

**PLANNING AND ZONING COMMISSION ACTION ITEM
STAFF SUMMARY
AUGUST 3, 2022 PLANNING AND ZONING COMMISSION MEETING**

DATE: July 29, 2022

AGENDA ITEM NUMBER: 7

DISCUSSION ITEM: Multi-family Residential & Lodging Parking Regulations

BACKGROUND / TIME FRAME:

- February 2019: The Town issued a Request for Proposals (RFP) for a parking study to determine existing parking capacity, determine future funding needs, determine location and feasibility for additional parking, and to determine potential costs and funding alternatives.
- July 16, 2019: Town Council Work Session to review the parking study provided by Walker Consultants
- March 3, 2021: Planning and Zoning Commission discussion and study of potential multi-family residential development parking requirement Code amendments
- July 6, 2021: Town Council Work Session discussion of potential Code amendments related to multi-family development parking requirements
- November 3, 2021: Planning Commission Public Hearing for consideration of a resolution recommending a Code amendment related to multi-family residential development parking requirements
- March 1, 2022: Town Council Work Session Discussion on Multi-family Residential Parking
- April 6, 2022: Planning Commission Study and Discussion
- June 1, 2022: Planning Commission Study and Discussion

SUMMARY:

The Planning Commission reviewed a resolution recommending the Town Council approve a Code amendment related to the multi-family and hotel parking regulations during their November 3, 2021 regular meeting. The Planning Commission voted to deny the resolution and thus not make recommendation to the Town Council to adopt. A singular public comment relating to potential impacts the proposed regulations would have on development projects in the Core Area (CA) zone district influenced the Commission's decision to not approve the resolution. During their deliberation, the Commission desired the Town Council again weigh-in on the subject. The Town Council then discussed the subject during the Work Session on March 1st, 2022, and they deflected the subject back to the Planning Commission for further study. The Planning Commission again discussed the subject on April 6th, 2022. Lacking all members in attendance, the Commissioners determined to bring the subject back to a future meeting for further discussion. The subject was

again discussed during the June 1, 2022 Planning Commission meeting.

Background:

The Town of Dillon currently faces significant parking issues associated with multi-family residential developments, especially those surrounding the Core Area. Some multi-family residential developments, such as many of the condominium buildings along La Bonte Street, are so deficient in parking that residents are forced to park in the Town owned Core Area rotating parking lots. These lots rotate every day, so vehicles cannot remain parked more than one night. This parking issue is exacerbated by the high percentage of these units being utilized for short-term rentals whose occupants often bring more than one vehicle. Compliance with parking requirements in the Core Area, especially with overflow parking by short-term rental guests, is increasingly becoming an enforcement issue.

In 2019 the Town engaged Walker Consultants to perform a Parking Study (“Study”) to evaluate strategies for improving the Town’s parking situation, to advise on potential remedies and potential funding sources, and to suggest potential Code amendments that may be warranted to address the issue. The study is attached hereto as ‘*Exhibit A*’. Although the Study, in part, was to evaluate future Town parking facilities, such as parking structures, the Town Council has determined such projects are currently cost prohibitive with projected costs of as much as \$42,000 (2019 cost estimate) per parking space. Such parking structures are thus currently viewed as a long-range goal.

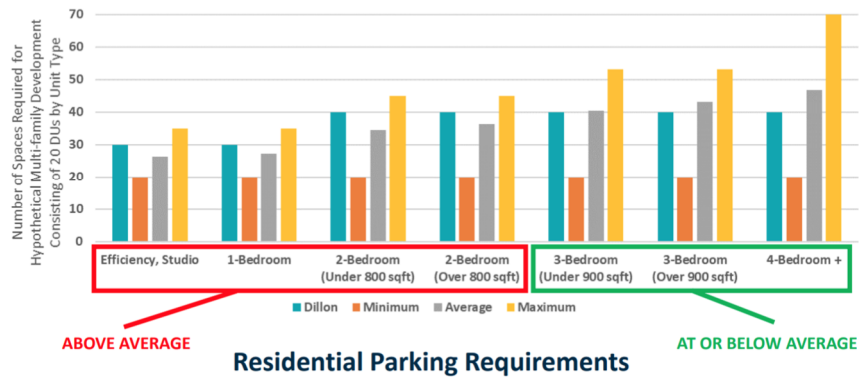
The Dillon Municipal Code currently provides the following required parking schedule for multi-family residential and commercial lodging developments as shown in *Table 1*.

