



PLANNING COMMISSION STAFF REPORT

April 17, 2025

AGENDA ITEM: Planning File No. MAJ-25-0003: A sketch plan review of a remodel to a commercial property consisting of a fast food restaurant located at 960 N. Ten Mile Drive.

LOCATION: 960 N. Ten Mile Drive / LOT R1 BLOCK 1 LAKEPOINT AT FRISCO SUB RESUB L2 BLK1 AMENDED

ZONING: Planned Unit Development (PUD) – Lakepoint PUD

APPLICANT: Robert Palmer representing FIRSTBANK OF SILVERTHORNE

OWNER: FIRSTBANK OF SILVERTHORNE
12345 W. Colfax Ave.
Lakewood, CO 80215

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PROJECT DESCRIPTION

The applicant, Robert Palmer, representing McDonald's USA LLC and the owner, FirstBank, proposes a remodel to an existing commercial property located at 960 N. Ten Mile Drive. The proposal includes a fast food drive-in restaurant and changes to the site layout.

BACKGROUND

The Property is located within the Lakepoint at Frisco Planned Unit Development (PUD). The properties to the north, east, and south are also in the Lakepoint PUD. The properties to the west, across Summit Boulevard, are in the Commercial Oriented Zone District.

The Lakepoint at Frisco PUD, initially approved in 1981, encompasses a large geographic area located between North Summit Boulevard/Highway 9 and the Lake Dillon Reservoir. This PUD includes multiple commercial projects adjacent to the highway, a mixed-use project (Drake Landing), and a variety of multi-family residential



Figure 1: Vicinity Map

projects located closer to the lake. This PUD is divided into “stages”. The permitted uses and development standards for each stage are regulated by the Lakepoint at Frisco PUD Preliminary Development Plan. The Property is located in Stage 3 of the PUD, where the permitted uses include “drive-in restaurants.” The current site conditions include one commercial building previously used as a bank.

