



**PLANNING COMMISSION
STAFF REPORT**

June 20, 2019

AGENDA ITEM: Planning File No. 059-19-MAJ: A public hearing of the Administrative Site Plan Application for changes to the appearance of the Baymont Hotel building, located at 1202 North Summit Boulevard/Lot 2A, Block A, Discovery Interchange West Subdivision. Applicant: 4U2 Relax Inc., represented by CTA Architects Engineers

LOCATION: 1202 North Summit Boulevard / Lot 2A, Block A, Discovery Interchange West Subdivision

ZONING: Gateway (GW) District

APPLICANT & ARCHITECT Bill Wood, CTA Architects Engineers
303 East 17th Avenue, Suite 105
Denver, CO 80203

OWNER: 4U2 Relax Inc., Jason Truong
1155 S. Havana Street, #11-305
Aurora, CO 80012

NOTICING: Published in the Summit County Journal: 6/14/2019
Mailed to adjacent property owners: 6/6/19
Posted at the Post Office: 6/6/19
Posted at the Site: 6/6/19

TOWN STAFF: Katie Kent, Planner (970) 668-9131
katiek@townoffrisco.com

PROJECT DESCRIPTION

The applicant, CTA Architects Engineers, representing 4U2 Relax Inc. is proposing to remodel the existing structure located at 1202 N. Summit Boulevard. The proposed remodel is to convert the hotel from the existing Baymont Inn & Suites to a Fairfield Inn by Marriott.

Where this is an Administrative Site Plan application, due to the size and location of the project, and change in exterior colors, Staff thought it best the Planning Commission be given the opportunity to review the proposed changes. Section 180-2.5.2.B.2. of the Unified Development Code (UDC) states:

2. Referral Procedures

The Director may refer administrative or minor site plan reviews to the Planning Commission.

The proposed project entails various interior and external modifications. This report contains a condensed review of selected items for the Planning Commission review including:

- Nonconformities
- Gateway District
- Non Residential Development Standards
- Parking Requirements
- Landscaping Requirements

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

BACKGROUND

The final plat for the Discovery Interchange West Subdivision (site of the current Baymont Hotel, Alpine Inn, Valero gas station, and Safeway grocery store) was approved by the Summit County Board of County Commissioners in 1973.

In 1979, the Town of Frisco issued building permits for the construction of the Best Western Hotel (now named the Baymont Hotel).

In 2013, the Planning Commission approved a preliminary plat to resubdivide the Best Western Hotel property into two (2) lots – Lot 2A and Lot 2B. Lot 2A was comprised of the existing hotel building and its western parking lot. Lot 2B was comprised of the eastern hotel parking lot. The previous owner of the Best Western, and applicant for the subdivision, intended to develop Lot 2B with a pharmacy/retail business. The previous owner/applicant created a temporary access easement across Lot 2B to grant the hotel access to its northern parking spaces. The previous owner's plans to develop a pharmacy/retail business on this Lot 2B did not materialize.

With the approval of the plat request to subdivide the Best Western Lake Dillon Lodge property, the Planning Commission added a special condition which included:

Prior to the submittal of any development application or building permit application for new construction or the redevelopment of Lot 2A or Lot 2B, and prior to any other loss of use or access for the purposes of parking by Lot 2A on Lot 2B; the applicant shall re-stripe the existing Lot 2A parking lot to accommodate all on-premise parking and loading requirements prescribed by §180-23, Parking and Loading Regulations, Frisco Town Code. Any re-striping of the Lot 2A parking lot must be completed in conformance with the dimensional standards prescribed by Frisco's Parking and Loading Regulations.

The proposed parking lot striping is in response to the required condition in the December 19, 2013 Planning Commission approval of the preliminary plat.

The existing structure on the subject property is currently operating as a Baymont Inn & Suites with a restaurant use within the structure.

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



Vicinity Map



View looking northwest (Google Earth July, 2018)



View looking north (Google Earth July, 2018)



View looking south (Google Earth July, 2018)



View looking southeast (Google Earth July, 2018)

ANALYSIS – NONCONFORMITIES [§180-8]

Purpose (180-8.1):

It is the intent of this section to permit nonconforming lots, uses, and structures to continue to exist until they are removed, but not to encourage their continuation. Over time, any changes, extensions, or alterations to nonconforming properties shall bring the property substantially closer into conformance with the Town Code.

Nonconforming Buildings or Structures (180-8.5): Applications for changes, extensions, and alterations to nonconforming structures may be approved by the Planning Commission if the criteria below are met.

