

**TOWN COUNCIL ACTION ITEM
STAFF SUMMARY
NOVEMBER 2ND, 2016 PLANNING AND ZONING COMMISSION MEETING**

DATE: October 21, 2016

AGENDA ITEM NUMBER: 5

ACTION TO BE CONSIDERED:

Consideration of Resolution No. PZ 07-16, Series of 2016;

A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL OF A CLASS S-1 RE-SUBDIVISION OF LOT C AND PORTIONS OF THE PUBLIC AREA, PARKING AREA AND OPEN AREA IN BLOCK A, NEW TOWN OF DILLON SUBDIVISION, FOR THE PURPOSE OF CREATING NEW PARCELS, TO BE CALLED LOTS SW-1, SW-2, SW-3, SE-1, SE-2, SE-3, SE-4, NE-1, NW-1, NW-2 AND NW-3, BLOCK A AND DEDICATING STREET RIGHT OF WAY AND PUBLIC AREAS ADJACENT TO THESE PARCELS.

SUMMARY:

The Town has received a Class S-1 application for the resubdivision of Lot C and portions of the Public Area, Parking Area and Open Area in Block A, New Town of Dillon subdivision, for the purpose of creating new parcels, to be called Lots SW-SWS-2, SW-3, SE-1, SE-2, SE-3, SE-4, NE-1, NW-1, NW-2 and NW-3, Block A and dedicating street Right of Way and public areas adjacent to these parcels. The Town of Dillon is the applicant.

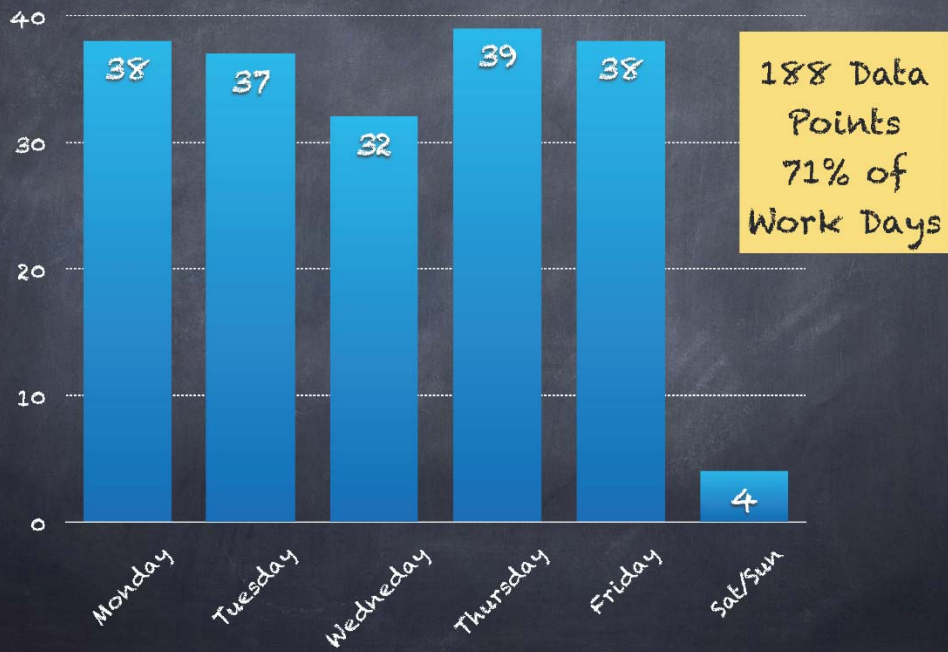
DISCUSSION:

The Dillon Town Council has directed staff to create development opportunities within the Town Center (Block A) in an effort to promote the revitalization of this important part of the Town. The Town Core area has a very unique parking situation, in that the Town owns most of the parking in the Town Center. The Town therefore provides the parking and accessible parking for most of the businesses in the Town Core.

