. Work with Summit County to construct direct connections from existing and planned town bikeways and walkways to Summit County Recreational Paths. Ensure future development in residential areas connects to Summit Boulevard, the Gateway, and key amenities like Summit Business District, located on the west side of Summit Boulevard, and the Frisco Transit Center via a network of continuous, wide sidewalks and multiuse paths.
- 4. Ensure Safe and Accessible Connections.** Future development and redevelopment on West Main Street shall adhere to the standards included in the Frisco Downtown Complete Streets Plan (Main Street Classification) and universal design principles to accommodate all users, including those with disabilities.

Goal C.6: Manage parking resources to promote the efficient use of available spaces.

- 1. Develop flexible curb management policies.** Allow for different uses throughout the day, such as deliveries, active transportation, and parking, especially in commercial areas and the downtown core. Challenges with parking turnover are observed mainly on Main St from 2nd to 5th Ave and the adjacent side streets during peak hours and particularly in the winter at the Frisco Adventure Park and Nordic Center.
- 2. Continue to monitor dynamic parking in the downtown core.** In addition to the expansion of parking in the Main Street core, consider adjusting parking minimums and fees based on demand to encourage turnover and optimize space usage.
- 3. Expand the overnight parking program in the downtown core.** Consider workforce housing needs on Granite Street and Galena Street, to prioritize parking for residents while managing visitor parking. Explore opportunities for partnership with CDOT at the Kayak Lot.
- 4. Identify the most appropriate solutions for reconfiguring on-street parking alongside new bike and walkways.** Follow guidelines outlined in the FHWA On-Street Motor Vehicle Parking and the Bikeway Selection Process and Downtown Complete Streets Plan.

Goal C.7: Maintain and improve the active transportation network.

- 1. Update policies and procedures for education and enforcement regarding snow removal on sidewalks.**
- 2. Continue winter maintenance on trails and recreational pathways for a variety of users.** Consider snow maintenance best practices to ensure connectivity is maintained following snow events.
- 3. Utilize data from a pavement conditions survey to maintain pavement conditions and infrastructure.**

CONNECTIVITY TOOLKIT

Transportation connectivity is key to access jobs, education, and recreation-impacting economic growth, social well-being, and overall quality of life. Strong connectivity promotes physical activity, reduces environmental impact, and allows for movement for people of all abilities. The resources below further expand on connectivity strategies:

ADDITIONAL BENEFITS AND PROGRAMS FOR COMPLETE STREETS CAN BE FOUND AT THE FOLLOWING RESOURCES:

[Federal Highway Administration report: Moving to a Complete Streets Design Model — Colorado Department of Transportation](#)

[Complete Streets | US Department of Transportation](#)

[Complete Streets policies - Smart Growth America](#)



COMPLETE STREETS

A street designed and operated to provide safe, accessible, and convenient transportation options for all users, including pedestrians, cyclists, motorists, and public transit riders, regardless of age or ability. Complete Streets support community connectivity, encourage active transportation, and enhance public safety and sense of place. The Federal Highway Administration and Colorado Department of Transportation generally support complete street models to increase safety. Strategies might include:

- **Wider Sidewalks and Safe Crosswalks:** Wide sidewalks and clear, visible crosswalks with curb ramps and pedestrian signals, ensuring accessibility for people of all abilities.
- **Dedicated Bike Lanes and Bike Racks:** Protected or painted bike lanes along key corridors and place bike racks at central locations to encourage cycling as a viable transportation option.
- **Traffic Calming through Street Design:** Narrower road widths, curb extensions, and traffic circles to slow vehicle speeds and improve safety for pedestrians and cyclists. Streets with connectivity create a stronger network for all modes of transit.
- **Streetscape Amenities:** Street lighting being night sky compliant for improved visibility and trees to create shade, sense of safety, and comfort. Seating, trash and recycle receptacles, signage, and other elements support a strong sense of place and ease and comfort for pedestrians.
- **ADA-Compliant Ramps and Curb Cuts:** All sidewalks, intersections, and crossings should be equipped with ADA-compliant features to provide safe, convenient access for everyone, including those with mobility aids. This may also include accessible parking spaces and loading zones to accommodate residents with limited mobility.
- **Bus Stops and Transit Shelters:** Bus stops with shelters and benches make public transit more accessible and comfortable for riders.
- **Parklets or Public Seating Areas:** Parking spaces or sidewalk areas into small parks or seating areas to encourage people to gather and enjoy the Town, contributing to its social and economic vibrancy. This also slows traffic and creates safer streets.

CONNECTIVITY TOOLKIT

WAYFINDING

Wayfinding and Informational Signage includes directional signs, maps, and informational markers to help both residents and visitors navigate the area, promoting local destinations and cultural landmarks. Below are some examples of elements that help the community to get around more easily, which can support complete street models to increase safety. Strategies might include:



Image by Canon City Daily Record



Image by Town of Estes Park



Image by Design Workshop



Image by Red 17 Signage (UK)

GATEWAY SIGNAGE

A prominent sign or landmark, often acts as a visual cue, located at a key entrance point marking the transition from one space to another.

DIRECTIONAL SIGNAGE

Indicates a direction, typically using arrows, to guide people towards a specific destination, acting as a visual guide to help navigate and reach their desired location.

INTERPRETIVE OR INFORMATIONAL SIGNAGE

Offers deeper context and educational details such as history, environment, or cultural significance, or provides basic facts or details to understand a space.

KIOSKS OR COMMUNITY BULLETINS

Provides space to display information and maps, or for the community to post details about local events, services or community announcements.

MICRO-TRANSIT

Micro-transit is a public or private transportation service that uses smaller vehicles to provide on-demand or scheduled rides which might include:

- **On-demand:** Micro-transit services are available on demand, rather than on a fixed schedule.
- **Dynamic routes:** Micro-transit routes are generated in real time based on demand and traffic.
- **Smaller vehicles:** Micro-transit uses smaller vehicles, like vans or small buses, instead of large buses.
- **Mobile apps:** Micro-transit services are often coordinated using smartphone apps.
- **Pick-up and drop-off points:** Passengers may need to walk to a common pick-up or drop-off point

GOALS AND STRATEGIES



A DIVERSE AND THRIVING ECONOMY

Economic diversification to support year-round employment is a priority for community members, and there is general agreement that promoting local businesses and mixed-use areas will support the local and tourism economy. Additionally, the Frisco Community desires to increase services such as childcare and day-to-day services, as well as more services for senior and youth populations, and public services such as access to mental health support.



Image Credit: Design Workshop

Goal D.1: Support local businesses, expand local industries and services, and encourage long-term investment to strengthen and diversify the local economy.

- 1. Continue to ensure the Town representation at the Summit Chamber of Commerce.** Provide small business support to address regional issues around workforce retention, rising costs, and seasonality of local industries.
- 2. Add a position for an Economic Development Manager at the Town.** Develop a role description to advance economic goals and build partnerships with local businesses.
- 3. Develop the business environment.** Focus on retaining existing businesses while attracting new ones that diversify current offerings that align with the distinct character and community needs within the Town of Frisco.
- 4. Establish a young professionals network.** Encourage multigenerational engagement and retention for local young professionals through an organization with events, career development, and advancement.
- 5. Analyze existing uses allowed in the Central Core and determine if they should be modified in the UDC.**

Goal D.2: Encourage the vibrancy of Main Street and the Downtown District as 'the Heart of Frisco'!

- 1. Evaluate the potential for a Main Street Business Improvement District.** This provides a long-term investment strategy to strengthen the local economy, enhance the community character,

GOALS AND STRATEGIES

and provide options for beautification, safety, and access improvements. Discuss appropriate and fair funding mechanisms and identify grant opportunities to supplement future projects (see Economic Development Toolkit).

- 2. Preserve the small business look and feel of Main Street.** Consider prohibiting or restricting businesses with drive-throughs, to allow for a pedestrian-friendly environment.
- 3. Support small businesses.** Continue to pursue initiatives and events that encourage and support a “Shop Local” initiative to encourage visitors and residents.
- 4. Encourage development that expands the vibrancy of Main Street to West Main Street as well as across Summit Boulevard to the Town's Bay Marina.** Integrate urban design principles that create active street frontage and considers the public realm to support community gathering and walkability for economic vibrancy into the UDC.
- 5. Review UDC to support increased infill development and densities to align with the Future Land Use Map and Future Land Use Classifications for the Main Street District.**
- 6. Protect and enhance view corridors, with a focus on preserving scenic views along Main Street.** This may include evaluating development standards for character and scenic quality. Consider development standards for Summit Boulevard separately, recognizing its different character and priorities.
- 7. Pursue technical assistance and resources to support preservation-based, community-led economic**

development. Consider opportunities on Main Street such as those identified by the Colorado Department of Local Affairs' Main Street Program (See Economic Development Toolkit).

Goal. D.3: Encourage infill development and higher densities along Summit Boulevard and in the Gateway District.

- 1. Prioritize and implement the initiatives outlined in the Strategic Housing Plan to enhance corridor and commercial development strategies** (See [Strategic Housing Plan](#)).
- 2. Explore and implement various district or creative financing tools.** These tools could provide the necessary financial support and incentives to encourage developers to invest in projects that align with the Town's goals and vision.
- 3. Create a Capital Improvement Plan for any future capital improvement districts.** (See Economic Development Toolkit).
- 4. Pursue additional funding and grant opportunities that create or retain permanent jobs.** Consider improvements which assist in the planning and implementing economic development projects.
- 5. Revise land use regulations to allow and incentivize infill development that increases the mix of uses along Summit Boulevard and within the Gateway District allowing for housing, office, retail, and commercial to promote a vibrant mixed-use corridor.** Examples of potential amendments include reducing minimum residential densities, adding additional commercial land use typologies as permitted uses, allowing multi-family

ECONOMIC FIGURES

MEDIAN INCOME

The Town's 2022 median household income was **\$101,140**

Only slightly higher than the Summit County (\$100,611) but significantly higher than the State of Colorado (\$87,598).