A nonconforming structure may be changed, altered, or extended provided that the following criteria are met:

- A. Does not increase the nonconformity of said structure and,*
- B. Serves to alleviate hardship on the owner or occupant, and promotes property values in the neighborhood.*

All changes, extensions, alterations, and additions to nonconforming structures must meet the requirements of this Chapter including but not limited to, the respective setback, height, density, lot coverage, parking, landscaping, and overlay district requirements. Any proposal which increases the nonconformity of the structure or use will require a variance. Once brought into conformance, no structure or use shall be permitted to revert to nonconforming status.

Existing nonconformities on the site include building height, lot coverage, parking lot landscaping and rear setback. The application is not proposing to increase the nonconformities; the application materials note nonconformities will remain consistent with what exists today, or be reduced. The proposed modifications serve to promote property values in the neighborhood.

ANALYSIS – GATEWAY (GW) DISTRICT [§180-3.8]

Minimum Lot Area: None required.

Minimum Lot Frontage: None required.

Maximum Lot Coverage: Maximum lot coverage is sixty percent (60%). The application materials note existing lot coverage is 66%. Proposed lot coverage is 65%. The application notes a reduction in the existing nonconforming lot coverage. The application meets this standard.

Setbacks: The minimum required setbacks and the proposed setbacks for this application are as follows:

	Minimum Setback	Proposed Setback
Front Yard (Lusher Court)	20 feet	10 feet (17 feet existing)
Side Yards	10 feet	East: 25 feet West: >200'
Rear Yard	10 feet	~17 feet (existing)

The porte cochere is encroaching within the front setback and is increasing the nonconforming structure's front setback. The porte cochere cannot increase the existing nonconformity. Staff has suggested the Planning Commission require the applicant to submit a revised design for the

porte cochere demonstrating compliance with setbacks for staff review and approval, prior to submittal of a building permit. With this suggested condition, the application meets this standard.

Maximum Building Height: The maximum building height is fifty (50) feet for pitched roofs and forty (40) feet for flat roofs in this zone district. The application is proposing a new elevator shaft height of forty-nine feet which is seven (7) feet lower than the existing elevator. Application materials note that the design of the elevator, including height, is designed to provide elevator manufacturer required vertical operability clearances.

Building Height is defined as:

*The vertical distance measured from any point on a proposed or existing roof to the natural grade or the finished grade, whichever is lowest, located directly below said roof point, **excluding chimneys, steeples, cupolas, turrets, clock towers, similar rooftop decorative elements, mechanical equipment and screening, and solar panels of reasonable, balanced proportions.** The building height is thus measured parallel to the existing grade in any direction as depicted in Figure 9-A. Where a building utilizes multiple roof styles or pitches, the highest point of each type of roof or parapet wall shall be in conformance with applicable height regulations as established for the respective roof pitches in each zoning district.*

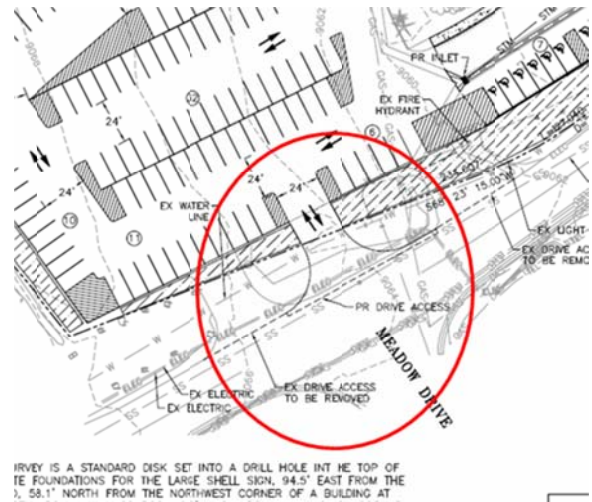
The elevator is not proposed to provide access to the roof access; it is only for access to existing structures. The overrun for the elevation which exceeds the building height is considered mechanical equipment and is excluded from building height. The application notes a sloped roof to add architectural design to the top of the feature. If the Planning Commission finds the proposed new elevator is of a reasonable and balanced proportion, the application meets this standard.

ANALYSIS - DEVELOPMENT STANDARDS [180-6]

Access (§180-6.11): All vehicular access must comply with the standards set forth in Chapter 155, Street Design Criteria, Frisco Town Code. The project is proposing to continue access off Lusher Court. However, in response to comments brought up by the Town Engineer and Public Works, the access has been relocated to be in line with Meadow Drive.



Existing Alignment



Proposed Realignment

The proposed new access is preferred over existing conditions. The application meets this standard.

