# **Deming Peak**



#### PLANNING COMMISSION STAFF REPORT

October 19, 2017

AGENDA ITEM: Planning File 076-17-SK: A sketch plan review of the proposed Deming Peak Townhomes multi-family residential project. 116 North 5<sup>th</sup> Avenue / north half of Lots 13-16, Block 4, Frisco Townsite LOCATION: ZONING: Central Core (CC) District / Granite Street and Galena Street Overlay District **OWNER &** James Haass 9656 East Maplewood Circle APPLICANT: Greenwood Village, CO 80111 ARCHITECT: Seidel Design Group 905 Main Street, Suite #207 Klamath Falls, OR 97601 TOWN STAFF: Bill Gibson, Assistant Community Development Department Director billg@townoffrisco.com (970) 668-9121

#### PROJECT DESCRIPTION

The applicant, Jamie Haass, is proposing to construct a new multi-family residential project named Deming Peak Townhomes at 116 North 5<sup>th</sup> Avenue. The proposed project entails:

- Demolition of the existing historic cabin
- Two (2) new buildings, three (3) stories in height
- Three (3) new dwelling units
  - Unit 1 (detached townhome unit)
    - o three (3) bedrooms
    - three (3) car garage
    - o 2,286 sq.ft. floor area
  - Unit 2 (attached townhomes unit)
    - o two (2) bedrooms
    - o three (3) car garage
    - o 1,656 sq.ft. floor area
  - Unit 3 (attached townhome unit)
    - three (3) bedrooms
    - three (3) car garage
    - o 1,705 sq.ft. floor area

• Exterior building materials include: wood siding, lap siding, vertical siding, metal siding, stone veneer, and asphalt roof shingles

The applicant has indicated that they are considering a modified version of this proposal which would preserve the existing Deming Cabin and incorporate it into this project. Depending upon the scope of plan changes associated with such a proposal, an additional sketch plan review may be necessary.

For a more complete project description, please refer to the attached application materials.

#### BACKGROUND

The subject development site is composed of the north one-half of four (4) original Frisco Townsite lots. The lots were resubdivided in an east-west direction to create the two existing properties. The site includes one of the historic Deming Cabins. There is a "twin" cabin located to the south of the subject property on the south one-half of the four (4) original Frisco Townsite lots. That property is the location of the previously approved Deming Crossing multi-family residential project.

The Deming Peak Townhomes sketch plan application was submitted prior to adoption of the Unified Development Code (UDC). The application is being reviewed based on the Town Code prior to the adoption of the UDC (Ordinance 17-04). §180-1.9.2 A., Uniform Development Code states:

A substantially complete development application that was accepted prior to the effective date of this Chapter or an amendment to this Chapter shall be decided under the regulations in effect when the application was accepted, or may be reviewed and decided under this Chapter at the request of the applicant. Applications shall not be processed under a combination of prior regulations and this Chapter.

If the applicant proceeds with this project, they have the option to have the application reviewed under the Town Code in effect when the sketch plan application was submitted or submit a new sketch plan application and request that the application be reviewed under the newer Uniform Development Code.

Below is a vicinity map of the subject property with an aerial photography base layer. The location of the property lines shown on this map vary in accuracy and should only be used for reference purposes. Photographs of the subject property are also included for reference.



Vicinity Map



West Side (10/12/17)



North Side (10/12/17)

#### **SKETCH PLAN REVIEW**

A sketch plan review is an opportunity for Planning Commission to comment on the various aspects of a development proposal including proposed uses, parking and traffic circulation, architecture, landscape design, and compatibility with the neighborhood. It is also an opportunity for the applicant to listen to Commissioners' comments and make changes to the proposal prior to a formal development application submittal.

Pursuant to Section §180-19-C-6-b, Frisco Town Code (in part):

All applications for commercial development projects, and residential development projects consisting of three or more units, shall be required to present an informal sketch plan of the development before a regularly scheduled meeting of the Planning Commission.

Materials to be presented in support of the development must be of sufficient nature to allow the Planning Commission and Community Development Department staff to provide informed feedback on the project.

An existing conditions plan and artist renderings, conceptual plans and sketches are strongly encouraged to be presented to help staff and the Planning Commission envision the project clearly. If necessary, the Planning Commission may require an applicant to return for additional sketch plan presentations if sufficient information is not received or if substantial changes to a proposal are recommended. The consideration of, and comment on the sketch plan by the Planning Commission does not bind the Planning Commission or Town Council to approve a preliminary plan or plat, nor does it confer on the applicant any vested rights.

Notwithstanding the foregoing requirements, if an applicant has alternative conceptual site plans for the same general project that they would like to review with the Planning Commission, then the submission of the items set forth in subparts i through viii above are not required with respect to such alternative plans. At the time that the applicant makes a choice from among its alternative plans, the applicant shall make a submission for a sketch plan review by the Planning Commission that contains each of the items set forth in the Town Code. At no time shall the applicant proceed to the development application process with only having had alternative conceptual site plans reviewed by the Planning Commission.

A formal development application for this proposal will require Planning Commission review at a future public hearing. The proposal will be reviewed in detail for compliance with the Frisco Zoning Ordinance at that time.

#### **PUBLIC COMMENT**

The Community Development Department has not received any formal public comments concerning this project as of October 12, 2017.

#### PRELIMINARY ANALYSIS

While this is a sketch plan review with only conceptual plans provided, Staff has some observations to share with the Planning Commission and applicant regarding the proposal.

**Uses:** This property is zoned Central Core (CC) District. Residential dwellings are a permitted use for properties located along Galena Street in this zoning district.

**Lot Area:** The minimum lot area in the CC District is 3,500 square feet. The existing subject property is 7,000 square feet in area.

**Setbacks:** The minimum setback requirements for properties located along Galena Street in this zoning district that do not have frontage along the alley are five (5) feet on all sides. Based upon the submitted plans, the application appears to meet this standard.

**Density:** The CC District allows a density of sixteen (16) units per acre. This site is 7,000 square feet in size (0.16 acres), so 2.57 units are permitted. Pursuant to 180-05, the definition of "Rounding Factor" states:

For the purpose of determining density, the on-street parking credit, and required landscaping quantities, the fractional unit of fifty hundredths (0.50) or greater shall equal a whole unit of measurement.

Therefore, a density of three (3) dwelling units is permitted on this site.

Lot Coverage: There is no lot coverage limitation for multi-family residential development projects in the CC District.

**Maximum Building Height:** The maximum building height in the CC District is forty (40) feet for sloped roofs and thirty-five (35) feet for flat roofs. The proposed buildings are three (3) stories above grade and based upon the submitted materials appear to have sloped roofs that are thirty nine (39) feet in height.

**Parking:** Residential parking is required at a rate of one (1) parking space per bedroom with a maximum requirement of four (4) parking spaces per dwelling unit. The submitted application materials identify two (2), three (3) bedroom units and one (1), two (2) bedroom unit. The submitted application shows a three (3) car garage for each unit in compliance with these standards.

Visitor parking is not required since the applicant is only proposing three (3) units.

**Landscaping:** Staff will evaluate landscaping requirements at the time of formal development application review.

**Snow Storage Areas:** One-hundred (100) square feet of snow storage is required for every 350 square feet of paving. A snow storage area is proposed at the south end of the new driveway. The applicant will be required to provide snow storage area calculations at time of formal development application that demonstrate compliance with the dimensional requirements of these standards.

**Vehicular Access**: The applicant is proposing driveway access along Galena Street. The application will be reviewed for compliance with the Town of Frisco Street Standards at time of formal development application.

**Granite Street and Galena Street Overlay District:** A formal development application for this proposal will require Planning Commission review at a future public hearing. The proposal will be reviewed in detail for conformance with Granite Street and Galena Street Overlay District at that time.

The proposed building façades and roofs have articulation. The applicant will be required to demonstrate compliance with the dimensional requirements of these standards at the time of formal development application.

The proposed buildings project into the bulk plane envelopes prescribed by the overlay district. The building elements projecting into the bulk plane are illustrated on the submitted elevation drawings. The Planning Commission may approve deviations from the bulk plane if building height is met and the building projections provide substantial architectural relief.

The proposed exterior colors and materials appear to be compliant with the standards of the overlay district.

The proposed architecture appears to be compatible with a number of other buildings in the neighborhood, and lending to a small mountain town character.

#### STAFF RECOMMENDATIONS

Staff recommends the Planning Commission provide the applicant feedback on the proposed Deming Peak Townhomes multi-family residential project in the context of the Frisco Town Code.

Staff observations:

- Staff strongly encourages the applicant to pursue a development plan that preserves the existing Deming Cabin. The cabin could be a stand-alone structure or incorporated into the design of a new building. The cabin could be preserved with or without a rezoning to the Historic Overlay District and its associated incentives.
- The design of the foyer and media room on the first level of Unit 1 must be designed such that it is not defined as a "bedroom" pursuant to §180-05, Frisco Town Code. If the foyer and media room meet the definition of a bedroom, then an additional parking space must be provided for this unit.
- The proposed buildings project into the bulk plane. These projections appear to be minor in scale and enhance the architectural design of the structures. Staff recommends the Planning Commission provide the applicant feedback on this specific issue.

#### ATTACHMENTS

Attachments:

- §180-17, Central Core District
- §180-18.3, Granite Street and Galena Street Overlay District
- Application materials

cc: Jamie Haass

## GENERAL NOTES:

THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES TO FIELD LOCATE ALL UTILITIES. LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. UTILITIES SHOWN DO NOT NECESSARILY REPRESENT ALL JTILITIES, WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION.

THIS PROJECT IS GOVERNED BY THE 2012 INTERNATIONAL BUILDING CODE AS ADOPTED BY THE TOWN OF FRISCO. ALONG WITH ALL OTHER DEVELOPMENT CODES SET FORTH BY THE TOWN OF FRISCO. THE FRISCO PUBLIC WORKS DEPARTMENT AND THE FRISCO SANITATION DISTRICT. THE GENERAL CONTRACTOR AND SUBCONTRACTORS ARE REQUIRED TO OBTAIN ALL NECESSARY PERMITS, APPROVALS AND SATISFY ALL OF THE CODES APPLICABLE TO THE PROJECT.

VERIFY ALL DIMENSIONS, CONDITIONS AND UTILITY LOCATIONS ON THE JOB PRIOR O BEGINNING ANY WORK. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF MAINS AND/OR SERVICE STUBS. NOTIFY ARCHITECT OF ANY DISCREPANCIES IN THE DRAWINGS FOR CLARIFICATION FROM THE ARCHITECT.

. EXISTING TOPOGRAPHY IS BASED ON A FIELD SURVEY BY BLUE RIVER LAND SURVEYING (PROJECT# 15211).

THROUGHOUT CONSTRUCTION THE CONTRACTOR SHALL INSTALL AND MONITOR SEDIMENT BARRIERS AND OTHER SEDIMENT CONTROL MEASURES. CLEANING THEM OUT AS NECESSARY, TO PREVENT THE RELEASE OF SEDIMENT FROM THE SITE AND TO FULLY COMPLY WITH ANY OFFSITE DISCHARGE REQUIREMENTS OF THE REQUISITE URISDICTION AND/OR PERMITTING AGENCY (IES).

. ALL UTILITIES SHALL BE BURIED UNDERGROUND USING A COMMON TRENCH, WHERE APPLICABLE.

BUILDING ORIENTATION AND LOCATION TO BE FIELD VERIFIED ON SITE BY THE DESIGNER AND THE OWNER PRIOR TO CONSTRUCTION. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE FINAL SURVEYED PLACEMENT OF THE BUILDING(S) AND ASSOCIATED STRUCTURES AND FACILITIES ON THE SITE.

PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY, ALL LANDS DISTURBED BY CONSTRUCTION NEED TO BE RAKED AND RESEEDED TO MATCH EXISTING PRE-CONSTRUCTION VEGETATION.

. SLOPE FINISH GRADE AWAY FROM BUILDINGS/STRUCTURES AT A MINIMUM 10% WITHIN THE FIRST 10 FEET AND A MAXIMUM SLOPE OF 1:2.

10. CONTRACTORS/BIDDERS ARE REQUIRED TO VISIT THE SITE AND VERIFY CONDITIONS PRIOR TO SUBMITTING BIDS.

1. INSTALLATION AND MAINTENANCE OF CONSTRUCTION FENCING IN ACCORDANCE WITH THIS PLAN IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.

2. PRIOR TO SITE CLEARING AND GRADING, THE SITE'S VEGETATION SHALL BE SURVEYED AND LOCATED RELATIVE TO THE BUILDING'S ROOF PLAN FOOTPRINT EXTENDED OUTWARD AN ADDITIONAL FIVE (5) FEET IN ALL DIRECTIONS. VEGETATION WITHIN THIS FOOTPRINT. SHALL BE REMOVED TO FACILITATE CONSTRUCTION. VEGETATION OUTSIDE THIS FOOTPRINT SHALL BE REVIEWED BY THE OWNER TO DETERMINE NECESSARY PROTECTIVE MEASURES (SELECTIVE THINNING, FENCING, TC.) DURING CONSTRUCTION AND INCORPORATION OF THIS VEGETATION INTO THE SITE REGARDING REGRADING AND LANDSCAPING. TREES SHALL BE FENCED TO A MINIMUM POINT CONSISTENT WITH THE TREE CROWN'S DRIP LINE. GROUND AREA WITHIN THE DRIP LINE SHALL BE PROTECTED AND SHALL NOT BE COMPACTED BY VEHICULAR TRAFFIC OR BY STORAGE OF CONSTRUCTION MATERIALS.