American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1903, 2022

RETAIL TRENDS

Town has approximately **71 buildings** and 910,000 square feet of existing retail inventory.

Occupancy within the market is extremely high, with **99.8%** of all available retail space currently occupied.

Projected vacancy rates between 2024-2029 are expected to remain low at **0.3%**, indicating a strong retail market that is capable of absorbing new retail space.

Source: CoStar

EMPLOYMENT

Of the 2,607 residents ages 16-years and over, **74%** of people are employed and **26%** are not in the labor force- either not working or retired.

The Town has a **1.5%** unemployment rate, which is the lowest in Summit County (3.7%) and the State of Colorado (4.5%).

Source: American Community Survey, 2022

GOALS AND STRATEGIES

COMMUNITY COMMENTS

uses permitted by right, allowing additional height, reducing parking requirements, and reducing setbacks. Link these incentives to the creation of the desired additional land uses.

Goal D.5: Continue to develop strategies for sustainable tourism that acknowledge and work towards creating greater harmony between resident quality of life, community character, visitor experience, and supporting the local economy.

Goal D.4: Support existing light industrial and synergistic uses, and incorporate makerspaces.

1. Engage with existing entrepreneurs, business owners, and employees within the light industrial sector.

Establish an understanding of needs and opportunities for growth.

2. Consider a “Frisco Works” campaign. Support and attract employment opportunities and new investment in industries with identified potential for growth. This initiative would aim to promote Frisco as a hub for innovative businesses, enhance job creation, and foster economic diversification by focusing on sectors with strong growth potential and alignment with the Town’s workforce capabilities.

3. Incentivize reinvestment in light industrial zones. Encourage existing light industrial businesses to upgrade facilities and continue operating in the Town of Frisco. Consider offering tax breaks or grants.

4. Prioritize infrastructure investments that ensure efficient transportation for goods and services as well as adequate utilities to support light industrial uses.

5. Work with local organizations to connect smaller light industrial businesses with technical assistance programs.

1. Support the recently released [Rockies Playground Regional Destination Stewardship Strategic Plan](#). Continue to work with the Colorado Tourism Office and their Care for Colorado Coalition to implement the strategies which were developed with the participation of the Town specifically for this region.

2. Use sound sustainability practices at events, on public lands, and throughout town to express the Town’s values around sustainability. Continue to amplify these values through the Town’s websites, social channels, email communications, and signage to inspire visitors to implement the same values that residents and the Town are modelling in the community.

3. Coordinate sustainability efforts, especially around recreation on public lands, waste management, and net zero efforts. Continue to work with local organizations and entities, such as the High County Conservation Center, the Summit County Outdoor Coalition, the Colorado Mountain College Sustainability Program, and local government entities, and to be consistent across the region whenever possible.

» “I would love to see a vibrant growing Frisco. I have lived in Frisco and worked in Frisco and the ability to stay within city limits to accomplish what I need is truly remarkable. It absolutely provides the best quality of life and is such a privilege.”

» - *Anonymous community member*

» "Summit Boulevard should be considered as a redevelopment opportunity. Allow multiple floors above retail for mixes of work force and market housing"

» - *Anonymous community member*

» "The Gateway District needs our attention. This area is the first thing our visitors see when they enter Frisco from I-70."

» - *Anonymous community member*

ECONOMIC DEVELOPMENT TOOLKIT

Local economic development strategies are aimed at creating better conditions for employment opportunities and businesses to grow. These efforts should build upon Frisco's strengths such as culture, geography, and local institutions to further benefit local quality of life and contribute to a thriving economy. The resources included here address best practices for partnerships, capital improvements, and tourism economy management that are intended to help the Town of Frisco implement economic development strategies.



PARTNERSHIPS

Leveraging existing partnerships and working to collaborate with local organizations is essential to strengthening the economic opportunities and resources in Frisco. Organizations to consider partnerships with for workforce training and housing include the Economic Development District of the [Northwest Colorado Council of Governments](#) (NWCCOG EDD) ([NWCCOG Economic Development District Resources Bulletin](#)), [Summit County Chamber](#), [Summit Economic Partnership](#), Colorado Workforce Center, and Economic Development Council of Colorado (EDCC).



CAPITAL IMPROVEMENT PLANNING

A capital improvement plan (CIP) is a multi-year roadmap that outlines a local government's intentions for public facility and infrastructure investments. Projects are prioritized based on need, funding, and community benefit, ensuring that resources are allocated effectively. Best practices include:

- Stakeholder Engagement and leadership are essential components to effective capital improvement programs. Consider a Capital Improvement Program Committee, and engage relevant municipal departments, political leaders, and community members in the process.
- Conduct a comprehensive needs assessment, cataloging inventory and understanding current assets, vulnerabilities, and growth potential. Include pipeline projects, in-progress, and planned, to understand the full scope of infrastructure and opportunities.
- Prioritize projects based on urgency, community impact, economic benefit, and feasibility. Consider opportunities to incorporate sustainability and resilience.
- Develop a financing strategy, which may include municipal funds, local funds, and state and federal funds. (Also see Capital Improvement Districts below).
- Demonstrate accountability and trust by sharing project timelines, budgets, and outcomes, throughout the process. Consider an annual presentation of progress, or a consistently updated online dashboard that is publicly accessible.
- Communicate with and engage relevant municipal departments, political leaders, and community members in the process.

ECONOMIC DEVELOPMENT TOOLKIT



CAPITAL IMPROVEMENT DISTRICTS

Colorado has a number of capital improvement districts that can be created to finance infrastructure projects and economic development for public benefit. These include general improvement districts (GIDs), and business improvement districts (BIDs). The following are best practices to support the Town of Frisco in evaluating the potential for Capital Improvement Districts:

- General Improvement Districts (also called Municipal Public Improvement Districts) are authorized by Sections 31-25-601 through 31-25-633 of the Colorado Revised Statutes. GID's are created to provide a higher level of service to a specific area such as cleaning streets, providing security, making capital improvements, construction of pedestrian and installation of unique streetscapes, and maintenance of improvements. A GID is similar to a BID, however, it includes commercial and residential properties, and revenues typically generated by additional mill levy or a rate charge require voter approval via a district wide special election.
- Business Improvement Districts are authorized by Colorado Revised Statutes Sections 31-25-1201 through 31-25-1228. BID's are created to provide a higher level of service to a specific area, these services are supplemental to those already provided by the Town. BIDs are funded through additional taxes, rates, fees, tolls, or charges on commercial property.

SUPPLEMENTAL TOOLS FOR THE DESTINATION STEWARDSHIP PLAN

[Global Sustainable Tourism Council Destination Criteria](#)

[Destination Stewardship Starter Kit](#)

[NWCOG Community Assessment](#)

TOURISM ECONOMY AND PLACE BALANCE

Destination stewardship is defined by the Global Sustainable Tourism Council as “a process by which local communities, governmental agencies, NGOs, and the tourism industry take a multi-stakeholder approach to maintaining the cultural, environmental, economic, and aesthetic integrity of their country, region, or Town.” It is about protecting the very qualities that make a place first and foremost a wonderful place to live, with the added benefit of being a wonderful place to visit. The resources included here demonstrate best practices for developing a destination stewardship plan, as well as assessments and research that may prove beneficial as the Town of Frisco manages the tourism planning process.

- Destination Stewardship Plan Development and Strategy: The process of creating a destination stewardship plan may include the following steps: Form a planning team (steering committee) with key stakeholders, conduct initial assessments to understand who the broader groups of stakeholders will include throughout engagement, engage the community in visioning sessions, create a mission and vision for the plan, identify critical success factors and goals, develop strategies and action steps, prioritize implementation and create a structure for initiatives, develop metrics for incremental evaluation, execute the plan, and periodically evaluate progress.
- GSTC Criteria: Establish metrics for success and consider using the Global Sustainable Tourism Council (GSTC) Criteria, which address Sustainable management, Socioeconomic impacts, Cultural impacts, and Environmental impacts.



A DIVERSITY OF HOUSING

The Frisco community values equitable, affordable, and diverse housing options for full-time renters and owners. Community members are concerned about locals' high cost of living, and see a need to increase affordability, especially for affordable and family housing. Frisco's community is open to seeing increased ADUs, live-work units, missing-middle housing types, higher density multi-family, and senior housing.

Goal H.1: Provide Diverse and Equitable Housing: Provide a full spectrum of housing that is abundant, adaptable, and equitably distributed to support an inclusive year-round community.

- 1. Supply sufficient land.** Provide a sufficient supply of land to accommodate current and projected housing needs with an equitable distribution of various housing types.
- 2. Balance regulations for preservation and housing development.** Address the challenges between historic preservation priorities—such as design and sustainability standards—and the goal of reducing housing development costs. Strive to find a balanced approach through regulations and development processes that support both the preservation of the Town's heritage and the creation of affordable housing.
- 3. Support long-term affordability.** Support the long-term affordability and availability of housing provided through density bonuses and other incentive programs to support diverse housing options. Integrate the affordable housing overlay language for Summit Boulevard and Gateway. To further support affordable housing development, consider implementing a Community Land Trust (See Strategic Housing Plan).
- 4. Encourage development incentives for affordable housing.** This may include density bonus fee waivers, tax credits, permitting or approvals incentives, land banking, or inclusionary zoning. Continue to encourage the density bonus program to increase construction of units that meet affordable housing needs within the local community.
- 5. Conduct a nexus study.** This study will help determine the implications of inclusionary zoning without committing to its adoption.

2024 STRATEGIC HOUSING PLAN

The Town of Frisco Strategic Housing Plan crafts feasible and balanced policies and implementation strategies that support a vibrant, sustainable, year-round community that is welcoming to all, in alignment with the Town's vision and values. This plan was adopted in November 2024, concurrent with the development of this Comprehensive Plan. The following goals mirror or expand on the goals in this plan.

