

November 30, 2017

Town of Frisco  
Bill Gibson  
PO Box 4100  
Frisco, Colorado 80443

**RE: Block 11 at Foote's Rest / Lots 1-12, Block 11/ Frisco Town Subdivision,  
Solutions to Planning Commission Concerns**

On November 16, 2017 the Foote's Rest Block 11 Major Development Application was tabled in order for the applicant to address outstanding concerns of the Planning Commission. Overall the presentation and project were well received by the Commission and the community members that spoke at the meeting, but the Commission requested additional information regarding the following items which are outlined in this memorandum and attached exhibits:

1. Parking – Increase parking provided, locate spaces for residential uses and provide additional background information regarding Town Code provision for mixed use projects.
2. HO District – Provide additional information regarding preservation, develop rendering with Staley House on the corner of 5<sup>th</sup> and Main.
3. Architecture – Reduce stair tower height and eliminate clock from folly element.
4. Green Building – Identify any green building measures being applied to the project.
5. Noise – Provide parameters to limit noise from the proposed roof deck.

The team met with staff to clarify next steps and has prepared updated architectural exhibits, parking exhibits and this memorandum to show how the application has provided solutions to address the Commissioner's feedback. On behalf of the applicant and the development team, thank you for your consideration and we look forward to reviewing these items with you on December 7<sup>th</sup>.

## Parking

In response to Planning Commission our team has been working diligently to better address the concerns regarding on-site parking. Per the Historic Overlay District, the project is allowed to request certain incentives identified in the code to allow for the creation of new development and preservation of historic buildings, including the reduction of parking spaces. Per this memorandum, our incentive request has changed regarding parking and loading, eliminating the request for on-premise parking incentive. The proposed parking configuration exceeds the parking requirement per code, see Table 1. Changes to operations and parking configurations will be addressed in more detail below. In brief, we have:

- Increased parking provided on-site from 44 to 67, see Table 1.
- Provided spaces for residential uses.
- The shuttle will have a parking space inside the garage.
- Garage parking has been increased from 40 spaces to 63 with the use of a vehicular stacking system / lift, which will be valet.

<b>Table 1: Parking Summary (per staff report)</b>	
Parking Required: <b>62 spaces</b>	
Parking Provided: <b>67 spaces</b> (63 garage, 4 surface)	
<b>Breakdown</b>	
Retail, personal services, restaurants, non-first floor office	0 spaces
Bowling Alley (2.5/lane - 10 lanes)	25 spaces
On-street parking credits (non-over-night use only - bowling)	-25 spaces
New Hotel (1/bedroom, 65 rooms)	65 spaces
New Employee Housing Units (1/bedroom, 6 studios)	6 spaces
Existing Foote's Rest Home (1/bedroom, 4 bedrooms)	4 spaces
Existing Cabin 2 (1/bedroom, studio)	1 space
Existing Cabin 3 (1/bedroom, studio)	1 space
Visitor Parking (1/5 dwelling units, 9 units)	1 space
<i>Sub-total</i>	<i>78 spaces</i>
<i>20% reduction for mixed use</i>	<i>-16 spaces</i>
<b>Total Required per code</b>	<b>62 spaces</b>

Table 1 depicts the required development parking per the Town Code. The proposal now exceeds Town Code requirements. It is important to note a few items regarding the Town Code parking requirement compared to the actual parking that may be needed on site. Two examples include the Foote's residence requiring 4 spaces and the hotel parking required at maximum occupancy.

The team has resourced numerous studies regarding hotel occupancy both nationally and regionally. The national average of hotel occupancy as sourced from *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), 2017*, shows an average occupancy rate of 82% as sourced from 25 studies. Additionally, at a State level, with focus on resort destinations the occupancy rate is roughly 65% annually. For our particular property the 3-year occupancy is forecasted at roughly 71% based on this particular product and location. This is important to note from an operations perspective, as 100% occupancy (that the code is based upon) is likely to happen only a handful of times during the holidays as well as a number of busier non-holiday weekends scattered throughout the peak winter and summer seasons. Per the studied and projected

occupancy rates, the parking provided on-site and adjacent to the site will be adequate.

The Foote's Rest Owner has personal incentive to contract with a separate off-site location to valet park guest vehicles when necessary. With the increase in on-site parking in excess of the number of hotel rooms this will not happen frequently. The owner and operator will contract with a separate third party to fulfill this need from an operational perspective when necessary.

Additionally, through programming, the owner will continue to encourage and support multi-modal transportation systems for guests and patrons. Including:

- On-site bicycle fleet and bicycle parking
- Share car
- Walking radius to services
- On-site employment/Frisco employment
- Complimentary on-site shuttle to regional transportation hubs
- Close proximity to free public transit including (4) world class ski destinations

There are three different parking categories outlined in detail below:

- Public Parking Configuration in the ROW
- On-Premise Parking
- Multi-Use Shared Parking

Public Parking Configuration in the ROW

(Reference Parking Exhibits F and G that show existing and proposed layouts)

No change has been proposed to the on-street parking since the Commission reviewed the project on 11/9/17. The Foote's Rest Block 11 development will have a net positive impact to the public parking configuration along Main Street, 6<sup>th</sup> Avenue and 5<sup>th</sup> Avenue. The change in configuration adds public ROW spaces along 5<sup>th</sup> Avenue and Main Street. There is a positive net change to the number of public parking space provided in the ROW with an additional (4) spaces being created. Foote's Rest is requesting that (3) of the new spaces on 6<sup>th</sup> Avenue function as loading area/temporary parking at the entry to the hotel. These spaces are not counted in our provided parking quantities. The spaces are labeled in the attached exhibits and each space has an additional 5' loading adjacent to the parking space to allow for ample room to load vehicles. There is (1) additional space that will become public parking and comply with existing Town of Frisco parking regulations.

On-Premise Parking at Foote's Rest Block 11

(Reference Parking Exhibit M that show existing and proposed layouts)

We are proposing a total of (67) on-site spaces (4) of the spaces shall be surface tandem parking on-site. The remaining (63) spaces are located in an underground parking structure. Of those (63) spaces (40) are surface parking and (23) are proposed to utilize a lift system.

Proposed Lift System

The applicant is committing to using a lift system within the parking garage above (23) of the (40) surface spaces. All guest and patron parking shall be valet parked. The lifts can accommodate cars, cross-overs, and smaller SUV's. Larger SUVs (Yukons, etc.) and trucks will park in the bottom space. The lift systems can accommodate tandem spaces as well. In the parking spaces where we will be using lifts we are requesting relief from the Town of Frisco Code dimensional standards for parking which require 8' min. height clearance and minimum width of 9'. The general dimensions of lift parking stalls are approximately 8'6" in width. Typical parking stall heights at spots with a lift would





be approx. 6'8" both for upper and lower. The image shows an example of the type of lift system we will be using. Lifts are commonly used in many areas throughout Colorado, including in parking garages, and are an efficient way to provide additional capacity to the project.

