



## **PLANNING COMMISSION STAFF REPORT**

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October 18, 2018

**AGENDA ITEM:** Planning File No. 216-17-MAJ: A Major Site Plan Application for the Transit Center Building and associated improvements

**LOCATION:** 1010 Meadow Drive / Lot 1, Summit Stage Transit Center

**ZONING:** Commercial Oriented (CO) District

**APPLICANT & OWNER:** 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

**ENGINEER:** Civil Insight, Don Leinweber  
PO Box 7644  
Breckenridge, CO 80424

**NOTICING:** Published in the Summit County Journal: 10/12/18  
Mailed to adjacent property owners: 10/04/18  
Posted at the Post Office: 10/04/18  
Posted at the Site: 10/04/18

**TOWN STAFF:** Katie Kent, Planner (970) 668-9131  
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### **PROJECT DESCRIPTION**

The applicant, Summit County Board of County Commissioners, is requesting a major site 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 2,165 sq. ft. Transit Center building
- Construction of a 3,525 sq. ft. floor area, one-story structure containing:
  - Public Restrooms
  - Maintenance/Utility Rooms
  - Two (2) rental car counters

- Ticket and information counter
- Law enforcement office
- Patron waiting area
- Vending machines
- 166 passenger car parking spaces
- Shuttle lot with twelve (12) bays for private shuttle vans
- Eight (8) bus bays; one of which is a layover space and one is ¾ size back-up location
- 412 sq. ft. boiler building
- Thirty-four (34) bike parking spaces

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

## BACKGROUND

Lot 1, Summit Stage Transit 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 received Development Application approval for solar panels on the shed roof in 2017. 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.

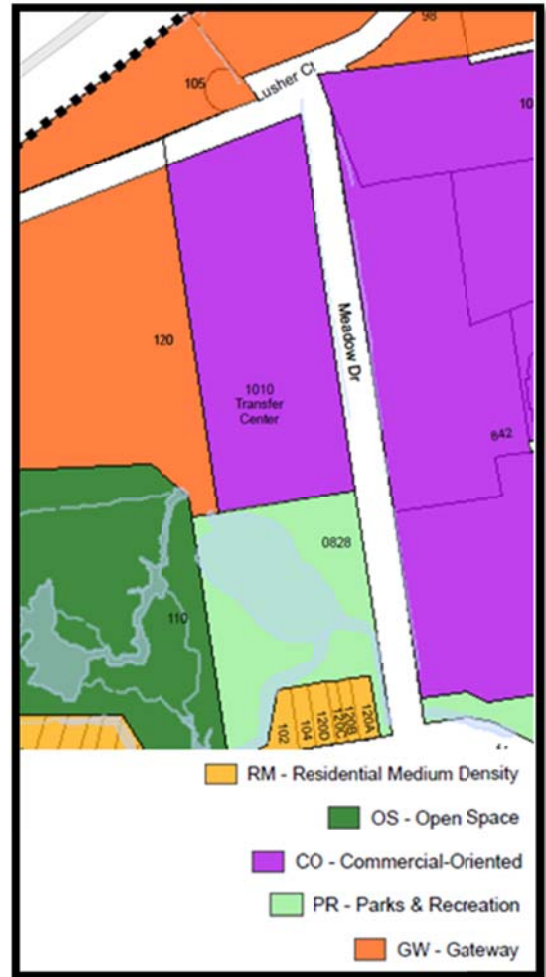
The Planning Commission reviewed the sketch plan application at their October 19, 2017 meeting. At that meeting, Commissioner comments included:

- *Desire for parking spots by shuttle, in favor of the pocket parks next to the busses and okay with the location of the plaza. No issue with the number of parking spaces and the snow storage; landscaping was fine. Would like to see some adjustment to the building detailing and articulation.*
- *Appreciation for all of the work put into the detailed proposal. Landscaping for this site is greatly needed and they could perhaps mimic Basecamp's tall grasses and trees, particularly with the large parking lot. Appreciated that the shuttle area is being moved to reduce confusion on the location and hoped that the patrons would use the building for the shuttle drop-off. Opined the addition of a drop-off parking space in the shuttle area would create circulation problems for those looking to use it and perhaps the addition of more drop-off spaces in the parking lot would help. Okay with the windows and long wall plane and appreciation for police presence and addition of lighting. Favor for the solar panels and proposed number of parking spaces. Like that the plaza encourages bus patrons to loiter in the terminal area rather than in the neighboring Meadow Creek Park. The proposed corral for the grocery carts is important.*
- *Appreciation for the long-term parking and the proposed spaces is adequate. Favor for the proposed trees but also concerned with the potential loss of snow storage. Like the look of the building but it is also a little too mirrored. Navigating the shuttle drop-off could be habitually changed to using the station instead of dropping off directly at the location though would like to have at least one ADA parking space closer to the shuttle. This could potentially be a missed opportunity to have a parking structure with apartments on top.*
- *Okay with the parking in conjunction with bus schedule. Perhaps have some architectural feature, such as a clock tower, to attract visitors know this facility is behind Frisco Station. Signage is important to direct patrons from the parking lot to the facility. A request was made for a change machine, cell phone chargers, and wall clocks.*
- *A request was made to not make the roof color green. Concerned with the lack of shuttle parking and being realistic about how we use our shuttle service. The plaza may be under-utilized in its current location and would prefer to see it split up on either side of the building. The design is a good start but would like to see a more iconic structure that deviates more from the current building's look.*
- *Question if the Applicant had considered switching the plaza location with the shuttle parking location.*

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 Transit 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

#### REQUIRED ACTION

Planning Commission: Approval, approval with conditions, or denial of the proposed Major Site Plan application.

#### ANALYSIS - FRISCO COMMUNITY PLAN

The following elements of the Frisco Community Plan are applicable to the review of this application:

##### Plan Overview (excerpt)

*Purpose ~ The Frisco Community Plan's purpose is to identify common values and guide direction to connect, sustain and create the future of the Town of Frisco over the next 5 years.*

*Connect ~ Connections are a core tenet of the Frisco Community Plan; they reflect the way people, organizations and neighbors relate to each other in the Frisco community. Connections help to address needs of the community.*

*Sustain ~ Everything is interrelated. Sustainability is the fundamental approach of the Frisco Community Plan; it recognizes the social, environmental and economic influences on the community, and aims over the long-term to balance these influences to support community success.*

Create ~ Creation of lasting community relationships is an important aspect of the Frisco Community Plan. The plan creates the community's direction for a preferred future of Frisco.