[Strategic Housing Plan](#)

Image Credit: Design Workshop

GOALS AND STRATEGIES

6. **Implement the suggested updates in the Strategic Housing Plan.** Ensure the Unified Development Code aligns with housing goals.

Goal H.2: Balance Growth and Protect Against Displacement: Balance sustainable economic growth with the housing needs of the local workforce and protect community members from displacement.

1. **Balance growth and housing.** Recognizing the impact on housing demand imposed by new development, prioritize balancing community growth with the housing needs of workers and their families.
2. **Prioritize keeping residents housed.** Prioritize keeping existing residents housed during landlord fluctuations and when enforcing codes and addressing health and safety concerns.

Goal H.3: Prioritize Improvements for Housing Infrastructure: Recognizing housing as critical infrastructure, locate housing near existing community services, facilities, and amenities, and prioritize improvements that support local housing needs.

1. **Promote transit-oriented development.** Facilitate affordable housing development and preservation in areas with existing transit services and/or high multi-modal connectivity, and support transportation improvements near affordable housing and special needs housing.
2. **Prioritize infrastructure and services.** Prioritize improvements to public infrastructure and facilities that support local housing needs, and prioritize improvements to community services that support the needs of local, year-round residents, and workers, including new permanent residents.

Goal H.4: Preserve and Utilize Existing Housing: Preserve existing housing stock and promote its efficient and effective utilization through adaptive reuse and rehabilitation.

1. **Preserve existing housing.** Support the preservation, maintenance, rehabilitation, and improvement of existing housing, including by promoting increased efficiency, water conservation, and other improvements that reduce operating and maintenance costs.
2. **Increase utilization of existing development.** Promote the utilization of existing development, including residential and non-residential structures, for affordable housing to reduce construction costs and preserve land.

Goal H.5: Maintain Community while Supporting Regional Needs: Collaborate with partner agencies to maintain the Town of Frisco as a welcoming Summit County “neighborhood” while embracing its role in addressing regional housing needs.

1. **Facilitate infill housing.** Facilitate infill housing development in older neighborhoods, along commercial corridors, and near employment centers that helps revitalize these areas and increases housing availability and variety.
2. **Engage residents and developers in solutions.** Collaborate with partner agencies to engage and inform community members and developers on housing needs, challenges, resources, and development procedures to more effectively and inclusively integrate new housing into the existing community fabric.
3. **Collaborate and advocate for housing.** Collaborate with and support partner agencies in identifying, advocating for, and implementing housing solutions locally, regionally, and state-wide.

HOUSING TOOLKIT

The Department of Local Affairs (DOLA) supports the Strong Communities Grant Program to support communities in addressing affordable housing, infill, and transit-oriented development. The Town of Frisco was awarded a Strong Communities Grant as well as monies from the Prop 123 Land Banking program for 101 W. Main. The following are highlighted as opportunities to address housing for Urban and Rural Resort communities:



AFFORDABLE HOUSING AS “USE BY RIGHT”:

Use by Right allows affordable housing developments to be built without requiring special permits or zoning changes if they meet local building and land use regulations. This approach streamlines the approval process, making it easier to develop affordable housing units and reducing costs and delays.



INCLUSIONARY ZONING

Inclusionary Zoning requires that a certain percentage of new residential developments be designated as affordable housing. This policy ensures that affordable housing is integrated throughout the community, rather than segregated, and helps create a mix of housing options across neighborhoods.



LAND TRUST/BANK OR DONATION PROGRAM

A Land Trust or Land Bank holds land for long-term affordable housing by acquiring, managing, and conserving land to keep it available for community benefits, such as housing. These programs often acquire land through purchases or donations and lease it at reduced rates to developers who commit to building affordable housing.



AFFORDABLE HOUSING SUBSIDY

An Affordable Housing Subsidy provides financial assistance to lower the cost of housing development or reduce rent prices, making housing more affordable for low- and moderate-income residents. Subsidies can come in various forms, including direct payments, tax credits, or reduced development fees to support affordability.



DEVELOPMENT FEE SCHEDULE

A Development Fee Schedule outlines fees associated with the construction and development process, such as permit, impact, and utility fees. Modifying this schedule, such as offering fee reductions or waivers for affordable housing projects, can incentivize affordable housing development by lowering overall project costs.

TRANSIT ORIENTED DEVELOPMENT TOOLKIT

"Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities. Public transportation can help foster partnerships in communities that support the development of affordable housing around transit. When done right, TOD leads to more equitable communities." *Source: [Federal Transit Administration](#)*

ADDITIONAL BENEFITS AND PROGRAMS CAN BE FOUND AT THE FOLLOWING RESOURCES:

[Global Platform for Sustainable Cities | Transit Oriented Development Community of Practice](#)

[Build America Bureau - Transit Oriented Development](#)

[BEST PRACTICES FOR TOD ZONING](#)



TRANSIT ORIENTED DEVELOPMENT

Transit-oriented development (TOD) is a type of development pattern that clusters jobs, housing, services and amenities around public transport hubs. It encourages compact, mixed-use, and pedestrian-and cycle-friendly design.

TOD offers many benefits, including:

- Increased public transportation use and fare revenue.
- Reduced congestion and air pollution.
- Increased job availability, convenience, and sense of community for residents.
- A way to build homes without increasing sprawl or exacerbating air pollution and congestion.

TRANSIT-ORIENTED DEVELOPMENT BEST PRACTICES:

- **Encourage walkability over parking:** Consider reducing parking requirements and design buildings for walkability, including features like front entrances facing sidewalks and ADA-compliant amenities. Emphasize safety and comfort standards for bikes and pedestrians.
- **Consider zoning modifications:** Consider allowing for increased density and height restrictions near transit centers to enable people to live and work closer to transit access points. Support a mix of uses, including residential, office, retail, and public and civic gathering spaces within buildings and districts near transit hubs.
- **Prioritize community partnerships and equitable design:** Broaden community partnerships to ensure that development projects reflect the culture and needs of the community and to foster inclusivity and trust across local leaders involved with TOD Development planning, regional governments, universities, and private organizations can help leverage funding to build TOD projects.
- **Incorporate equitable design:** Incentivize affordable housing to ensure equitable access to transit centers. Adopt an Equitable Transit-Oriented Development (ETOD) policy and use metrics to establish an equity baseline to drive discussions, better understand how TOD serve the community, and determine what potential impacts may be after implementation.

CONNECTION TO NATURE



The Frisco Community is aligned on the importance of the environment to the Town, including access to parks, recreation, open spaces, and scenic beauty. Residents expressed a willingness to preserve and maintain open space, and a desire to develop, maintain, and upgrade amenities such as trails and greenway connections, recreation facilities, parks, and community spaces. Cultural arts and community events are also a high priority.

Goal N.1: Increase equitable access to recreational opportunities, programs, and community events that encourage residents and visitors of all ages

1. **Continue to create recreational facilities programs that remove barriers to access trailheads, parks, and community spaces.**
2. **Require ADA mobility signage for adaptive trails.**
3. **Continue seeking dedicated funding for maintenance and improvements to parks and recreation amenities.** Consider different funding mechanisms for maintenance, trails, transportation, sidewalks, pedestrian connections, and implementing the Backyard Plan.
4. **Revisit the feasibility of an indoor multi-purpose space if an opportunity presents itself to be considered with partnership opportunities.**
5. **Support projects at the Peninsula Recreation Area in alignment with the Frisco Trails & Pathways Master Plan (2023) and subsequent updates.** To ensure the Marina and PRA Master Plans remain current, periodically initiate a thorough review and stakeholder engagement process, incorporating feedback to update goals and priorities in alignment with present needs and future vision.
6. **Implement the 2018 Marina Master Plan (2018).** Support the development of a modern and efficient service building at the Frisco Bay Marina. Consider creating an improvements plan for ADA improvements and pedestrian access and circulation at the Frisco Bay Marina. Prioritize infrastructure and amenities including restrooms, as well as repair needs for the Island Grill at the



Image Credit: Design Workshop

GOALS AND STRATEGIES

ENVIRONMENTAL FIGURES

PARKS AND RECREATION

The Town of Frisco maintains and operates **16 miles of recreation paths** throughout town and **240 acres of park space**, including a tennis court, a sand volleyball court, a baseball field, a pickleball court and disc golf course. Playgrounds are located at Walter Byron Park, Marina Park and Meadow Creek Park.

AREAS OF SIGNIFICANCE

Frisco is bordered by the White River National Forest, which spans **2.3 million acres**.

Meadow Creek was identified as an area of very high biodiversity significance.

Wetlands throughout Frisco provide diverse animal, plant and bird habitat.

HABITAT

Six sensitive species have habitats in and around Frisco including, Bald Eagle, Canada Lynx, Mexican Spotted Owl, Gray Wolf, and Bonytail.

Source: United States Fish & Wildlife Service. Colorado Parks and Wildlife (CPW) Codex Explorer

Frisco Bay Marina. Invest in facility improvements at the Lund House and Landing, including restrooms, meeting facilities, and offices.

7. Pursue restroom facilities and water facilities at all the Town public parks.

Goal N.2: Continue to implement sustainable trail management practices that balance user enjoyment with environmental preservation, ensuring a positive experience for residents and visitors.

1. **Continue to fund the implementation of the Frisco Trails Plan (2017) and the Backyard Plan (2022) and subsequent updates.** Budget for and implement the VOLPE Plan.
2. **Continue to prioritize the maintenance and upkeep of in-town trails.** Include winter plowing or grooming of recreation paths.
3. **Integrate and link to the appropriate trail mapping apps on the Town of Frisco website.** Consider creating and funding GIS mapping positions in the Town.

4. **Continue to collaborate with USFS on trails management and use.** Continue to coordinate erosion, signage, and seasonal closures.

5. **Continue to collaborate with Summit County to leverage trails and open space enhancement, fire management, and conservation as appropriate.** Consider a regional marketing campaign to address best practices for outdoor use such as responsible hiking, waste management, and wildlife protection.

6. **Continue to support and budget for seasonal programs.** Include programs for as outdoor hikes, nature tours, and snow sports for all ages.