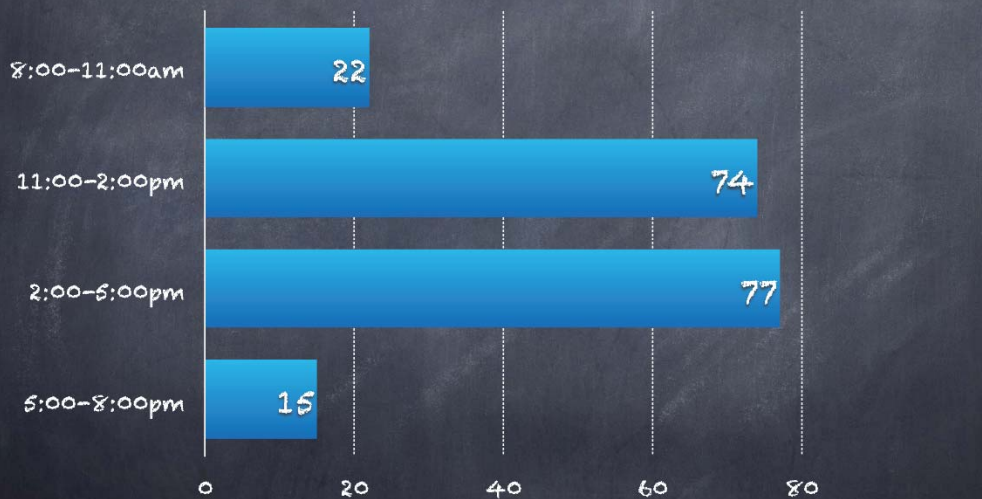
When the concept of creating new lots in the Town Center was first contemplated, it became important to study the actual parking usage in the Town center in order to determine (1) how much parking is being used by the existing businesses, (2) how much parking could be available for new businesses, and (3) determine where lots could be created while maintaining parking to existing businesses. To that end, the Town decided to conduct a parking study and count parking usage for each of the public lots in the Town Center.

Between February of 2014 and February of 2015 Town Staff conducted parking counts in the Town Center. The number of vehicles parked in each lot was counted at different times of the day and on different days of the week. The Town gathered 188 data points (days of data) and observed that not more than 280 of the parking spaces are typically used at the same time. The figures on the next page show when the parking counts were collected by Day of Week and Time of Day.

Day of the Week Statistics



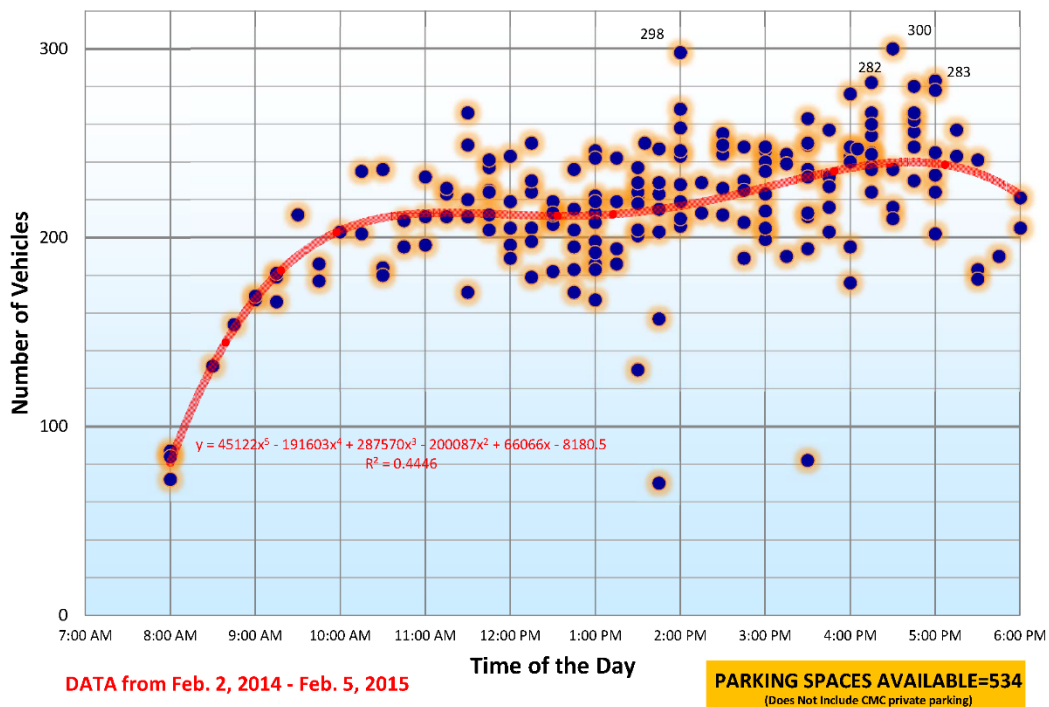
Time of Day Statistics



There are 534 parking spaces in the study area. These figures demonstrate how the parking is used.