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

6.21.2. Applicability:

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

6.21.3. Standards

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

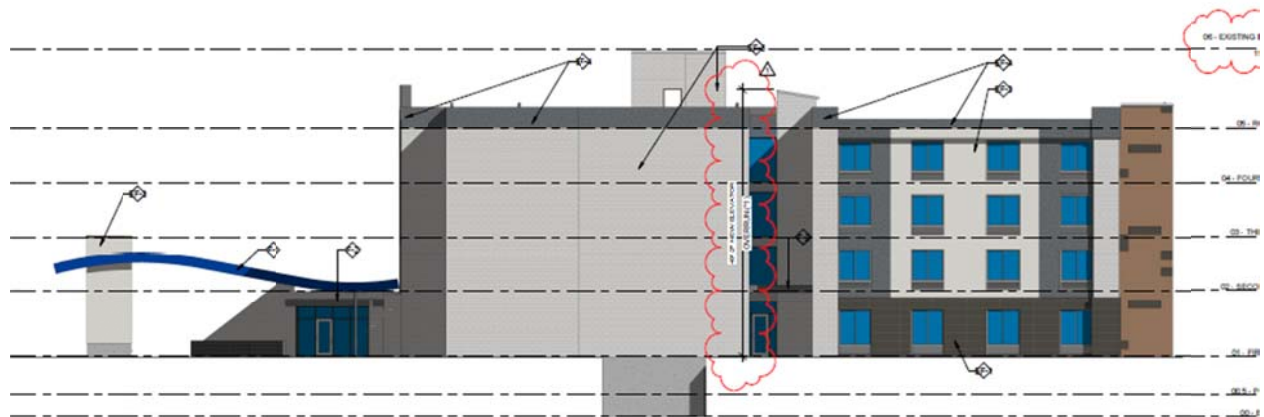
This application proposes changes to exterior colors, windows and porte cochere. If the Planning Commission finds that the proposed development is compatible with the scale, design, site planning, landscaping, exterior materials and colors, and is compatible with other nearby properties, then the application meets this standard.

The proposed exterior changes show a much enhanced building façade and increased colors and materials than what currently exists. The applicant is not proposing any prohibited materials and is reducing the use of stucco. Primary building colors are in compliance with the Munsell Color chart. The blue accent color proposed for the porte cochere will not be permitted to exceed a chroma of 8 on the Munsell Color chart.

Below are images comparing the existing structure with proposed elevations. Planning Commission should note the changes to colors, materials, windows, and porte cochere.



Existing East Façade (Google Earth July 2018)



Proposed East Façade



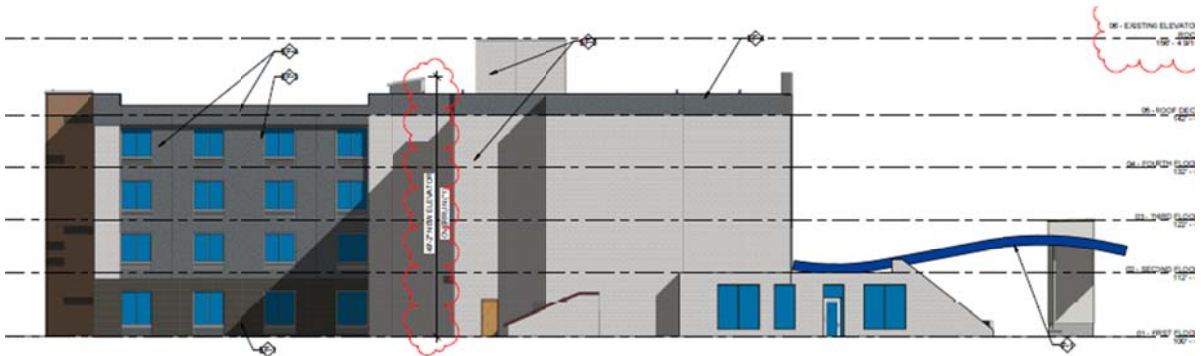
Existing South façade (Google Earth July 2018)