3. ALL SITE PLAN INFORMATION PROVIDED BY THE OWNER SHALL BE CONSIDERED VERIFIED AS ACCURATE AND COMPLETE BY THE OWNER. THE DESIGNER TAKES NO RESPONSIBILITY SHOULD THE INFORMATION THAT THIS SITE PLAN WAS BASED ON BE NACCURATE.

4. THE GENERAL CONTRACTOR SHALL PROVIDE DRAINAGE SWALES TO ACCOMMODATE EXISTING NATURAL DRAINAGE AS WELL AS ANY DRAINAGE INCREASES CREATED BY THE NEW GRADE CHANGES.

15. INSTALLATION AND MAINTENANCE OF CONSTRUCTION FENCING PER THIS PLAN IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR

I 6. ALL CONTENT CONTAINED HEREIN IS THE SOLE PROPERTY OF SEIDEL DESIGN GROUP AND SHALL NOT BE USED FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF SEIDEL DESIGN GROUP

7. DO NOT SCALE THE DRAWINGS. WRITTEN DIMENSIONS SUPERCEDE SCALED DIMENSIONS AT ALL TIMES. VERIFY ALL DIMENSIONS SHOWN PRIOR TO BEGINNING ANY WORK AND NOTIFY ARCHITECT OF ANY CONFLICTS OR DISCREPANCIES FOR CLARIFICATION.

8. THE CONTRACTOR SHALL NOTIFY THE DESIGNER IF ANY DISCREPANCY EXISTS BETWEEN WRITTEN AND SCALED DIMENSIONS. FAILURE TO GIVE NOTICE SHALL RELIEVE THE DESIGNER OF ALL RESPONSIBILITY. DO NOT PROCEED IN AREAS OF DISCREPANCY JNTIL ALL SUCH DISCREPANCIES HAVE BEEN FULLY RESOLVED WITH WRITTEN DIRECTION FROM THE DESIGNER OR STRUCTURAL ENGINEER.

8. SUBSTITUTIONS FOR ANY OF THE ITEMS OR PRODUCTS SPECIFIED HEREIN FOR TEMS OF EQUIVALENT VALUE MAY BE MADE WITH WRITTEN CONSENT FROM THE DESIGNER.

9. THE RESOLUTION OF ANY ISSUE DESCRIBED HEREIN WHICH IMPACTS EITHER THE PROJECT'S BUDGET OR SCHEDULE MUST BE REQUESTED VIA A WRITTEN CHANGE ORDER REQUEST PRIOR TO SUCH WORK. ANY WORK THAT IS EXECUTED TO ENDS CONTRARY TO THE INFORMATION CONTAINED IN THESE DRAWINGS AND WITHOUT WRITTEN APPROVAL FROM THE DESIGNER IS UNAUTHORIZED AND RELEASES THE DESIGNER FROM ALL RESPONSIBILITY OF ANY CONSEQUENCES OF SUCH ACTIONS.

20. THE INSTRUCTIONS CONTAINED IN THESE DRAWINGS DO NOT INCLUDE PROVISIONS FOR WORKER SAFETY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE EXECUTION OF THIS PROJECT MEETS ALL APPLICABLE REGULATIONS AND AWS FOR CONSTRUCTION SAFETY.

1. CONTRACTOR SHALL DIRECTLY FOLLOW THE MANUFACTURERS' RECOMMENDATIONS AND SPECIFICATIONS FOR THE PROPER USE AND INSTALLATION OF ALL BUILDING MATERIALS ASSOCIATED WITH THIS PROJECT. INSTALLATION OR USE CONTRARY TO THE MANUFACTURERS' RECOMMENDATIONS IS UNAUTHORIZED AND RELEASES THE DESIGNER FROM ALL RESPONSIBILITY OF ANY CONSEQUENCES OF SUCH ACTIONS.

22. THE CONTRACTOR WARRANTS TO SEIDEL DESIGN GROUP THAT HE/SHE POSSESSES THE PARTICULAR COMPETENCE AND SKILL IN CONSTRUCTION NECESSARY TO BUILD THIS PROJECT WITHOUT FULL ARCHITECTURAL SERVICES, AND, FOR THE REASON THAT THE CONTRACTOR WISHES TO RELY UPON HIS OWN COMPETENCE, THE CONTRACTOR OR OWNER HAS RESTRICTED SEIDEL DESIGN GROUP IN SCOPE OF PROFESSIONAL SERVICES, IN RELIANCE ON THE CONTRACTOR'S WARRANTY AND AT THE EXPRESS REQUEST OF THE CONTRACTOR OR OWNER, SEIDEL DESIGN GROUP HAS UNDERTAKEN A LIMITED SCOPE OF PROFESSIONAL SERVICES. THE CONSTRUCTION DOCUMENTS PROVIDED BY THE LIMITED SERVICES SHALL BE TERMED " BUILDER'S PLANS" IN RECOGNITION OF THE CONTRACTOR'S QUALIFICATIONS. CONSTRUCTION WILL REQUIRE THAT THE CONTRACTOR' ADAPT THE "BUILDER'S PLANS" TO THE FIELD CONDITIONS ENCOUNTERED, AND MAKE LOGICAL ADJUSTMENTS IN FIT, FORM, DIMENSION AND QUANTITY THAT ARE TREATED ONLY GENERALLY BY THE "BUILDER'S PLANS". IN THE EVENT ADDITIONAL DETAIL OR GUIDANCE IS NEEDED BY THE CONTRACTOR OR THE OWNER FOR CONSTRUCTION OF ANY ASPECT OF THE PROJECT, HE SHALL IMMEDIATELY NOTIFY SEIDEL DESIGN GROUP. FAILURE TO GIVE NOTICE SHALL RELIEVE SEIDEL DESIGN GROUP OF RESPONSIBILITY FOR THE CONSEQUENCES. ANY DISCREPANCY OR AMBIGUITY DISCOVERED BY THE USE OF THESE PLANS SHALL BE IMMEDIATELY REPORTED TO SEIDEL DESIGN GROUP. CHANGES TO THESE PLANS BY ANY PARTY OTHER THAN SEIDEL DESIGN GROUP ARE UNAUTHORIZED, AND SHALL RELIEVE SEIDEL DESIGN GROUP OF RESPONSIBILITY FOR CONSEQUENCES.

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AB ACOUS	ANCHOR BOLT ACOUSTICAL	MACH MAG	MACHINERY MAGNETIC
ACT		MAS	MASONRY
	ADDENDUM	MAX	
	ABOVE FINISHED FLOOR	MED	MEDIUM
	ALTERNATE	MEZZ	MEMBRANE MEZZANINE MANUEACTURER
APPROX	APPROXIMATE	MH MIN	MANHOLE
ASPH	AND	MISC	MINIMUM MISCELLANEOUS
AUTO A/V	AUTOMATIC AUDIO/VISUAL	MO	MILLIMETERS MASONRY OPENING
AVE AVG	AVERAGE	MTL	METAL
AWP		MUL	MULLION
BD BD	BASE BOARD	NIC	NOT IN CONTRACT
BLKG	BUILDING BLOCKING	NOM	NOMINAL
BOT	BENCHMARK, BEAM BOTTOM	NTS	NOT TO SCALE
BSMT	BEARING BASEMENT	OC	ON CENTER
C	CAULKING	OD OF	OUTSIDE DIAMETER OUTSIDE FACE
CAB CSMT	CABINE I CASEMENT	OFF	OFFICE OPPOSITE HAND
CDOH CEM	COLORADO DEPT. OF HIGHWAYS CEMENTITOUS	OPNG OPP	OPENING OPPOSITE
CIRC	CAST IN PLACE CIRCUMFERENCE	P	PAINT
CK	CONTROL JOINT CORK TILE	PAR PBO	PARALLEL PROVIDED BY OTHERS
C.L.	COLUMN LINE CENTERLINE	PC PERF	PRECAST
CLOS	CLICNG	PERIM	PERIMETER PICTURE
CM CMU	CONCRETE MASONRY UNIT	PKG P/L	PARKING PLATE, PROPERTY LINE
COL	CLEAN OUT COLUMN	PLAM PLAS	PLASTIC LAMINATE PLASTER
CONC	CONCRETE CONFERENCE	PLYWD	PLUMBING PLYWOOD
CONSTR	CONSTRUCTION	POL PR	POLISHED PAIR
CONTR	CONTRACTOR CORRIDOR, CORRUGATED	PREFAB	PREFABRICATED PREFINISHED
CPT CT	CARPET CERAMIC TILE	PRESTR PRIM	PRESTRESSED PRIMARY
CTR CU	COUNTER CUBIC	PSF PSI	POUNDS PER SQUARE FOOT POUNDS PER SQUARE INCH
DAMP	DAMPROOFING	PTD PTR	PAPER TOWEL DISPENSER PAPER TOWEL RECEPTACLE
DBL DEG	DOUBLE DEGREE	PT PTN	PORCELAIN TILE PARTITION
DEMO DEPT	DEMOLISH, DEMOLITION DEPARTMENT	PVC PVMT	POLYVINYL CHLORIDE PAVEMENT
DF DIA	DRINKING FOUNTAIN DIAMETER	QT	QUARRY TILE
DIAG DIM	DIAGONAL DIMENSIONS	QTY	QUANTITY
DIV DN	DIVISION DOWN	(R) R	REMOVE RISER
DS DTL	DOWNSPOUT DETAIL	RAD RB	RADIUS RUBBER BASE
DWG	DRAWING	RBC RBS	RUBBER BASE COVE RUBBER BASE STRAIGHT
(E) EA	EXISTING EACH	RBT RD	RUBBER TILE ROOF DRAIN ROAD
EB EF	EXPANSION BOLT EACH FACE	RE RECPT	REFERENCE RECEPTACLE
E.I.F.S. Ej	EXTERIOR INSULATION FINISH SYSTEM	REF REINF	REFRIGERATOR REINFORCED
el Elec	ELEVATION	REQ'D RESIL	REQUIRED RESILIENT
ELEV EMER	ELEVATOR EMERGENCY	REV RF	REVISION(S), REVISED RESILIENT FLOORING
eq Equip	EQUAL FOUIPMENT	RFL RH	REFLECTED RIGHT HAND
ES EST	EACH SIDE ESTIMATE	RM RO	ROOM ROUGH OPENING
EW	EACH WAY	ROW	
EWH	ELECTRIC WATER HEATER	RS RVS	ROUGH SAWN
F		S	SEALED
FA FA	FIRE ALARM	SC SD	SOLID CORE
FBO		SEC	SECTION
FDN	FOUNDATION	SHT	SUGARE FEET
FF	FINISHED FLOOR	SIM	SIMILAR SANITARY NARKIN DISPOSED
FHC		SNR	SANITARY NAPKIN DISPOSER SANITARY NAPKIN RECEPTACLE
FHMS	FLAT HEAD MACHINE SCREW	SPRT	SUPPORT
FHWS	FLAT HEAD WOOD SCREW	SPKL	SPRINKLER
FLG	FLASHING	SQ	SQUARE STAINI ESS STEEL
FOC	FACE OF CONCRETE	STA	STAINLESS STELL STATION STANDARD
FOM	FACE OF MASONRY	STL	STEEL
FR	FIRE RATED	STRUCT	STRUCTURAL
FTG	FOOTING	SYM	SYMMETRICAL
FURR	FURRED(ING)	т	
FVC	FIRE VALVE CABINET	ТВ Т&в	TOWEL BAR
G GA	GLAZING	TBC TFLF	TOP OF BACK OF CURB
GALV GB	GALVANIZED GRAB BAR	TG TEMP	TEMPERED GLASS
GC GI	GENERAL CONTRACTOR	T&G THERM	TONGUE AND GROOVE
GL GRT	GLASS GROUT	THK THLD	THICK
GT GYP	GLASS TILE GYPSUM	то тос	TOP OF TOP OF CONCRETE
HAS		TOS TOW	TOP OF STEEL
HDAS HB	HEADED DEFORMED ANCHOR STUD	TPD TS	TOILET PAPER DISPENSER
HC HDR	HOLLOW CORE, HANDICAPPED	TV TYP	TELEVISION
HDWR		UNFIN	
HORIZ	HORIZONTAL	UON	UNLESS OTHERWISE NOTED
HTR HVAC	HEATER HEATING VENTUATING AND A/C	USGS	U.S. GEOLOGICAL SURVEY
HW	HOT WATER HEATER	V VAR	VOLT
HWY	HIGHWAY	VCT VENT	VINYL COMPOSITION TILE VENTILATION
ID IN	INSIDE DIAMETER INCHES	VER VERT	VERIFY VERTICAL
INCAN INCL		VEST	VESTIBULE VERIEV IN FIELD
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INTMED INV	INTERMEDIATE INVERT	VTR VWC	
IC		W	
jst IT	JOIST	W/ WC	WITH WALL COVERING
- KIT	KITCHEN	WD WDO	WOOD WINDOW
KO	KNOCKOUT	WF WGL	WOOD FLOORING WIRECI ASS
LAM LAV	LAMINATE LAVATORY	W.O. W/O	WHERE OCCURS WITHOUT
LDR LH	LEADER LEFT HAND	WP W/R	WATERPROOFING WATER RESISTANT
LP LT	LIGHTING PANEL, LIGHT PROOF LIGHT	WSCT WT	WAINSCOT WEIGHT
	-	WWF	WELDED WIRE FABRIC