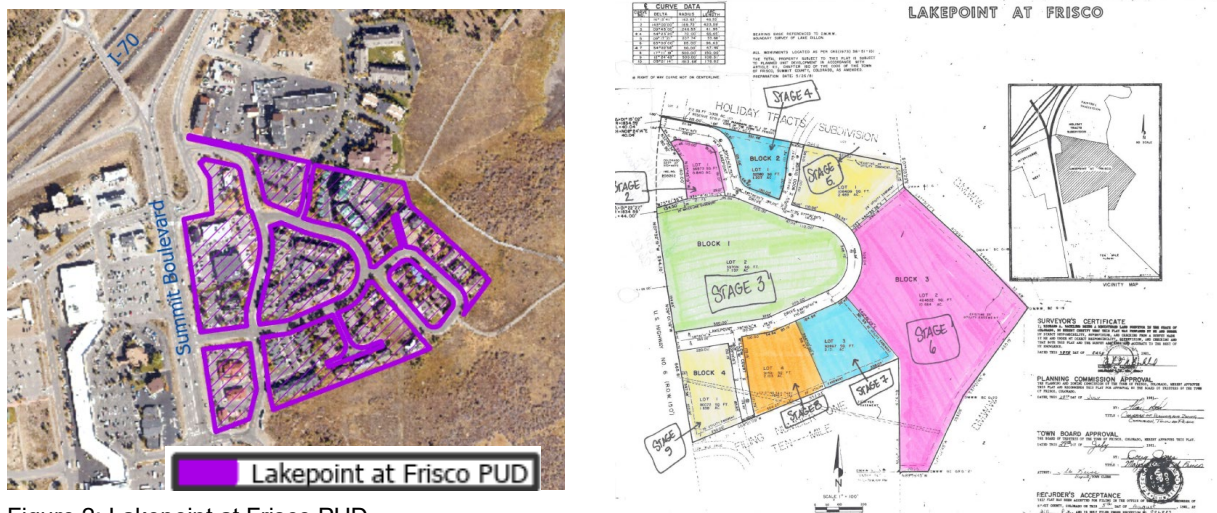


Figure 2: Lakepoint at Frisco PUD

SKETCH PLAN REVIEW

A sketch plan review allows the Planning Commission to provide feedback on all aspects of a development proposal. This includes proposed uses, parking and traffic circulation, architecture, landscape design, and its compatibility with the neighborhood. The process also allows the applicant to listen to the feedback from the Commissioners and make changes to their proposal before submitting a full Major Site Plan application. If there is insufficient information or substantial changes recommended for the proposal, the Planning Commission may require the applicant to present the sketch plan again. It is important to note that the presentation of a sketch plan does not guarantee approval of a site plan, nor does it confer any vested rights.

The full Major Site Plan application for this proposal will undergo Planning Commission review. The application will be reviewed in detail for compliance with the Frisco Community Plan and the Frisco Unified Development Code (UDC) at that time.

ANALYSIS – FRISCO COMMUNITY PLAN

The following elements of the Frisco Community Plan are applicable to review the proposed development:

Vision and Guiding Principles (excerpts)

The vision and guiding principles are a statement of community values. Together, they reflect characteristics that residents value about Frisco today, and the kind of community that residents would like to see Frisco become as it continues to grow and evolve over time. The vision and guiding principles serve as an organizing framework for subsequent chapters and policy guidance in the Community Plan, as well as for the Town Council's Strategic Plan.

Guiding Principle 1: Inclusive Community

Frisco cares about our neighbors, visitors, and the whole of our community. We are an inclusive community that welcomes people of all backgrounds and income levels. We support a balance of housing options to create opportunities for a diverse population to reside here. Our history is integral to our identity and it is also a guiding principle for our future. As the Town grows and changes, we need to be rooted in the values of our past. The Ten Mile Range mountain backdrop, historic structures, vibrant neighborhoods, and a lively Main Street characterize Frisco along with the friendly people and welcoming vibe. As Frisco grows, this character and identity should be preserved and enhanced throughout Town.

1.2: Improve the aesthetic appeal and functionality of the Summit Boulevard Corridor and the Exit 203 Gateway

- **1.2A** Support public improvements and gateway redevelopment that is aesthetically appealing, inviting to visitors, and reflects a cohesive community image of Frisco. See page 64 for design concepts and Area Specific Policies/Design Principles to enhance the West Main Gateway.
- **1.2B Encourage infill and redevelopment along Summit Boulevard that improves the aesthetic appeal and supports an economically thriving corridor.** See page 67 for additional discussion of opportunities along Summit Boulevard.
- **1.2C** Support the integration of workforce housing as part of future redevelopment efforts along Summit Boulevard through the potential intensification of land uses throughout the Summit Boulevard corridor and the greater Mixed Use Gateway District.

Guiding Principle 2: Thriving Economy

The Frisco economy is built upon a unique balance of tourism and its role as a commercial-service hub for the region. Tourism, driven by recreational opportunities, and the small, mountain town appeal of Main Street, creates jobs and revenue. Locals and visitors utilize the large retailers, grocery stores, and services located along Summit Boulevard, and support the small businesses on Main Street. While the Frisco economy has seen steady growth in the past decade, diversification of the economy is important. More year-round opportunities will provide stability through the seasons and economic downturns. The Town should focus on small, incremental changes that preserve the town character and a healthy small business community that attracts residents and visitors.

2.1: Maintain a diverse and strong economy

- **2.1A Continue to attract and retain businesses that support and enhance Frisco's tourism revenues, while also seeking to build upon entrepreneurship and new or emerging niches.**
- **2.1B** Provide opportunities for a balanced mix of housing and services to support local businesses, employees, residents and visitors.
- **2.1C As development and infill occurs, ensure that the Town's overall mix of land uses remains aligned with community goals.**
- **2.1D** Participate in regional and state economic development efforts that support a diverse economy.
- **2.1E** Support the creation of home-based businesses and remote workers.