Multi-family Residential and Hotels	Required Spaces
Efficiency, studio, 1-bedroom	1.5 spaces/unit
2-bedroom or greater	2 spaces/unit
Lodging, hotel, motel, bed & breakfast	1 space/bedroom

Table 1. Current Multi-family and Transient Residential Parking Requirements

The Walker Consultants Parking study compared Dillon with six (6) peer cities to evaluate how the Town’s multi-family parking compares, shown in *Figure 1*.

PARKING POLICIES AND PRACTICES HOW PEER CITIES COMPARE



WALKER CONSULTANTS

Figure 1. Walker Consultants Peer City Comparison for Multi-family Parking

The Study found that, in many cases, Dillon’s parking requirements are less than some peer city requirements. The cities evaluated in the comparison were: Aspen, Basalt, Carbondale, Crested Butte, Estes Park and Vail. The results for the multi-family parking requirement shown in **Figure 1** indicate that the Town does not follow some municipalities who require more than two (2) parking spaces for three and four-bedroom dwellings.

Although the current rotating parking lots in the Town’s Core Area zone provide overflow parking for those existing developments in near proximity which are parking deficient, it is not sustainable. This configuration is a financial burden to the Town due to maintenance and management costs, remedies to which the Town Council is currently exploring based on the Study recommendations. Based on the belief that the Town cannot continually subsidize developments with deficient parking, proposed multi-family parking requirements for *new* developments were developed through work session discussions with the Town Council and the Planning & Zoning Commission.

The proposed parking schedule was developed in part based on the Study findings suggesting the Town consider requiring 1 space per unit for studios, 1.5 spaces per unit for 1-bedroom units, 2 spaces per unit for 2-bedroom units, and 2.5 spaces per unit for three or more bedroom units based on the Urban Land Institute (ULI) recommendations. In consideration of the Study recommendations as well as reviewing the parking issues the Town experiences in conjunction with discussions with the Planning Commission and the Town Council, staff developed parking requirements of one (1) parking space per bedroom along with additional required overflow / guest parking, in an effort to address the over-crowding related to the short-term rentals and other residential use habit changes. It was this parking schedule that the Planning Commission declined to approve during their November 3rd, 2021 hearing, shown in **Table 2**.

The Town Council was previously in favor of the one parking space per bedroom concept, with the exception that there remained the desire to retain the one and a half (1-1/2) parking spaces for efficiency, studio, and one-bedroom units as is currently in the Code. In work sessions, it was agreed that the additional overflow parking requirement of an additional ten percent (10%) of the total parking should be required. The Commission, during their April 6th, 2022 discussion of the

subject, expressed an interest in potentially considering a sliding scale for the overflow parking. Noteworthy is that all of the Commissioners present at that meeting were not fully in favor of even requiring any overflow parking based on a concern this would unduly burden a potential developer.

Multi-family Residential and Hotels	Required Spaces
Efficiency, studio, 1-bedroom*	1.5 space/unit
2-bedroom*	2 spaces/unit
3-bedroom*	3 spaces/unit
4-bedroom*	4 spaces/unit
Lodging, hotel, motel, bed & breakfast*	1 space/bedroom
*Provision for Guest Parking	+10% of Total

Table 2. Previously Proposed Multi-family Parking Requirements

Some of the thinking and discussions that led to the development of the **Table 2** parking schedule included:

- One-bedroom units, having a high potential to be workforce housing dwellings, could easily have two workforce personnel and thus two vehicles.
- Workforce resident occupants often share dwelling units and are anticipated to have at least one vehicle per bedroom.
- Those who live in Summit County, play in Summit County, and in many circumstances, door to recreation locations involves loading gear and driving to a destination. As such, people have vehicles and need to park them at their residences.
- Short-term rental clients are typically using rental properties at a one vehicle per bedroom rate and in many cases are overflowing, or causing overflowing, parking in the Core Area.
- Core Area impacts are expected to be equivalent to other areas of the Town and thus separate parking criteria for the Core Area zone are not justifiable.
- Mass transit is not widespread, not always reliable, and does not reach many desired destinations.
- Cleaning companies, deliveries, and guests all increase the demand for additional parking.