## Chapter 2. Community Direction (excerpt)

*The Frisco Community embraces itself as a vibrant mountain town, and seeks opportunities to enhance and maintain vibrancy through art and culture, the built environment, community services, energy, the economy, health and well-being, housing, natural resources, recreation and transportation. ~ Community Plan Quality of Life statement*

### **Built Environment**

*Frisco is a community that encourages land uses and architectural styles to fit its mountain town identity, and strives for development with sustainable design, materials and practices.*

- **BE 1. Encourage eclectic and sustainable designs for new construction and redevelopment to enhance the community's character.**
- **BE 2. Ensure the design of Frisco's public spaces, streets and pathways reflect Frisco's mountain town character.**
- BE 3. Preserve and enhance the Main Street area as the heart of the community.
- BE 4. Enhance the Summit Boulevard area as a primary gateway and as a functional and efficient economic center of the town.
- **BE 5. Promote attractive and safe connections between all areas and sections of the town.**

### **Community Services**

*Frisco is a community that expects quality community services, and seeks to ensure adequate resources are available over the long-term.*

- CS 1. Ensure Town government efficiencies and cost effectiveness.
- **CS 2. Provide a sufficient level of quality Town services, maintain existing Town infrastructure and lead by example to promote cost-effective sustainable practices.**
- CS 3. Improve communication between Town officials and the community.
- CS 4. Encourage community involvement for the establishment of Town government programs, services and policies.
- CS 5. Support efforts of non-profit organizations that enhance the lives of Frisco's residents and businesses.

### **Energy**

*Frisco is a community that supports zero waste principles, encourages use of clean energy opportunities and promotes resource conservation.*

- EN 1. Explore and implement cost effective options for utilizing alternative energy sources for Town government infrastructure, buildings and vehicles.
- EN 2. Continue to promote zero-waste community events.
- EN 3. Promote zero-waste opportunities for residents and businesses.
- **EN 4. Encourage the use of recycled materials, renewable energy sources and the use of green and energy efficient building practices.**

- *EN 5. Promote conservation and use of resources to maintain a sustainable community for generations to come.*

### **Economy**

*Frisco is a community that promotes a diverse, sustainable, year-round economy.*

- *EC 1. Develop economic strategies to encourage a diversity of commercial businesses in town.*
- ***EC 2. Continue to promote the town as a year-round destination.***
- *EC 3. Encourage and direct economic growth.*
- *EC 4. Allocate public resources to effectively support and encourage cost-effective private investments that enhance the community.*
- *EC 5. Support the creation and outlet for local markets and support local workforce policies.*

### **Transportation & Mobility**

*Frisco is a community that provides a safe and efficient multi-modal transportation system, and promotes walkability, bicycling and alternative modes of travel.*

- *TM 1. Enhance non-vehicular (pedestrians, bicyclists, etc.) safety in commercial core areas with sidewalks, lighting, bike racks, and crosswalks.*
- ***TM 2. Maintain the town's paved pathway system, and enhance connections to the community's neighborhoods, parks, commercial areas and to the county-wide recpath system.***
- ***TM 3. Support transportation programs that provide regional and local connections.***
- ***TM 4. Explore options for improved traffic circulation, access and connections throughout town.***
- ***TM 5. Participate in regional transportation planning efforts, which contribute to the town.***

The subject property is located at the intersection of Lusher Court and Meadow Drive. Basecamp Way is to the south of the property. The Basecamp development is to the west of the property, consisting of shops, offices and retail along with the residential units and restaurant currently under construction. Meadow Creek Park is to the south of the property across Basecamp Way. To the east of the site is the Frisco Station Condominiums consisting of retail and restaurant uses. North of the site, across Lusher Court, are hotel uses.

The proposed development includes a building design that is unique to this project but that is also reflective of the architectural elements and styling of other buildings in Frisco. The location and orientation of this building create a design that enhances the overall character of the community. The location of the transit center, and associated improvements will support the use of public transportation for the community. The location is within walking distance to retail, restaurant, office, lodging uses, and the Recpath system.

The proposed application appears to further the quality of life statements above in bold. The application conforms to the recommendations of the Frisco Community Plan.



## 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:** There is no minimum lot area in the CO District

**Minimum Lot Frontage:** There is no minimum lot frontage in the CO District

**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: 3,525 GFA

Greenhouses: 1,872 x 2 = 3,744 sq. ft.

Greenhouse: 2,880 sq. ft.

Utility Building = 412 sq. ft.

Shed = 100 sq. ft.

$10,661/270,203 = 0.039$

The application meets this standard.

**Lot Coverage:** There is no minimum lot coverage in the CO District.

**Dimensional requirements:** Various structures are proposed along with the transit center including enclosed shuttle and bus shelters and a 500 sq. ft. utility building. All structures are required to meet setback requirements. Setbacks are shown as:

	Minimum Setback	Proposed Setback
Front Yard (east property line)	Fifteen (15) feet	~15' (existing greenhouse) ~148' proposed transit structure >28' proposed bus shelter
Side Yard (north property line)	Zero (0) feet	28' existing greenhouse 485' proposed transit structure 115' proposed utility building
Side Yard (south property line)	Zero (0) feet	302' proposed transit structure 150' proposed shuttle shelter
Rear Yard (west property line)	Ten (10) feet	70' proposed utility building 77' proposed transit structure

The application meets this standard.

**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 pitched roof structure as being approximately thirty-four (34) feet.

The application complies with this standard.

**Density:** There is no residential density permitted in the CO District. This standard is not applicable to the application.

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

**Permitted and Conditional Uses:** Pursuant to §180-5.1, “Transit oriented facility and use” is a permitted use in the CO Zoning District. The application meets this standard.

**Dumpster Enclosures:** §5.2.3.C. of the UDC states regulations for screening and dumpster enclosures. The applicant has stated that the Summit Stage is responsible for daily garbage collection from the Transit Center. Summit Stage has an early morning daily collection where trash receptacles in bus shelters and inside the building are emptied and brought to Summit County's bus barn and disposed of in their garbage dumpster at that location. The application meets this standard.