2.2: Strengthen Frisco's role as the year-round-local commercial and service hub for the region

- **2.2A Support the retention and expansion of regionally-serving commercial and service uses.**
- **2.2B Protect the Light Industrial zone district from dilution and intrusion by other uses.**
- **2.2C Encourage continued reinvestment in existing commercial centers. Refer to page 67 for additional discussion of opportunities along Summit Boulevard.**

The property is located along the Summit Boulevard commercial corridor, about a half mile from the I-70 Exit 203. The adjacent properties to the north and south are zoned Lakepoint PUD and consist of commercial uses, including a fast food restaurant and a grocery store. The property to the east is zoned Lakepoint PUD and consists of a mixed-use development (Drake Landing). The properties to the west, across Summit Boulevard, are all commercial uses.

The application as proposed complements adjacent properties with an appropriate use in the Summit Boulevard commercial corridor, while utilizing the existing structure. The proposed change in use supports Frisco's role as a commercial hub for the region and will enhance tourism revenues from visitors passing through Frisco and the I-70 corridor as supported by Policies 1.2B, 2.1A, 2.1C, and 2.2A, and 2.2C.

The application, as proposed, is permitted in the PUD and generally complies with the principles, goals, and policies of the Frisco Community Plan.

ANALYSIS – LAKEPOINT AT FRISCO PLANNED UNIT DEVELOPMENT

The PUD specifies certain requirements as outlined below. If the PUD does not address specific requirements found in the Town Code, the Town will defer to the Town Code for regulations concerning that requirement. The requirements of the PUD are applicable to the review of the proposed commercial project as follows:

Maximum Building Coverage: The maximum allowed building coverage is 40%. The application proposes 4,575 sq ft, or 9.5% building coverage. The application meets this requirement.

Maximum Gross Floor Area: The maximum gross floor area allowed of any building is 125,000 square feet. The application proposes 4,575 sq ft of gross floor area, meeting the requirement.

Setbacks: The PUD states that there are no setback requirements for developments in Stage 3 of the PUD.

Minimum Open Space: The PUD requires a minimum of 20% of the property to be dedicated open space. Per the PUD:

In no instance shall such minimum open space areas be used for parking or lie within a building's footprint, including that created by any kind of an overhang. Additionally, such minimum open space cannot utilize areas which are designated as wetlands or waterways and shall not contain active recreational facilities.

The application proposes 19,201 sq ft, or 39.9%, of open space on the property. The application meets this requirement.

Maximum Stories: The maximum number of stories allowed in the PUD is two (2). The application proposes utilizing the existing one-story building with a second-story architectural feature that does not include usable space. The application meets this requirement.

Maximum Building Height: The maximum height of any structure allowed in the PUD is 35 feet. Plans submitted show the existing structure at 33.5 feet. No changes are proposed to the maximum building height. The roof height will be verified at the full Major Site Plan application with a topographic survey.

Bike Paths and Pedestrian Easements: Per the PUD, *“The provision for bike paths and pedestrian easements throughout the Planned Unit is important. Therefore, the Town, through the site plan review process, may require the owner of any, other than Stage 1 (hereinafter defined), to provide bike paths and pedestrian access easements in reasonable quantities and locations to achieve this objective and integrate with the overall master plan for bike paths and pedestrian easements as set forth in the “Parks and Recreation Plan for the Town of Frisco.”*

Existing sidewalks are located to the east, west, and south of the property. Initial comments from Public Works at the sketch plan review indicated that an easement will need to be granted for the sidewalk on the south side of the property. The applicant will work with Public Works on the pedestrian access easement and more information will be provided by Public Works at the full Major Site Plan application.



Figure 3: Existing sidewalks illustrated in yellow

Permitted and Conditional Uses: The PUD permits “all retail, commercial, business, and accommodation uses including...drive-in restaurants” in Stage 3 of the PUD. The application meets this standard.