The team has intentionally identified the use of the lift system for 23 spaces, allowing for 17 of the spaces within the garage to be available without use of a lift (i.e. permitted spaces for residential units, shuttle, or vehicles with a roof rack).

### Multi-Use Shared Parking

Shared parking is the use of a parking space to service two or more nearby individual land uses. The ability to share parking spaces is the result of either variations in the accumulation of vehicles over time or relationships among the nearby land uses that result in visiting multiple land uses on the same automotive trip (*Shared Parking*, 2<sup>nd</sup> Edition, Urban Land Institute). If the use of parking spaces by multiple land uses is considered, shared parking can reduce the total parking supply needed for a development. The Foote's Rest development is proposed to have a mix of land uses and is surrounded by multiple land use types in the Central Core District within the Town of Frisco. This land use configuration is conducive to the concepts described in *Shared Parking*.

In the Central Core District, parking for multi-use developments may be allowed up to 20% reduction of the required parking. Per the Town's consulting traffic engineer, WSP, this development clearly meets criteria 1 and 2. Criteria 3 is met and justified through industry standards, with references from ULI above regarding *Shared Parking*. Criteria 3 is also supported through the ITE references included above which anticipates hotel occupancy to be less than 82% and the full code parking requirement will not generally be necessary, further supporting the 20% reduction.

Foote's Rest Block 11 is a multi-use development within the Central Core District and meets the criteria for the 20% reduction. The Central Core District is zoned to operate as one area that shares parking allowing for positive pedestrian experiences. The owner and operator are willing to support the general demand for parking by allowing the valet parking to be open to patrons of other Central Core businesses when the garage is not at full occupancy with hotel, restaurant, or bowling alley patrons. In further support of public parking, the reconfiguration of on-street parking along Main Street, 5<sup>th</sup> Ave, and 6<sup>th</sup> Ave has created additional parking spaces within the ROW and reduces need for the retail, restaurant and bowling alley to utilize these spaces.

Foote's Rest also understands that the Town is embarking on a Master Plan Update that will address parking at a Town-wide level. We have had conversations with several potential off-site locations that are willing to create partnerships with the Town that would benefit multiple businesses, their employees and individuals. As an owner and operator,



we are in strong support of Town-wide parking solutions and will work with the Town and our neighbors in this regard as the Town moves this discussion forward with the Master Plan.

The owner and family are proud to live in a community that recognizes and incentivizes the preservation of Historic Structures. The overall community benefit of preserving buildings that are an icon of their time period in their contextual location is a process that requires support. The importance and effort that the owner, public, and town have put into Historic Preservation demands creative solutions to address parking.

In summary, we are revising our parking and loading incentive requests per the Historic Overlay as follows:

- Withdrawal of our request for a reduced number of on-premise parking spaces
- Request for relief of dimensional requirements for parking stalls utilizing lifts.

## Historic Overlay District

The Foote's Rest Block 11 narrative outlines in detail the vision for this mixed-use development and how it meets the criteria outlined in the Historic Overlay District. In response to Planning Commissions concerns regarding the how the Historic Overlay Zoning District will promote preservation of the historic buildings over time, we would like to point out that the contract between the Town and the applicant includes "Exhibit D", which specifically identifies that historic buildings will be preserved in perpetuity with this proposed project and with any sale of this property to another owner. This portion of the contract ensures that the historic buildings will remain a part of the Frisco Main Street fabric in perpetuity.

## Architecture

In response to Planning Commissions concerns regarding architectural features the following changes have been made. Please reference the revised architectural rendering package that shows architectural changes.

- The stair tower height has been decreased approximately 1'-8" so it is no longer breaks the bulk plane. The stair tower height is now 39'-11" above grade.
- The clock has been removed from the Architectural Feature. The Architectural Feature has been revise to better reflect the mining heritage of Frisco and is reminiscent of a mining headframe.

## Green Building

In response to Planning Commissions concerns regarding Green Building techniques we have committed to achieving Green Globes certification with this project. The team will work with local sustainability expert Matt Wright, Deeper Green Consulting, to achieve this certification. Matt has certified 8 other commercial projects in the Town of Frisco and is a Green Globes Certified Professional, as well as having certifications in a number of other green initiative programs.



Green Globes approaches projects comprehensively assessing building and environmental impacts in a number of categories including site, energy, water, materials & resources, and emissions. Our project team is committed to

achieve the maximum number of points possible within each category while balancing budget and construction constraints.

## Noise

The Town of Frisco does not have a noise ordinance, but in response to community concerns regarding potential noise from the project the owner and operator would like to offer a “good neighbor policy” regarding noise levels. From an operational stand point, the pool on the rooftop will close at 10 pm. Foote’s Rest Block 11 will also abide by state statues for noise control.

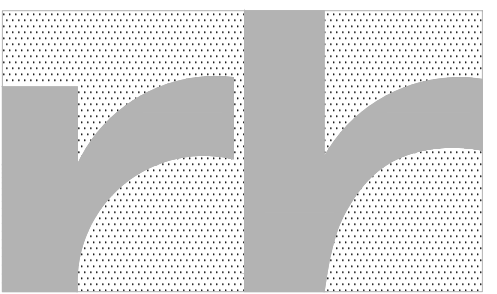
## Summary

We believe that the solutions provided within this memorandum have addressed Planning Commission and community concerns. The Foote’s Rest Block 11 project is an incredible opportunity in downtown Frisco to promote economic development, preserve historic buildings, create affordable housing and activate Main Street.

In summary, we have proposed the following changes to our previous submittal regarding per the Historic Overlay District application and incentives request:

- Withdraw of our request for a reduced number of on-premise parking spaces. The quantity of parking spaces provided exceeds the requirement by Town code.
- Request for relief of town parking dimensional requirements for spaces utilizing vehicular stacking / lifts.
- Updated architectural drawings per Commission and staff request regarding stair tower height and clock removal.
- Included restrictive hours for the rooftop pool.
- Committed to achieving Green Globes certification.

We look forward to presenting these solutions to the Planning Commission on December 7<sup>th</sup>. Thank you for your support and consideration of Foote’s Rest.