Proposed South Façade



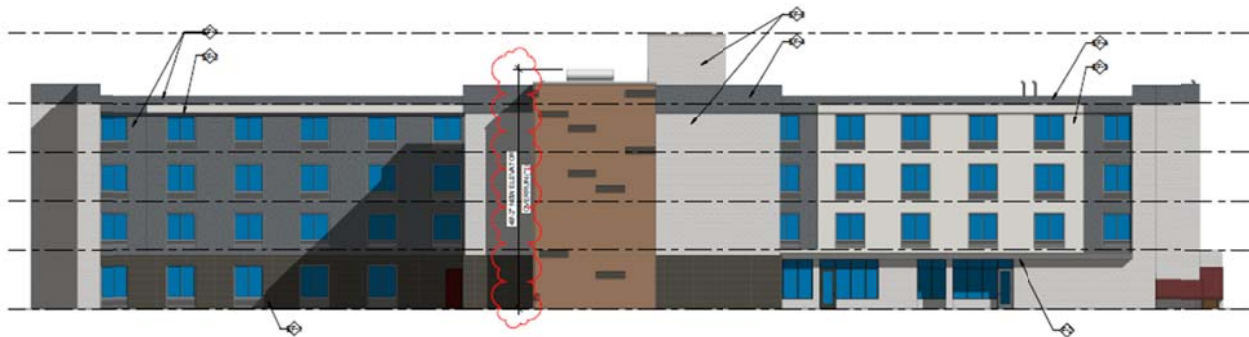
Existing Northwest Façade (Google Earth July 2018)



Proposed West Façade



Existing North Façade (Google Earth July 2018)



Proposed North Façade

2. Landscaping of Parking Lots

a. *Except in the Central Core District, parking lots abutting a property line shall incorporate a landscaped buffer between the property line and the paved surface of the parking lot. Non-raised planters in parking lots are encouraged so that, where possible, stormwater may be accommodated through such landscaped areas and maintenance is reduced.*

i. *Required landscaped buffers shall meet the following standards:*

a) *Buffers shall be a minimum of ten feet wide and contain twice the required number of trees required by Section 6.14.*

b) *The location and type of all plantings shall meet sight distance requirements.*

ii. *The following incentive is available:*

a) *If a landscaped buffer incorporates double the plant quantities and area required above, or double the requirement in Section 6.14.3.F, Parking Area Landscaping, whichever is greater, then the applicant may locate up to 75 percent of the required parking in the front of the building along the principal street façade, with approval by the Planning Commission.*

b. *Except in the Central Core District, where a building abuts parking or paved areas, a landscaped area shall be provided that varies from five to ten feet in width.*

i. *Required landscaped areas shall meet the following standards:*

a) *At least half of the landscaped areas shall be 10 feet in width.*

b) *This landscaped area shall be at least 50 percent of the length of the building.*

c) *Landscaping shall also comply with Section 6.14.*

ii. *The following incentive is available:*

a) *If less than 50 percent of the required parking spaces are located in front of the building along the principal street façade, the landscaped buffer may be reduced to a minimum of 35 percent of the length of the building, with approval by the Planning Commission.*

3. Loading

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

There are no proposed changes to the existing loading operations.

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.D) The following is a parking analysis:

Use Type	Parking Standard	Required Spaces	Proposed Spaces
Hotel or Motel	1 per Bedroom	127	127
Hotel or Motel	1 for Each Resident Employee Unit	0	0
Total		127	127

127 guest rooms are proposed within the hotel requiring 127 parking spaces. The application proposes 135 parking spaces. The application meets this standard.

Accessible Parking (§180-6.13.3.H): All facilities, commercial, mixed-use, and multi-family projects (with seven (7) attached units or more) must provide accessible parking. Five (5) accessible parking spaces are required for parking lots with 101 to 150 spaces. One accessible space must be van accessible. The applicant is providing seven (7) accessible spaces, including a van accessible parking space. The application meets this standard.

Bicycle Parking: (§180-6.13.4, §180-6.21.3.J.2): For all commercial and mixed-use development, bicycle parking shall be provided in an amount equal to at least twenty percent (20%) of the required vehicular parking spaces for the development, with a minimum of five (5) bicycle stalls. Twenty-five (25) bicycle stalls would be required if this was a new proposed project. The application materials do not note bicycle racks. Whereas this is existing nonconforming, Staff recommends a condition requiring the applicant install a minimum of ten (10) bicycle parking spaces. 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 submitted site plan shows parking spaces 8.5' x 18'. Staff has suggested the Planning Commission require the applicant to submit a revised site plan demonstrating compliance with parking space dimensions for staff review and approval, prior to the submittal of a building permit. With this suggested condition, the application meets this standard.

Snow Storage Areas (§180-6.13.7.): One-hundred (100) square feet of snow storage is required for every 350 square feet of paved surface area for any unpaved parking and driveway areas. Staff is awaiting the parking lot area to verify snow storage calculations and will provide an update at the Planning Commission meeting on June 20, 2019.