ANALYSIS - DEVELOPMENT STANDARDS [180-6]

At the full Major Site Plan application review, this application will be reviewed for compliance with all development standards of the Unified Development Code (Code).

Development On Steep Slopes (§180-6.5.1): Per the Code, any portion of a site with a slope of 15% or greater for a distance of 25 contiguous feet shall qualify as a steep slope. On slopes from 15% to less than 30%, net site disturbance shall not exceed 50% of the total area within this range of slopes. Additionally, net site disturbance shall not exceed 15% of the total area of slopes greater than 30%. The property does not appear to contain steep slopes and, therefore, does not need

to meet these requirements. Steep slopes will be verified at the full Major Site Plan application review with a topographic survey.

Drainage Plan (§180-6.6): The Town Engineer will review the drainage plan submittal requirements, design standards, and erosion and sediment control as outlined in §180-6.6 of the Code at the full Major Site Plan application review.

Vehicular Access Requirements (§180-6.11): All vehicle access shall comply with the standards outlined in Chapter 155, Minimum Street Design and Access Criteria. Commercial driveways accessing the right-of-way shall be at least 12 feet wide for a one-way access. Where development abuts a Town road, the Frisco Public Works Director must approve the location and design of access points to the road.

The applicant proposes one-way counterclockwise traffic circulation through the site, with the north driveway serving as the entrance and the south driveway serving as the exit. The application appears to meet the requirements for minimum one-way driveway width but will need to be clearly labeled as measured within Town ROW from the ROW line to the edge of pavement at the full Major Site Plan application review. The traffic study notes that the application meets Town requirements for intersection proximity and driveway spacing.

Initial comments from the Public Works Director/Town Engineer indicate that the traffic study meets Town requirements. One-way signage will need to be added and sight distance needs to be checked at the Ten Mile Drive intersection with the proposed landscaping. Comments from CDOT show that a CDOT Access Permit will need to be obtained. The Town will work with the applicant and CDOT to ensure this is met. Approval from the Public Works Director/Town Engineer will be required at the full Major Site Plan application review.

Non-vehicular Access Requirements (§180-6.11.2): All site plans shall provide for and show non-vehicular access in accordance with the standards set forth in the Frisco Trails Master Plan and Chapter 155, Minimum Street Design and Access Criteria. All non-residential developments shall provide safe and convenient non-vehicular access to a public street or road year-round and integrate pedestrian and bike paths with similar existing and planned facilities on adjacent properties. Developments shall install paved, year-round access from and through the development to adjacent public sidewalks, bicycle and pedestrian facilities, or right of way both existing and proposed.

The 2023 Frisco Trails and Pathways Master Plan does not show any new connections adjacent to the property that need to be considered in this review. The application proposes one pedestrian connection to the existing sidewalk on N. Ten Mile Drive, which is sufficient for the application to meet this standard.

The existing sidewalk connection between N. Ten Mile Drive and Summit Boulevard, parallel to Lakepoint Drive, is currently on the subject property with no easement for the Town. In initial comments, Public Works indicated that an easement shall be granted for this sidewalk connection during the full Major Site Plan application review.



Figure 4: Frisco Trails and Pathways Master Plan

Traffic Study (§180-6.12): Frisco Town Code requires that a traffic study, prepared by a professional engineer licensed in the State of Colorado, be submitted for this application. Initial