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234 e hopkins ave aspen, co 81611 970.544.9006 o 970.544.3473 f 1830 blake st, ste 200 denver, co 80202 303.308.1373 o 303.308.1375 f

Consultants

Issue:  
2017.05.15  
SKETCH PLAN REVIEW & HISTORIC DISTRICT OVERLAY REZONE  
2017.06.28  
SKETCH PLAN REVIEW & HISTORIC DISTRICT OVERLAY REZONE - REVISION  
2017.08.16  
DEV. APPLICATION PRE-APP MTG  
2017.09.06  
DEV. APPLICATION & HISTORIC DISTRICT OVERLAY REZONE  
2017.11.03  
DEV. APPLICATION & HISTORIC DISTRICT OVERLAY REZONE - COMMENTS RESPONSE



GRANITE STREET ALLEY AND 5TH AVE PERSPECTIVE



GRANITE STREET ALLEY AND 6TH AVE PERSPECTIVE



MAIN STREET AND 6TH AVE PERSPECTIVE



5TH AVE AND MAIN STREET PERSPECTIVE

FOOTES REST

BLOCK 11  
500 MAIN STREET  
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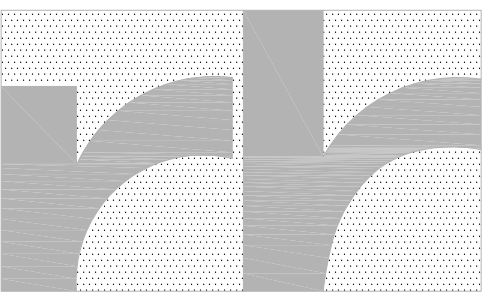
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970.544.3473 f 303.308.1375 f

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### FOOTES REST

BLOCK 11  
500 MAIN STREET  
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SHEET TITLE

### PROPOSED BUILDING HEIGHT CALCULATIONS

SCALE: 1/16"=1'-0"

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ROOF HEIGHT TABLE					
DATA POINT	ELEVATION @ (E) GRADE (FEET)	ELEVATION @ ROOF (FEET)	BUILDING HEIGHT @ DATA POINT (FEET)	MAX. BUILDING HEIGHT @ POINT (FEET)	DISTANCE BELOW HEIGHT LIMIT (FEET)
1	40.50	78.71	38.21	40	-1.79
2	41.00	78.50	37.50	40	-2.50
3	41.50	76.50	35.00	40	-5.00
4	42.00	78.71	36.71	40	-3.29
5	41.50	76.50	35.00	40	-5.00
6	41.00	76.50	35.50	40	-4.50
7	41.50	76.50	35.00	35	0.00
8	42.00	78.50	36.50	40	-3.50

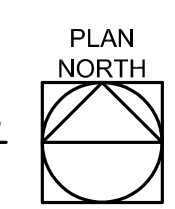
DATA POINT	ELEVATION @ (E) GRADE (FEET)	ELEVATION @ ROOF (FEET)	BUILDING HEIGHT @ DATA POINT (FEET)	MAX. BUILDING HEIGHT @ POINT (FEET)	DISTANCE BELOW HEIGHT LIMIT (FEET)
9	42.40	76.50	34.10	35	-0.90
10	42.50	78.50	36.00	40	-4.00
11	44.00	76.50	32.50	40	-7.50
12	43.50	76.50	33.00	40	-7.00
13	43.90	76.50	32.60	40	-7.40
14	43.00	83.00	40.00	40	0.00
15	43.00	76.50	33.50	35	-1.50
16	42.75	80.83	38.08	40	-1.92
17	43.00	76.50	33.50	35	-1.50

DATA POINT	ELEVATION @ (E) GRADE (FEET)	ELEVATION @ ROOF (FEET)	BUILDING HEIGHT @ DATA POINT (FEET)	MAX. BUILDING HEIGHT @ POINT (FEET)	DISTANCE BELOW HEIGHT LIMIT (FEET)
18	42.50	80.83	38.33	40	-1.67
19	43.00	76.50	33.50	35	-1.50
20	42.60	78.50	35.90	40	-4.10
21	42.00	76.50	34.50	35	-0.50
22	41.75	78.50	36.75	40	-3.25
23	41.50	76.50	35.00	35	0.00
24	41.25	78.50	37.25	40	-2.75
25	41.00	75.63	34.63	35	-0.37
26	41.00	76.50	35.50	40	-4.50

DATA POINT	ELEVATION @ (E) GRADE (FEET)	ELEVATION @ ROOF (FEET)	BUILDING HEIGHT @ DATA POINT (FEET)	MAX. BUILDING HEIGHT @ POINT (FEET)	DISTANCE BELOW HEIGHT LIMIT (FEET)
27	41.00	78.50	37.50	40	-2.50
28	40.50	76.50	36.00	40	-4.00
29	41.25	81.17	39.92	40	-0.08
A	41.00	86.67	45.67		EXEMPT
B	41.00	94.50	53.50		EXEMPT
C	41.00	84.59	43.59		EXEMPT

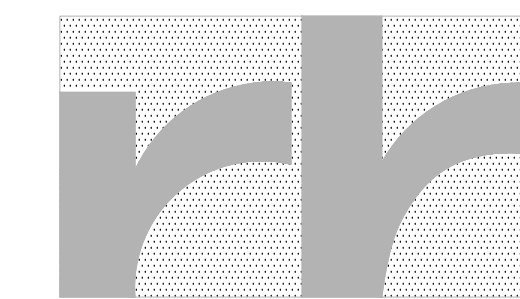
NOTES:  
1. ACTUAL ELEVATIONS ARE 9,000' + ELEVATION INDICATED  
2. ARCHITECTURAL FEATURES EXCLUDED FROM BLDG HGT CALCS PER TOWN CODE 180-5 BLDG HEIGHT, RE: DEVELOPMENT NARRATIVE