7. **Plan to make improvements at trailheads located in the Town and on adjacent properties to make them more user-friendly.**

8. **Continue to support joint programs.** Coordinate with USFS, Friends of the Dillon Ranger District, community partners, and local volunteers to offer educational workshops and responsible recreation.



Moose in Frisco, Source: Town of Frisco

Goal N.3: Protect and restore natural habitats to preserve biodiversity, ensure ecosystem health.

- 1. Mitigate development in high risk, hazard, and environmentally sensitive areas, including floodplains, wetlands, steep slopes, and sensitive habitats.**
- 2. Support restoration and protection of wetlands and riparian habitats.**
Plant native vegetation, remove invasive species, and improve soil health to restore ecological balance.
- 3. Focus preservation efforts on high priority habitat areas.** Prioritize Meadow Creek between Lake Dillon and the Town and wetland areas adjacent to Tenmile Creek and along the highway in addition to the peninsula.
- 4. Pursue the Colorado Dark Sky Certification Mentor Program for Fiscal Year 2026.**
- 5. Reduce impact of recreation activities in sensitive areas through designated activity areas and educational signage.**
- 6. Collaborate on the management of Dillon Reservoir.** Consider creating a management system that temporarily limits access to waterfowl and bird nesting areas in wetlands and on Lake Dillon during critical times, such as wildlife breeding seasons or periods of environmental restoration.
- 7. Protect wildlife corridors in and around the Town of Frisco.** Coordinate with Summit Safe Passage and CDOT on wildlife crossings on I-70.

PLAN ALIGNMENT

THE TOWN OF FRISCO 'BACKYARD' FUELS AND RECREATION PLAN

This plan was led by the USDA Forest Service to prepare an environmental assessment in partnership with the Dillon Ranger District of the White River National Forest (WRNF) within an area adjacent to the Town of Frisco, known by residents as the “Backyard.” Fuel treatments and recreation trail activities are needed to provide an improved recreation experience for users and protect the Town's wildland urban interface (WUI) from catastrophic wildfire.

The Town and the Forest Service proposes to implement fuels reduction treatments on approximately 1,233 acres of NFS lands, and trail improvements and upgrades on approximately 21 miles of trails.

Additional information is available on [the website](#).

THE TOWN OF FRISCO TRAILS MASTER PLAN

First adopted in 2017 and updated in 2023, the Frisco Trails Master Plan is a comprehensive trails plan for Frisco and the surrounding area ensuring the strategic implementation trail development and improvements to achieve the community's vision for trails, community connectivity and recreation corridors.

The plan acknowledged the importance of alignment with the Towns Community Plan, Complete Streets Plans, and Master Development Plans.

Additional information is available on [the website](#).

PENINSULA RECREATION AREA (PRA) MASTER PLAN

Since 2001, there have been a variety of planning efforts for the PRA, and in 2020, Frisco Town Council adopted the Comprehensive Vision and Project Implementation Plan. This guides future development and improvements to support the trails, pathways, parking, storage, recreation and services to manage funds and resources and ensure the future of this community asset.

Additional information is available on [the website](#).

DOWNTOWN COMPLETE STREETS PLAN

Adopted in 2022, the Plan provides data and context to guide future design and improvements in the downtown core area, which is bordered by Galena and Granite Streets to the north and south, and from Madison Avenue to the Frisco Bay Marina to the east and west. This was followed by preliminary design plans for Granite Street.

Additional information is available on [the website](#).

SUSTAINABILITY TOOLKIT

While overall, the Town of Frisco has an adequate supply of water, conservation of this resource is critical to ensure supply for current and future generations. Protection of water resources and managing use can minimize impacts during drought or periods of high demand.

GREEN INFRASTRUCTURE

Green infrastructure and low-impact development (LID) is a more sustainable way to manage stormwater runoff and water quality by mimicking natural processes to slow water flows, reduce volume, and filter pollutant loads before water reaches Tenmile Creek and Lake Dillon. Green infrastructure can be more cost effective than typical stormwater infrastructure and offers more community benefits. This might include:

- **Stormwater Management:** Permeable pavements allow rainwater infiltration and reduce runoff. These can be integrated with snow storage areas into site planning to encourage runoff from overwhelming stormwater systems in spring.
- **Wetland Restoration and Riparian Corridors:** The natural riparian buffers along Tenmile Creek and wetlands at Meadow Creek are critical areas for habitat and to improve water for the watershed and protecting water quality of Lake Dillon.
- **Grading and Soil Disturbance:** Grading and soil disturbance during construction should be carefully managed to prevent erosion. Maintaining existing vegetation can help limit sedimentation.
- **Landscape Design:** Bioswales and rain gardens capture, filter, and infiltrate stormwater while reducing sedimentation that can make its way to Lake Dillon. Green roofs, green walls, and other landscape areas support infiltration of runoff to naturally filter into the groundwater. Native planting and high-altitude plants should be used when possible.

WATER-WISE BEST PRACTICES

Water use is a community-wide effort where individuals and the Town of Frisco can work together to ensure the sustainable use of this valuable resource. The following are some examples of how to support the goal of using less water. Frisco's tiered consumption rate and voluntary watering restriction days help encourage lower water use for irrigation and landscaping, indoor water audits, rebates, and conservation programs. Mandatory drought watering restrictions.

NATIVE AND DROUGHT-TOLERANT LANDSCAPING

Promote the use of native or drought-tolerant plant species that require less water and are better adapted to the local climate. Shade from trees can also reduce water loss from surrounding plants and soils.

WATER CONSERVATION STANDARDS

Consider strategies to reduce evaporation, such as restrictions on watering, alternating days, or time of day. Advocate for the use of drip irrigation or soaker hoses to provide water directly to plant roots.

INCENTIVES AND TOOLS

Promote incentives, rebates, or tax credits for the installation of water-efficient fixtures, appliances, and landscaping as well as xeriscape incentive programs to replace turf.

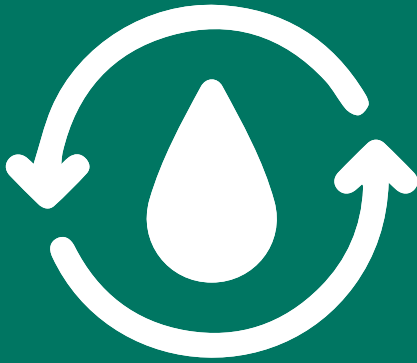
EFFICIENT INDOOR WATER USE

Install water-efficient fixtures, such as low-flow toilets, showerheads, and faucets. Install water-saving appliances, such as dishwashers and washing machines, with high efficiency ratings.

EDUCATION AND AWARENESS

Promote water conservation through educational campaigns, community outreach programs, and information on water-saving practices to residents and businesses. Consider the addition of lawn-buy-back programs.

A RESILIENT ENVIRONMENT



Residents would like the Town of Frisco to minimize its overall environmental impact, through specific policies and strategies including sustainable development and growth, and town practices, such as recycling, water conservation, renewable energy, and consideration of climate change in decision-making. Planning for the future will incorporate forest management and wildfire mitigation, habitat preservation and/or restoration and the protection of streams and water bodies.

Goal R.1: Conserve and manage freshwater resources efficiently to protect the environment, ensure sustainable water availability and meet the community's long-term needs.

- 1. Expand indoor water conservation program.** Focus irrigation audits on high water users and greatest potential for conservation. Consider developing town-managed turf-buy back programs. Consider additional education and resources for water-wise landscape and low-impact development at a residential and commercial scale.
- 2. Support the 2025 water rate studies.** Incorporate the full value of water (the comprehensive recognition of water's economic, social, cultural, and environmental importance), that reflects climate impacts, adequacy concerns and regional water needs.
- 3. Continuously evaluate ground and surface water inventory/adequacy/quality and use that data to inform future development.**
- 4. Continue to conduct annual water loss audits.** Investigate and mitigate unallocated water from leaks, un-metered use, and other miscellaneous water imbalances between water produced and water sold.
- 5. Update the UDC to create a more robust water conservation program.** Encourage native planting and limit the use of turf grass which requires more water to grow. Prohibit outdoor watering for properties outside of the Town boundaries that use town water. Consider additional education and resources for water-wise landscape and low-impact development at a residential and commercial scale. Ensure new developments follow water conservation and water quality protection guidelines/regulations.

FRISCO CLIMATE ACTION & RESILIENCY PLAN (CARP)

In March 2024, the Town of Frisco began developing the first Frisco specific climate action plan. The CARP builds upon the 2019 Summit Community Climate Action Plan, and includes a greenhouse gas emissions inventory, greenhouse gas modeling, and a Frisco-specific roadmap to serve as a guide for Frisco for the next five years. The Guiding Principles, strategies, policies, and recommendations in the Frisco CARP are well-aligned with the Resilient Environment goals and strategies in the Town of Frisco Comprehensive Plan. As The Town plans for the future, the CARP should be referenced as a resource and policies should be implemented in coordination with those outlined in this section.