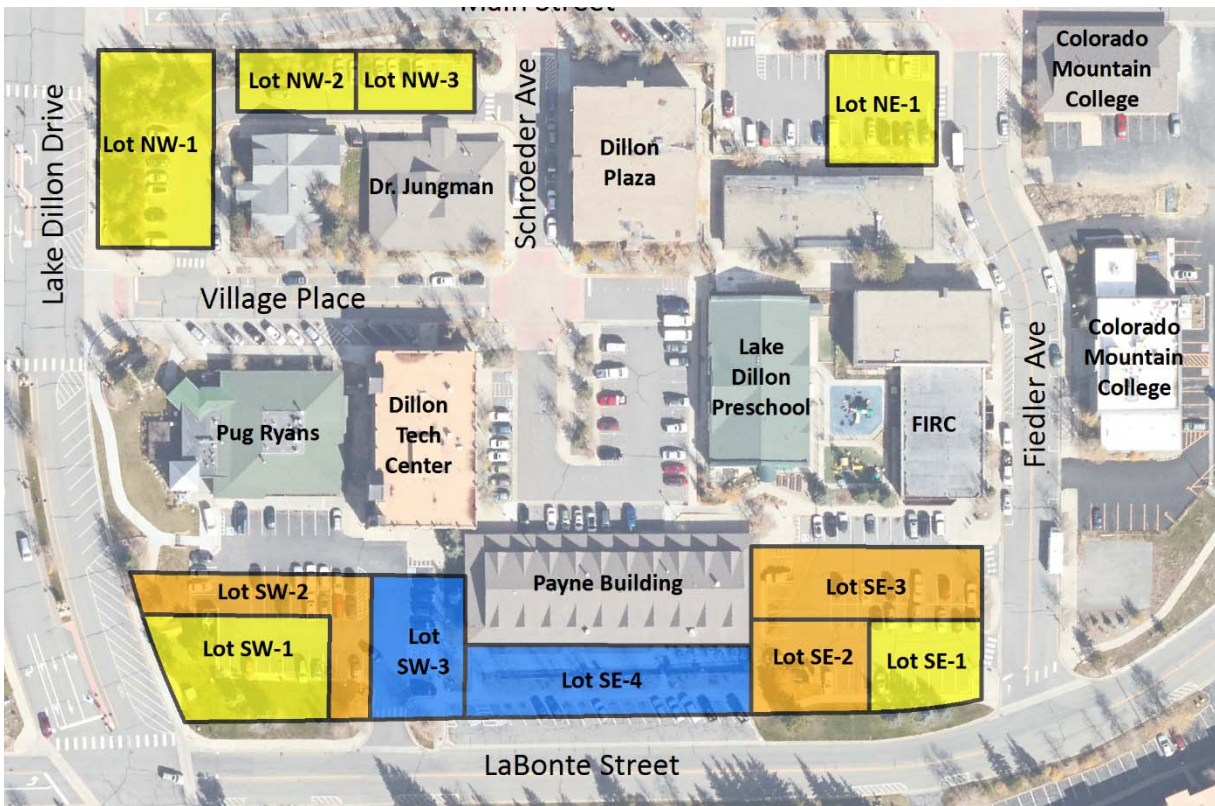


Overall Town Center Parking Lot Usage



Of the 534 Existing parking spaces the peak usage is around 280 spaces, which leaves about 250 spaces available to support redevelopment and growth in the Town Center. At the time of the parking study, the vacancy rate in the Town Center was less than 12%. So part of the 250 spaces need to be preserved for the vacant commercial office space.

Once the parking counting was done and the data analyzed, Town Staff then took this data and developed a program to maintain and provide 500 parking spaces in the Town Center by reconfiguring some of the parking lots and at the same time creating some new lots that future buildings could be built on. Since Block A already has parcels labeled in a series of numbers and a series of letters, the new lots were named with the compass ordinal directions. See the figure below for an overview of the proposed Town Center Lots.