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PROPOSED BUILDING HEIGHT CALCULATIONS  
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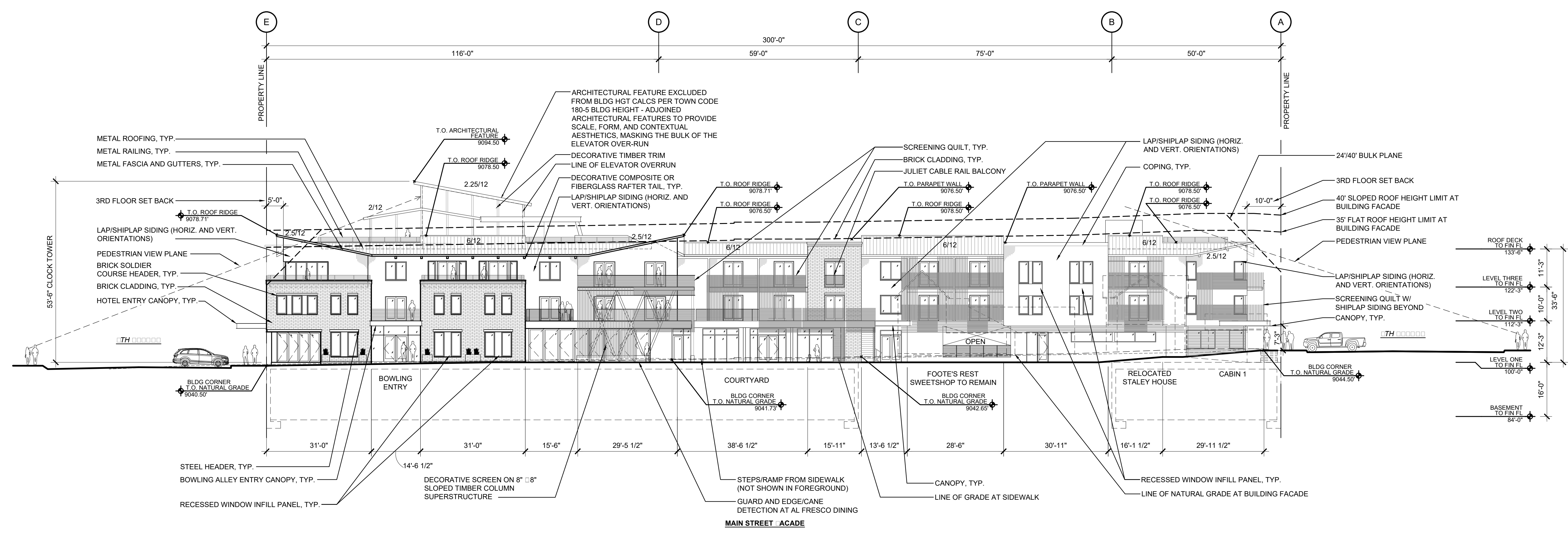
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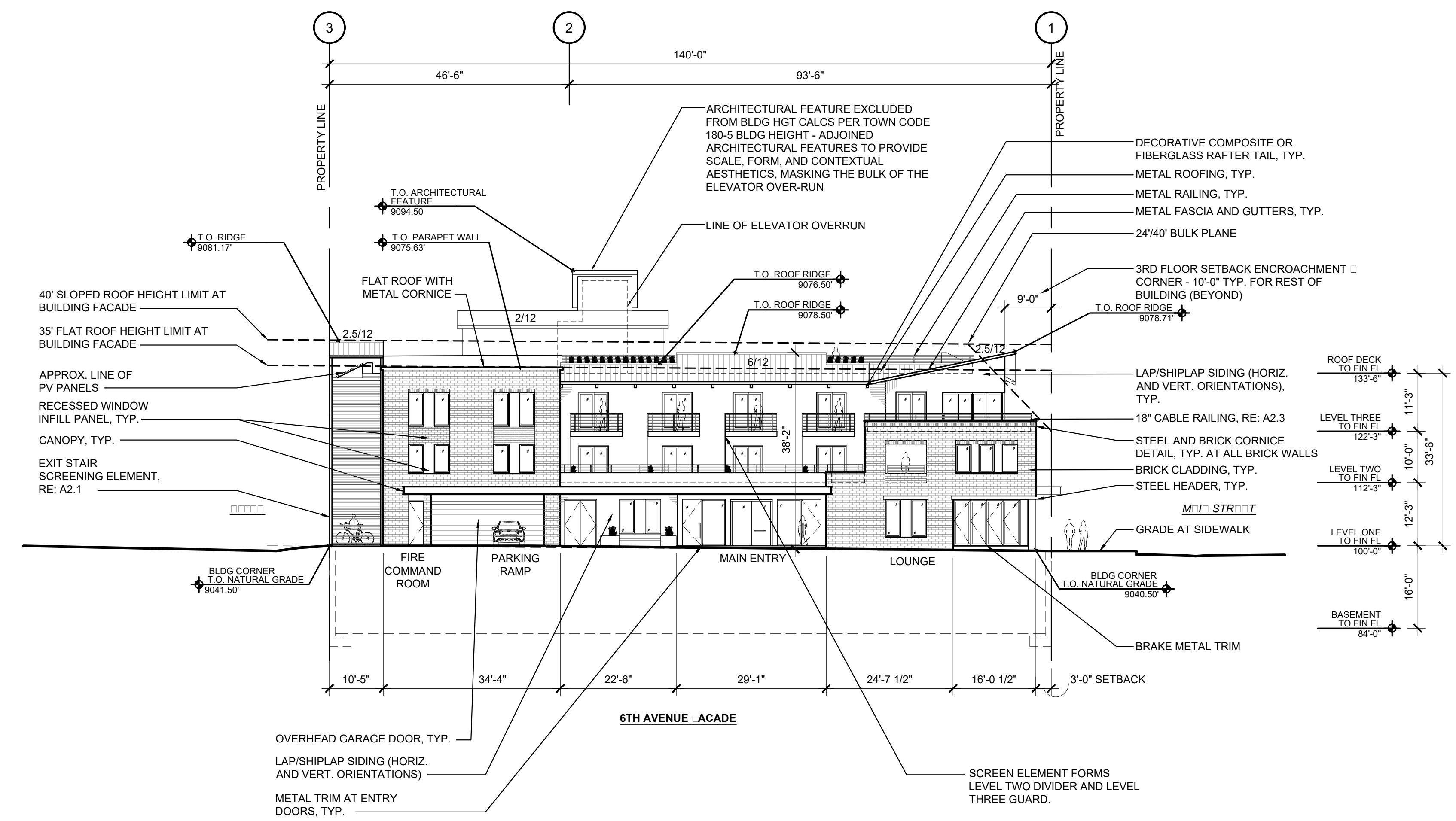
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- COMMENTS RESPONSE



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PROPOSED EXTERIOR ELEVATION  
SCALE: 1/16" = 1'-0"



- ELEVATION NOTES**
- 1. RE: MATERIAL SHEET FOR FURTHER SIDING / FINISH INFORMATION
  - 2. RE: LIGHTING PLAN FOR LIGHT FIXTURE TYPES, LOCATIONS, AND HEIGHTS
  - 3. TYPICAL MULTIPLE WINDOW RECESSED INFILL PANEL: MATERIAL FINISH VARIES (VERTICAL ACCENT WOOD, BRAKE METAL TRIM, BRICK)
  - 4. TYPICAL ENTRY CANOPY: STEEL CHANNEL TRIM WITH WOOD SOFFIT AND RUBBER ROOF AND BALLAST FINISH FOR ALL CANOPIES
  - 5. SOLDIER COURSE BRICK HEADER TYP. AT SECOND AND THIRD FLOOR BRICK WALL OPENINGS
  - 6. STEEL HEADER TYP. AT LEVEL ONE BRICK WALL OPENINGS

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PROPOSED EXTERIOR ELEVATION  
SCALE: 1/16" = 1'-0"