**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 one-family or two family residential structure, or more than ten feet above the roofline of a multi-family or non-residential structure.*

The submitted narrative confirms compliance with §180-5.3.3 stating:

- A. Array is roof-mounted and will not be located in a front yard*
- B. Array is located more than 6 feet from all property lines and structures.*
- C. Array will occupy less than half of the roof area of the structure.*
- D. Array is not ground mounted, so maximum ground height does not apply.*
- E. Array will not extend more than ten feet above the roofline of the transit center, which is a non-residential structure.*

The application meets this standard.

## ANALYSIS - DEVELOPMENT STANDARDS [180-6]

**Joint Use Restrictions** (§180-6.3.1): The property contains existing greenhouses utilized by HC3. All standards for the development have been analyzed using all structures and uses on the property. The application meets this standard.

**Buildings Occupying More Than One Lot** (§180-6.3.2): Lot 1, Summit Stage Transit Center has historically been treated as one development site. This standard does not apply to this application.

**Development on Steep Slopes** (§180-6.5.1): All development in areas with steep slopes between 15% and 30%, the net site disturbance shall not exceed 50% of the total area within this range of slopes. The proposed site modifications do not impact steep slopes. The application is in compliance with this section of Code.

**Grading Permit** (§180-6.5.2): The developer will be subject to the standards regulating grading permits.

**Drainage Plans** (§180-6.6): A drainage plan was submitted which has been reviewed by the Town Engineer and Public Works Department. Referencing drainage, the Town Engineer has stated:

*The single largest snow storage area is located north of the large public parking lot. However there is no clearly defined drainage route for water coming off this site to be directed to the storm drainage systems. Perhaps a small swale should be added to the grading in this area to insure any snowmelt or other runoff reaches the drainage pan at the driveway, rather than flowing back over the parking lot.*

Revised plans were submitted which include a swale as requested by the Town Engineer. The Town Engineer has given his support to the revisions and has no outstanding concerns.

**Erosion and Sediment Control** (§180-6.6.4): An erosion control plan has been submitted and reviewed by the Town Engineer and Public Works Department. Referencing erosion control, the Town Engineer has stated:

*Erosion Control has now been provided, primarily in the form of silt fencing on the perimeter of the construction area. Will additional provisions be made to protect storm inlets and culverts to keep sediment out of them?*

The applicant has responded that during the development of construction documents, erosion control details will be included in the plan set to address erosion control during construction, and all final storm water improvements including but not limited to grading, inlets and culverts. The Town Engineer has replied that this is acceptable. Staff recommends the Planning Commission impose a condition that the applicant revises the erosion control plan, and receives approval by the Town Engineer, prior to submittal of a building permit. With this condition, the application meets this standard.

**Water Quality Protection** (§180-6.7): These standards are intended to maintain natural buffers, protect riparian habitat and the visual appearance of the Town's waterways, lakeshores, and wetlands. This standard does not apply to this application.

**Air Quality Protection** (§180-6.8): There are no solid fuel (wood) burning fireplaces or appliances proposed with this project. A gas indoor-outdoor fireplace is proposed. This standard does not apply to this application.

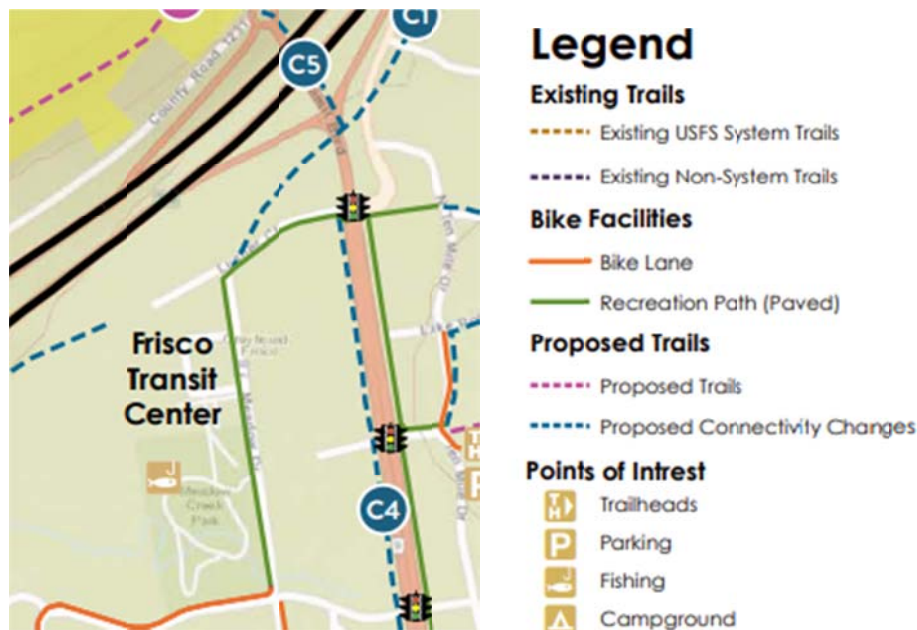
**Road Construction and Maintenance Standards** (§180-6.9): The applicant has stated that the proposed Station Road will provide access for busses and private shuttles and not for general public. The proposed Transit Drive will provide access for busses only and not for general public. Both Station Road and Transit Drive will be private roads. Any private or public road design, construction or maintenance (other than routine maintenance) in the Town shall meet the standards set forth in the Town Code including Chapter 155, Minimum Street Design and Access Criteria. The application meets this standard.

**Stream Crossings by Roads and Utilities** (§180-6.10): The application does not involve a stream crossing. This standard does not apply to this application.

**Access** (§180-6.11): All vehicular access must comply with the standards set forth in Chapter 155, Street Design Criteria, Frisco Town Code. 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 and the Town Engineer have reviewed the submitted plans and have no concerns with proposed vehicular access.

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 applicant has stated that they are including a prominent pedestrian connection between the adjacent Base Camp development and the Transit Center. This connection is specifically aligned to accommodate additional pedestrian connection with the Frisco Station Shopping Center to the east, if connection through that building becomes possible in the future.

The 2017 Trails Master Plan identifies this property within Planning Area 1. As shown on the Frisco's Gateway Planning Area 1 Map, a paved Recreational Path along Meadow Drive is illustrated.



Frisco's Gateway Planning Area 1 Map and associated legend

As can be seen on the submitted pedestrian circulation plan, non-vehicular access is being addressed through multiple paved pathway connections from each direction.

The application notes that Summit County will be responsible for maintenance of the sidewalks, plazas and public areas associated with the Transit Center within the property boundary.

The application meets this standard.