In the figure above, the primary lots are shown in Yellow. It is anticipated that these **Yellow** lots NW-1, NW-2, NW-3, NE-1, SW-1 and SE-1 could be developed as standalone lots.

The **Orange** lots are proposed with the intent of being package with an adjacent Yellow Lot to create a larger development opportunity. These lots may include some parking underneath under the buildings to protect the parking pool.

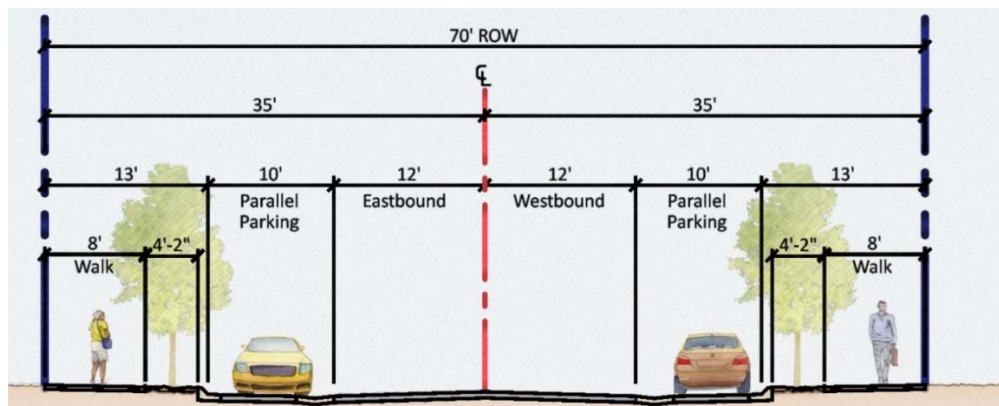
The **Blue** Lots, Lots SW-3 and SE-4, could be packaged with the Payne building and the other southwest and southeast lots to create a single large development than spans between Lake Dillon Drive and Fiedler Avenue. Using the Orange and Blue lots would require some sort of parking structure within the building footprint to provide enough parking.

The Town also already owns a small parcel at the southwest corner of the Main Street and Schroeder Avenue intersection called Lot C. The proposed plat would abandon this lot and reconfigure it into Lots NW-2 and NW-3. See the figure below.



The new parking and lot layout also took into account needs for trash service and accessible parking for each building. See the attachments for a detailed proposed layout for each parking lot around each of the new buildings. It is anticipated that the parking lots would be configured in conjunction with the development of the surrounding lots as needed. A lot of the parking has been shifted to on street parallel parking in order to create a walkable downtown area with 12' sidewalks along the proposed buildable lots. The 12' sidewalk can also host street trees and street lights along the parking and maintain an 8' wide walking area next to proposed buildings.

An actual Right-of-Way for Main Street would be dedicated as part of this replatting process for the first time. In order to provide walkable sidewalks on each side of the road, as well as parallel parking, the proposed Right-of-Way width for Main Street is 70'.



Proposed Main Street 70' R.O.W. Cross-Section

See the attachments for a detailed proposed layout for each parking lot around each of the new buildings. It is anticipated that the parking lots would be rebuilt and reconfigured in conjunction with the development of the surrounding lots as needed. A lot of the parking has been shifted to on street parallel parking in order to create a walkable downtown area with 12' minimum width sidewalks along the proposed buildable lots. The following table demonstrates that the new lots can be created while maintain over 500 parking spaces in the Town Center area.