# Sketch Plan Application Deming Peak Townhomes 116 5th Avenue FRISCO, CO 80443



## LEGEND:

	ELEVATION DATUM
Ŷ = 100-0 <del>&lt;</del>	- ELEVATION
	SITE ELEVATION DATUM
<b>T</b> 01'	
S <u>TEP</u>	FLOOR ELEVATION CHANGE
$\leftarrow$ $\rightarrow$	FLOOR MATERIAL CHANGE
	BUILDING SECTION IDENTIFICATION
A-3.0	- SHEET NUMBER
	DETAIL IDENTIFICATION
k	— DETAIL NUMBER
A-4.0	- SHEET NUMBER
T	
	STRUCTURAL GRID
( <del>k)</del>	- COLUMN NUMBER
<	- COLUMN REFERENCE GUIDE
0	
o⊥	HOSE BIB
0	
4.	<u>8" CONCRETE WALL</u>
<u>a<sup></sup> 'd 4-</u>	
	5 1/2" WOOD FRAMED WALL
	3 1/2" WOOD FRAMED WALL
	1 1/2" WOOD FRAMED WALL
	3 1/2" WOOD FRAMED HALF WALL
<u>/////////////////////////////////////</u>	8" CONCRETE WALL WITH 6" STONE VENEER
777777777777777777	
	5 1/2 WOOD FRAMED WALL WITH 6" STONE VENEER

## MATERIAL SCHEDULE:

$\langle M1 \rangle$	40 YEAR ASPHALT COMPOSITION SHINGLES
(M2)	1x6 SMOOTH CEDAR FASCIA w/ 20 GA GALV DRIP EDGE
(M3)	STANDING SEAM METAL ROOFING
$\langle M4 \rangle$	<sup>7</sup> / <sub>8</sub> " CORRUGATED METAL SIDING
(M5)	1x6 CEDAR CORNER TRIM
(M6)	1x4 CEDAR WINDOW & DOOR TRIM
(M7)	2×6 SMOOTH CEDAR WINDOW SILL TRIM
<u>(M8</u> )	1x6 o/ 2x10 CEDAR BAND
(M9)	6" PLANK, CEDAR VERTICAL SIDING
M10	8" EXPOSURE HORIZONTAL WOOD LAP SIDING
(M1)	2x6 SMOOTH CEDAR CORNER TRIM
M12	1x12 HEWNED LOG SIDING w/ CHINK JOINT
M13	2×6 RS CEDAR TOP RAIL
M14	4x4 RS CEDAR RAILING POSTS
M15	3x3 WELDED WIRE MESH 14 GA
M16	8×8 RS TIMBER POST
M1	STONE CAP
M18	CUT STONE VENEER
M19	OVERHEAD GARAGE DOOR, 1x4 T&G CEDAR w 1x4 CEDAR TRIM AS SHOWN
(12)	2x6 CEDAR BAND

## LEGAL DESCRIPTION:

NORTH <sup>1</sup>/<sub>2</sub> LOTS 13, 14, 15 & 16, BLOCK 4 TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO SECTION 35, T5S, R78W, 6th PM

#### USGS DATUMS: UNITS 1-4



## CODE ANALYSIS:

SUMMIT COUNTY BUILDING DEPARTMENT 0037 PEAK ONE DRIVE SCR 1005 FRISCO, CO 80443 PH: 970 668 3170 FX: 970 668 4255

scotthoffman@summitcountyco.gov

- 2012 INTERNATIONAL BUILDING CODE 2012 INTERNATIONAL RESIDENTIAL CODE
- 2012 INTERNATIONAL ENERGY CONSERVATION CODE
- 2012 INTERNATIONAL PLUMBING CODE 2012 INTERNATIONAL MECHANICAL CODE
- 2011 NATIONAL ELECTRICAL CODE
- 2012 FIRE CODE

## **BLDG. AREA CALCULATIONS:**

FINISHED

UNIT 1 UNIT 2 UNIT 3

2286 S.F. 1656 S.F. 1705 S.F.

GARAGE 625 S.F. 602 S.F.

602 S.F.

SURVEYOR

PO BOX 1800

(970)668-3730

(970)333-1511

pat@bcstructural.com

CIVIL ENGINEER

(970)668-5067

gray@pecivil.com

1000 SUMMIT BLVD

BLUE RIVER LAND SURVEYING

www.blueriverlandsurveving.com

BACK COUNTRY STRUCTURAL ENG

SILVERTHORNE, COLORADO 80498

FRISCO, COLORADO 80443

STRUCTURAL ENGINEER

0098 ROAD M, BOX 23132

PEARSON ENGINEERING INC

FRISCO, COLORADO 80443

MEASURED IN

SQUARE FEET

## **PROJECT TEAM:**

OWNER IAMIE HAASS 9666 EAST MAPLEWOOD CIRCLE GREENWOOD VILLAGE, CO 80111 (303)669-9694 jbhaass@msn.com

CONTRACTOR IAMIE HAASS 9666 EAST MAPLEWOOD CIRCLE REENWOOD VILLAGE, CO 80111 (303)669-9694 jbhaass@msn.com

DESIGNER SEIDEL DESIGN GROUP 905 MAIN ST #207 KLAMATH FALLS, OREGON 97601 (503) 970-5293 stephen@seideldesigngroup.com

## SHEET INDEX:

- T-1.0 COVER SHEET- GENERAL PROJECT DATA
- T-1.1 COLOR/ MATERIAL BOARD SP-1.0 SITE PLAN- SITE INFORMATION & LANDSCAPE PLAN
- 1 of 1 SITE SURVEY
- A-1.0 LOWER FLOOR PLAN & MAIN FLOOR PLAN UPPER FLOOR PLAN & ROOF PLAN A-1.1
- A-2.0 ELEVATIONS

## VICINITY MAP:





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ASPHALT SHINGLES:



VERTICAL SIDING:



# Sketch Plan Application Deming Peak Townhomes 116 5th Avenue FRISCO, CO 80443









STONE VENEER:



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WOOD SIDING FOR UNIT 1, 2 & 3 LOWER FLOOR:



METAL SIDING:  $\frac{7}{8}$ " CORRUGATED (RUSTED) B PEAK TOWNHOMES th AVENUE , COLORADO 80443 DEMING F 116 N 5th . FRISCO, 0 С О́

PROJECT # S17-002

DATE 05/09/17



SHEET # T-1.1 NOTE: THERE WILL BE NO CONSTRUCTION TRAILER FOR THIS PROJECT

## SITE PLAN CALCULATIONS

## PARKING <u>UNIT 1</u>

3 BEDROOMS = 3 PARKING SPACES <u>UNIT 2</u> 2 BEDROOMS = 3 PARKING SPACES <u>UNIT 3</u> 3 BEDROOMS = 3 PARKING SPACES

SNOW STORAGE CALCULATIONS UNCOVERED PAVED DRIVEWAY= 924 SF SNOW STORAGE CALC 862 SF / 350 x 100 = 264 SF SNOW STORAGE PROVIDED = 300 SF

## LANDSCAPE CALCULATIONS

## LANDSCAPING

TREES- 7,000 SF / 875 =8 TREES PRESERVED EXISITNG TREES- TOTAL= 0

### TREE SIZE DIVERSITY

DECIDUOUS TREES

50% >3"Ø 50% >2"Ø (2)3"Ø COTTONWOOD (2)2"Ø COTTONWOOD SPECIES DIVERSITY NOT REQUIRED FOR TREES

**SHRUBS** 10,500 SF / 1500=7 SHRUBS

#### PROPOSED NEW TREES- TOTAL= 8

(2)3" COTTONWOOD (2)2" COTTONWOOD

(2)6' ENGLEMAN SPRUCE (2)6' BRISTLECONE PINE

### EVERGREEN TREES

25%MIN 10' HEIGHT 50% MIN 8' HEIGHT 50% MIN 6' HEIGHT (4)>6'

USGS HEIGHTS FOR TOWNHOME UNITS			
<u>UNIT 1</u>		<u>UNIT 2</u>	
EXIST'G GRADE LOWEST	@ 9027'-0"	EXIST'G GRADE LOWEST	

EXIST'G GRADE LOWEST	@ 9027'-0"	EXIST'G GRADE LOWEST	@ 9029'-6"
LOWER FLOOR	@ 9029'-6"	LOWER FLOOR	@ 9029'-6"
MAIN FLOOR	@ 9040'-8 <sup>1</sup> / <sub>4</sub> "	MAIN FLOOR	@ 9040'-8 <sup>1</sup> / <sub>4</sub> "
UPPER FLOOR	@ 9051'-10 <sup>1</sup> / <sub>2</sub> "	UPPER FLOOR	@ 9051'-10 <sup>1</sup> / <sub>2</sub> "
RIDGE HIGH POINT	@ 9065'-10"	RIDGE HIGH POINT	@ 9067'-0"
OVERALL BLDG HT	@ 38'-4"	OVERALL BLDG HT	@ 37'-6"
<u>UNIT 3</u>			
EXIST'G GRADE LOWEST	@ 9028'-6"		
LOWER FLOOR	@ 9029'-6"		
MAIN FLOOR	@ 9040'-8 <sup>1</sup> / <sub>4</sub> "		
UPPER FLOOR	@ 9051'-10 <sup>1</sup> / <sub>2</sub> "		
RIDGE HIGH POINT	@ 9067'-0"		
OVERALL BLDG HT	@ 38.50'		

## PROPERTY OWNERSHIP

EACH UNIT IS OWNED INDIVIDUALLY FROM THE FOUNDATION UP.

ALL OPEN LAND WILL BE ASSIGNED OWNERSHIP TO A LEGALLY ESTABLISHED HOA AS COMMON AREA.

CONSTRUCTION SCHEDULE			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
C1	BUILDING MATERIALS STAGING	<u>(C6)</u>	SNOW STORAGE
<b>C</b> 2	EXCAVATION STAGING	(C7)	SNOW FENCING
(C3)	TRASH DUMPSTER	<u>(C8)</u>	RESEED w/ NATIVE GRASSES
C4	PORTABLE TOILET	<b>(C9)</b>	OFF STREET PARKNG
(C5)	SILT FENCING		

## MISCELLANEOUS NOTES

- WATERING PLANNED FOR THIS SITE.
- 2. ALL DISTURBED SOILS SHALL BE RESEEDED w/ NATIVE GRASSES.
- PIPE.
- WHERE WATER AND SEWER LINES ARE COMBINED WITHIN THE SAME TRENCHING, SEWER LINES SHALL BE SCH 900 PIPE.

LANDSCAPE LEGEND			
SYMBOL	DESCRIPTION		
	BRISTLECONE PINE, PINUS BALFOURIANAE SIZE AS SHOWN ON SITE PLAN AS MEASURED TRUNK Ø, 12" FROM BOTTOM.		
(L2) range in the	ENGLEMANN SPRUCE, PICEA ENGLEMANNII SIZE AS SHOWN ON SITE PLAN AS MEASURED TRUNK Ø, 12" FROM BOTTOM.		
	ASPEN, POPULUS TREMULDOIDES SIZE AS SHOWN ON SITE PLAN AS MEASURED IN OVERALL HEIGHT.		
	COTTONWOOD, NARROW LEAF, POPULUS AUGUSTIFOLIA SIZE AS SHOWN ON SITE PLAN AS MEASURED IN OVERALL HEIGHT.		
L5	GOLDEN CURRANT, RIBES AUREUM MINIMUM 5 GALLON AND 2'-0" HIGH.		
L7 G	ELDER NATIVE RED BERRY, SABUCUS PUBENS MINIMUM 5 GALLON AND 2'-0" HIGH.		
	POTENTILLA JACKMAN, PONTENTILLA FRUITICOSA JACKMANII MINIMUM 5 GALLON AND 2'-0" HIGH.		
	EXISTING DECIDUOUS TREE (TO REMAIN)		
E2 X	EXISTING EVERGREEN TREE (TO REMAIN)		
	EXISTING DECIDUOUS TREE (TO BE REMOVED)		
(R1)	BRONZE LANDMARK WITH BASIC HISTORICAL INFORMATION REGARDING DEMING CABI		

ZONING F	PROJECT DA
ROJECT NAME	DEMING PEAK TOWN
ADDRESS	116 N 5th AVE
OCATION	FRISCO, CO 80443
OCCUPANCY	ZONE GALENA/ GRA
	CENTRAL CORE DIST
ARCELL	2097-3521-06-002

## SETBACK AND RESTRICTIONS

MINIMUM ALLOWED		ACTUAL PROPOSED	
FRONT SETBACK	5'	5' UNITS 1 & 2	
REAR SETBACK	5'	5' UNIT 1 & 3	
SIDE SETBACK	5'	5' UNIT 1, 2 & 3	
GALENA > 20'	20'	20' UNIT 2, UNIT 1 >20'	

## LEGAL DESCRIPTION

NORTH <sup>1</sup>/<sub>2</sub> LOTS 13, 14, 15 & 16, BLOCK 4 TOWN OF FRISCO, SUMMIT COUNTY COLORADO SECTION 35 T5S R78W 6th PM

. ALL LANDSCAPING SHALL BE NATIVE GRASSES, TREES AND/ OR SHRUBS. THERE SHALL BE NO ARTIFICIAL

WATER SERVICE TO HOMES SHALL BE BURRIED TO A MINIMUM DEPTH OF 8'-6", MEASURED FROM TOP OF

EACH UNIT TO USE 64 GALLON TRASH RECYCLING RECEPTACLES TO BE KEPT WITHIN GARAGES.