**Traffic Study** (§180-6.12): Frisco Town Code requires a traffic study, prepared by a professional engineer licensed in the State of Colorado, be submitted for any large project that:

- A. *Requires a conditional use or rezoning approval;*
- B. *Is located adjacent to either Main Street or Summit Boulevard;*
- C. *Contains only one point of access;*
- D. *Contains an access point off an unimproved roadway or unincorporated area;*
- E. *Contains an access point off a road with a service level of D or F; or*
- F. ***Is expected to generate 400 or more daily trips per day.***

A transportation analysis was submitted by Felsburg Holt & Ullevig (FHU) dated January 11, 2018. FHU concluded that

*Given the nature of the development and the findings described herein, it is not anticipated that the project will have any significant impact to the local roadway network operations.*

The submitted transportation analysis was reviewed by the Town Engineer who noted that although the traffic impacts of the transit center will not be dramatically changed, traffic on Lusher Court is likely to become more congested with the construction of the new Kum & Go fuel station, and this will likely cause more bus and shuttle traffic to and from the transit center to use Hawn Drive, creating additional impacts there. The Town Engineer elaborated that more analysis was not needed, the Town should just be aware of the increase in traffic on Hawn Drive. The application meets this standard.

**Refuse Management** (§180-6.17): All commercial, mixed-use and multi-family residential development projects shall provide adequate space for the collection and storage of refuse and recyclable materials. Dumpsters are required for commercial and mixed-uses projects.

The applicant has stated that the Summit Stage is responsible for daily garbage collection from the Transit Center. Summit Stage has an early morning daily collection where trash receptacles in bus shelters and inside the building are emptied and brought to Summit County's bus barn and disposed of in their garbage dumpster at that location.

Town of Frisco is satisfied that the County will maintain the refuse management on a regular basis. If the property installs a dumpster at a future date, it will be required to have Planning Division administrative approval. The application complies with this standard.

**Fences and Walls** (§180-6.18): The application is proposing to provide fencing on the north and west edges of the shuttle lot. Both fences are proposed to be 42" tall, split rail. Proposed fences comply with §180-6.18. The application meets this standard.

**Signs** (§180-6.19): The application materials are noting proposed signage. Signage is not approved by this review. A sign application and associated materials will be required to be



submitted and approved prior to installation of signage. Staff has discussed the option of a Master Sign Plan with the applicant. All signage will be required to comply with §180-6.19.

**Nuisances (performance standards)** (§180-6.20): The developer will be subject to the nuisance standards prescribed by this section.

**Bulk Standards** (§180-6.23): There are no bulk plane requirements for this location. This standard does not apply to the application.

## **ANALYSIS – NON-RESIDENTIAL DEVELOPMENT STANDARDS [§180-6.21]**

### **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.*

The primary structure has a contemporary mountain architecture which the Planning Commission has supported in previous projects. The proposed building is compatible with the scale, design, site planning, landscaping, exterior materials, and the overall character of the Summit Boulevard and Basecamp Development areas. The application meets the intent of this standard.

2. *Compatibility. 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.*
  - a. *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.*

There are no existing landforms or historic structures as noted on the Town's Historic Resource Inventory. The proposed building is compatible with the scale, design, site planning, landscaping, exterior materials, and the overall character of the Summit Boulevard and Basecamp Development areas. The application meets this standard.

#### **B. Façade Standards**

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

The primary structure has a contemporary mountain architecture which the Planning Commission has supported in previous projects. The proposed building is compatible with the scale, design, exterior materials, and the overall character of the Summit Boulevard and Basecamp Development areas. Building elements and articulation are provided. The application meets the intent of this standard.

## *2. Building Elements*

*All building elevations shall employ varied articulation of wall surfaces, as shown in Figure 6 00.*

- a. Each street-facing façade shall include one or more deep eaves or overhangs, at least 24 inches in depth.*

The proposed building contains public street-facing facades on the north and east facades. As shown on the 3-D representations, a variety of wall surfaces and overhangs a minimum of 24 inches in depth are provided. The application meets this standard.

- 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.*

The south, east and north facades are visible from public streets and parking lots and shall be in compliance with this section. As shown on the submitted 3-D renderings, the structure is designed utilizing a minimum of four of the building elements as stated above on each facade. Building elements utilized include providing shelter from natural elements, architectural features to add variety of depths to the wall plane, change in texture and material, variation in roof planes, variation in window sizes and shapes, and prominent building entrance features. Structural elements have been grouped to provide a balanced façade composition. The application meets this standard.

## *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.*

All building walls on the proposed structure exceed fifty-four (54) feet in length and are required to change geometric planes by at least four (4) feet in depth for a minimum length of six (6) feet.

As illustrated on the submitted 3-D renderings, the application is showing compliance on all four facades by incorporating a variety of wall and eave variations with some wall breaks a minimum of six (6) feet in depth. Staff notes that the south façade does not appear to be in compliance when viewing the building on the site plan, but when the 3-D drawings are viewed, the structure is in compliance. As additional support for compliance on the south façade, the application notes:

*The applicant has designed the building footprint and exterior 'look' of the building to provide a more dynamic, asymmetrical form while still maintaining the previous wall lengths as appropriate. The longer length of the southern façade creates a strong geometry that is a key part of creating an iconic building at a civic, non-residential scale. Retaining the longer southern wall, as proposed in the sketch plan, also offers the following benefits:*

- *Transparency: indoor-outdoor visibility is critical to efficient operation of the Transit Center, allowing patrons to wait in comfort while maintaining direct line of sight to arriving and departing buses and shuttles. Modulation of the proposed southern elevation would add more corners to the façade, requiring additional framing to support the storefront window system, and ultimately reduce indoor-outdoor sightlines.*
- *Green energy: as stated elsewhere in the application, the Transit Center is designed to utilize rooftop photovoltaic cells (PVC). Modification of the south façade would result in a reduction of area available for PVC.*
- *Site Scale and Adjacent Development Context: The Transit Center is consistent in scale, materials and detailing with structures in the BaseCamp development, which at approximately 75 feet to the west, is its closest neighbor. In addition, no other structures are anticipated on the Transit Center property; as a stand-alone building, it will not provide an inappropriate contrast to adjacent buildings, of which there are none.*

The application meets this standard.

Roof ridgelines are proposed on three geometric planes. The application meets this standard.