Parking Lots	PROPOSED PARKING PLAN			EXISTING PARKING LAYOUT		
	Total	Regular	Accessible	Total	Regular	Accessible
A	46	41	5	48	44	4
B	19	17	2	50	48	2
C	0			12	12	
D	0			10	8	2
E	44	40	4	27	26	1
F	53	49	4	46	43	3
G	45	42	3	50	48	2
H	0			19	17	2
I	39	36	3	52	50	2
	246	225	21	314	296	18
	51.8%	50.9%	63.6%	61.4%	60.7%	78.3%
Streets	Total	Regular	Accessible	Total	Regular	Accessible
Main Street	39	37	2	19	17	2
Village Street	38	34	4	20	18	2
Schroeder Ave	6	4	2	5	5	
Fielder Ave	8	8		16	16	
Buffalo Street (North-Park)	22	22		57	56	1
Buffalo Street (South-Core)	11	11		12	12	
Town Park Parking Off-Street	39	35	4			
LaBonte (LDD-Fiedler)	30	30		19	19	
LaBonte (Lots 16R,17A,17B)	9	9		1	1	
Lake Dillon Drive (West Side)	8	8		25	25	
Lake Dillon Drive (East Side)	19	19		23	23	
	229	217	12	197	192	5
	48.2%	49.1%	36.4%	38.6%	39.3%	21.7%
TOTALS-PUBLIC	475	442	33	511	488	23
Novak & Nelson	7	7		7	7	
Dillon Commons	7	5	2	11	9	2
Dillon Commons Expansion	11	9	2			
La Riva Del Lago (Buffalo)	5	5		5	5	
GRAND TOTAL	505	468	37	534	509	25

The table also shows that of the proposed reconfigured parking spaces 50% of the parking will be on streets and 50% will be in parking lots.

In summary, the Town of Dillon is interested in reconfiguring portions of the Town Owned parking areas and undeveloped land in the Town Center into 11 new parcels. Once the lots are created, the Town intends to transfer the properties to the Dillon Urban Renewal Authority (DURA) as needed. The DURA would put out a request for proposal for each of the lots and see if there is any interest in the development community. The new lots are shown on two separate plats as follows:

DILLON MAIN STREET LOTS:

This plat creates four lots along the south side of Main Street and the Main Street Right of Way between Lake Dillon Drive and Fielder Avenue. Up to this point, Main Street has never been a platted right of way. The proposal would straighten out Main Street between Fiedler Avenue and Lake Dillon Drive and install parallel parking on both sides of the street in order to replace some of the parking lost by the proposed developable lots. See the attached drawings.

Lot NE-1 sits at the southwest corner of the Main Street and Fiedler Avenue intersection. This 5,624 square foot (76' x 74') lot is proposed to occupy a portion of Parking Lot E. As shown on the attached **Parking Lot 'E'** plan, the parking lot can be reconfigured into an "L" shape and the parking can be increased from 19 spaces to 44 spaces. *This development of course assumes that the existing building on Lots L, M and N would be demolished prior to development of Lot NE-1.* Additional parallel on street parking would be constructed next to Lot NE-1 on Main Street and Fiedler Avenue.

Lot NW-1 sits along Lake Dillon Drive between Main Street and Village Place. This lot will occupy the present location of parking lot 'D'. See the attached **MAIN STREET** plan. The 12 spaces from parking lot 'D' will be moved to Village place which would be reconfigured as a one-way street with diagonal parking on both sides increasing the Village Place parking count from 20 spaces to 38 spaces as shown on the **VILLAGE PLACE PARKING** plan. Lot NW-1 would be 10,374 square feet and would create a prime retail opportunity on Lake Dillon Drive.

Lots NW-2 and NW-3 sit along the south side of Main Street between Lake Dillon Drive and Schroeder Avenue as shown on the attached **MAIN STREET** plan. Each lot is 80' x 41' and contains 3,283 square feet. Nine parallel parking spaces are proposed on the south side of Main Street in front of these buildings, and an additional 2 accessible spaces would be built off Schroeder Avenue next to Lot NW-3. These 11 spaces would replace the 10 parking spaces in Parking Lot C that the new buildings will sit on.

DILLON EAST LABONTE LOTS:

This plat creates seven lots along the north side of East LaBonte Street between Lake Dillon Drive and Fielder Avenue. The proposal widens the LaBonte Street right-of-way from 60' to 69' in order to allow for parallel parking on both sides of the street and a new 12' wide sidewalk between the new lots and the parallel parking on the north side of the street.

Lot SE-1 sits at the northwest corner of the LaBonte Street and Fiedler Avenue intersection. This 4,508 square foot lot is proposed to occupy a portion of Parking Lot I. As shown on the attached **Parking Lot 'I'** plan, the parking lot can be reconfigured into an "L" shape and the parking would

be decreased from 52 spaces to 39 spaces. An additional 5 parallel parking space would be constructed on Fielder Avenue and LaBonte Street adjacent to the lot so the net loss would only be 8 parking spaces. Historically this parking lot typically only needed between 20-30 spaces most of the day and at peak times needed upwards of 40 spaces. It should be noted that the parallel parking on the south side of LaBonte Street never gets used at the moment.