ANALYSIS – LANDSCAPING AND REVEGETATION [6-14]

The applicant has submitted a landscape plan showing a much enhanced treatment of the property. Staff notes the large extent of existing vegetation that is proposed to remain along with the addition of new parking lot landscaping.

ANALYSIS – OUTDOOR LIGHTING [180-6.16]

The applicant has submitted a lighting plan showing compliance with Section 180-6.16. As illustrated on the submitted application materials, all exterior lighting is full downcast and conforms with the Illuminating Engineer Society of North America (IESNA) criteria for full cut-off fixtures

PUBLIC COMMENT

The Community Development Department has not received formal public comments concerning this project as of June 13, 2019.

ANALYSIS – AGENCY REVIEWS

FRISCO ENGINEERING

1. The project is consolidating two driveways on Lusher into one, opposing Meadow Drive. This is a good improvement.
2. Several islands are shown being added to the large parking lot west of the building. The plans are not clear about how these are to be built. Raised? Curb? landscaped? They are shown as wood mulch, but no other details are given.
3. The photometric plans show numerous site lights and parking lot lights, but they are not shown on any of the other site plans. They should be shown on all plans to help avoid conflicts.
4. The plan shows extensive landscaping on both sides of the new driveway onto Lusher west of the building, both in and out of the ROW. Does Frisco allow a development to do this on Town ROW? And the portion on the private lot conflicts with the snow storage plan on another sheet.
5. The plan calls for a new storm drain with inlets in the Portico driveway area, then discharging into Lusher near the existing shared driveway with Kum & Go. We need more detail on this discharge, where, how, to what, flows etc?
6. The plans do not have adequate dimensions to allow checking on parking stall sizes and aisle widths and such. These should be added.

Bill Linfield, Frisco Engineer

The applicant addressed the Town Engineer's comments and they are currently being reviewed. An update will be provided at the meeting on June 20, 2019.

STAFF RECOMMENDATIONS

Recommended Findings

The Community Development Department recommends the following findings pertaining to the Administrative Site Plan application for the changes to the appearance of the Baymont Inn & Suites building, located at 1202 North Summit Boulevard/Lot 2A, Block A, Discovery Interchange West Subdivision.

Based upon the review of the Staff Report dated June 20, 2019 and the evidence and testimony presented, the Planning Commission finds:

- 1. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-3.8, Gateway (GW) District, since all of the applicable requirements are legal nonconforming or have been met by the submittal and the recommended conditions of approval; including: building height, setbacks, and lot coverage. The proposed new elevator mechanical equipment is of a reasonable and balanced proportion*
- 2. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-6.21, Non-Residential Development Standards, since all of the applicable requirements are legal nonconforming or 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.*
- 3. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-6, Development Standards since all of the applicable requirements are legal nonconforming or have been met by the submittal and the recommended conditions of approval; including: snow storage and snow shedding, vehicular access, and refuse management.*
- 4. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-6.14 Landscaping. The Planning Commission finds that the site meets the landscape requirements and all of the applicable requirements are legal nonconforming or have been met by the submittal; including: required vegetation, water conservation, irrigation system, and landscaping maintenance.*
- 5. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, 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 and design.*
- 6. The proposed site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-13, 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, accessible parking, parking dimensions & design, and snow storage areas*

Recommended Action

Based upon the findings above, the Community Development Department recommends APPROVAL of the proposed Administrative Site Plan application for the proposed changes to the appearance of the Baymont Inn & Suites building, located at 1202 North Summit Boulevard/Lot 2A, Block A, Discovery Interchange West Subdivision, subject to the following conditions:

Special Conditions:

1. *The applicant shall satisfy the comments of the Town Engineer.*
2. *The applicant shall submit a revised site plan demonstrating compliance with parking space dimensions for staff review and approval, prior to the submittal of a building permit.*
3. *The applicant shall submit a revised design for the porte cochere demonstrating compliance with setbacks for staff review and approval, prior to submittal of a building permit.*
4. *The applicant shall provide a minimum of ten (10) bicycle parking spaces prior to Certificate of Occupancy.*

Recommended Motion

Should the Planning Commission choose to approve this Administrative Site Plan application, the Community Development Department recommends the following motion:

With respect to File No. 059-19-ADM, I move that the recommended findings set forth in the June 20, 2019, staff report be made and that the recommended conditions set forth therein be taken and that the Planning Commission hereby APPROVES the request for an Administrative Site Plan Application for changes to the appearance of the Baymont Inn & Suites building, located at 1202 North Summit Boulevard/Lot 2A, Block A, Discovery Interchange West Subdivision.

ATTACHMENTS

Attachments:

- Application Materials

cc: CTA Architects Engineers