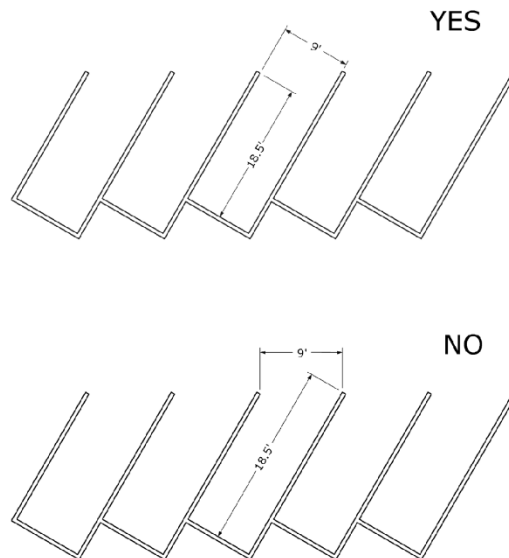
comments from the Public Works Director/Town Engineer indicated that the traffic study meets the Town requirements. The submitted traffic study will be reviewed in detail by Public Works and the Town Engineer at the full Major Site Plan application review.

On-Premise Parking Requirements (§180-6.13.3.): The following is a preliminary parking analysis:

Use Type	Parking Standard	Applicable Criteria	Required Spaces
Fast food restaurant	1 per 150 sq ft of GFA (non-seating area)	3,325 sq ft	22
	1 per 250 sq ft of GFA (seating area)	1,250 sq ft	5
Total parking spaces required			27
Fast food restaurant	5 stacking spaces per drive-up window	2 drive-up windows	10
Total stacking spaces required			10

The application proposes 32 parking spaces in the parking lot, including two accessible parking spaces, and 15 stacking spaces for the drive-up windows. The application meets this standard.

Parking Standards and Criteria (§180-6.13.6.): Parking spaces must measure 9 feet by 18.5 feet, measured as follows for diagonal spaces:



The application currently shows parking spaces measuring 9 feet by 18 feet. The proposed parking layout does not appear to meet the parking design standards due to the parking space dimensions. The application shall be in full compliance at the full Major Site Plan application review. The application meets the requirements for drive aisles and accessibility aisles.

Accessible Parking (§180-6.13.3.H): All commercial projects must provide accessible parking, including one space designated for accessible vans. The proposed project requires 2 accessible parking spaces, one of which must be van accessible. The application shows 2 accessible parking spaces provided, both of which meet the requirements for being van accessible. The application meets this requirement.

Bicycle Parking (§180-6.13.4): All nonresidential developments must provide bicycle parking facilities, in the amount of not less than 20 percent of the total required parking spaces. 5 bicycle parking stalls are required for this project. Bicycle parking is not shown on the site plan at this time. The applicant will need to show bicycle parking in compliance with the Code at the full Major Site Plan application review.

On-Premises Loading Requirements (§180-6.13.8.): On premises loading areas are not required for commercial uses with 0-12,000 sq ft of GFA. An on-premises loading area is not required for this application. Whereas not required, Staff asked the applicant to address how deliveries would not create a traffic problem. The applicant has stated that the deliveries occur during the off hours so that the truck can offload in parking spaces then circulate and leave and therefore not restrict traffic movement.

Outdoor Lighting (§180-6.16): Outdoor lighting installed for new structures shall be full cut-off fixtures and be positioned so that there is no direct light emission onto adjacent properties. The application materials show recessed down light fixtures and wall-mounted fixtures. The applicant will provide a lighting plan, including additional details about the proposed fixtures and any proposed parking lot lighting, at the full Major Site Plan application to show compliance with the outdoor lighting regulations.

Landscaping and Revegetation (§180-6.14): The application is subject to the landscaping requirements for a commercial large project development. In commercial large projects, for every 1,500 square feet of project lot area or fraction thereof, a minimum of one (1) tree must be planted on the site, and one (1) shrub shall be required for every 2,500 square feet of lot area. With a lot size of 48,151 square feet, 32 trees and 19 shrubs are required.