Image Credit: Design Workshop

GOALS AND STRATEGIES

6. **Require new development to avoid significant impacts to regional water quality.** Consider incorporating policy from NWCOG regional water quality management plan (see toolkit).
 7. **Continue to implement and refine the Town's stormwater management program to protect water quality.** Work amongst town departments to maximize stormwater and flood management through park and greenway infrastructure.
 8. **Manage town-owned properties to reflect water conservation best practices and encourage native planting.**
 9. **Continue important partnerships to support regional water quality.** This may include the Summit Water Quality Committee and the Northwest Colorado Council of Governments and its Water Quality/Quantity Committee.
 10. **Enforce daytime watering restrictions and provide educational opportunities for residents and visitors on the importance of water conservation measures.**
 11. **Review the UDC for requirements that may limit conservation approaches and update the UDC to remove such limitations or barriers.** Maintain setbacks requirements in UDC to be greater than standard for water bodies and streams.
 12. **Continue participating in the water basin training to certify landscape companies as Qualified Water Efficient Landscapers (QWEL).**
 13. **Continue the existing IGA to protect water quality through the Dillon Reservoir Control Regulation (REGULATION NO. 71).**
2. **Continue investigating remediation solutions for well contaminants.** Build appropriate treatment for any new wells and update the Source Water Assessment and Protection plans as outlined by the Colorado Department of Public Health & Environment.
 3. **Implement Firesafe™ strategies.** Integrate into any new development codes.
 4. **Investigate highest value applications of redundant power systems and/or micro-grids to ensure resiliency, including replacing backup generators as needed.**
 5. **Support the Wildfire Preparedness Plan in partnership with Summit County and surrounding municipalities.** Outline strategies for risk reduction, emergency response, and community outreach, including the robust Backyard Plan and the NEPA process.
 6. **Share resources for wildfire awareness, evacuation planning, and education.** Prepare evacuation routes, communication plans, and protocols to ensure quick and organized responses.
 7. **Support the Summit County Multi-Jurisdiction Hazard Mitigation Plan.** Look for opportunities in the Plan to incorporate into the Town's plans and regulations.

Goal R.2: Strengthen wildfire and hazard mitigation efforts and improve infrastructure resiliency to protect the community.

1. **Pursue wildfire mitigation effort.** Focus on the WUI, the watershed above Tenmile Creek, and create a buffer zone between natural and developed areas.

Goal R.3: Manage development in relationship to water and sewer capacity.

1. **Require new developments exceeding anticipated capacity to demonstrate additional water and treated water reductions.**
2. **Support, and consider utilizing 5A funds, to reimburse water and sewer enterprise funds to 'waive' water and sewer tap fees for developers applying for reduced tap fees for affordable or attainable housing.**

Goal R.4: Promote climate action through new and existing development.

1. Incorporate greater energy efficiency and a preference for electrification into new building codes while considering affordability implications.
2. Implement the Renewable Outdoor Energy Program.
3. Continue to focus on decreasing waste contamination rates and increasing compliance with the Pay As You Throw (PAYT) waste collection service.
4. Support comprehensive sustainable design standards including solar orientation, landscaping guidelines, and water conservation and consider updating the UDC while considering affordability implications.
5. Provide education around adaptation with actionable strategies.
6. Adopt energy efficient building codes and design standards to exceed the standards required by HB 22-1362 to ensure lower household utility costs in the long-term. Incentivize energy efficiency for affordable and attainable housing.
7. Explore how infrastructure projects noted in the Strategic Housing Plan, under Section 3.2.A can support the goals of the Comprehensive Plan.
8. Explore the feasibility of solar integrated microgrid technology for community resiliency purposes including location identification and inventory of existing back-up power systems in community-facing facilities. Complete a microgrid feasibility study and/or evaluate one to three potential sites within the Town that would be best served as resiliency centers or retrofitted with microgrids.

WATER SUPPLY AND DEMAND MANAGEMENT

In order to maintain a balance of water supply and demand into the future, the Town of Frisco will continue to coordinate development needs, conservation practices, and water and wastewater provider information. This will ensure alignment with goals and proactively ensure the Town maintains a water surplus. This will be accomplished via the following:

The Water Department, Wastewater Treatment, Planning and Billing departments will continue to share reported and metered volumes to ensure total system-wide water accounting is maintained.

Addressing unaccounted water and unmetered water sources will remain an ongoing component of an effective water management strategy.

Planning models that incorporate total water use inclusive of non-Town metered water such as the IMPLAN model used for the Housing Plan should be regularly consulted and used in their proper context to help inform overall system water use.

Revise water goals with forthcoming Water Efficiency Plan in keeping with reconciled supply and demand data over the subsequent time period (2016 to 2023).

The Town's water rights planning and acquisition continues to provide sufficient buffer between potential availability and annual sales and calls.

Quantifying development water needs under various scenarios will continue to assist the Town in implementing needed conservation measures while maintaining sufficient supply to meet those demands.

Conservation efforts to reduce residential and commercial use will continue to be needed and expanded to ensure demand doesn't outstrip supply.

RESILIENCY TOOLKIT

Surrounded by USFS, the Town of Frisco has a significant fire risk. The following tools allow the Town and residents to better prepare for and adapt to the threat of wildfire and minimize impacts on property and improve the wellbeing and safety of the community.



WILDLAND URBAN INTERFACE (WUI)

This is the zone where natural wilderness areas meet human development, such as homes and communities. It is a critical area for wildfire management because of the heightened risk of fire spreading between wildland vegetation and human structures.

FIRE-SAFE STRATEGIES

One of the most immediate and significant ways to improve safety from future disasters is to reduce fire fuel sources. Frisco Fire and the USFS are working to clear potentially hazardous fuels for fire safety management. The Colorado Division of Fire Prevention and Control through the Colorado Department of Public Safety includes state resources and programs for fire management. The following are best practices to support the Town of Frisco fuel reduction and ensure safety of residents from wildfires.

- **Defensible space guidelines:** Parks, open spaces and community developments should establish safety zones around structures where all dead plants, grass, weeds, leaves, and pine needles from the yard must be removed and grass should be mowed to a certain height. The State of Colorado recommends a three-zone system for landscaping.
- **Fuel Breaks:** Coordinate with USFS to establish and maintain fuel breaks along WUI boundaries to improve firefighter access.
- **Vegetation Management:** Most shrubs should be removed; however, shrub clumps should be allowed if separated by at least twice the shrub height at maturity. When possible, landscaping should use fire resistant building materials such as stone or gravel instead of mulch.
- **Tree Management:** Large trees should be pruned of dead branches and not extend over roof eaves and branches should be at least 10 feet away from chimneys and other trees' canopies
- **Fire-Resistant Building Materials:** Use non-combustible or fire-resistant materials in construction and retrofitting to reduce structure vulnerability.

WATER MANAGEMENT TOOLKIT



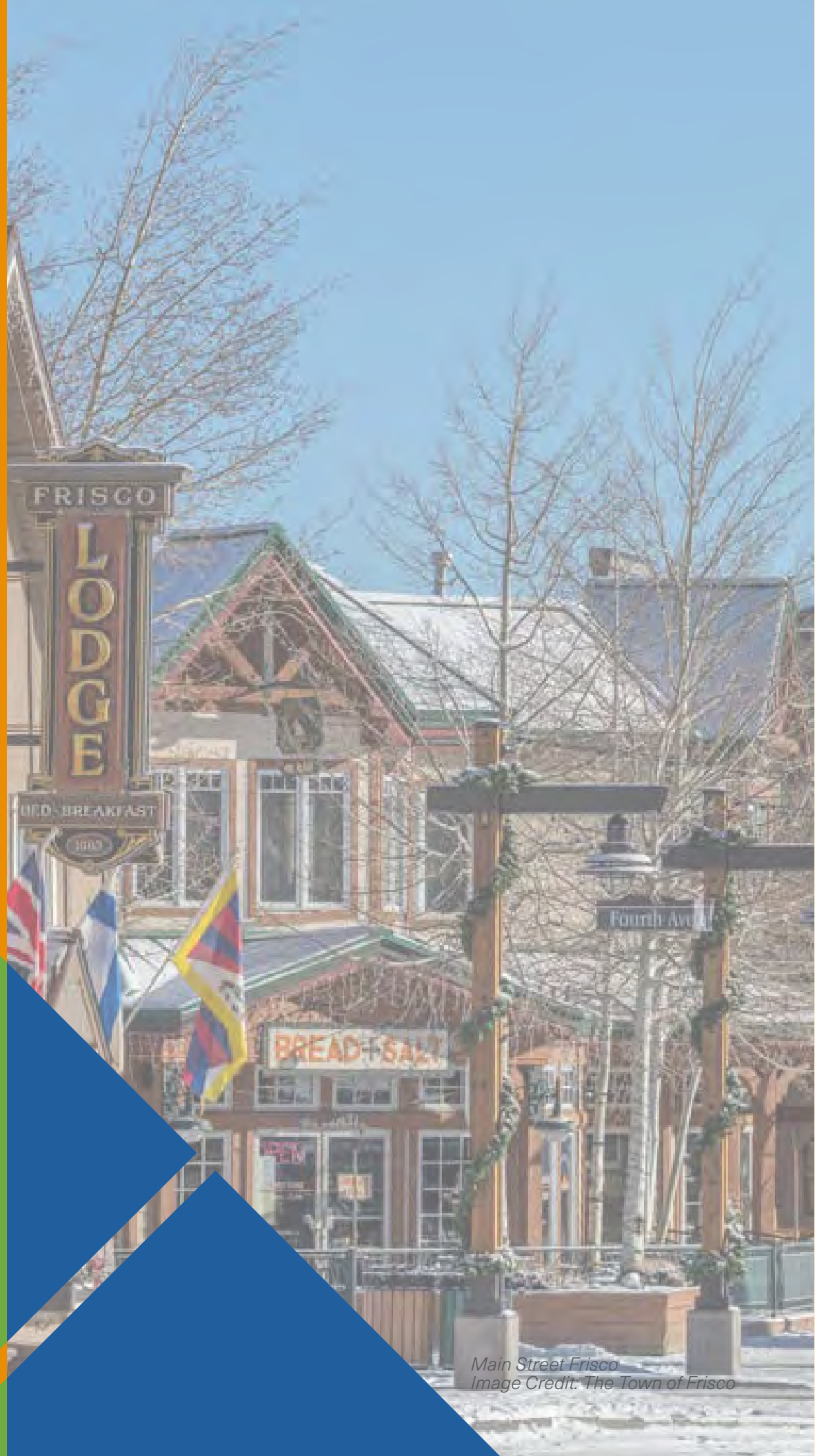
PARTNERSHIPS

As the single water provider for residents and businesses, the Town of Frisco is able to effectively implement conservation and resiliency programs to help manage water supply and demand. However, due to regional considerations and the complex interactions of water planning and services, engaging partners is critical to realize effective water balance. Protecting and maintaining a healthy watershed requires strong relationships with the US Forest Service, private landowners, and other land managers, while managing demand involves partnerships with local conservation organizations, the Frisco Sanitation District, and town residents. Finally, regional and state partners such as the Middle Park Conservation District, Colorado Water Conservation Board (CWCB) and NWCCOG (below) enable effective access to resources and ensure that alignment is maintained with treating water as a true flow-through resource.