BIN

## ATA

NHOMES

ANITE OVERLAY DISTRICT

TRICT







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DEN 116 FRI

PROJECT #

S17-002

DATE

06/06/17

REVISIONS

SHEET # SP-1.0





<u>note:</u> the following drainage plan is a concept drawing for the proposed drainage. the final drawing to be produced by a licensed civil engineer.



SP-1.1 SCALE: 1" = 10'-0"



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PROJECT # \$17-002

DATE 06/06/17







## Improvement Survey Plat / Topographic Survey South 1/2 Lots 13, 14, 15 and 16, Block 4 Town of Frisco Summit County, Colorado Section 35, T5S, R78W, 6th P.M. (112 North 5th Avenue)

Legend

- (F) Field Measurement
  (P) Plat (Rec. No. 77585, 79272 and 110373)
- (C) Calculated from Plat
- Found #5 rebar Found #4 rebar
- Found bolt
- Šet Number 5 rebar with purple cap LS38266
   Found rebar w/cap LS15252

→→→→ Water Valve

and a service of Manhole Cover as shown

Notes: 1) Bearings are based on the north line of Lots 13-16, Block 4, N78°53'W from record plat (Rec. No. 110373). Both ends said line are Number 5 rebar.

- 2) Lineal Units: US Survey foot.
- 3) Total area South 1/2 Lots 13-16: 0.160 Acres, 6959 Square feet
- 4) Only visible utilities located. Underground locate not done.5) Elevation determined from Frisco Quadrangle Map, 1927 North American Datum.
- 6) Elevation of 9030.0' assigned to top of pin at NW corner Lot 16.
- 7) One foot contour interval.
- 8) Per Town of Frisco Planning Department, the subject parcel is zoned Central Core (CC) District. Refer to Town Code 180-17 for building setback etc. details.

This survey does not constitute a title or ownership search by Blue River Land Surveying. All ownership, easement and public record information was based on the Owner's Title Commitment File No. 01330-78656, issued by Stewart Title.

Property is subject to exceptions as described in the title policy as referenced.

I, Renee B. Parent, being a Registered Land Surveyor in the State of Colorado, do hereby certify that this plat was prepared by me and under my supervision from a survey made by me and under my supervision and that both the plat and the survey are true and correct to the best of my knowledge and belief.



Notice: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.



**Blue River** 

(970) 668-3730 PO Box 2820 Breckenridge, CO 80424 www.blueriverlandsurveying.com

*Improvement Survey Plat / Topographic Survey* South 1/2 Lots 13, 14, 15 and 16, Block 4 Land Surveying (970) 668-3730 Town of Frisco Summit County, Colorado Section 35, T5S, R78W, 6th P.M. (112 North 5th Avenue)

Date: 10-27-2016 15439 S

# **Transit Center**



#### PLANNING COMMISSION STAFF REPORT

October 19, 2017

AGENDA ITEM:	Planning File No. 216-17-MAJ: A sketch plan review of a proposed new Transit Center Building and associated improvements	
LOCATION:	1010 Meadow Drive / Lot 1, Summit Stage 1	Fransit Center
ZONING:	Commercial Oriented (CO) District	
OWNER & APPLICANT	Summit County Board of County Commissioners PO Box 68 Breckenridge, CO 80424	
ARCHITECT:	Stantec 1050 17 <sup>th</sup> Street, Suite A200 Denver, CO 80265	
TOWN STAFF:	Katie Kent, Planner katiek@townoffrisco.com	(970) 668-9131

#### PROJECT DESCRIPTION

The applicant, Summit County Board of County Commissioners, is requesting a sketch plan review for a new public transit center building located on Lot 1, Summit Stage Transit Center. According to the application materials, this project entails:

- Demolition of the existing Transit Center building
  - Construction of a 3,773 sq. ft. floor area, one-story structure containing:
    - o Public Restrooms
    - o Maintenance/Utility Rooms
    - Two (2) rental car counters
    - Ticket and information counter
    - o Law enforcement office
    - 1,958 square foot waiting area
    - o Vending machines
- 165 parking spaces
- Shuttle lot with 12 bays for private shuttle vans
- Nine (9) bus bays; two of which are layover/staging bay spaces

The project will require a full Major Site Plan review by the Planning Commission.

For a more complete project description, please refer to the attached application materials.

#### BACKGROUND

Lot 1, Summit Stage Transfer Center was included within 26.52 acres of land that Summit County acquired from the Summit School District in 1995. The final plat of the Summit Stage Transit Center was recorded on August 15, 1997 (Reception #544828) which created the subject 6.203 acre (270,185 sq. ft.) tract.

Documents from 1996 stated that the County desired to develop the 6.2 acres as a multi-modal transit facility in cooperation with CDOT. The transit facility was proposed to be constructed in two phases. Phase 1 including the construction of the parking lot, bus routing area and grading of the entire parcel. Phase 2 was planned for the construction of an information center and restroom, electronic road information kiosk, shuttle van transfer lanes, parking lot expansion and other possible facilities.

On May 2, 1996, the Planning Commission approved the Development Application to construct Phase 1 of the Transit Center. The Town Council approved Ordinance 96-11 to rezone the 6.2 acre lot from Parks and Recreation (PR) to Auto-Oriented Commercial (AO) on June 4, 1996.

Frisco Transit Center (FTC) began operating in 1998 and currently serves a variety of public and private transportation providers including Summit Stage, Greyhound, Bustang, Hertz car rental along with multiple private shuttle companies who use the site to pick-up/drop off customers along with transfer passengers between shuttles.

The existing site contains the existing 2,165 sq. ft. Transit Center building with restrooms, vending area, car rental office and central waiting area. Four transit shelters are adjacent to the Summit Stage stops on the property. An asphalt parking lot, greenhouses and a shed utilized by HC3 along with pedestrian and asphalt paths are located on the northern portion of the property. A stormwater detention pond exists on the southeast portion of the site. The southwest corner of the lot is vacant at this time.

Improvements to the existing transit center included expansion of the car rental office in 2005. A building permit was issued in 2012 for a snack bar inside the existing building.

Additionally on the property are three (3) greenhouses located on the north side of the property and utilized by High Country Conservation Center's (HC3) Community Supported Agriculture (CSA) program. HC3 has also constructed a shed on the north end of the property and has received Development Application approval for solar panels on the shed roof. No further alterations are proposed at this time to the HC3 operations on the property.

An existing paved recreational pathway is located on the north and south end of the property.

Below is a vicinity map of the subject property with an aerial photography base layer. The location of the property lines shown on this map vary in accuracy and should only be used for reference purposes. Also included for reference are photographs of the subject property.





Vicinity Map

Zoning Map



View looking southeast at existing building October 5, 2017



View looking south towards existing Transfer Center structure October 5, 2017



View looking south at existing bus lane October 5, 2017



Existing Greenhouses on south portion of lot (proposed to remain) October 5, 2017

#### **SKETCH PLAN REVIEW**

Sketch plan review is an opportunity for Planning Commission to comment on the various aspects of a development proposal including proposed uses, parking and traffic circulation, architecture, landscape design, and compatibility with the neighborhood. It is also an opportunity for the applicant to listen to Commissioners' comments and make changes to the proposal prior to a major site plan submittal.

Pursuant to Section §180-2.5-D-3, Frisco Town Code (in part):

- a. All applications for major site plans shall present an informal sketch plan of the development before a regularly scheduled meeting of the Planning Commission. The applicant shall notify the Community Development staff in writing at least 21 calendar days prior to the Planning Commission meeting at which the sketch plan is requested to be presented. Materials to be presented in support of the development must be of sufficient nature to allow the Planning Commission and Community Development staff to provide informed feedback on the project. At a minimum the applicant must submit the following information:
  - *i.* Written project description, including a synopsis of the proposed development program, and how the project will meet the principles of the Master Plan and the standards of the zoning code;

- Site plan showing the location of the building(s) and other improvements (retaining walls, berms, dumpster locations, open space, etc.) with dimensions to setbacks, property lines, easements, north arrow, scale (no smaller than 1"=20'), legend, vicinity map;
- iii. Existing and proposed utility (main and service) lines;
- iv. Existing and proposed topography at 2 foot intervals, including 50 feet beyond the property boundary, existing easements, lot dimensions, lot size in square feet/acreage;
- v. Existing site characteristics map with vegetation, wetlands, unique natural features;
- vi. Parking space location and counts and traffic circulation design, with driveway locations, points of access from right-of-way, preliminary grades, bike and pedestrian improvements;
- vii. Proposed landscaping, post-development grades, snow storage, preliminary stormwater plan showing approach to stormwater handling;
- viii. Scaled drawings of all building locations and schematic elevations; and
- ix. Samples of all colors and materials proposed.
- b. The Planning Commission may require an applicant to return for additional sketch plan presentations if sufficient information is not received or if substantial changes to a proposal are recommended. Presentation of a sketch plan neither binds the Planning Commission to approve a site plan, nor does it confer the applicant any vested rights.
- c. The sketch plan presentation shall become null and void if a complete major site plan application is not submitted to the Community Development Department within 90 days after the date of the Planning Commission's review of the sketch plan.

A Major Site Plan application for this proposal will require Planning Commission review at a future public hearing. The proposal will be reviewed in detail for compliance with the Frisco Uniform Development Code (UDC) at that time.

#### **PUBLIC COMMENT**

The Community Development Department has not received any formal public comments concerning this project as of October 12, 2017.

#### ANALYSIS – COMMERCIAL ORIENTED (CO) ZONE DISTRICT [§180-3.9]

The requirements of the Commercial Oriented District are applicable to the review of the proposed Transit Center project as follows:

**Purpose:** The purpose of the CO district is as follows:

"To promote the development of regionally serving shopping areas, restaurants, and service facilities that are convenient to Highway 9 and Interstate 70, to enhance connections to mass transit and multi-modal transportation, and to allow for intensive commercial development."

#### Minimum Lot Area: N/A

#### Minimum Lot Frontage: N/A

**Maximum Floor Area Ratio (FAR):** A maximum allowed FAR is 1.0. With the proposed transit center building combined with the existing greenhouses and shed, the proposed FAR will be 0.039.

Property = 6.203 acres / 270,203 sq. ft.Proposed Transit Center: 3,773 GFAGreenhouses:  $1,872 \times 2 = 3,744 \text{ sq. ft.}$ Greenhouse: 2,880 sq. ft.<u>Shed = 100 sq. ft.</u> 10,497/270,203 = 0.039

Lot Coverage: None

#### **Dimensional requirements:**

	Minimum Setback	Proposed Setback
Front Yard (east property line)	Fifteen (15) feet	~17' (existing greenhouse)
		~125' proposed new structure
Side Yard (north property line)	Zero (0) feet	~32' (existing greenhouse)
		>300' proposed new structure
Side Yard (south property line)	Zero (0) feet	~280'
Rear Yard (west property line)	Ten (10) feet	~ 65 feet

**Maximum Building Height:** In the CO District, the maximum building height is fifty (50) feet for a pitched roof and forty (40) feet for a flat roof. The submitted plans illustrate the height of the proposed structure as being approximately thirty-five (35) feet.

#### ANALYSIS - USE STANDARDS [§180-5]

**Permitted and Conditional Uses:** As illustrated in §180-5.1, "Transit oriented facility and use" is a permitted uses in the CO Zoning District.

Accessory Uses and Structures: Solar Energy Facilities: Roof mounted solar energy facilities are shown on the proposed Transit Center roof. As stated in §180-5.3.3, Solar Energy Facilities:

Solar energy facilities may be ground-mounted or mounted on principal or accessory structures, provided they comply with the following requirements:

- A. Solar energy facilities shall not be located in the front yard between the principal structure and the public right-of-way;
- B. Solar energy facilities shall be located a minimum of 6 feet from all property lines and other structures except the structure on which it is mounted;
- C. Solar energy facilities shall not exceed the greater of one-half of the footprint of the principal structure;
- D. Ground mounted solar energy facilities shall not exceed 5 feet in height.
- E. A solar energy facility shall not extend more than 18 inches above the roofline of a onefamily or two family residential structure, or more than ten feet above the roofline of a multi-family or non-residential structure.

The applicant will be required to show compliance with §180-5.3.3 at time of Major Site Plan review.

#### ANALYSIS - DEVELOPMENT STANDARDS [180-6]

The project will be reviewed thoroughly for compliance with the specific development standards of the Frisco Uniform Development Code (UDC) at the time of final site plan review.

**Drainage Plan** (§180-6.6): A drainage plan shall be submitted with the Major Site Plan application. Said plan shall be prepared by a licensed engineer licensed in the State of Colorado. Submittal requirements, design standards and erosion and sediment control shall be addressed as outlined in §180-6.6, Frisco UDC.