The application shows 17 existing trees to be preserved and 15 new trees to be planted, including 7 shade trees, 4 ornamental trees, and 4 evergreen trees. The application indicates that 28 shrubs will be provided. While the quantities are being met, the following needs to be addressed:

- Tree sizes and species must be shown and meet the requirements of §180-6.14.4. and §180-6.14.8.
- Shrub species, locations, and sizes must be shown and meet the requirements of §180-6.14.4. and §180-6.14.8.
- Existing healthy trees may be substituted for up to 50% of required tree landscaping. 16 existing trees may count toward the requirement; 1 additional new tree must be shown on the full Major Site Plan application.

The applicant will be required to submit a construction management plan with the full Major Site Plan application that will be required to show construction fencing and revegetation notes to ensure compliance with the Town Code. The applicant will be required to show compliance with all landscaping requirements at the time of full Major Site Plan application.

Parking Area Landscaping (§180-6.14.3.F.): Any parking lot providing 20 or more parking spaces must provide a landscaping area equal to at least 6% of the total paved area. At least 50% of the required parking lot landscaping area must be internal to the parking area. The remainder must be within 10 feet of the perimeter of the paved area. This area must include 1 tree and 2 shrubs per 150 square feet of required area, or fraction thereof. Parking lot islands must be at least 8 feet in width and length and contain at least 1 tree. With a paved area of 20,920 sf, 1,255 sf of parking lot landscaping is required, with 628 sf of that area being internal to the parking area. Within this area, 8 trees and 16 shrubs are required.

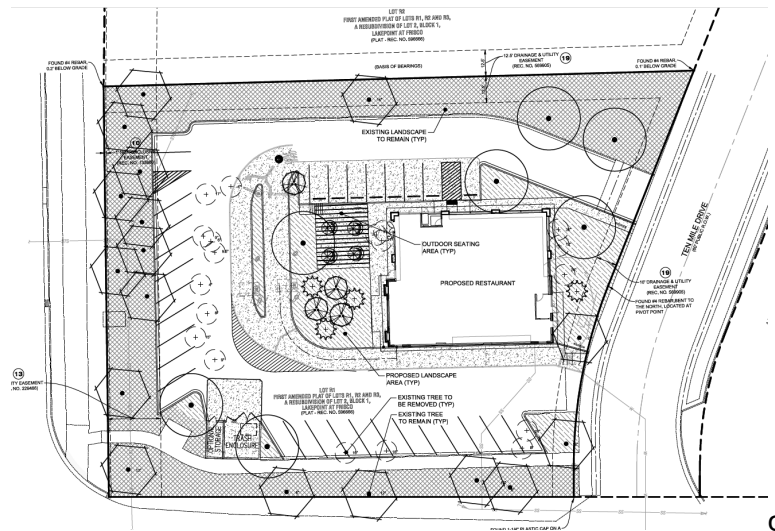


Figure 5: Proposed Landscaping

The application shows 1,255 sf of landscaping within 10 feet of the parking area, including the 8 required trees. Staff requests that Planning Commission comment on whether the applicant is meeting the requirement for internal parking lot landscaping.

Snow Storage and Snow Shedding (§180-6.15.): Snow storage is required on-premises in the amount of 25% of the paved surface area. Snow storage must be located lengthwise adjacent to the applicable paved area. For 24,110 sf of total paved area, the project is required to provide 6,028 sf of snow storage. The application materials show 6,254 sf of snow storage provided. All snow storage areas are at least 10 feet wide. The application meets this requirement.

Refuse Management (§180-6.17): All commercial, mixed-use, and multi-family residential development projects containing five or more units shall utilize a trash enclosure to collect and store refuse, recycling, grease traps, and compost collection. Equal space for refuse, recycling, and compost collection must be provided. Enclosures shall be wildlife-proof, four-sided structures with opaque materials to a height of 6 feet, a roof, and separate pedestrian access.

The application materials show a refuse enclosure in the southwest corner of the site, with split face CMU block walls, a gated entrance, and no roof. The applicant will need to address the following at the full Major Site Plan application:

- The application shall show equal space for recyclable materials, including compost, in addition to a trash receptacle.
- The refuse enclosure must include a roof.