NORTHWEST COLORADO COUNCIL OF GOVERNMENTS (NWCCOG) REGIONAL WATER QUALITY MANAGEMENT PLAN

The NWCCOG Regional Water Quality Management Plan outlines policies for regional water quality protection and the implementation of the 208 Plan. These policies emphasize that land use and water development should not degrade watershed health, with developers responsible for mitigating any adverse impacts. Transmountain water diversions require approval from local governments and relevant districts. Local governments must ensure projects comply with the 208 Plan, promoting water-smart development practices that prioritize water efficiency and quality protection. The plan discourages the proliferation of new wastewater treatment facilities and encourages consolidation of existing ones, while also limiting private operation of such facilities. New onsite wastewater treatment systems should only be allowed if no other options exist. The plan also considers climate change impacts on water quality and mandates that hazardous substances not harm watershed health.

6



*Main Street Frisco
Image Credit: The Town of Frisco*



A PLAN FOR ACTION

The Implementation Matrix provides a practical, easy-to-navigate resource designed to support the implementation of the Goals and Strategies outlined in this Plan.

IMPLEMENTATION MATRIX

IMPLEMENTATION GUIDE

The Implementation Matrix is a resource designed to support the implementation. The following chapter outlines the following to advance the Strategies and Goals in the Plan.

Action: These are the goals and strategies for the Town to undertake as outlined in Chapter 4.

Responsibility: Supporting parties or potential collaborative partners may have additional programming, organizations, and funding sources to implement the Goals and Strategies.

Priority: Timeframes are defined as Low (L) (5+ years), (M) medium-term (3-5 years), and High (H) (1-2 years) going to identify when the Town might initiate a project, program, or policy.

Investment: Potential scale of resource allocation and cost to the Town defined as lower cost (\$) (potential to range up to \$250,000), medium cost (\$\$) (potential to range between 250,000 and 500,000), or higher cost (\$\$\$) (potential to range over 500,000).

Funding Available: Funding may be required to advance the Goals and Strategies. As possible, current finding, future funding, and needed funding is identified.

Co-benefits: Many of the goals and strategies have co-benefits and thematic alignment within other goals or strategies.



Main Street Frisco
Image Credit: Trip Advisor

IMPLEMENTATION MATRIX



AN INCLUSIVE AND ACCESSIBLE COMMUNITY (B)

ACTIONS	RESPONSIBILITY	PRIORITY	INVESTMENT	FUNDING AVAILABLE	CO-BENEFITS	
	Name	L, M, H	\$\$, \$\$\$, \$\$\$\$	Yes/No	Theme Alignment	
B.1 Continue supporting safe, attractive, and sustainable neighborhoods where residents can thrive.						
1	Update the UDC to align with recommended uses and character designated in the Future Land Use Classifications.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
2	Review current design standards and analyze if development review could be streamlined.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
3	Ensure that UDC approval process is aligned to leverage the goals of this Comprehensive Plan in decision-making.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
4	Review and implement sustainability best practices at the local level.	Town of Frisco, Sustainability Staff	H	\$\$-\$	Funding Allocated 2025-2026	
B.2 Preserve and protect the architectural, cultural, and environmental heritage of the community.						
1	Provide clearer definitions for historic buildings within the town to aid in preservation efforts.	Town of Frisco	M	\$	Seek Additional Funding	
2	Consider revisions to the UDC to provide increased incentives to encourage protection of historic structures.	Town of Frisco	M	\$	Funding Allocated 2025-2026	
3	Continue to celebrate and promote the history of the Town of Frisco.	Town of Frisco	M	\$\$-\$	Continue Current Funding	
4	Consider creation of a Historic Preservation Master Plan and updates to the Historic Preservation Program.	Town of Frisco	M	\$	Seek Additional Funding	
5	Promote the adaptive reuse of existing building inventory.	Town of Frisco	M	\$	Seek Additional Funding	
6	Consider promoting Energy Efficiency in Historic Properties.	Town of Frisco	M	\$\$\$\$	Seek Additional Funding	



IMPLEMENTATION MATRIX

B.3 Continuously strive to foster two-way communications with residents, visitors, and businesses.						
1	Utilize current communications means to engage with a broad and diverse community.	Town of Frisco, Communications	H	\$	Continue Current Funding	
2	Explore options to make town processes more accessible and seek additional strategies to continue to receive and deliver information to connect citizens, staff, and Town Council.	Town of Frisco, Communications	H	\$	Seek Additional Funding	
B.4 Strive to have universal language accommodations including signage symbols.						
1	Provide Materials for Accessibility.	Town of Frisco, Communications	H	\$	Seek Additional Funding	
B.5 Support recreational and cultural programs and cultural amenities to enhance community identity and pride						
1	Continue to financially support partnership opportunities and programs to ensure the health and wellness of the community.	Town of Frisco, Communications	M	\$	Seek Additional Funding	
2	Continue to coordinate with local schools to support youth programming.	Town of Frisco, Communications	M	\$	Seek Additional Funding	
3	Continue to coordinate within the region on community initiatives outside the boundaries of the Town.	Town of Frisco, Communications	M	\$	Seek Additional Funding	
4	Continue to develop partnerships to support childcare in the community.	Town of Frisco, Local Schools	H	\$	Seek Additional Funding	
5	Implement the Frisco five-year Arts and Culture Strategic Plan (2023).	Town of Frisco, FACC	M	\$\$\$	Seek Additional Funding	
6	Consider grants programs for local artists and organizations.	Town of Frisco	L	\$	Seek Additional Funding	
7	Continue the Frisco's Finest Award program.	Town of Frisco	M	\$	Continue Current Funding	

IMPLEMENTATION MATRIX



CONNECTIVITY FOR ALL (C)

ACTIONS	RESPONSIBILITY	PRIORITY	INVESTMENT	FUNDING AVAILABLE	CO-BENEFITS	
	Name	L, M, H	\$\$, \$\$\$, \$\$\$\$	Yes/No	Theme Alignment	
C.1 Promote walking, biking, and other alternative modes of transportation.						
1	Enhance multi-modal transportation options to reduce reliance on single-occupancy vehicles.	Town of Frisco, CDOT	H	\$\$-\$\$\$	Seek Additional Funding	
2	Introduce new town-wide incentives and programs to promote alternative modes of travel.	Town of Frisco	L	\$\$-\$\$	Seek Additional Funding	
C.2 Improve crossing infrastructure and increase safe crossing opportunities on Summit Boulevard in partnership with CDOT.						
1	Continue to utilize geometric intersection changes such as bump-outs, median islands, speed tables, and roundabouts to improve safety.	Town of Frisco, Public Works, CDOT	M	\$\$\$	Seek Additional Funding	
2	Ensure all crossing improvements align with CDOT standards regarding ADA and PROWAG compliance for accessible walkways and curb ramps.	Town of Frisco, Public Works, CDOT	H	\$\$-\$\$\$	Seek Additional Funding	
3	Pursue the design and future construction of an underpass crossing Summit Boulevard north of Main Street in alignment with the Frisco Trails and Pathways Master Plan in coordination with the new multi-use trail development on Summit Boulevard.	Town of Frisco, Public Works, CDOT	L	\$\$\$	Seek Additional Funding	
4	Continue to work closely with CDOT to coordinate crossing improvements with the pedestrian infrastructure and improve infrastructure and pedestrian experiences for anticipated route changes due to the CDOT Exit 203 project.	Town of Frisco, Public Works, CDOT	H	\$\$-\$\$	Continue Current Funding	
C.3 Bridge the gap between starting point, transit network, and final destination (first- and last-mile connections).						
1	Continue to work with Summit Stage to introduce, evaluate, and manage a microtransit program.	Town of Frisco, Public Works, Summit County	H	\$	Seek Additional Funding	



IMPLEMENTATION MATRIX

2	Improve sidewalks, crosswalks, and lighting to ensure safe access to bus stops and transit hubs.	Town of Frisco, Public Works, Xcel Energy	H	\$\$\$\$	Seek Additional Funding	
3	Promote Transit Oriented Development and affordable housing in the Gateway District.	Town of Frisco, Summit County	M	\$\$\$\$	Seek Additional Funding (RAISE Grant)	
C.4 Improve the viability and reliability of local and regional transit.						
1	Install shelters, seating, real-time arrival information, and bike racks at existing and new bus stops.	Town of Frisco, Public Works	H	\$	Seek Additional Funding	
2	Clearly communicate and publish seasonal and permanent route and timetable changes.	Town of Frisco, Summit County	H	\$	Continue Current Funding	
C.5 Build and improve connections between key facilities, focusing on increasing safety for people of all ages and abilities, and improving access to key destinations and the regional trail network.						
1	Review and revise UDC to ensure sidewalks and trails are aligned with the Future Land Use Map and Future Land Use Classifications.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
2	Design and construct complete streets; focusing on Granite Street as a priority.	Town of Frisco, Public Works	M	\$	Continue Current Funding	
3	Ensure Safe and Accessible Connections.	Town of Frisco, Public Works	H	\$	Seek Additional Funding	
C.6 Manage parking resources to promote the efficient use of available spaces.						
1	Continue with a parking management plan in the downtown core.	Town of Frisco, Public Works, Downtown Businesses	M	\$	Continue Current Funding	
C.7 Maintain and improve the active transportation network.						
1	Continue to review and update policies and procedures on snow removal operations on streets and sidewalks.	Town of Frisco, Public Works	M	\$	Seek Additional Funding	
2	Continue winter maintenance on trails and recreational pathways for a variety of users.	Town of Frisco, Public Works	M	\$\$	Continue Current Funding	
3	Utilize data from a future pavement conditions survey to manage and upgrade pavement and infrastructure.	Town of Frisco, Public Works	M	\$	Continue Current Funding	