**Road Construction and Maintenance Standards** (§180-6.9): The applicant has stated that the proposed Station Road will provide access for busses and private shuttles and not for general public. The proposed Transit Drive will provide access for busses only and not for general public. Both Station Road and Transit Drive will be private roads which will be required to meet the standards set forth in §180-6.9, Road Construction and Maintenance Standards.

**Access** (§180-6.11): All vehicle access shall comply with the standards set forth in Chapter 155, Minimum Street Design and Access Criteria. Where development abuts a Town road, location of access points to the road must be approved by the Frisco Public Works Director. Frisco Public Works will review and provide comments on proposed access points at time of Major Site Plan.

An existing paved recreational pathway exists on the north and south end of the property directing pedestrians into the existing transit center parking lot. The below aerial photo shows existing paved pathways and the adjacent picture illustrates the proposed pedestrian circulation. The Town of Frisco is expecting that the applicant will be responsible for maintaining all paved pathways on the private property and will seek confirmation at time of Major Site Plan review.

As can be seen on the proposed pedestrian circulation plan, non-vehicular access is being addressed through multiple paved pathway connections from each direction. The application has stated a commitment to provide a connection to the west of the property so users can safely access the Base Camp site.



Existing Conditions

Proposed Pedestrian Circulation

**Traffic Study** (§180-6.12): The Unified Development Code requires a traffic study, prepared by a professional engineer licensed in the State of Colorado, be submitted for any large project expected to generate 400 or more daily trips per day. The Town has hired Stephen Pouliot, WSP, to assist in reviewing the traffic study. Mr. Pouliot has issued a memorandum dated October 2, 2017 to provide guidance in the content and scope for a traffic impact study pertaining to the proposed project. The applicant will be required to submit the traffic impact study at the time of Major Site Plan review.

**Parking** (§180-6.13): Section 180-6.13 of the Frisco Town Code addresses parking requirements. For unlisted parking requirements, the number of required parking spaces shall be determined by the Planning Commission. The Planning Commission shall be guided by the comparison with the parking requirements for similar uses which are listed. There are 169

existing parking spaces on the property; the applicant is proposing 165 spaces at time of project completion.

There are no similar uses listed in the parking requirements for the Planning Commission to utilize as a comparison for the proposed transit center use. Staff consulted <u>Parking Standards</u>, a Planning Advisory Service guide distributed by the American Planning Association (APA) which states recommended parking requirements. Suggestions for other jurisdictions regulating parking for similar type uses include:

Transportation Terminal: Adequate number as determined by the planning commission after special study has been performed (Escondido, CA)

Transportation Terminal: Specific requirements shall be determined by the zoning administrator based on requirements for similar uses, location of proposed use, number of employees on largest shift, expected demand and traffic generated by the proposed use, and appropriate traffic engineering and planning criteria and information (Blacksburg, Va., pop. 39,573)

Transportation Terminal: Specific requirements shall be determined by the directors of planning and public works. Requirements shall be based on requirements for similar uses, location of proposed use, expected demand and traffic generated by the proposed use, and appropriate traffic engineering and planning criteria and information. Determination of requirements may be appealed to the zoning board of appeals (Omaha, NE)

*Transportation Terminal: 1 space per each 200 square feet of net leasable area (Santa Fe, NM)* 

Transportation Terminal: 1 for each 600 square feet of gross floor area (Nashua NH, Arlington, MA)

Transportation Terminal: 1 space for each 400 square feet of non-storage floor area, plus 1 space for each 2 employees (Jacksonville, FL)

Excluding the twelve (12) spaces reserved for private shuttles and the nine (9) bus bays, the applicant is proposing:

- 129 parking spaces for general patron parking
- 23 parking spaces as designated for rental cars and long-term parking
- 7 parking spaces as designated short-term drop-off/pick-up
- <u>6 parking spaces as designated ADA parking</u>
   165 Total Parking Spaces provided

The proposed parking lot will be utilized by the general public, transit system users and HC3 staff and volunteers working at the existing greenhouses.

For parking lots with 151-200 required parking spaces, six (6) accessible parking spaces shall be provided; one (1) of which shall be a van accessible space. The applicant has shown six (6) accessible parking spaces to the north of the proposed transit center building. All parking requirements including aisle widths and sizes of parking spaces will be reviewed during the final site plan review.

In the narrative submitted with the sketch plan application, it is stated that the lease for the existing rental car company allows for a maximum of eighteen (18) rental cars on site. Bus commuter parking is currently estimated at 20-30 users per day. Currently, there is no reserved parking for the existing CSA greenhouse use on the property. The applicant has stated there are usually 2-3 users on site for the CSA at any time and they are willing to designate spaces if so desired.

Staff requests that the Planning Commission provide feedback to the applicant on the proposed number of parking spaces for the proposed uses. Staff recommends the applicant provide further information at time of Major Site Plan as to the maximum number of rental cars to be parked on premise if a second rental company operates out of the site.

Staff requested that the applicant allocate pedestrian parking in the shuttle parking lot to allow shuttle riders to be dropped off/picked up without walking to the primary parking lot. The applicant has stated on page seven of their submitted materials why they do not find this feasible. Staff is seeking Commissioner feedback on the proposed parking for shuttle riders who are being dropped off/picked up at the Transfer Center in pedestrian vehicles. Staff has concerns that local residents may utilize the parking spaces in the adjacent public park instead of the transfer center parking lot as it appears more convenient.

All commercial and mixed-use development shall provide bicycle racks, in an appropriate location, with bicycle stalls in the amount of not less than 20 percent of the total number of parking spaces required for the project. The applicant has stated there will be fourteen (14) covered bicycle parking spaces to the east of the proposed transit center building. Additional bicycle racks will be provided at most bus shelters. A minimum of thirty-three (33) bicycle stalls are required for 165 parking spaces. The applicant shall show design and location of required bicycle stalls at time of final site plan application.

**Snow Storage Areas** (§180-6.13.7): Snow storage shall be provided on premises in the amount of 100 square feet for every 350 square feet of paved surface area and any unpaved parking and driveway areas.

The applicant is proposing hydronic paving for a portion of the site. The location of hydronic paving is proposed in blue shading on page 27 of the submitted plans. A 50 percent reduction in the required snow storage area shall be permitted by the Planning Commission if an adequate snow melt system is constructed for any parking area. Snow storage meeting the Town's requirements must still be provided for any driveway. The snow melt system shall include all functional design aspects including on-site drainage, and shall be approved by the Frisco Public Works Department as to the location of the snow melt equipment in relation to public rights-of way and facilities and the provision of adequate capacity for the system. All snow melt boilers and similar equipment shall be located within a structure.

The proposed hydronic paving is only proposed for the six (6) accessible parking spaces and no other parking areas. The 50% reduction may only be utilized towards the square footage of those six (6) accessible parking spaces. The applicant submitted a snow storage plan although the calculations do not appear to be accurate. Corrected snow storage calculations will be required at time of Major Site Plan review. Size, location and minimum width of the proposed snow storage areas will be reviewed at that time.

**Landscaping and Revegetation** (§180-6.14): A landscaping plan shall be submitted at time of Major Site Plan review. The applicant has requested the proposed Transit Center be considered

a Public Project under the landscaping regulations. The Frisco UDC §180-6.14.3.E. Public Projects states:

For projects undertaken by the Town or projects which will serve a public purpose and benefit such as, but not limited to: public parks, recreation areas and rights-of-way, the amount of trees and shrubs required shall be determined by the Town. The Town shall be guided by the comparison with similar uses within Town or within the region to determine appropriate landscaping requirements.

Staff has informed the applicant that the transit center is a project which will serve a public purpose; and therefore, the applicant is to provide justification for the number of trees they request to provide.

Staff recommends that a comparison for similar uses would be the landscaping requirements for Commercial and Mixed-Use Large Project Development (§180-6.14.3.D). A commercial development requires a minimum of one tree to be planted for every 1,500 sq. ft. of project lot area or fraction thereof and one (1) shrub for every 2,500 sq. ft. of project lot area or fraction therefor. Large projects are eligible for substitution of hardscape and planter boxes for a portion of the landscaping required.

Staff has requested the applicant provide landscaping to serve as screening between the parking lot and adjacent public right-of-ways. The applicant has submitted an illustrative plan for proposed landscape which does show a landscape buffer to the east of the parking lot.

The proposed landscape plan is not in compliance with §180-6.14.F. Parking Area Landscaping. The applicant will be required to demonstrate full compliance with §180-6.14, Landscaping and Revegetation at the time of Major Site Plan application submittal. The applicant shall also provide written justification for the requested number of trees and shrubs to be provided on the site.

§180-6.21.3.I.3. of the UDC addresses additional landscaping regulations for parking lots within the Non-Residential Development Standards. The applicant must show full compliance at time of Major Site Plan review. Staff notes that non-raised planters in parking lots are encouraged so that, where possible, stormwater may be accommodated through such landscaped areas and maintenance is reduced.

**Outdoor Lighting** (§180-6.16): A lighting plan shall be submitted at time of Major Site Plan application demonstrating compliance with the regulations of Section 180-6.16 of the Frisco Town Code.

**Refuse Management** (§180-6.17): All commercial projects shall provide adequate space for the collection and storage of refuse and recyclable materials. The applicant is required to show compliance with the general standards, screening and location at time of Major Site Plan review.

**Signs** (§180-6.19): The UDC requires the applicant to prepare a Master Sign Plan for this property to establish a common theme to create visual harmony between the signs. Master Sign Plans are an administrative review performed by Staff.

**Non-Residential Development Standards** (§180-6.21): The purpose of the non-residential development standards is to ensure high-quality site and building design in Frisco; to establish minimum standards related to the scale, mass, architecture, materials, and overall design character of development; and to protect and enhance existing neighborhood character.

The sketch plan submittal materials do not provide adequate information to fully review the Non-Residential Development Standards at this time, but Staff has provided some initial comments for the Planning Commission to discuss and offer feedback to the applicant on. The project will be reviewed for compliance with the non-residential development standards at time of Major Site Plan review.

The sketch plan application does not comply with the following sections of the non-residential development standards:

- §180-6.21.3.B.3. Building Articulation
  - a. Building walls and corresponding eaves shall not exceed 27 feet in the same geometric plane
  - b. Building walls over 27 feet in length shall change geometric planes by at least two feet in depth for a minimum length of six feet.
- §180-6.21.3.D.3. Roof Design
  - a.ii. Dormers shall be incorporated to break up the roof, to enhance the usability of attic spaces, and to add architectural interest.
  - a.iii. Ridgelines shall change elevation by no less than two feet for each 27 feet of building length. Architectural elements which intersect with the ridgeline may qualify as ridgeline changes upon a finding that the design furthers the purpose of this section.

The applicant has stated that the proposed Transit Center modifications began over a year ago, with the Frisco Transit Center Master Plan dated February 24, 2016. Until the adoption of the Uniform Development Code (UDC) in mid-July 2017, the building articulation for wall lengths and ridgelines was up to thirty-eight (38), or forty-eight (48) feet with approval, and the building was designed to that Code standard over the past year. Due to the applicant submitting after the UDC was adopted, the previous standards for building articulation are not applicable.

The applicant submitted information about the building design in the narrative, stating:

1. Transparency. The building is designed to maximize visibility into and out of the transit center, allowing patrons to see both bus bays and surrounding mountain scenery and allowing Frisco Police views to the interior from the surrounding roads and parking areas. Modulation of the proposed wall lengths would add more corners to the façade, requiring additional framing to support the storefront window system, reducing overall visibility.

2. Green Energy. The building is designed to utilize photovoltaic (PV) cells on the roof, and a solar wall on the southern façade. Modification of the proposed design to comply with the new 27-foot standard would result in a 45% or greater reduction in PV cells, and a 10% reduction in solar wall.

3. Patron Orientation. The proposed transit center will function as a four-sided structure, with patrons approaching the building from all four directions. The three primary building volumes and resulting façade lengths are designed to provide intuitive wayfinding assistance by drawing the eye to building entrances.

4. Site Scale and Adjacent Development Context. The proposed transit center is scaled to fit its role as a civic, public use structure and to integrate with its adjacent, largely horizontal context. These elements will not change, and the transit center building will continue to exist as a stand-alone structure. As such, the longer wall lengths will not provide an inappropriate contrast to adjacent buildings, of which there are none. Basecamp development is approximately 75 feet to the west of the proposed building, the Frisco Station mall is approximately 250 feet to the east of Meadow Drive. The Transit Center is consistent in scale and detailing with structures in the Basecamp development, its closest neighbor.

5. Alternate Roof Elements. The proposed design does not include dormers, but instead provides generous clerestory windows on the central, taller portion of the building. These windows provide visual interest while also providing important daylighting to the interior of the building.

With the exception of a ten percent (10%) administrative adjustment to the maximum length of geometric plane, the applicant cannot have flexibility to the non-residential development standards without a variance. §180-2.7.2 of the UDC outlines administrative adjustment allows for up to ten percent (10%) deviation in the maximum length of the geometric plane which would be reviewed concurrently with the Major Site Plan application by the Planning Commission. A ten percent (10%) deviation would allow the applicant to have a geometric length of 29.7 feet in length along the same geometric plane.