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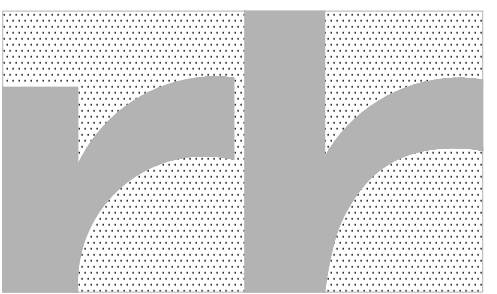
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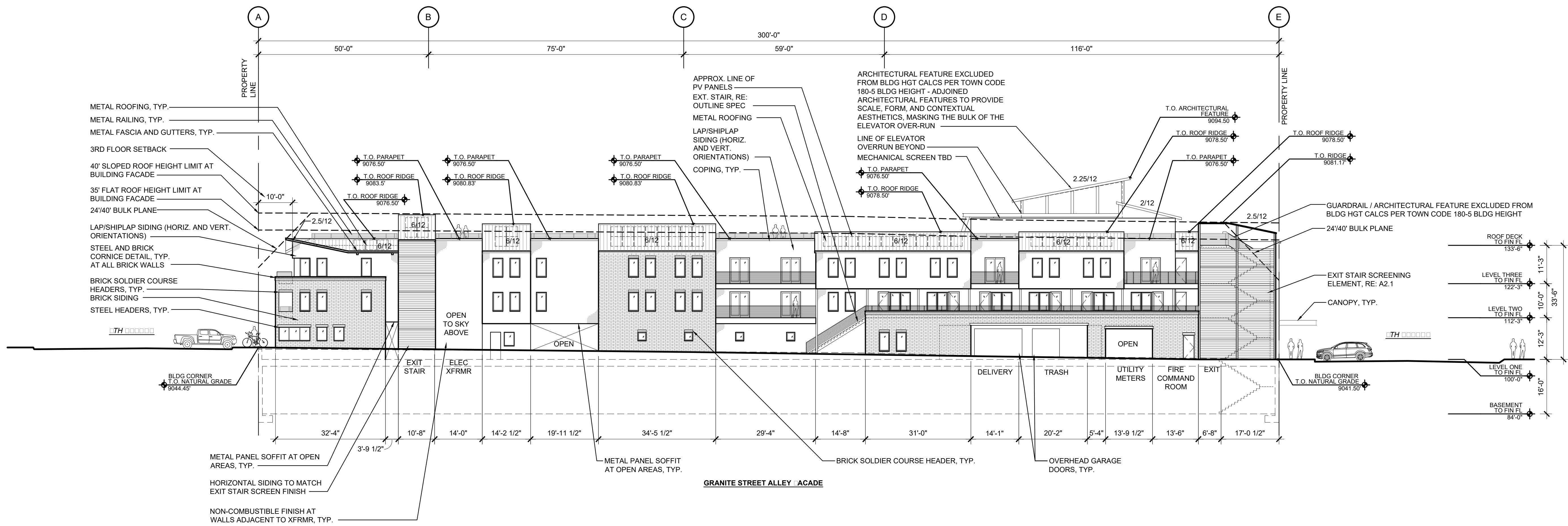
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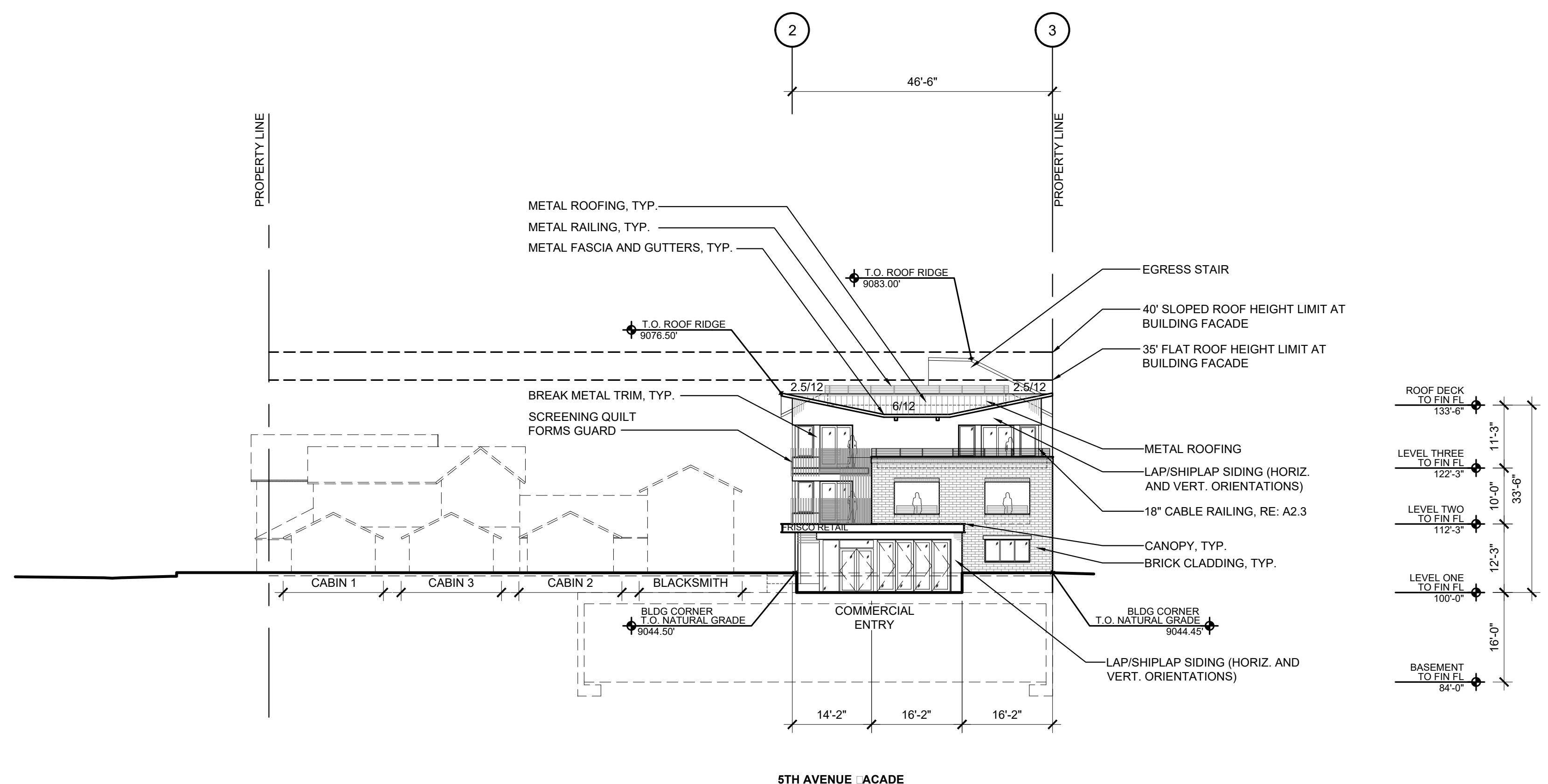
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EXTERIOR  
ELEVATIONS**  
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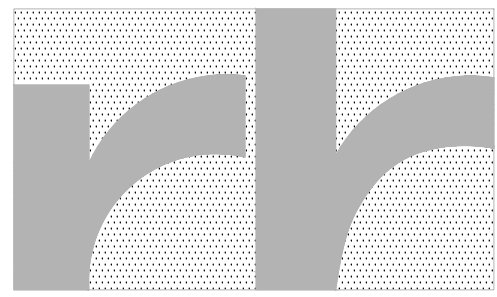
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SCALE: 1/16" = 1'-0"