IMPLEMENTATION MATRIX



A DIVERSE AND THRIVING ECONOMY (D)

ACTIONS	RESPONSIBILITY	PRIORITY	INVESTMENT	FUNDING AVAILABLE	CO-BENEFITS	
	Name	L, M, H	\$\$, \$\$\$, \$\$\$\$	Yes/No	Theme Alignment	
D.1 Support local businesses, expand local industries and services, and encourage long-term investment to strengthen and diversify the local economy.						
1	Continue to ensure the Town representation at the Summit Chamber of Commerce.	Town of Frisco, Local Businesses, Summit Chamber	H	\$	Seek Additional Funding	
3	Support the business community.	Town of Frisco, Local Businesses	M	\$\$	Seek Additional Funding	
5	Analyze existing uses allowed in the Central Core and determine if they should be modified in the UDC.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
D.2 Encourage the vibrancy of Main Street and the Downtown District as the heart of Frisco.						
1	Evaluate the potential for a Gateway Business Improvement District.	Town of Frisco	M	\$\$	Seek Additional Funding	
4	Encourage development that expands the vibrancy of Main Street to West Main Street as well as across Summit Boulevard to the Town's Marina.	Town of Frisco	L	\$\$	Seek Additional Funding	
5	Review UDC to support increased infill development and densities to align with the Future Land Use Map and Future Land Use Classifications for the Main Street District.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
6	Pursue technical assistance and resources to support preservation-based, community-led economic development.	Town of Frisco	M	\$\$	Seek Additional Funding	
D.3 Encourage infill development and higher densities along Summit Boulevard and in the Gateway District.						
1	Prioritize and implement the initiatives outlined in the Strategic Housing Plan.	Town of Frisco	M	\$	Continue Current Funding	



IMPLEMENTATION MATRIX

3	Explore future capital improvement districts.	Town of Frisco	L	\$-\$\$	Seek Additional Funding	
4	Revise land use regulations to allow and incentivize infill development that increases the mix of uses along Summit Boulevard and within the Gateway District allowing for housing, office, retail, and commercial to promote a vibrant mixed-use corridor.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
D.4 Support existing light industrial and synergistic uses, and incorporate makerspaces.						
1	Engage with existing entrepreneurs, business owners, and employees within the light industrial sector.	Town of Frisco, Local Businesses, Summit Chamber	M	\$	Seek Additional Funding	
3	Incentivize reinvestment in light industrial zones.	Town of Frisco	M	\$-\$\$	Seek Additional Funding	
5	Work with local organizations to connect smaller light industrial businesses with technical assistance programs.	Town of Frisco, CMC, Summit County	M	\$	Seek Additional Funding	
D.5 Continue to develop strategies for sustainable tourism that acknowledge and work towards creating greater harmony between resident quality of life, community character, visitor experience, and supporting the local economy.						
1	Support the recently released Rockies Playground Regional Destination Stewardship Strategic Plan and work with and support Colorado Tourism Efforts.	Town of Frisco, Coloado Tourism Office	M	\$	Continue Current Funding	
2	Use sound sustainability practices at events, on public lands, and throughout town to express the Town's sustainability values.	Town of Frisco, Communication, Sustainability	M	\$	Continue Current Funding	
3	Review the short term rental cap to ensure it provides a balance between tourism and resident quality of life.	Town of Frisco, Summit County Outdoor Coalition	M	\$-\$\$	Continue Current Funding	

IMPLEMENTATION MATRIX



A DIVERSITY OF HOUSING (H)

ACTIONS		RESPONSIBILITY	PRIORITY	INVESTMENT	FUNDING AVAILABLE	CO-BENEFITS
		Name	L, M, H	\$\$, \$\$\$, \$\$\$\$	Yes/No	Theme Alignment
H.1	Provide diverse and equitable housing through a full spectrum of housing that is abundant, adaptable, and equitably distributed.					
1	Review regulatory constraints and streamline development procedures.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
2	Support the long-term affordability and availability of housing provided through density bonuses and other incentive programs.	Town of Frisco	H	\$	Funding Allocated 2025-2026	
3	Encourage additional development incentives for affordable housing.	Town of Frisco	H	\$	Seek Additional Funding	
4	Conduct a nexus study to provide for the potential implementation of inclusionary zoning.	Town of Frisco	H	\$	Funding Allocated 2025-2027	
5	Implement the recommended strategies in the Strategic Housing Plan.	Town of Frisco	H	\$	Seek Additional Funding	
H.2	Balance sustainable economic growth with the housing needs of the local workforce and protect community members from displacement.					
1	Balance economic growth and housing.	Town of Frisco, Local Developers	H	\$\$\$\$	Seek Additional Funding	
2	Prioritize keeping the local workforce housed locally.	Town of Frisco	H	\$\$\$\$	Seek Additional Funding	
H.4	Maintain existing housing stock and promote its efficient and effective utilization through adaptive reuse and rehabilitation.					
H.5	Collaborate with partner agencies to maintain Frisco as a welcoming Summit County "neighborhood" while addressing regional housing needs.					
1	Promote infill housing.	Town of Frisco, Local Developers	H	\$\$\$\$	Seek Additional Funding	
2	Engage residents and developers in solutions.	Town of Frisco Community	M	\$\$\$\$	Seek Additional Funding	

IMPLEMENTATION MATRIX



CONNECTION TO NATURE (N)

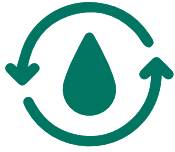
ACTIONS	RESPONSIBILITY	PRIORITY	INVESTMENT	FUNDING AVAILABLE	CO-BENEFITS	
	Name	L, M, H	\$\$, \$\$\$, \$\$\$\$	Yes/No	Theme Alignment	
N.1	Increase equitable access to recreational opportunities, programs, and community events that encourage residents and visitors of all ages.					
1	Address gaps in funding for neighborhood parks and explore strategies for scaled-back improvements as appropriate.	Town of Frisco	L	\$\$	Seek Additional Funding	
2	Continue to build recreational facilities programs that promote access trailheads, parks, and community spaces.	Town of Frisco	M	\$\$\$	Seek Additional Funding	
3	Explore dedicated funding for maintenance and improvements to parks and recreation amenities.	Town of Frisco	M	\$\$\$\$	Seek Additional Funding	
4	Explore the feasibility of a community facility in the Town of Frisco.	Town of Frisco	L	\$\$\$	Seek Additional Funding	
5	Support projects at the Peninsula Recreation Area (PRA) in alignment with the Frisco Trails & Pathways Master Plan (2023) and the Comprehensive Vision & Project Implementation Plan.	Town of Frisco, USFS	H	\$\$\$\$	Seek Additional Funding	
6	Continue to implement the 2018 Marina Master Plan and invest in infrastructure improvements.	Town of Frisco	H	\$\$\$\$	Seek Additional Funding	
N.2	Continue to implement sustainable trail management practices that balance user enjoyment with environmental preservation, ensuring a positive experience for residents and visitors.					
1	Continue to fund the implementation of the Frisco Trails and Pathways Plan (2023) and the Backyard Plan (2026) and subsequent updates.	Town of Frisco, USFS, Summit County	M	\$	Seek Additional Funding	
2	Continue to prioritize the maintenance and upkeep of intown trails and pathways.	Town of Frisco, Public Works	H	\$\$\$	Continue Current Funding	
3	Integrate and link to the appropriate trail mapping apps on the Town of Frisco website.	Town of Frisco, Communication	M	\$	Seek Additional Funding	

IMPLEMENTATION MATRIX



5	Continue to collaborate with USFS and Summit County to leverage trails and open space enhancement, fire management, and conservation as appropriate.	Town of Frisco, USFS, Summit County	M	\$-\$\$	Continue Current Funding	
6	Continue to support and budget for seasonal programs.	Town of Frisco	M	\$-\$\$	Continue Current Funding, Expand As Needed	
7	Continue to manage trailheads located in the Town and on adjacent properties with trash and recycling receptacles and signage to make them more user-friendly.	Town of Frisco, USFS, Summit County	M	\$-\$\$	Fund with New Opportunities	
N.3 Protect and restore natural habitats to preserve biodiversity and ensure ecosystem health.						
1	Minimize development in high risk, hazard, and environmentally sensitive areas, including floodplains, wetlands, steep slopes, and sensitive habitats.	Town of Frisco, USFS, Summit County	M	\$-\$\$\$	Continue Current Funding	
2	Support restoration and protection of wetlands and riparian habitats.	Town of Frisco, USFS, Summit County	M	\$-\$\$	Seek Additional Funding	
3	Pursue the Colorado Dark Sky Certification Mentor Program for Fiscal Year 2026.	Town of Frisco,	H	\$	Funding Allocated 2025-2026	
4	Protect wildlife corridors in and around the Town of Frisco.	Town of Frisco, Summit Safe Passage, CDOT	M	\$	Seek Additional Funding	

IMPLEMENTATION MATRIX



A RESILIENT ENVIRONMENT (R)

ACTIONS		RESPONSIBILITY	PRIORITY	INVESTMENT	FUNDING AVAILABLE	CO-BENEFITS
		Name	L, M, H	\$\$, \$\$\$, \$\$\$\$	Yes/No	Theme Alignment
R.1	Conserve and manage freshwater resources efficiently to ensure sustainable water availability and meet the community's long-term needs.					
2	Conduct a water rate study and implement changes.	Town of Frisco, Water Department	H	\$	Funding Allocated 2025-2026	
3	Continuously evaluate ground and surface water inventory/ adequacy/ quality and use that data to inform future development.	Town of Frisco, Water Department	M	\$\$	Continue Current Funding	
4	Continue to conduct annual water loss audits.	Town of Frisco, Water Department	M	\$	Continue Current Funding	
5	Update the UDC to create a more robust water conservation program.	Town of Frisco, Public Works, Water Department	H	\$	Funding Allocated 2025-2026	
7	Continue to implement and refine the Town's stormwater management program to protect water quality.	Town of Frisco, Public Works	H	\$	Continue Current Funding	
9	Continue important partnerships to support regional water quality.	Town of Frisco, Summit Water Quality Committee, Northwest Colorado Council of Governments Water Quality/Quantity Committee.	M	\$	Continue Current Funding	
11	Review the UDC for requirements that may limit conservation approaches and update the UDC to remove such limitations or barriers.	Town of Frisco, Public Works	H	\$	Funding Allocated 2025-2026	
13	Continue the existing IGA to protect water quality through the Dillon Reservoir Control Regulation (REGULATION NO. 71).	Town of Frisco, DReC, Colorado Secretary of State	M	\$	Continue Current Funding	