#### **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.*

The proposed structure is 3,525 sq. ft. of gross floor area. This standard is not applicable to the application.

### **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.*

There are no bulk plane requirements for this property location. This standard is not applicable.

## **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.*

The application proposes pitched roof lines along three geometric planes with a 4:12 pitch. The application meets the intent of this standard.

### **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.*

The proposed Transit Center contains a 4:12 pitched roof along three geometric planes. A chimney is the only proposed roof element. There are no mansard roofs proposed. The application meets this standard.

### **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.*
- d. 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.*

The proposed Transit Center roof lines consist of a 4:12 pitch. Dormers are not incorporated into the structure. With the design of the roof lines providing variation along three geometric planes, the building is providing relief in the roof lines. The new roofs do not appear to deposit snow onto parking areas, sidewalks, trash storage areas, stairways, decks, balconies or entryways. The need for snow clips, snow fences, and other similar rooftop snow management

techniques on the proposed roof elements will be reviewed with the building permit application. The application meets this standard.

#### **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.*

The proposed Transit Center roof material is standing seam metal roof which will be surfaced with a low gloss finish. Asphalt and fiberglass shingles are not proposed. A Spanish or Mission style roof is not proposed. The proposed standing seam roof is proposed to be natural zinc color which does not exceed a chroma of four on the Munsell Color Chart. If the applicant installs rooftop mechanical equipment, they shall be required to screen equipment from public view with same materials and colors utilized on the primary building. The application meets this standard.

#### **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.*

The proposed Transit Center exterior materials are compatible and complementary to the buildings in the area including the Basecamp development to the west. Materials proposed include fiber cement board, scored concrete, stone veneer, glass, metal cladding and glulam column accents. The application meets the intent of this section.

##### **2. Primary Materials**

- A. 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.*
- 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.*

Primary material proposed for the Transit Center is fiber cement board in a rough sawn wood pattern, tobacco color. Scored concrete, stone veneer, and glulam columns are provided as accent façade materials. The application meets this standard.

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.*

The proposed exterior materials and colors are the same as those presented to the Planning Commission at the sketch plan review of this building. Proposed materials include fiber cement board, scored concrete, stone veneer, glass, metal cladding and glulam column accents. Concrete is scored and used in combination with other materials as required. Proposed metal roof will have a low gloss finish. Fiber cement board siding has been interpreted as a natural appearing material. Clear glass is proposed. The application meets this standard.

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*

The application does not propose aluminum, steel or plastic siding that does not imitate natural materials. Mirrored and reflective glass is not proposed. The applicant has stated that where metal is utilized, it will have a low gloss finish and not be reflective. No untreated or unpainted galvanized sheet metal will be used as a primary exterior façade material. The application meets this standard.

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.*

The application includes a boiler building and bus shelters as accessory structures. Proposed accessory structures are complementary to the project and designed to function in conjunction with the bus operations on the lot. The boiler building is proposed to be fiber cement board and stone masonry with a standing seam metal roof. Application materials note that colors and materials will match those of the Transit Center structure. The application meets this standard.

#### **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.*

Proposed colors for the Transit Center are the same as those presented to the Planning Commission at sketch plan review. Colors include zinc metal standing roof, tobacco color fiber cement panel, limestone veneer and grays and brown accents. Staff has verified that the proposed limestone color will not be of a beige color and is acceptable through the Munsell Book of Colors. All colors as shown on the submitted design finishes comply with chroma requirements. The applicant will be bringing material and color samples to the Planning Commission meeting. The application meets this standard.

#### **G. Design Variety**

##### **1. Intent**

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

##### **2. Duplicate Building Design Prohibited**

*a. 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.*

The Transit Center is proposed to be unique in its mountain modern architecture while still being compatible with the character of Frisco, including the adjacent Base Camp property to the west.

The building design does not duplicate any structures within 300' of the property. Duplication of units is not applicable to this application. The application meets the intent and standards of design variety.

#### **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.*

The application is proposing to demolish the existing transit center facility. This standard is not applicable to the application.

#### **I. Parking and Loading**

##### **1. Intent**

*To mitigate the visual impact of parking and loading facilities.*

The application notes a landscape buffer to mitigate the impact of the parking area adjacent to Meadow Drive. The application meets the intent of this standard.

##### **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.*

The parking area proposed for general vehicular parking is located to the north of the proposed structure. Shuttle parking lot is provided to the north of the proposed structure. No parking is proposed in the front of the building. The application has provided a landscape buffer to screen the primary parking lot from Meadow Drive. The application meets this standard.

##### **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.*

The application provides a forty (40) foot buffer between the east property line and parking lot. The landscape buffer is a proposed bioswale/retention basin and contains twenty-four (24) trees of a variety of species along with shrubs and grasses. The application meets this standard.

- 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.*

The application provides a fifteen (15) foot landscape buffer between the proposed structure and parking lot to the north. Six (6) trees are provided within the landscape buffer and 121 shrubs. The application meets this standard.

#### **4. Loading**

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

The application states that the Summit Stage is responsible for daily garbage collection from the Transit Center. Summit Stage has an early morning daily collection where trash receptacles in bus shelters and inside the building are emptied and brought to Summit County's bus barn and disposed of in their garbage dumpster at that location. There are no service, loading or trash areas applicable to this project. The application meets this standard.

### **J. Amenities**

#### **1. Intent**

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

The proposed Transit Center lot is designed with pedestrian connections and bicycle racks to encourage alternative transportation to the public transit service being proposed. Numerous benches and pathways are provided to encourage the lot to be utilized as a community gathering space. The application meets the intent of this section.

#### **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.*

A minimum of thirty-three (33) bicycle stalls are required for 166 parking spaces. Thirty-four (34) bicycle parking spaces are provided; ten (10) of which will be covered spaces provided to the east of the Transit Center structure. The application meets this standard.

### **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.*

The proposed structure is 3,525 sq. ft. A community space is not required. Although not required, the application provides community spaces including public benches, bicycle racks and a landscaped west plaza area for congregating. This standard is not applicable to the application.

## **ANALYSIS – PARKING AND LOADING [180-6.13]**

**Purpose:** The intent of the parking and loading regulations is to require parking be provided relative to the impacts created and proposed by new development, while promoting a pedestrian oriented commercial and downtown area.