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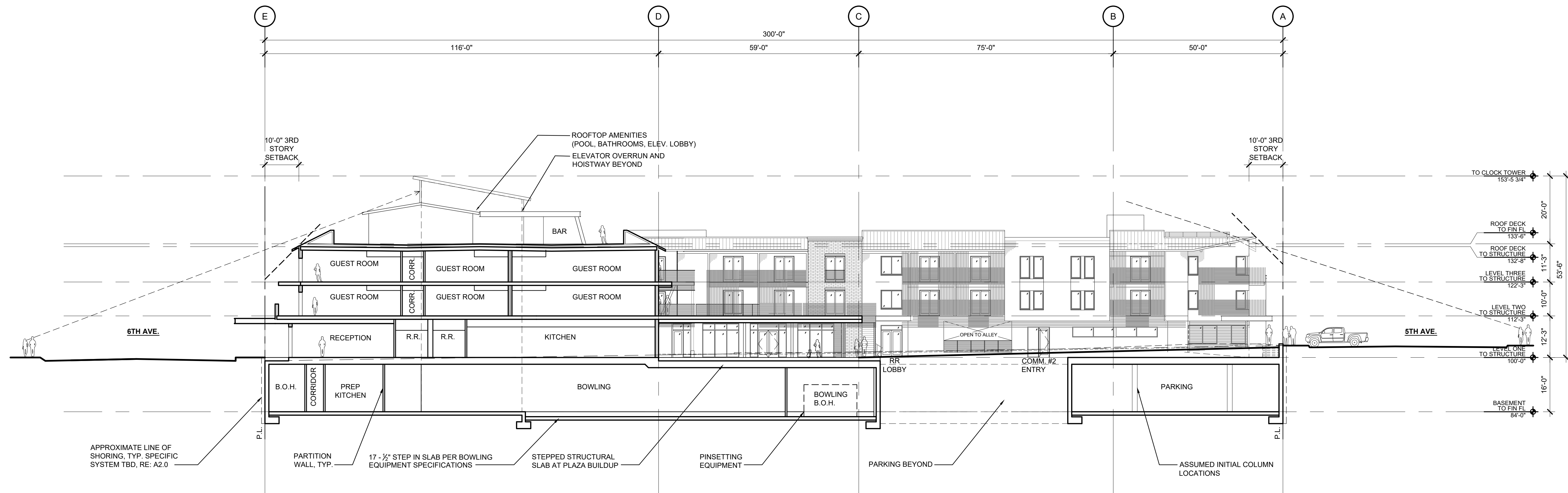


rowland+broughton  
architecture / urban design / interior design

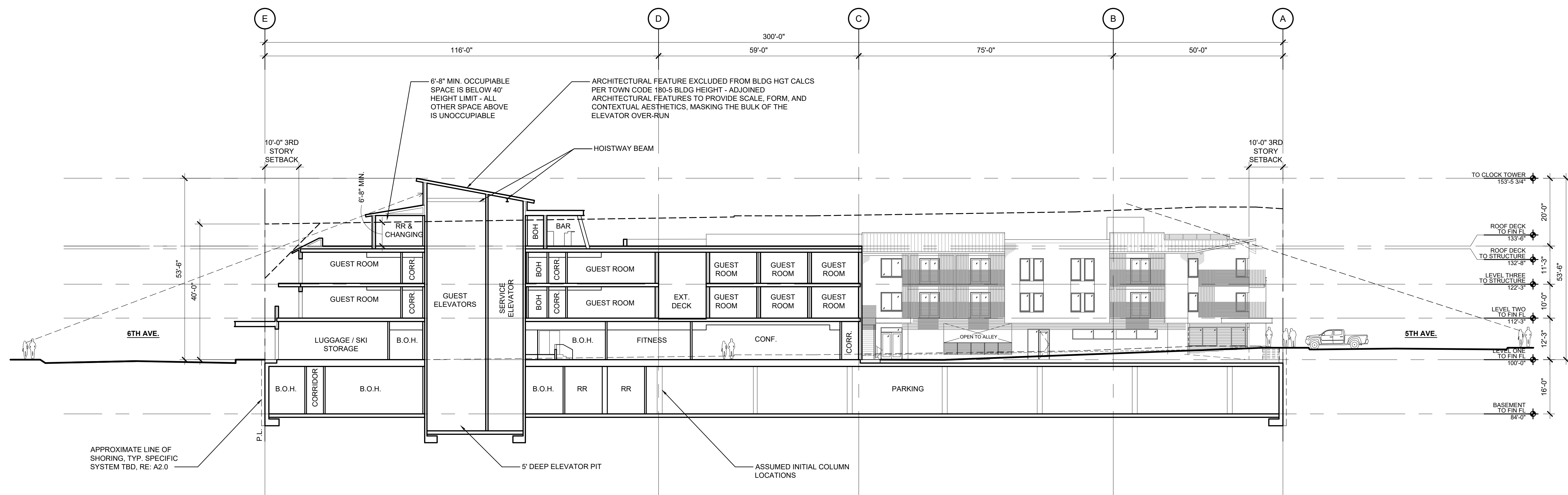
234 e hopkins ave 1830 blake st, ste 200  
denver, co 81611 denver, co 80202  
970.544.9006 o 303.308.1373 o  
970.544.3473 f 303.308.1375 f

Consultants

Issue:  
2017.05.15  
SKETCH PLAN REVIEW &  
HISTORIC DISTRICT OVERLAY  
REZONE  
2017.06.28  
SKETCH PLAN REVIEW &  
HISTORIC DISTRICT OVERLAY  
REZONE - REVISION  
2017.08.16  
DEV. APPLICATION PRE-APP MTG  
2017.09.06  
DEV. APPLICATION & HISTORIC  
DISTRICT OVERLAY REZONE  
2017.11.03  
DEV. APPLICATION & HISTORIC  
DISTRICT OVERLAY REZONE  
- COMMENTS RESPONSE



1  
A5.1  
PROPOSED  
BUILDING SECTION  
SCALE: 1/16" = 1'-0"



2  
A5.1  
PROPOSED  
BUILDING SECTION  
SCALE: 1/16" = 1'-0"

### FOOTES REST

BLOCK 11  
500 MAIN STREET  
FRISCO, CO 80443

PROJECT NO:  
21707  
DWG FILE:  
21707\_A5-1.dwg

SHEET TITLE  
PROPOSED  
BUILDING  
SECTIONS  
SCALE: 1/16"=1'-0"

## A5.1

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# FOOTE'S REST AT BLOCK 11 | On-Street Parking and Access Diagram