Additional staff comments regarding non-residential development guidelines include:

- At time of Major Site Plan review, the application will need to show that each street-facing façade shall include one or more deep eaves or overhangs, at least twenty-four (24) inches in depth.
- The Major Site Plan application will need to address articulation of at least four (4) building elements as stated in §180-6.21.B.2
- Materials: Non-Residential Development Standards state that building materials shall be
  predominately natural, including but not limited to, wood siding, wood shakes, logs, stone,
  brick or other similar materials. Other materials that imitate natural materials are also
  acceptable, provided their texture, shape, and size are similar to the natural materials they
  are imitate, and are not obviously artificial. The applicant is proposing exterior materials
  consisting of fiber cement board, scored concrete, glass, metal cladding and heavy timber
  accents. Concrete may be utilized when scored and used in combination with other
  materials as proposed. Metal is permitted as long as it has a matte finish or a finish proven
  to fade and not be reflective. Fiber cement board siding has been interpreted as a natural
  appearing material.
- The applicant will need to show full compliance with §180-6.21.1. which addresses parking and loading requirements within the non-residential development standards.

Bulk Standards (§180-6.23): Bulk plane standards do not apply to this property.

#### STAFF RECOMMENDATIONS

Staff recommends the Planning Commission provide the applicant feedback on the proposed transit center structure and associated improvements in the context of the recommendations and requirements of the Frisco Town Code.

Staff observations:

- Staff appreciates the applicant's numerous stakeholder meetings that they have held with the town and other relevant agencies. The sketch plan submittal evolved through comments offered by stakeholders over the past year.
- The separated parking spaces for the shuttles are an improvement to the existing conditions; however, staff recommends pedestrian vehicle space(s) within the shuttle lot for easier accessibility for passengers being dropped off/picked up by pedestrian vehicles.
- The proposed number of parking spaces appear to be adequate at this time. Staff appreciates that the applicant has designed the layout to potentially build a covered parking shelter with additional parking above if necessary in the future.
- Staff recommends the applicant provide additional landscaping along the southeast corner of the property and to the north of the property to provide better screening and beautification along the public roads.
- Staff would like to raise a site planning concern/idea regarding the location of the open courtyard/outside seating. Should some of that seating be on the bus parking side (west side) of the transit center building in order to provide outside seating with clear view of the bus line-up, making it more usable and functional space?
- Staff has noted a large number of shopping carts stacked at the existing Transit Center.
   The applicant should state how these will be addressed with the proposed modifications.



Shopping carts on-site October 6, 2017

At the time of Major Site Plan review, the applicant must demonstrate compliance with all elements of the Frisco Town Code, including: drainage, snow storage, and landscaping.

#### ATTACHMENTS

Attachments:

- Commercial Oriented (CO) District
- Non-Residential Development Standards
- Sketch plan application materials
- cc: Summit County Board of County Commissioners Stantec

### **3.9 Commercial Oriented (CO) District**

#### 3.9.1. PURPOSE

To promote the development of regionally serving shopping areas, restaurants, and service facilities that are convenient to Highway 9 and Interstate 70, to enhance connections to mass transit and multi-modal transportation, and to allow for intensive commercial development.

#### 3.9.2. DISTRICT STANDARDS

#### A. Dimensions

See Figure 3-G and Section 3.16.

#### **B.** Development Standards

All non-residential development is subject to the Non-Residential Development Standards in Section 6.21.

#### Figure 3-G: Illustration of CO District Dimensional Standards

TABLE 3-7: CO DISTRICT	
DIMENSIONAL STANDARDS	
	PROJECT STANDARDS
Maximum Floor Area Ratio	1.0
	LOT STANDARDS
Minimum lot area	None
Minimum lot frontage	None
	SETBACKS
Minimum front yard setback	15 ft.
Minimum side yard setback	None
Minimum rear yard setback	10 ft.
	BUILDING STANDARDS
	50 ft.
Maximum building height	(pitched);
	40 ft. (flat)



### 6.20 Nuisances (Performance Standards)

6.20.1. No building or premises shall be erected, altered, or used in any district for any purpose injurious, noxious, or offensive to a neighborhood by reason of the emission of odor, fumes, dust, smoke, vibration, noise or other cause.

6.20.2. Evidence shall be provided that any use of flammable or explosive materials will be in conformance with standards set by the Frisco Fire Protection District and Chapter 94 of the Town of Frisco Code; discharges into the air will be in conformance with applicable regulations of the State Air Pollution Control Act; any electromagnetic radiation will be in conformance with the regulations of the Federal Communications Commission. Discharges into the water will not violate standards or regulations established under the State Water Quality Control Act, Article 8, Title 25, of the Colorado Revised Statutes.

6.20.3. No person shall cause construction activity-related noise outside of an enclosed structure other than between the hours of 6:00 a.m. and 6:00 p.m. or one-half hour after sunset, whichever is later, except when construction work is required to make emergency repairs or as provided in Subsection C of this section.

- A. Construction activity shall include, but not be limited to, any activity requiring a building permit, an excavation permit, a grading permit or other outdoor activity which requires the operation of hand or power tools or other machinery used for building.
- B. Any violation of the construction activity time limitation shall be subject to stop orders and other remedies provided in the Town Code in effect at the time.
- C. Exception: The Community Development Director may, upon written application, alter the hours of construction activity described in Subsection 6.20.3 of this section by the issuance of a "Special Construction Activity Permit" for good cause shown which may include but not be limited to:
  - 1. Timing considerations based on the nature of the work being performed; or
  - 2. Health or safety considerations.
- D. Special Construction Activity Permits will be issued on a case by case basis and only when appropriate alternatives do not exist. The Community Development Director shall have at least 48 hours to approve or deny such a permit. Such a permit shall not be granted for a period which exceeds five days. If the circumstances warranting the Special Construction Activity Permit continue, the permit may be renewed by application to the Community Development Department.

### 6.21 Non-Residential Development Standards

#### 6.21.1. PURPOSE

The purpose of the non-residential development standards is to ensure high-quality site and building design in Frisco; to establish minimum standards related to the scale, mass, architecture, materials, and overall design character of development; and to protect and enhance existing neighborhood character.

#### 6.21.2. APPLICABILITY

- A. This section shall apply to the development of any non-residential use that requires site plan review. Findings shall be made that a non-residential development is in compliance with the standards of this section prior to approval of a site plan review. Failure to meet the mandatory standards shall constitute grounds for the decision-making body to request amendments to the proposed design or to deny a final plan or site plan.
- B. Mixed-use development shall comply with these non-residential development standards.

#### 6.21.3. **STANDARDS**

The following mandatory standards shall be met by all non-residential development subject to site plan review:

#### A. Compatibility with Neighborhood Character

#### 1. Intent

To ensure that structures are compatible with, but not identical to, existing nearby structures and their neighborhood surroundings, as well as Frisco's "small mountain town" character.

#### 2. Compatibility

- a. Compatibility shall be achieved through proper consideration of scale, design, proportions, site planning, landscaping, materials and colors, and compliance with the standards in this section.
  - i. Compatibility of development on Main Street shall be determined based on proper consideration of the above features of nearby properties on Main Street rather than properties on other streets, as well as compliance with the standards in this section.
- b. The existing landforms and historic structures, as noted in the town's Historic Resource Inventory, on a site shall be preserved onsite whenever possible and reinforced by development rather than destroyed or replaced by it.

#### **B. Façade Standards**

#### 1. Intent

To ensure that the façade design of development is compatible with Frisco's "small mountain town character" and existing buildings.

#### 2. Building Elements

All building elevations shall employ varied articulation of wall surfaces, as shown in Figure 6-OO.

- a. Each street-facing façade shall include one or more deep eaves or overhangs, at least 24 inches in depth.
- b. Each façade or each 75 foot portion of a façade visible from public streets or parking lots shall be articulated through the use of at least four of the following building elements that provide shelter from natural elements and provide visual relief.
  - i. Balconies, porches, or patios;
  - ii. Building elements that provide shelter from natural elements;
  - iii. Offsets, insets, bays, or other similar architectural features to add a variety of depths to the wall plane;
  - iv. A change in texture or material, provided all exterior wall textures and materials are consistent with the overall architectural style of the building;
  - v. Variation in roof planes or roof forms, including dormers or gables;
  - vi. Variation in window sizes and shapes; or
  - vii. Prominent building entrance features.



#### Figure 6-OO: Building Element Variation Examples

#### 3. Building Articulation

- a. Building walls and corresponding eaves shall not exceed 27 feet in the same geometric plane.
- b. Building walls over 27 feet in length shall change geometric planes by at least two feet in depth for a minimum length of six feet.
- c. Building walls that exceed 54 feet in total building façade length shall change geometric planes by at least four feet in depth for a minimum length of six feet.
- d. Building walls or roof ridgelines over 33 feet in length and facing a front yard or street side yard shall not have more than 66 percent of the length of the wall or roof ridgeline along the same geometric plane.



#### Figure 6-PP: Building Articulation Requirements

2T' max

2' min\*

Geometric

77

plane
#### 4. Entrances

a. For development with over 25,000 square feet of gross floor area, at least two separate and distinct public entrances into the building shall be provided.

#### C. Bulk Plane Standards

- 1. Buildings shall be designed in a manner that provides elements that relieve the feeling of mass and provides for the graduation of mass as one moves back from the front of a lot, with the smaller elements located near the street, and the larger elements located further away from the street.
- 2. See Section 6.23 for bulk plane requirements.

#### **D. Roof Standards**

#### 1. Intent

To ensure that roof elements are compatible with or complementary to existing historic or contributing buildings in the area and to encourage visibly pitched roofs or roof elements.

#### 2. Roof Pitch

- a. Steep pitched roofs are encouraged.
- b. Flat roof construction shall be augmented with pitched roof elements, including but not limited to, peaked or sloped facade elements or parapets facing all street sides.
- c. Pitched roof elements shall vary by a minimum of two feet in elevation.
- d. Mansard roofs are not appropriate and are not allowed.

#### Figure 6-QQ: Pitched Roof Elements



#### 3. Roof Design

- a. Where pitched roofs are utilized:
  - i. A minimum pitch of 4/12 is required.

- ii. Dormers shall be incorporated to break up the roof, to enhance the usability of attic spaces, and to add architectural interest.
- iii. Ridgelines shall change elevation by no less than two feet for each 27 feet of building length. Architectural elements which intersect with the ridgeline may qualify as ridgeline changes upon a finding that the design furthers the purpose of this section.
- b. Shed roofs with a minimum pitch of 3/12 may be utilized only if the shed roof element is below the primary roof level and terminates into the roof or wall of the structure.
- c. No more than 66 percent of a ridgeline or roof line shall be on the same elevation.
- Roof lines shall be designed in a manner where they do not substantially deposit snow onto required parking areas, sidewalks, trash storage areas, stairways, decks, balconies, or entryways.
  Figure 6-RR: Roof Line Variation



#### 4. Roof Materials

- a. If metal roofs are used they shall be surfaced with a low-gloss finish or be capable of weathering to a dull finish in order to not be reflective.
- b. Metal roofs shall have a standing seam or shall be of a design that provides relief to the roof surface.
- c. Asphalt and fiberglass shingles are permitted provided that they are a heavy material that provides substantial relief and shadow, and the design and color are compatible with the building.
- d. Spanish or Mission style roofs and other similar roof materials are prohibited.
- e. Historic buildings, as noted in the Town's Historic Resource Inventory, may use rolled asphalt roofing materials.
- f. Bright colored roofs that exceed a chroma of four on the Munsell Color chart shall not be allowed.
- g. All rooftop mechanical, electrical, and electronic equipment shall be screened in a manner that is compatible with and substantially similar to the colors and materials of the building or the roof.

#### E. Building Material Standards

#### 1. Intent

To ensure that building materials are compatible and complementary to existing historic or contributing buildings in the area, using a combination of mainly natural materials.

#### 2. Primary Materials

- a. Building materials shall be predominantly natural, including but not limited to, wood siding, wood shakes, logs, stone, brick, or other similar materials.
- b. Other materials that imitate natural materials are also acceptable, provided their texture, shape, and size are similar to the natural materials they are imitating, and are not obviously artificial materials.
- c. Stucco, steel, or concrete block shall not be primary exterior materials for the majority of a building.

Figure 6-SS: Use of Building Materials



#### 3. Specific Material Standards

#### a. Concrete Block

Concrete block used as an accent material shall be a split, textured, or scored block.

#### b. Concrete Panel

Concrete or concrete panels shall be textured or scored and used in combination with other materials, or shall be faced with another material such as stone, stucco, or other similar materials.

c. Glass

Clear glass shall be used for windows. Tinted, colored, or opaque glass may be approved when demonstrated by the applicant to be compatible with the purpose of this section.

d. Metal

Metal shall have a matte finish or a finish proven to fade and not be reflective.

e. Steel

Steel may only be used as an accent material or used in combination with other materials.

f. Stucco

Stucco may only be used as an accent material or used in combination with other materials.

#### 4. Prohibited Materials

The following materials are prohibited:

- a. Aluminum, steel, or plastic exterior siding that does not imitate natural materials;
- b. Mirrored or reflective glass; and
- c. Untreated or unpainted galvanized sheet metal.

#### 5. Accessory Structures

The same or similar building materials shall be used on main structures and any accessory structures located on the same site, unless an alternative design can be provided that will complement the project and meet the purpose of this section.