**On-Premise Parking Requirements (§180-6.13.3.B):** 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; 165 spaces will exist 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 Parking Standards, 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 eight (8) bus bays, the project proposes:

- 165 parking spaces for general patron parking, rental cars and long-term parking
  - 7 parking spaces as designated short-term drop-off/pick-up
  - 1 parking space designated for short-term drop-off/pick-up near shuttle lot
  - 6 parking spaces as designated ADA parking
  - 12 space shuttle lot

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

The application materials note 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.

At sketch plan review, Staff and Commissioners 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 addressed this concern by providing one (1) short-term parking space east of the shuttle lot, adjacent to Basecamp Way.

**Bicycle Parking:** (§180-6.13.4, §180-6.21.3.J.2): 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. A minimum of thirty-three (33) bicycle stalls are required for 166 parking spaces. A total of thirty-four (34) bicycle parking spaces are proposed; ten (10) of which will be covered spaces provided to the east of the Transit Center structure. The application meets this standard.

**Accessible Parking** (§180-6.13.3.H): All facilities, commercial and multi-family projects with seven (7) attached units or more must provide accessible parking. 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. Six (6) accessible parking spaces at the southwest corner of the main parking lot (to the north of the proposed structure) are proposed. The application meets this standard.

**Parking Standards and Criteria** (§180-6.13.6): Required parking spaces shall be a minimum of 9 feet by 18.5 feet in size. Required accessible spaces shall be a minimum of 8 feet by 18.5 feet in size with a minimum accessibility aisle area of five (5) feet for each space. All accessible spaces designated for accessible van must have a minimum aisle width of eight feet. The application meets this standard.

**Snow Storage Areas** (§180-6.13.6.E.): One-hundred (100) square feet of snow storage is required for every 350 square feet of paving. Snow storage areas shall be located adjacent to the applicable paved areas and shall be a minimum of 8 feet in depth. Hydronic paving is proposed for a portion of the site. 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. A snow storage plan (Sheet C1) has been submitted which delineates snow storage locations. Staff has reviewed all snow storage calculations and verified compliance with 167,777 sq. ft. of proposed paved surfaces requiring 47,936 sq. ft. of snow storage. 49,709 sq. ft. of snow storage is provided. The application meets this standard.

#### **ANALYSIS – LANDSCAPING AND REVEGETATION [6-14]**

**Landscaping Requirements by Project Type:** At time of sketch plan review the applicant requested the project be reviewed under the landscaping regulations for a Public Project.

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.*

At the sketch plan review, the Planning Commission determined that the transit center is a public project which will serve a public purpose; and therefore, the applicant is to provide justification for the number of trees they request to provide. The applicant has stated in their narrative that proposed trees have been placed in key locations on the site in order to provide a visual buffer of the building from the street, enhance the site, and provide a landscape buffer to adjacent properties. Furthermore, deciduous trees have been located in groups of three or more to achieve a clustered effect, or as a single specimen. If the Planning Commission finds that the Transit Center is proposing an adequate number of trees and shrubs for the public project, then the application meets this standard.

**Parking Area Landscaping:** Landscaping to reduce the visual impacts created by parking areas in commercial projects. Section 6.14.3.F. states:

- 1. Any parking lot providing 20 or more parking spaces shall have an area equal to at least six percent of the total paved area landscaped. In parking areas providing 20 or more parking spaces, at least 50 percent of the landscaping required by this section must be internal to the parking area. The remainder of the landscaped area may be external to the parking area so long as it is within ten feet of the perimeter of the paved area.*

The application proposes 57,431 sq. ft. of paved area. Six percent (6%) is 3,446 sq. ft. Fifty percent (50%) of 3,446 sq. ft. is 1,723 sq. ft. required to be internal to the parking area. The submitted planting plan notes that 3,422 sq. ft. of internal parking lot landscape area (5.96%) and 4,958 sq. ft. of perimeter landscape area (8.63%) is provided for a total of 8,380 sq. ft. of parking lot landscaped area (14.59%). The application meets this standard.

2. *All landscaping required by this section shall include at a minimum, one tree and two shrubs for every 150 square feet of landscape area required, or fraction thereof. All required trees and shrubs must meet the minimum plant size requirements set forth in Section 6.14.4.A.*

A total of 23 trees and 46 shrubs are required. 14 trees and 18 shrubs are provided within the interior parking lot landscape areas and 22 trees and 9 shrubs in the parking lot perimeter landscape area. If the Planning Commission finds that the Transit Center is proposing an adequate number of trees and shrubs for parking lot landscaping, then the application meets this standard.

3. *Internal parking lot landscaping provided shall be proportionately dispersed so as to define aisles and limit unbroken rows of parking.*

The applicant has dispersed internal parking lot landscaping to define aisles. Long stretches of parking spaces without being broken up by landscaping are proposed. At time of sketch plan review, Commissioners gave their support to the proposed parking layout. The application meets this standard.

4. *Parking lot islands shall be a minimum of eight feet in width and length and contain at least one tree.*



















The applicant has provided parking lot islands a minimum of eight (8) feet in width and length. The application meets this standard.

5. *Parking lot islands may not be used in the calculation of required snow storage.*

Snow storage is not calculated within the parking lot islands. The application meets this standard.

**Required Vegetation:** 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. If the application were to follow the commercial development landscape requirements, 180 trees and 108 shrubs would be required for the project.

163 trees and 392 shrubs are proposed as can be seen in the below planting schedule which includes existing and proposed trees.

PLANT SCHEDULE					
EXISTING	CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SIZE
		14	Existing aspen group to remain		Varies
		8	Existing conifer tree to remain		2" dia. to 12" dia
CONIFERS	CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SIZE
	ABI LA2	22	Abies lasiocarpa / Subalpine Fir	6"-10" Ht	
	PIC CO3	6	Picea pungens / Colorado Spruce	6"-10" Ht	
	PIN BRI	4	Pinus aristata / Bristlecone Pine	6"-10" Ht	
DECIDUOUS TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SIZE
	POP AN2	18	Populus angustifolia / Narrowleaf Cottonwood	3" Cal	
	POP PO2	18	Populus balsamifera / Balsam Poplar	3" Cal	
	POP TR3	66	Populus tremuloides Clump / Quaking Aspen (Clump)	3" Cal	CLUMP
	PRU VIR	6	Prunus virginiana 'Shubert' / Shubert Chokecherry	3" Cal	
SHRUBS	CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SPACING
	JUN M35	73	Juniperus communis 'Mondap' / Alpha Carpet Juniper	5 GAL.	48" o.c.
	PAX CAN	74	Paxistima canbyi / Mountain Lover	1 GAL.	24" o.c.
	PHY MO2	46	Physocarpus monogynus / Mountain Ninebark	5 GAL.	48" o.c.
	PIN SLO	134	Pinus mugo 'Slowmound' / Mugo Pine	5 GAL.	60" o.c.
	SAL IRR	10	Salix irrorata / Blue Stem Willow	5 GAL.	96" o.c.
	SAL MO2	24	Salix monticola / Mountain Willow	5 GAL.	72" o.c.
	SYM MO2	31	Symphoricarpos oreophyllus / Mountain Snowberry	5 GAL.	36" o.c.
GRASSES	CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SPACING
	HEL SE2	352	Helictotrichon sempervirens / Blue Oat Grass	5 GAL.	24" o.c.
	SCH ST2	79	Schizachyrium scoparium 'Standing Ovation' / Little Bluestem Grass	5 GAL.	24" o.c.