Proposed Multi-family Residential Parking:

After the June 1, 2022 Planning Commission study and discussion on the subject, Town staff presents a new potential parking schedule shown in **Table 3**. The Commission discussed a multiplier or sliding scale for additional overflow parking, but ultimately determined they did not recommend requiring additional overflow parking. The now suggested parking requirements closely

reflect the Urban Land Institute (ULI) recommendations with a modified studio and one-bedroom unit calculator of 1.5 spaces per unit as one insisted upon by the Town Council during prior discussions with them. This parking requirement schedule would apply to *new* multi-family developments that do not petition for reduced parking requirements through the Planned Unit Development (PUD) process.

Multi-family Residential	Required Spaces
Efficiency, studio, 1-bedroom	1.5 space/unit
2-bedroom	2 spaces/unit
3-bedroom, or more	2.5 spaces/unit

Table 3. Proposed Multi-family Parking Requirements

Examples of applying the potential parking requirements:

-Dillon Ridge Apartments:

3 Buildings with twelve 2-bedroom units each

As approved under the existing Code: 36 Units, 2-bedrooms each = 36 x 2 = 72 parking spaces

Under the proposed parking requirements = 72 parking spaces

-Sail Lofts:

	Current Code			Proposed Code	
	Units	Parking / Unit	Parking Spaces	Parking / Unit	Parking Spaces
1 Bed / 1 Bath	3	1.5	4.5	1.5	4.5
2 Bed / 2 Bath	17	2	34	2	34
3 Bed / 2 Bath	4	2	8	2.5	10
		Total 1 Building	46.5		48.5
		Total 2 Buildings	93		97

Table 4. Sail Lofts Parking as Approved Compared with Potential Code Amendments

Lodging Parking:

The existing adopted multi-family residential parking table presented in Table 1 includes parking for lodging (hotels) of one parking space per hotel room. This is the parking ratio that was applied to the Homewood Suites Hotel. The parking for Homewood Suites met the parking required for the hotel, restaurant, and conference room as detailed in the current Code. That being said, the Town and Dillon Police Department have been dealing with constant issues with hotel guests parking overnight on streets and parking lots without regard to the rotation requirements.

Town staff suggests the Planning Commission study the issue and expand the potential Code amendment for parking regulations to consider lodging as well. The Walker Consultants Parking Study did not analyze lodging as part of their 2019 Parking Study, so Town staff has reviewed the peer cities cited in that study, as well as other nearby communities, compiling their lodging / hotel parking requirements as shown in **Table 5**.

Loding Parking	Dillon	Aspen	Basalt	Carbondale	Crested Butte	Estes Park	Vail	Silverthorne	Frisco	Breckenridge
Parking per Hotel Room Unless Noted Otherwise	1	0.5-0.7	1	1	1 ^a	1-2 ^b	0.7 ^c	1.2	1	1.1 ^d
	a. 1 additional parking space is required for units that contain more than two (2) beds									
	b. 1 space per guest room < 750 SF, or 2 per guest room >750 SF + 1 space per 3 employees + 75% of accessory uses (Restauarants, offices, meeting spaces)									
	c. Outside Core Area - 0.4 spaces per unit + 0.1 space per each 100 SF gross residential floorar area with a max. of 1.0 space per unit									
	d. 1.1 per 1,000 SF of Gross Floor Area									

Table 5. Comparison of Lodging Parking Requirements

Questions for the Commission:

1. Does the Commission agree with and wish to move forward with a Code amendment reflecting the required multi-family parking schedule presented in **Table 3**?
2. Does the Commission wish to consider recommending a different lodging parking requirement?

BUDGET IMPACT: TBD

DEPARTMENT HEAD RESPONSIBLE: Ned West, AICP, Sr. Town Planner

'Exhibit A'
2019 Parking Study
Prepared by Walker Consultants