#### F. Building Colors

#### 1. Intent

To promote building colors compatible with the site and surrounding buildings.

#### 2. Maximum Color Chroma

No color may be used as the primary color of the building that exceeds a chroma of four on the Munsell Color chart.

#### 3. Exception for Building Accents

Colors that exceed a chroma of four, but do not exceed a chroma of eight on the Munsell Color chart may be used only sparingly as accents, such as on trim or railings. Luminescent, fluorescent, or reflective colors shall not be utilized on any exterior portion of the building.

#### 4. Accessory Structures

The same or similar colors shall be used on main structures and on any accessory structures on the site, unless an alternative scheme can be provided that will complement the project and meet the purpose of this section.

#### G. Design Variety

#### 1. Intent

To promote design variety that is also compatible with the character of Frisco.

#### 2. Duplicate Building Design Prohibited

- Building designs that duplicate, or are substantially similar in terms of roof pitch, building articulation, materials, colors, and building elements to existing or proposed structures within a 300 foot radius of the property are not allowed, with the exception of accessory structures, which may be designed similarly to the primary structure.
- b. Where a proposed building contains multiple identical units, the building design shall provide architectural differentiation from the duplication of units by providing a variety in windows, decks, balconies, or exterior facade compositions.

#### **H.** Additions

Additions that are substantially smaller than the square footage of the existing building may be designed to complement the existing structure, even if the existing building does not currently meet the façade, roof, material, or color standards of this section.

#### I. Parking and Loading

#### 1. Intent

To mitigate the visual impact of parking and loading facilities.

#### 2. Parking

a. No more than 60 percent of required parking spaces may be located in front of a building along the principal street façade. If another building or other structure blocks the view of parking from the street, the blocked parking spaces may be excluded from this percentage.

#### 3. Landscaping of Parking Lots

- a. Except in the Central Core District, parking lots abutting a property line shall incorporate a landscaped buffer between the property line and the paved surface of the parking lot. Non-raised planters in parking lots are encouraged so that, where possible, stormwater may be accommodated through such landscaped areas and maintenance is reduced.
  - i. Required landscaped buffers shall meet the following standards:
    - a) Buffers shall be a minimum of ten feet wide and contain twice the required number of trees required by Section 6.14.
    - b) The location and type of all plantings shall meet sight distance requirements.
  - ii. The following incentive is available:
    - a) If a landscaped buffer incorporates double the plant quantities and area required above, or double the requirement in Section 6.14.3.F, Parking Area Landscaping, whichever is greater, then the applicant may locate up to 75 percent of the required parking in the front of the building along the principal street façade, with approval by the Planning Commission.
- b. Except in the Central Core District, where a building abuts parking or paved areas, a landscaped area shall be provided that varies from five to ten feet in width.
  - i. Required landscaped areas shall meet the following standards:
    - a) At least half of the landscaped areas shall be 10 feet in width.
    - b) This landscaped area shall be at least 50 percent of the length of the building.
    - c) Landscaping shall also comply with Section 6.14.
  - ii. The following incentive is available:
    - a) If less than 50 percent of the required parking spaces are located in front of the building along the principal street façade, the landscaped buffer may be reduced to a minimum of 35 percent of the length of the building, with approval by the Planning Commission.

#### 4. Loading

a. Service, loading, and trash areas shall be screened from all public rights-of-way and parking areas.

#### Figure 6-TT: Parking and Loading



#### J. Amenities

#### 1. Intent

To enhance development with amenities that promote alternative modes of transportation and provide community gathering spaces.

#### 2. Bicycle Parking

Bicycle parking spaces shall be provided in an amount equal to at least 20 percent of the required vehicular parking spaces for the development. A lesser number may be approved by the Town if reasonably justified by the applicant.

#### 3. Community Spaces

- a. Development with over 10,000 square feet of gross floor area shall provide community spaces, including but not limited to, public benches, water features, public kiosk/gazebo, public patio/seating areas, public plazas, or public art.
  - i. A minimum of one community space shall be provided for any development with between 10,000 and 25,000 square feet of gross floor area.
  - ii. A minimum of three community spaces shall be provided for any development with over 25,000 square feet of gross floor area.







### Contents

### **Required Materials**

- □ Written project description, including a synopsis of the proposed development program, and how the project will meet the principles of the Master Plan and the standards of the UDC
- **Schematic architectural plans including elevations, floor plans, and roof plans**
- Site plan showing the location of the building(s) and other improvements (retaining walls, berms, dumpster locations, open space, etc.) with dimensions to setbacks, property lines, easements, north arrow, scale, legend, vicinity map
- **Existing and proposed utility lines (main and service)**
- Existing and proposed topography at 2 foot intervals including 50 ft. beyond boundary, existing easements, lot dimensions, lot size in square feet/acreage
- **Existing site characteristics map with parking, vegetation, wetlands, unique natural features**
- Parking space dimensions, locations, and counts
- □ Traffic circulation design with driveway dimensions and locations, points of access from right-of-way, preliminary grades, bike and pedestrian improvements
- Proposed landscaping, post-development grades, snow storage, preliminary stormwater plan showing approach to stormwater handling
- □ Samples of all colors and materials proposed

### **Additional Materials**

- Hydronic Paving
- Site Survey
- Concept Model Birdseye Pedestrian Spine East Plaza Patron Shelters West Plaza



Sketch Plan >

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# **Required Materials**

#### **Project Overview**

The Frisco Transit Center is Summit County's most The existing site was developed in the late 1990's significant transportation hub. This 6.2-acre property is utilized by many transportation services, including the county's Summit Stage public transit system, regional bus services provided by Greyhound and CDOT's bus shelters, and several asphalt recreational paths Bustang, four airport/resort shuttle services and Hertz car rental. With the help of input from community stakeholders and transit center users, Summit County In the 17 years since the Frisco Transit Center opened conducted a 6-month public master planning process from September 2015 – February 2016, to evaluate existing and future transit center needs and lay out a recommended plan to redevelop the site to best meet these needs. The current project builds on the 2016 Frisco Transit Center Master Plan, which includes recommended site and building programming and preferred site configuration.

#### Existing Conditions and Project Goals

and includes a large parking lot with concrete walks, a transit access road along the southern and western boundaries, a small transit building, a number of small across the property.

in 1998, public and private transit service within Summit County has increased, in number of buses and shuttles as well as hours of service. Summit County has identified a need to update the Frisco Transit Center to better accommodate these existing transit services, enhance user experience and better integrate into the fabric of the adjacent development.

Key project goals include:

• Improve site functionality and efficiency for all transit operators and transit center patrons.

• Improve the user-friendliness of the site and enhance the patron experience (in both physical facilities and operation of those facilities).

• Improve circulation and safety for all modes of travel: buses, cars, bicycles and pedestrians. Enhance multimodal functionality and interface of those modes (by providing transportation choice, clarifying circulation patterns and increasing safety).

• Achieve Town and County goals for long term sustainability (through the integration of elements such as solar photovoltaic cells, EV charging stations, and similar measures and policies).

#### Program

Both the proposed program and configuration are similar to the existing program and configuration, with a new transit building to be built in roughly the same location as the current building, which will be demolished. The existing site provides six bus bay locations in a straight configuration. The proposed project will include seven sawtooth bus bays, with an additional sawtooth bay to be used as a location for bus layovers. There is an additional location, with a straight versus a sawtooth configuration, along the south side of Transit Drive, near the Basecap Way intersection, that has been identified for bus layovers (staging) as well. The proposed bus bays planned for Transit Drive, other than the potential additional layover location near Basecamp Way, will use a sawtooth configuration to allow independent arrival and departure of vehicles. There is no increase in general parking spaces, and a new 12-space shuttle lot will separate private shuttle operations from the bus circulation and general public parking lot.

Additional site enhancements include a prominent pedestrian connection between the adjacent Base Camp development and the Transit Center. This connection is specifically aligned connect with existing Basecamp sidewalks and to accommodate a future pedestrian connection with the Frisco Station Shopping Mall to the east, if connection through that building becomes possible at some point in the future. The new transit building will also offer covered bike parking, a separate operator restroom, and a 24-hour unisex restroom with exterior access, available when the building is closed.





#### **Project Summary**

- Building: proposed, 3773 GSF (existing, 2,165 GSF)
- Parking: proposed, 165 spaces, including ADA (existing: 169 spaces, including ADA)
- Bicycle parking: proposed, 34

RNL now

- Shuttle Lot: 12 spaces (existing: undefined, straight curb shuttle parking on western edge of parking lot)
- Bus Bays: seven sawtooth bays; one sawtooth layover bay near Lusher Court and one potential straight curb layover bay (staging) near Basecamp Way (existing: six undefined, straight curb)

() Stantec

5

#### Design and Materials

Both building and landscape design strive to create a character sensitive to Frisco's mountain environment. The building focuses on a mountain modern aesthetic with an industrial feel and scale in keeping with a transit station, aligning with local building materials and forms. Throughout the site and landscape, the ratio of paved and planted areas was carefully considered to support efficient pedestrian movement while also striking a mountain-appropriate, not overly-urban character.

The new transit center building is planned as a 3,773 gross square foot structure of Construction Type VB and will be an ADA accessible facility. The exterior materials in the schematic design phase of the project include a mix of scored concrete, metal wall cladding (nonreflective), fiber cement board, heavy timber accents, a standing seam metal roof (surfaced with a low gloss finish), metal canopies (surfaced with a low gloss finish), and storefront glazing systems with clear glass (please see the building portion of the drawing set). The conceptual building design emphasizes visibility into and out of the interior spaces, with views of the All site and building elements will comply with ADA bus bays and shuttle parking area, as well as mountain Accessibility Guidelines (ADAAG).

views, and provides a high percentage of glazing on the south, east and west facades. Clerestory windows provide interior daylighting, and rooftop photovoltaic (PV) panels and solar wall technology on the south façade promote sustainable building practices. No rooftop mechanical equipment is anticipated. A rooftop snow and ice retention system, along with heat trace along the edges of the roof, are anticipated to prevent substantial snow deposits onto surrounding entryways and walkways. Interior spaces include a security office for use by the Frisco Police Department, a ticket and information counter, two rental car counters, a vending machine area, public restrooms, mechanical rooms and ample waiting spaces arranged to provide visibility of the arriving and departing buses along Station Road and Transit Drive and the shuttle parking area.

Landscape materials focus on shrub and ornamental grass plantings, with an accent area of turfgrass in the east plaza. Main pedestrian circulation areas are concrete, with accent areas of specialty paving such as colored concrete or unit pavers.

#### Parking and Shuttle Operations

The Frisco Transit Center (FTC) has not conducted a formal parking study, but has based proposed parking Summit Stage road supervisors check the lot multiple levels on multi-year observation of utilization. To date, times per day, and if a car has obviously been parked the lot does not reach capacity, even on high-season more than a couple of days without prior arrangement, ski weekends. For this reason, and to limit the amount of it is stickered with a warning and may ultimately be impervious surface on site, the current plan proposed towed. This project proposes to formalize up to 30 to replace parking at approximately the same level as long-term parking spaces along the eastern edge existing: 165 future parking spaces compared to 169 of the parking lot, with pay stations installed in this existing spaces. location.

Summit Stage does not specifically track user mode The current plan also proposed the creation of a dedicated shuttle drop-off/pick-up lot in the southwestern corner of the property; this lot was previously shown in the 2016 Master Plan as a rental car lot, with shuttle drop-off/pick-up continuing to occur along the western edge of the public parking lot. Upon further discussion with shuttle operators and observation of current transportation trends, Summit County feels that shuttle service—carrying more riders per vehicle and more riders overall-is a higher priority and aligns more with Summit Stage's mission to provide transportation choice and reduce vehicle miles traveled (VMT). In addition, industry trends suggest that car rental is decreasing and may eventually be largely replaced by rideshare services; by placing rental cars in the general parking lot, these places can be reallocated into the general parking supply in the future. Separation of modes - bus, shuttle, private vehicle is a high priority for the transit center; this separation increases both patron safety and operational efficiency of each mode. The shuttle lot provides space for up to 13 shuttles. The previous master planning process interviewed each shuttle operator currently using the transit center, to identify existing service levels and patterns as well as future plans. This information is included in the 2016 Master Plan, and suggests that 8-10 shuttle spaces is adequate for typical operations, even if all shuttle schedules align (a rare occurrence, given a typical dwell time of only 5-10 minutes).

split, but based upon observation and experience feels confident that the majority of riders at the FTC are transfers or through-riders, with few users parking and originating their trips there. Even on major holidays, the existing lot has not reached capacity. Although Summit County does expect to see an increase in ridership over the long-term, their mission is to provide transit service rather than parking. There is currently only one rental car company leasing operating space at the FTC, and the lease allows for a maximum of 18 rental cars on site. Bus commuter parking is currently estimated at 20-30 vehicles a day, even on busy winter ski days. The FTC does not currently reserve parking for the adjacent CSA greenhouse use, but is willing to do so if desired. As a CSA rather than a community garden, this use typically has no more than 2 to 3 users on site at any time. Long-term parking is permitted, and users are required to call Summit Stage in advance and provide their name/contact info/car make/model/color/license plate and dates they desire to park there. As the lot currently does not fill, there is no charge or maximum stay for multi-day parking, although Summit Stage reserves the right to change this policy in the future. The majority of

multi-day parking does not exceed a week, with much of that number being just a weekend.