At sketch plan review, Staff requested the applicant provide landscaping to serve as screening between the parking lot and adjacent public right-of-ways. The submitted landscape plan shows additional landscaping at the southeast corner of the property adjacent to the drainage area.

The application meets this standard.

**Species Diversity:** To prevent uniformity and insect or disease susceptibility, species diversity is required and extensive monocultures of trees are prohibited. The application proposes seen

(7) different tree species. No tree species exceed 25% other than quaking aspen which are in excess of 25%.The application meets this standard.

**Water Conservation:** All landscaping plans should be designed to incorporate water conservation materials and techniques. Sod lawn areas shall not exceed 10% of the site. The application does not include any proposed sod lawn areas. Proposed landscaping plans must utilize plant materials found on the Town's approved plant material list. The application includes trees on the plant list. The planning schedule notes a few species of shrubs and grasses which are not on the plant list. These include Blue Stem Willow, Mountain Willow, and Blue Oat Grass. The application includes a letter from Stantec confirming that the proposed plants will be able to withstand the unique high-altitude climate conditions. The application meets this standard.

**Revegetation of Disturbed Land:** All areas disturbed by grading or construction, not being formally landscaped, shall be revegetated. As noted on the site plan, areas not occupied by structures or parking will be landscaped. The application meets this standard.

**Credit for Preservation of Existing Trees:** The use of existing healthy vegetation is encouraged and existing trees may be substituted for up to 50% of the required tree number. The application notes the preservation of fourteen (14) Aspen trees and eight (8) Conifer trees. The application meets this standard.

**Protection of Existing Vegetation:** The UDC allows existing trees to be removed from a site without replacement when those trees are located on land to be occupied by buildings, parking, and paving plus an adjacent clearance strip. A landscape note is provided stating that existing trees and shrubs that are to be preserved shall be defined by a minimum of four-foot high visibility fence. The application meets this standard.

**Irrigation System Requirements:** Landscape plantings must be properly irrigated during periods of time necessary to establish and maintain the landscape in good health and condition. The application has submitted an Irrigation Plan showing an automatic irrigation system. The application meets this standard.

**Landscape Maintenance:** Landscaping shall be maintained in good health and condition perpetually. If any vegetative landscaping required by this chapter shall die, it shall be replaced within one year. The proposed landscape plans include maintenance notes for the contractor and owner. The application meets this standard.

## **ANALYSIS – OUTDOOR LIGHTING [180-6.16]**

**Outdoor Lighting** (§180-6.16): A variety of exterior light fixtures are proposed for the project ranging from parking lot pole lights, bollards and recessed can lights.

**General Requirements** (§180-6.16.3.): Exterior light fixtures shall conform with the Illuminating Engineer Society of North America (IESNA) criteria for full cut-off fixtures, that is, no significant amount of the fixture's total output may be emitted above a vertical cutoff angle of 90 degrees. Any structural part of the fixture providing this cutoff angle must be permanently affixed. All proposed exterior light fixtures are full cut-off. The application meets this standard.

**Height** (§180-6.16.3.): Wall mounted light fixture shall not exceed the height of the wall to which it is mounted. The applicant is proposing eighteen (18) foot high freestanding light fixtures which are permitted. The application meets this standard.



**Design** (§180-6.16.7.): It is required that light fixture designs reflect the small mountain town character of Frisco. Design features shall eliminate off-site light spillage. Street pole lights consist of wood poles with decorative downlight heads. The central pedestrian promenade has shorter pole lights with a decorative wood arm to match the wood pole. Bollard fixtures are a natural wood material. The application meets this standard.

**Light Emissions:** Outdoor light fixtures must be placed so there are no direct light emissions onto adjacent properties. The proposed exterior lights are full cut-off and based upon the submitted lighting plan do not appear to emit light past the property lines. The application meets this standard.

**Energy Savings:** Wherever practicable, it is encouraged (not required) that lighting installations include timers, dimmers, and/or sensors to reduce overall energy consumption and unnecessary lighting. The application proposes the use of LED bulbs and the operation of timers. The application meets this standard.

## ANALYSIS – AGENCY REVIEWS

### TOWN OF FRISCO PUBLIC WORKS DEPARTMENT

*I have reviewed the site utility plan and approve of the proposed water line / fire hydrant installation and removal of the water line section that will be abandoned. Thank you.*

Jeff Goble, Public Works Director

### SUMMIT FIRE & EMS

1. *A Construction permit through the fire department is required for this project. Please advise the developer/contractor to contact the fire department for details.*
2. *Based on the type of occupancy, this project shall require an approved fire sprinkler system for the building. Please advise the developer/contractor to size the waterline into the building to meet fire sprinkler and domestic water demand accordingly.*
3. *An approved fire alarm system is required for the building.*
4. *Advise the developer/contractor to contact the fire department for details on the additional fire department permits required for all fire protection systems.*
5. *Based on the size of the building, type of construction and radio signal strength in the building, an emergency responder radio amplification system may be required. See fire department for details.*

Kim J. McDonald, Fire Marshal

### TOWN ENGINEER

1. *The plans are a bit unclear on how many parallel parking spaces are being added on Basecamp Way for drop off purposes. The written responses from the applicant refer to the addition of spaces (plural). The architectural site plan seems to show at least two spaces, but all other plans seem to only show one? Please clarify*
2. *Erosion Control has now been provided, primarily in the form of silt fencing on the perimeter of the construction area. Will additional provisions be made to protect storm inlets and culverts to keep sediment out of them?*

3. *The single largest snow storage area is located north of the large public parking lot. However there is no clearly defined drainage route for water coming off this site to be directed to the storm drainage systems. Perhaps a small swale should be added to the grading in this area to insure any snowmelt or other runoff reaches the drainage pan at the driveway, rather than flowing back over the parking lot.*
4. *The detail provided for the transition from the snow melted areas to non snow melted area appears reasonable, however it will be key to keep the joint sealed water tight to keep water out of the underneath areas where it can freeze and cause heaving. This will likely be an annual need for maintenance.*

The applicant provided responses to each of the Town Engineer's comments and the Town Engineer has no outstanding concerns.