IMPLEMENTATION MATRIX



R.2 Strengthen wildfire and hazard mitigation efforts and improve infrastructure resiliency to protect the community.						
1	Pursue wildfire mitigation efforts.	Town of Frisco, USFS, Frisco Fire	H	\$\$-	Seek Additional Funding	
2	Continue investigating remediation solutions for well contaminants.	Town of Frisco, Public Works	H	\$\$\$\$	Seek Additional Funding	
3	Implement Firesafe strategies.	Town of Frisco, USFS, Frisco Fire	H	\$\$	Seek Additional Funding	
4	Investigate highest value applications of redundant power systems and/or microgrids to ensure resiliency, including replacing backup generators as needed.	Town of Frisco, Public Works	L	\$	Seek Additional Funding	
5	Support the Wildfire Preparedness Plan in partnership with Summit County and surrounding municipalities.	Town of Frisco, USFS, Frisco Fire	H	\$	Continue Current Funding	
6	Support the Summit County Multi-Jurisdiction Hazard Mitigation Plan.	Town of Frisco, Summit County	M	\$	Continue Current Funding	
R.3 Manage development in relationship to water and sewer capacity.						
1	Require new developments exceeding anticipated capacity to demonstrate additional water and treated water reductions.	Town of Frisco, Public Works	H	\$\$-	Continue Current Funding	
2	Support, and consider utilizing 5A funds, for developers applying for reduced tap fees for affordable or attainable housing.	Town of Frisco, Public Works	M	\$\$-	Seek Additional Funding	
R.4 Promote climate action through new and existing development.						
2	Implement the Renewable Outdoor Energy Program.	Town of Frisco, Public Works	M	\$\$	Seek Additional Funding	
3	Continue to focus on decreasing waste contamination rates and increasing compliance with the pay as you throw waste collection service.	Town of Frisco, Public Works	M	\$	Continue Current Funding	



IMPLEMENTATION MATRIX

4	Support comprehensive sustainable design standards including solar orientation, landscaping guidelines, electrification, and water conservation and consider updating the UDC while considering affordability implications.	Town of Frisco, Public Works, Parks and Recreation	M	\$	Funding Allocated 2025-2026	
5	Complete Climate Action Plan and begin implementation.	Town of Frisco, Public Works	H	\$	Seek Additional Funding	
6	Adopt energy efficient building codes and design standards to exceed the standards required by HB 22-1362 to ensure lower household utility costs in the long-term.	Town of Frisco, Public Works	M	\$\$	Continue Current Funding	
7	Explore how infrastructure projects noted in the Strategic Housing Plan, under Section 3.2.A can support the goals of the Comprehensive Plan.	Town of Frisco, Public Works	M	\$	Seek Additional Funding	
8	Explore the feasibility of solar integrated microgrid technology for community resiliency purposes including location identification and inventory of existing back-up power systems in community-facing facilities.	Town of Frisco, Public Works	L	\$\$\$\$	Seek Additional Funding	

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CONCLUSION

IMPLEMENTING THE PLAN

The Priority Actions serve as an initial springboard to start implementation. The first few years will serve as a testing ground for the viability of the Strategies given the available resources that include staffing, community support, funding (grants and appropriations), and political will.

To ensure successful implementation, the Town of Frisco must retain the ability to modify the Plan to match available resources and establish a regular cadence of refreshed Plan strategies. The Plan should be evaluated bi-yearly to assess successes and lessons learned. Ideally, this evaluation cycle would align with the Town's budgeting process, allowing for inclusions into the annual budget to update with current realities and priorities.



*Peninsula Recreation Area
Image Credit: Design Workshop*



COMPREHENSIVE PLAN CONCLUSION

Adoption of this Plan by Town Council indicates their support for implementing and allocating resources to meet this Plan's Goals and Strategies.

The Comprehensive Plan serves as a policy guide for development that reflects the community's vision for the future. It should be used by Town staff, elected officials, and commissions, to shape policy, regulation, and in the review and evaluation of development proposals. Future projects including infrastructure and programming should align with the Plan goals and strategies.

The development regulations Unified Development Code (UDC) serve as the legal framework for the Comprehensive Plan's recommendations. Many strategies suggest a review of the UDC to ensure that all are consistent with and complementary to the Comprehensive Plan. This includes a review of zoning, property maintenance and code enforcement, and other related codes and ordinances. The Comprehensive Plan's policies and guidelines support updates to zoning and development code regulations to ensure alignment with community desires.

APPENDIX

The appendices are supplemental to this Comprehensive Plan, providing additional information including detailed data, background research, summaries of process, and other reference materials offering valuable context to seek deeper insights into the Plan Elements.

APPENDIX A

BASELINE ASSESSMENTS

Existing conditions are captured in a series of memorandums. These include a Map Atlas and Socioeconomic Trends Assessment conducted by Design Workshop, a Transportation Assessment conducted by Toole Design, and an Ecological Baseline Assessment developed by Spirit Environmental.

APPENDIX B

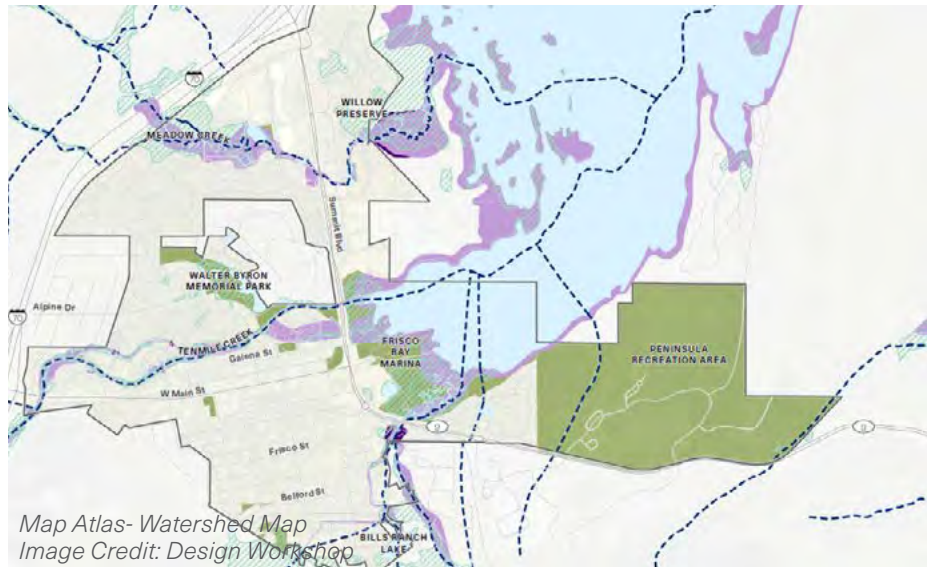
COMMUNITY ENGAGEMENT SUMMARY

This planning process included two Community Engagement windows. Engagement Window 1 focused on Vision and Values-asking participants to establish where Frisco would like to go in the future. Engagement Window 2 considered Trends and Trade-offs-asking community members to further guide how they would like to see goals achieved.

APPENDIX C

PAST PLANS REVIEW

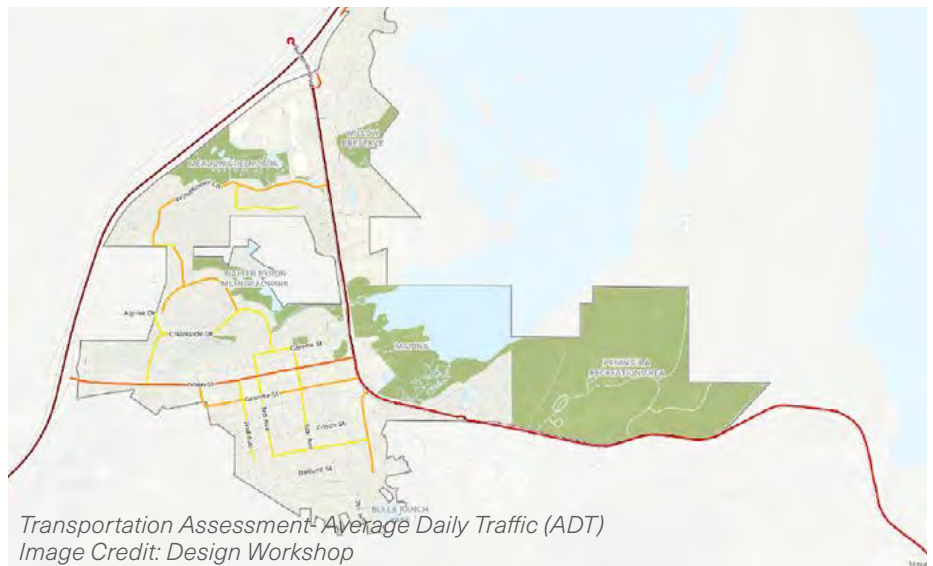
Design Workshop reviewed and summarized six existing plans, recognizing key policy direction and completed work. This helped to establish a foundation of understanding and harness momentum for future planning efforts.



Map Atlas- Watershed Map
Image Credit: Design Workshop



Engagement Window 2,
Image by Design Workshop



Transportation Assessment- Average Daily Traffic (ADT)
Image Credit: Design Workshop