EXHIBIT F AND G: NOVEMBER 29, 2017  
FRISCO, CO

EXHIBIT F: EXISTING CONDITION

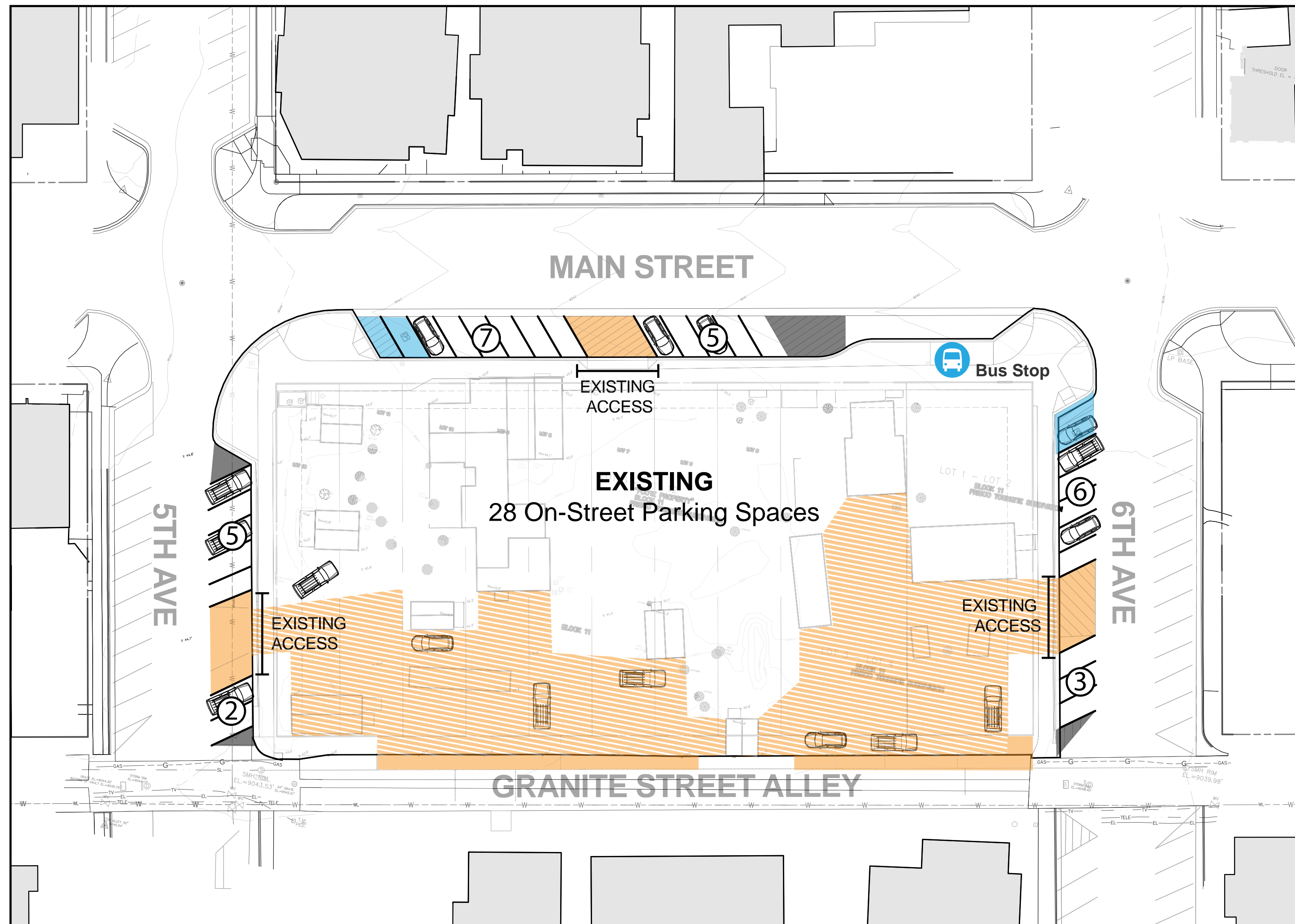
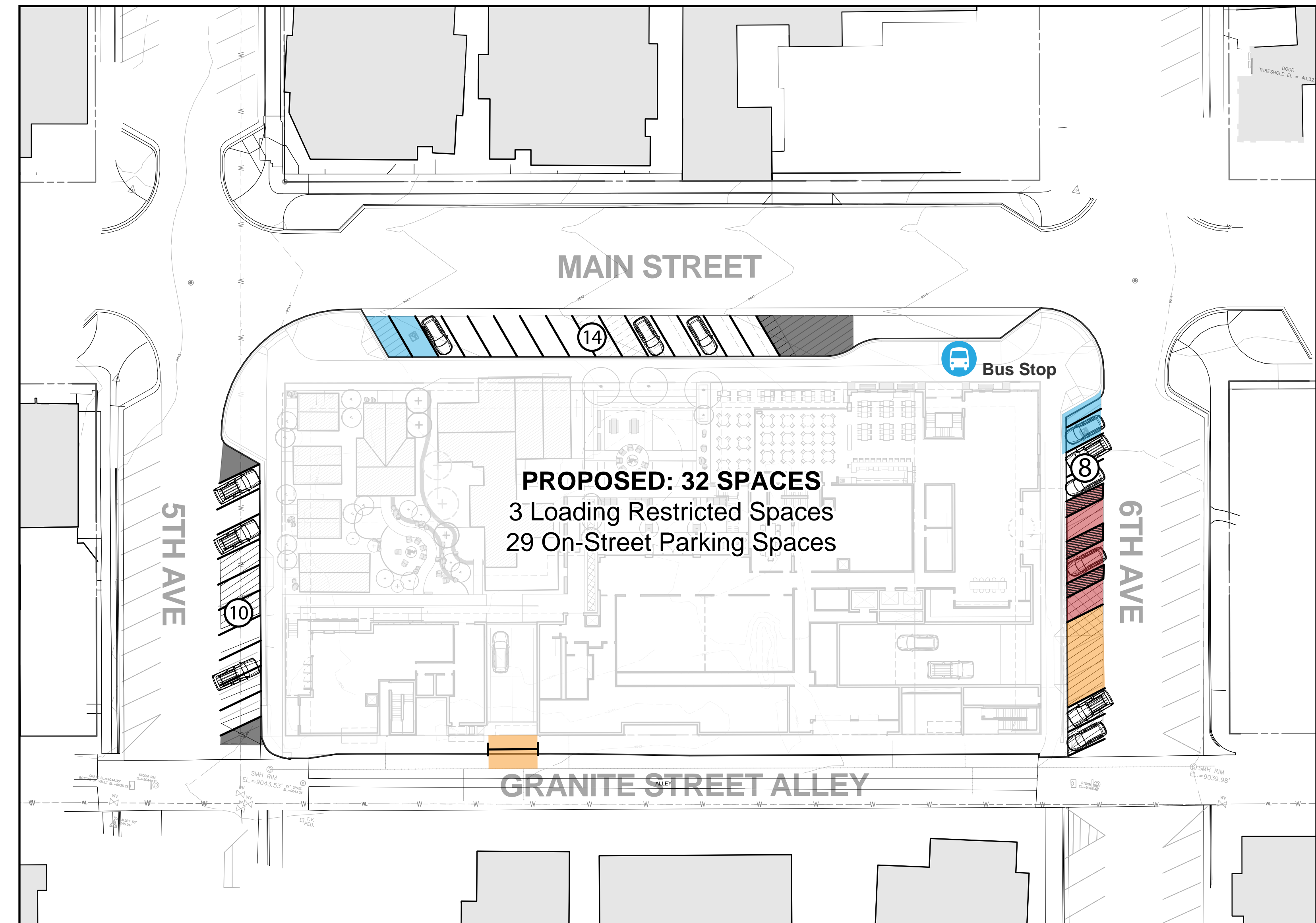
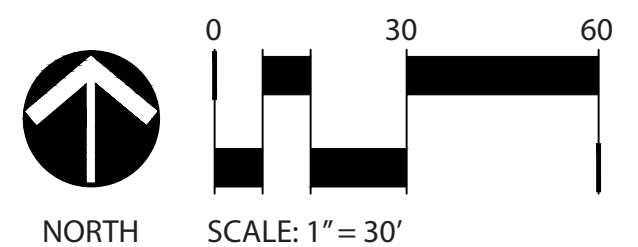