Bill Linfield, Consulting Town Engineer

### **FRISCO SANITATION DISTRICT**

*No Comments.*

Matt Smith, Manager

### **SUMMIT COUNTY GIS**

*The existing address for the Transfer Center Building of 1010 Meadow DR shall be reused for the newly constructed Transfer Center. In addition, the new Utility Building shall have an address of 1088 Meadow DR.*

Suzanne Kenney, GIS Analyst II

### **XCEL ENERGY**

*Demo:*

*Will need applications to demo the gas & electric service to the building.*

*Plan calls out to remove the existing transformer that currently feeds the building. I was told that would stay in place for use at the new building. If not, an application for removal of distribution will need to be submitted as well.*

*New:*

*Meter location: only approved spot on building in on the east elevation under the gable edge. Remote location possible – would need to be approved by management.*

*I did not see a site plan with utilities.*

*To move forward with a plan and estimates Xcel will need the following*

*Application for perm electric and gas with the following final approved information:*

- *Site plans, landscape, utility, etc*
- *Elevations with preferred meter location*
- *One line diagram and panel schedules with loads*
- *Gas schedule with total building load*

Amy Lagace, Designer

## PUBLIC COMMENT

The Community Development Department has not received any public comments as of October 10, 2018.

## STAFF RECOMMENDATIONS

### Recommended Findings

The Community Development Department recommends the following findings pertaining to the Major Site Plan application for the Transit Center Building and associated improvements located at 1010 Meadow Drive / Lot 1, Summit Stage Transit Center:

*Based upon the review of the Staff Report dated October 18, 2018 and the evidence and testimony presented, the Planning Commission finds:*

- 1. The proposed development application is in general conformance with the principals and policies of the Frisco Community Plan, specifically, the quality of life statements and associated criteria related to the built environment, community services, economy, energy, and transportation & mobility.*
- 2. The proposed development application is in general conformance with the Town of Frisco Zoning Regulations, specifically Section 180-3.9, Commercial Oriented District, since all of the applicable requirements have been met by the submittal and the recommended conditions of approval; including: building height, setbacks, and maximum floor area ratio.*
- 3. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-5, Use Standards, since all of the applicable requirements have been met by the submittal including permitted uses, dumpster enclosures and accessory uses and structures.*
- 4. The proposed development application is in general conformance with the Town of Frisco Zoning Regulations, specifically Section 180-6.21, Non-Residential Development Standards, since all of the applicable requirements have been met by the submittal and the recommended conditions of approval; including: that the development is designed in a manner compatible with the neighborhood and the small mountain town character of Frisco; the development includes shelter from natural elements and provides visual relief, the building is designed to relieve the feeling of mass, building façade and roof lines are broken up, exterior materials and colors are compatible with the surrounds and meet specific standards, roof forms and design are compatible with the surrounding area and a variety of standards, and the other recommendations and standards of the Non-Residential Development Standards.*
- 5. The proposed development application is in general conformance with the Town of Frisco Zoning Regulations, specifically Section 180-6, Development Standards since all of the applicable requirements have been met by the submittal and the recommended conditions of approval; including: drainage plan, snow storage and snow shedding, vehicular access, non-vehicular access, traffic studies, and refuse management.*

6. *The proposed development application is in general conformance with the Town of Frisco Zoning Regulations, specifically Section 180-6.14, Landscaping since all of the applicable requirements have been met by the submittal and the recommended conditions of approval; including: required vegetation, water conservation, irrigation system, and landscaping maintenance. The Planning Commission finds that the Transit Center is proposing an adequate number of trees and shrubs for the public project.*
7. *The proposed development application is in general conformance with the Town of Frisco Zoning Regulations, specifically 180-6.16, Outdoor Lighting since all of the applicable requirements have been met by the submittal and the recommended conditions of approval; including: exterior light fixtures, light emissions, design, and energy savings.*
8. *The proposed development application is in general conformance with the Town of Frisco Zoning Code, specifically Section 180-6.13, Parking and Loading Regulations, since all of the applicable requirements have been met by the submittal and the recommended conditions of approval; including: on-premise parking, visitor parking, accessible parking, parking dimensions & design, and snow storage areas. The Planning Commission finds that the one hundred and sixty-five (165) parking spaces proposed is sufficient for the use.*

#### **Recommended Action**

Based upon the findings above, the Community Development Department recommends APPROVAL of the Major Site Plan application for the Transit Center Building and associated improvements located at 1010 Meadow Drive / Lot 1, Summit Stage Transit Center, subject to the following conditions:

##### *Conditions:*

1. *The applicant shall satisfy the comments of the Summit County GIS Department.*
2. *The applicant shall satisfy the comments of the Frisco Sanitation District.*
3. *The applicant shall satisfy the comments of the Lake Dillon Fire Protection District.*
4. *The applicant shall satisfy the comments of the Town of Frisco Public Works Department.*
5. *The applicant shall satisfy the comments of Xcel.*
6. *The applicant shall satisfy the comments of the Town Engineer. A revised erosion control plan shall be submitted, and approved by the Town Engineer, prior to submittal of a building permit.*

#### **Recommended Motion**

Should the Planning Commission choose to approve this major site plan application, the Community Development Department recommends the following motion:

***With respect to File No. 216-17-MAJ, I move that the recommended findings set forth in the October 18, 2018, staff report be made and that the recommended conditions set forth therein be taken and that the Planning Commission hereby APPROVES the request for a Major Site Plan Application for the Transit Center Building and associated improvements located at 1010 Meadow Drive / Lot 1, Summit Stage Transit Center.***

<b>ATTACHMENTS</b>
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Attachments:

- Application Materials

cc: Summit County Board of County Commissioners  
Stantec