Patrons will alight in the shuttle lot, cross Station Road at one of two designated crosswalks (at the Transit Drive intersection or at the mid-block crossing on Station Road), and can be picked up at the Kiss & Ride spaces at the south edge of the parking lot. The maximum walk distance from the furthest shuttle space to this location is approximately 460'. Operators note that many patrons use restrooms when transferring between shuttles, and the shuttle lot location offers a guick walk to the new transit center building.

The current plan examined options for providing a In general terms, the transit center today drains more proximate location for private vehicles to pick up and drop off shuttle patrons, but did not identify a the southern, vacant area of the site. Several areas viable option. Transit Drive and Station Road will both be limited to buses only, for the reasons described previously, so parallel parking/drop-off on these roadways is not an option. On-street parking/drop-off along Base Camp Way would require a circuitous route through Base Camp to leave the FTC after dropping off, and would tempt drivers to short-cut through Transit Drive. A drop of lot east of the shuttle lot, effectively reducing the size of the detention area, is not possible due to drainage needs.

#### Bicycle Parking

The project proposes to provide 34 bicycle parking spaces. 14 of which will be located on the east side of the transit center building, below the building's roof overhang to provide coverage from snow and rain. Additional bicycle racks will be provided at each bus shelter.

#### Car Share and Bike Share

The Town of Frisco has inquired about the potential for the County to accommodate on-site parking for a car share program (such as ZipCar) on the Frisco Transit Center property, which would require designated space(s) in the parking lot for cars that could be used

by locals, guests, Bustang riders, etc. The County is enthusiastic about this possibility and is looking forward to working collaboratively with the Town and the car share operator(s) to accommodate this use within the site plan with an appropriate license agreement. The County is also open to accommodating a potential bike share program on the transit center property, if the Town is also interested in pursuing this use.

#### Drainage and Utilities

internally to a central stormwater detention pond in discharge stormwater runoff from the site without reaching this detention pond. These include the entirety of the transit access road along the southern and western boundaries, which drain to the south and west respectively, and portions of the undeveloped northern portion of the site.

The remainder of the existing project drains to the interior of the central parking lot, then along a drainage pan south to a concrete chase through a concrete sidewalk and into the detention pond area.

This existing design has resulted in a severe, and hazardous icing condition in the winter at the concrete chase, requiring considerable staff time to maintain. Mitigating this icing issue has been one of the project design goals.

The proposed redevelopment of the project will entail demolition of practically all existing improvements, with the exception of the southern portion, and extreme northern portion of the transit access road along the southern and western boundaries. This approach will provide design flexibility to improve the project drainage and eliminate the existing icing issue.

Redevelopment will include bisection of the south half infiltrate without discharging from the property. Further, of the site with a new transit access road and curb the bioswale and storm sewer approach mitigates the cut from Meadow Drive. A robust pedestrian plaza is severe, and unsafe icing condition on the current site. proposed between this drive and the reconstructed central parking lot. An improved pedestrian plaza is The bioswale will be utilized for snow storage, permitting also proposed between the central parking lot and the those pollutants and trash often found in snow storage transit access road along western boundary (Transit piles an opportunity to settle and accumulate for removal in the spring. Drive).

All pedestrian plazas, the new access road, and the A small portion of the parking lot runoff that is directed reconstructed transit access road along the western towards the southern parking lot entrance will drain boundary are to be installed with heated concrete. As into a cross-pan, then to this same storm sewer. with the present design, the western transit access road will sheet flow to a shared ditch along the western Pipe cover depth and diameter will result in a discharge elevation for the new storm sewer lower than the existing detention pond outlet pipe at the south end

project boundary. This ditch drains south to a detention pond on the Whole Foods Market site. of the project. Therefore, a small retention pond is Plaza drainage, as well as ADA parking spaces shall proposed within the footprint of the existing detention either be captured in an internal storm sewer and pond. Water percolation rates were ascertained by the project geotechnical engineer and can be found conveyed to the existing stormwater detention pond on the Transfer Center site, or sheet flow to the same in their report: Geotechnical Investigation Frisco location. The new access road shall sheet flow to the Transfer Center, November 19, 2015, prepared by CTL south and into the project detention pond. Thompson (Project No. SU01150-125).

The remainder of the site: primarily the central parking Overall project grading patterns are dictated by the existing elevations of Transit Drive and Meadow Drive. lot shall sheet flow to the east, from the western plaza towards Meadow Drive. The runoff shall flow across the Crosspans have been utilized at each of the three curb edge of the pavement and into a new bioswale located cuts along Meadow Drive to ensure all stormwater within the property and west of Meadow Drive. The lowdraining east is captured and detained on the property. slope bioswale drains to the south and a storm sewer Consideration in the parking lot grading has been will convey the runoff to the project detention pond. given to properly sloped accessible parking spaces: a condition that is not accommodated within the existing parking lot. The purpose of the bioswale is to provide water quality

pretreatment of parking lot runoff which can be the source of non-point source pollutants, such as sediment and petrochemicals. The configuration of this swale has not been finalized. The bioswale will also provide the opportunity for runoff from minor storm events to





#### Site Lighting

Lighting is a fundamental component of the built environment. It is a key driver that has great impact on the feel and mood of a space, which in turn can greatly impact happiness and feelings of safety and security. Therefore, the lighting on the site at the Frisco Transit Center project will be conscientiously designed to integrate into the design of the space to maximize the comfort and experience of the users.

The objective is to provide lighting solutions with automated control for automatic shut-off and afterhours dimming, fitting to the most current code. So Exterior lighting will be integrated into the site to provide a well-lit and safe environment for those for waiting for buses and walking to vehicles at night. Architecturally integrated lighting elements will accentuate architectural and landscape features. LED lighting will be utilized throughout the project for all exterior lighting for longevity of the lighting system and ease of maintenance.

Providing quality lighting at bus bays and pedestrian/ vehicle transition points will be the highest priority. Ensuring that even in the late-night hours that there is enough light for safe passage of vehicles and pedestrians is the main goal. The parking lot areas will be lit with a robust parking lot luminaire, using fewer poles but higher output luminaires. Pedestrian pathways will be lit with a pedestrian scale luminaire

and a pole. The aim is to get a luminaire which looks similar to the Town of Frisco's current luminaire, but to select an 'off the shelf' option for easier maintenance and repair.

A lighting control system will provide control for automated automatic shut-off and after-hours dimming. Photocells will be used for shut-off of exterior luminaires and occupancy sensors will be thoughtfully integrated into the design where they can help reduce lighting power consumption.

Specifications shall provide for easily maintained solutions with life cycle costs that are beneficial to the owner. The project shall be designed with consideration for the following codes and standards:

- 2015 IECC
- NEC 2014
- IESNA 10th Edition Lighting Handbook

The electric lighting system will be designed to maintain levels of illumination that are within recognized standards. IESNA (Illuminating Engineering Society of North America) recommendations will be followed for maintained average illuminance levels and acceptable ranges of uniformity (between bright and dark). Light levels will vary depending on the exterior space type and usage. This difference of light levels helps to reduce eye strain and fatigue by providing a variation of visual focal points.

#### Implementation

The project is anticipated to be implemented in multiple Summit County and Summit Stage have been working closely with the Town of Frisco on the Transit Center phases; phasing has yet to be determined, but it is likely that the existing bus-only roadway at the west Project for over a year. The proposed Transit Center edge of the site (Transit Drive), the new bus-only east-Building was designed to comply with Town Code west roadway to the south of the transit center (Station current at the inception of the design process, and has Road), and reconstruction of the existing parking lot been re-evaluated in light of the recent July 2017 Zoning will be accomplished in the first phase. Bus operations update. The proposed Transit Center Building meets will be maintained on the site during all phases of all elements of the Town's new Unified Development implementation. The construction of the first phase is Code, with the following exceptions: anticipated to begin in 2018.

#### Frisco Unified Development Code, July 2017

#### 6.21.3 Standards

#### B. Building Articulation

3.b. Building walls over 27 feet in length shall change geometric planes by at least two feet in depth for a minimum length of six feet.

#### D. Roof Standards

3.a.ii. Dormers shall be incorporated to break up the roof, to enhance the usability of attic spaces and to add architectural interest.

D.3.a.iii. Ridgelines shall change elevation by no less than two feet for each 27 feet of building length.

The proposed building was designed to comply with zoning standards for the Summit Boulevard Overlay District in place until July 2017, which allowed wall lengths and ridgelines of up to 38 feet, or 48 with approval. The property is located to the west of Meadow Drive and south of Lusher Court, and as such, is not located on Summit Boulevard or Main Street. The applicant respectfully submits that the proposed building meets the intent of the current, updated zoning standards by providing a high-quality, human-scaled building to be executed in mountainappropriate materials. The maximum wall length in the proposed design is 38 feet, and offers additional functional benefits:

1. <u>Transparency</u>. The building is designed to maximize 5. <u>Alternate Roof Elements</u>. The proposed design does visibility into and out of the transit center, allowing patrons to see both bus bays and surrounding mountain scenery and allowing Frisco Police views to the interior from the surrounding roads and parking areas. Modulation of the proposed wall lengths would add more corners to the façade, requiring additional framing to support the storefront window system, reducing overall visibility.

2. Green Energy. The building is designed to utilize photovoltaic (PV) cells on the roof, and a solar wall on the southern façade. Modification of the proposed design to comply with the new 27-foot standard would result in a 45% or greater reduction in PV cells, and a 10% reduction in solar wall.

3. Patron Orientation. The proposed transit center will function as a four-sided structure, with patrons approaching the building from all four directions. The three primary building volumes and resulting facade lengths are designed to provide intuitive wayfinding assistance by drawing the eye to building entrances.

4. Site Scale and Adjacent Development Context. The proposed transit center is scaled to fit its role as a civic, public use structure and to integrate with its adjacent, largely horizontal context. These elements will not change, and the transit center building will continue to exist as a stand-alone structure. As such, the longer wall lengths will not provide an inappropriate contrast to adjacent buildings, of which there are none. Basecamp development is approximately 75 feet to the west of the proposed building, the Frisco Station mall is approximately 250 feet to the east of Meadow Drive. The Transit Center is consistent in scale and detailing with structures in the Basecamp development, its closest neighbor.

not include dormers, but instead provides generous clerestory windows on the central, taller portion of the building. These windows provide visual interest while also providing important daylighting to the interior of the building.







# **Existing Site Characteristics**





Existing Patron Shelters + Plaza

### Existing East of Transit Center



Existing Pedestrian Spine



Existing Site Drainage

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# **Existing Site Characteristics**







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# **Schematic Building Floor Plan**



### Transit Center Floor Plan



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32'-6" NE ENTRY Í.T. ROOM 66 GSF 94 GSF RENT. CAR 2 82 GSF EXTERIOR BIKE STORAGE SE **AAA** ENTRY

> <u>TOTAL: 3,773 GSF</u> SCALE: 1/8" = 1'-0"

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### **Schematic Roof Plan**







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# **Schematic Building Elevations**





### West Elevation

### North Elevation





### East Elevation

### South Elevation

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## **Schematic Architecture Material Palette**







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Doors (with clear glass)



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### Site Plan, Program & Parking



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Sketch Plan >

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### **Traffic Circulation - Vehicular**





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RNL now



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# **Proposed Landscape - Illustrative Plan**





Sketch Plan >

Landscape



### Landscape Palette - Deciduous Trees



\*Approved by the Town of Frisco \*The remainder will be submitted for approval, with requested information from the Planning Department

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Sketch Plan >

# Landscape Palette - Evergreen Trees



All Approved by the Town of Frisco



Sketch Plan >

Landscape

09/28/2017 >

### **Existing + Proposed Utilities**



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### - EXISTING 18" CULVER l PROPOSED 12" NYLOPLAST -EXISTING JOINT COUR EXIS ING EXISTING E GREENHOUSE EXISTING GREENHOUSE PROJECT DISTURBANCE LIMITS PROJECT DISTURBANCE LIMITS -- (APPROXIMATE-TO BE FINALIZED WITH FINAL UTILITY DESIGN) - TYPICAL ELEC. ELIC ELEC \_\_ ELEC FLEC EXIS STO INLE ELEC EXISTING 8" DIP Feet

# **Existing + Preliminary Grading Plan**





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# **Preliminary Stormwater Plan**



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### **Preliminary Snow Storage Plan**





Sketch Plan >

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# **Additional Materials**

# **Hydronic Paving**





Sketch Plan >

Additional Materials

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### Site Survey



Sketch Plan >

# **Concept Model**



### View From Southwest Looking Northeast



View From Northeast Looking Southwest







# **Concept Model**



View From Southeast Looking Northwest



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# **Pedestrian Spine**



Spine Looking West



Spine Looking East





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# **East Plaza**



East Plaza Looking South



East Plaza Looking North



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### **Patron Shelters**



Patron Shelters in East Plaza Looking Northwest



Patron Shelters in East Plaza Looking South





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## West Plaza



#### Patron Shelters by Layover Bay Looking Southeast



### Patron Shelters by Bay 5 Looking North



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SNOW STORAGE REQUIRED	SNOW STORAGE SHOWN
15,400 S.F.	15,400 S.F.
6,400 S.F.	13,600 S.F.
16,400 S.F.	17,700 S.F.
800 S.F.	2,000 S.F.