Lots SE-2 and SE-3 are created in case a developer wants to use more of the parking lot for a proposed development and provide public underground parking in exchange for the land as an option.

Lot SW-1 sits at the northeast corner of the Lake Dillon Drive and LaBonte Street intersection. This 8,046 square foot lot is proposed to occupy a portion of Parking Lot G. As shown on the attached **Parking Lot 'G'** plan, the parking lot can be reconfigured into an "L" shape and the parking would be decreased from 50 spaces to 45 spaces. An additional 8 parallel spaces would be built along the adjacent streets for a total of 52 spaces or a net gain of 2 spaces. Historically this parking lot sees about 20-40 cars a day. This premium corner lot will hopefully develop as a prime commercial, retail and restaurant complex.

Lots SW-2 and SW-3 are created in case a developer wants to use more of the parking lot for a proposed development and provide public under structure parking in exchange for the land as an option.

Lot SE-4 is created so a master developer could perhaps utilize all the SE and SW lots and combine them with Parcel D (the Payne Building) to create a new master development from Lake Dillon Drive all the way to Fiedler Avenue.

ZONING:

The existing properties are all currently zoned CA – Core Area.

The proposed properties will also remain zoned as CA – Core Area.

The purpose of the Core Area Retail Zone is restated below from Town Code Section 16-3-150(1):

Purpose. The purpose of this zone is to preserve and enhance areas within the commercial core of the community for concentrated retail sales and businesses that will serve the pedestrian shopper. This district is the retail, commercial and entertainment core of the community for both visitors and residents. The intent is for this area to be a dominant retail and entertainment center, and thus more intensive development of the area is encouraged than elsewhere in the community. Core Area uses should be buffered from surrounding areas to minimize adverse impacts. The intent is to create a pedestrian environment with automobile access encouraged in the peripheral areas through parking lots or structures. Wholesale trade class 1 uses may be allowed as a conditional use upon a finding that the aesthetic, environmental and noise impacts to adjacent uses are minimal. Multi-family residential dwelling unit uses are allowed in this district as a permitted use if located above the ground floor level, or as a conditional use on the ground floor level if such conditional use is approved as part of a separate PUD application and approved PUD plan. Design, landscaping and signage should complement the intimate character of this area as a retail and entertainment center.

CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The proposed subdivision is in conformance with the adopted comprehensive plan and encourages the redevelopment of underutilized parcels within the Town Center/Core Area. That vision from page 6-4 of the Comprehensive Plan is restated below:

Town Center. The Dillon Town Center was improved by the community in the early to mid-1990 through extensive streetscape and street improvements. The Town needs to continue to build on these improvements and encourage private investment in the Town Center that will strengthen the economic climate in downtown Dillon. The Leland Study and the Dillon Town Center Vision and Direction report both recommended the formation of an Urban Renewal Authority. The formation of an Urban Renewal Area encompassing the Town Center areas will provide funding mechanisms for incentives to promote redevelopment of outdated and underused commercial spaces, as well as provide an opportunity to develop housing for year round residents. The key to revitalization will be to bring more people for longer periods of time to the Town Center to dine, shop, and enjoy public spaces and spectacular views.

ADDITIONAL INFORMATION

Once the lots are created, they would be available for acquisition through the Dillon Urban Renewal Authority as mentioned above. Once a proposal is submitted and accepted by the DURA, each individual proposal would have to come to the planning and zoning commission for project specific approval in a public hearing context. So the community will be able to judge each project proposal on its own merits at some point in the future.

STAFF RECOMMENDATION:

In the interest of creating potential development opportunities in the Town Core, Town Staff recommends approval of the application.

PLANNING AND ZONING COMMISSION ACTION:

The Planning and Zoning Commissions may approve the application, choose to deny the application, or may table the application to a future meeting and request additional information.

Town staff recommends approval of Resolution PZ 07-16 to create new development opportunities with the Town Center.

ACTION REQUESTED: Motion, Second, Roll Call Vote.

Resolutions require the affirmative vote of a majority of the members present.

STAFF MEMBER RESPONSIBLE:

Dan Burroughs, Town Engineer – Community Development Coordinator.