EXHIBIT G: PROPOSED CONDITION



**Legend**

- Site Access through R.O.W.
- On Site Parking
- Underground Garage
- Loading Restricted Spaces
- ADA Parking
- 10 Number of Spaces



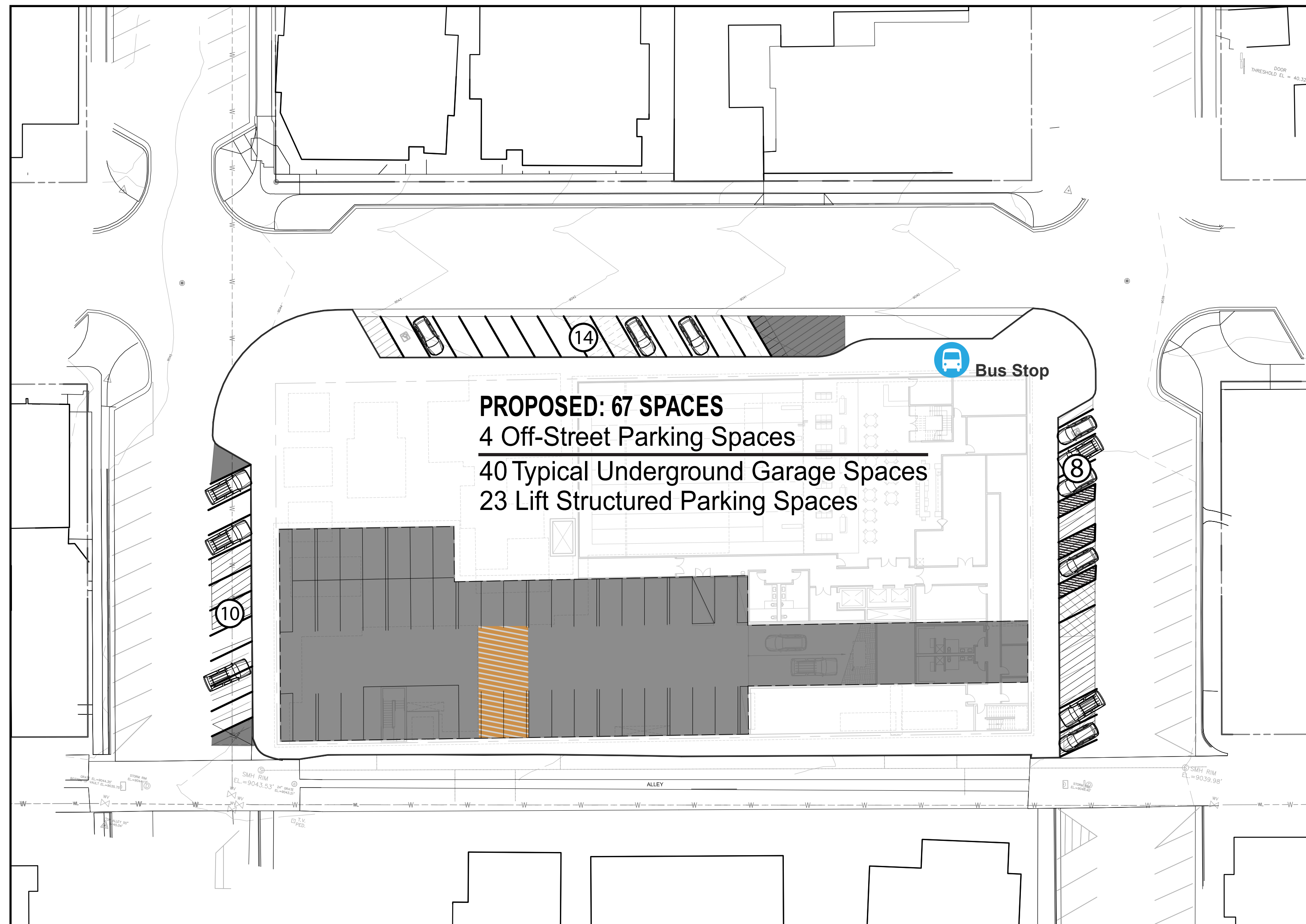
NOTE:  
1. CONCEPTUAL PLAN FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE. PLAN IS NOT INTENDED FOR CONSTRUCTION.  
2. TO SCALE WHEN PRINTED AT 24"X36"






# FOOTE'S REST AT BLOCK 11 | On-Site Parking Diagram

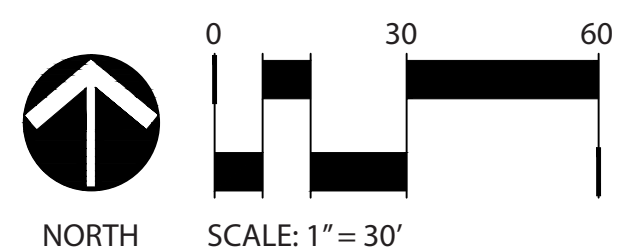
EXHIBIT M: NOVEMBER 29, 2017  
FRISCO, CO

EXHIBIT M: PROPOSED ON-SITE PARKING



## Legend

-  On Site Parking
-  Underground Garage
-  Number of Spaces



NOTE:  
1. CONCEPTUAL PLAN FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE. PLAN IS NOT INTENDED FOR CONSTRUCTION.  
2. TO SCALE WHEN PRINTED AT 24"X36"