- The exterior materials of the refuse enclosure shall be complementary to those on the exterior of the primary structure. Concrete block can only be used as an accent material, not as the primary material.

A letter of approval from a waste collection provider will be required at the full Major Site Plan application.

Signs (§180-6.19): Signage is not reviewed as part of the Major Site Plan application. A separate sign permit will be required to review any proposed signage shown in the application materials. The applicant is requesting that the Planning Commission initiate a code amendment to the Frisco Town Code, Table 6-8 regarding the allowed number of drive-through menu board and pre-sell menu board signs. A separate Planning Commission work session at a later date will be held to discuss the proposed code amendment.

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

The application shall be held to the following nonresidential development standards:

A. Compatibility with Neighborhood Character (§180-6.21.3.A): Compatibility shall be achieved through proper consideration of scale, design, proportions, site planning, landscaping, materials and colors, and compliance with the standards in this section.

The applicant proposes to reuse most of the existing building exterior with minor renovations. Proposed finishes will match existing. New elements include gray and bronze trim, with gold accents on the drive-through canopies.

B. Façade Standards (§180-6.21.3. B): All building elevations shall employ varied articulation of wall surfaces, including deep eaves or overhangs, patios, architectural features that add variety to the wall plane, changes in material, variations in window sizes, and/or prominent building entrance features. Building walls and corresponding eaves shall not exceed 27 feet in the same geometric plane.

The application utilizes an existing building, modifying the exterior for a new use. The application materials appear to retain the columns, overhangs, and building articulation on the east, west, and north facades of the building. Articulation appears to decrease on the south side of the building to better accommodate the fast food drive-through. All facades of the building meet the standards for building elements. No changes are proposed to the roof lines and this will be verified at the full Major Site Plan review.



Figure 6: Existing and proposed south facades

D. Roof Standards (§180-6.21.3.D): The intent of the roof standards is 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. No changes are proposed to the roof pitch, design, or materials.

E. Building Material Standards (§180-6.21.3.E): Building materials must be predominantly natural. Stucco, metal, and concrete block are allowed as an accent material or in combination with other materials. Aluminum siding that does not imitate natural materials is prohibited.

The existing stone veneer and stucco will remain as the primary materials. The application materials show added metal doors, aluminum accent panels, and aluminum canopies over the drive-through windows. Staff requests the Planning Commission provide feedback on the new proposed building materials.

F. Building Colors (§180-6.21.3.F): Primary building colors may not exceed a chroma of 4 on the Munsell Color Chart, and accent colors may not exceed a chroma of 8. The proposed “gold underscore” on the drive-through canopy appears to exceed a chroma of 8. A physical sample will be required at the full Major Site Plan application for review.

G. Design Variety (§180-6.21.3.G): Building designs that duplicate, or are substantially similar to nearby structures are not allowed. This is an existing building and does not appear to be substantially similar to other structures within a 300 foot radius.

I. Parking and Loading (§180-6.21.3.I): No more than 60% of required parking spaces may be located in front of a building along the principal street façade. With 27 required parking spaces, no more than 16 may be located along the principal street. The application shows no more than 12 parking spaces along any street façade, meeting the requirements.

Parking lots abutting a property line shall incorporate a minimum 10-foot wide landscaped buffer between the property line and the paved surface of the parking lot. The buffer shall contain twice the number of trees required by the landscaping section. The application materials show a >20ft landscaping buffer from the west property line containing 8 trees, and a landscaping buffer from the south property line that appears to be ~11ft (not including the sidewalk) and contains 5 trees. The application meets this standard.

Parking lots or paving abutting a building shall provide a landscaped area of 5-10 feet in width, with half of the area being 10 feet in width and the area running along 50% of the building. If less than 50% of the required parking spaces are in the front of the building, the landscape buffer may be reduced to 35% of the length of the building, with Planning Commission approval. The application materials show a landscape buffer on the east façade of the building, but the north, south, and west sides of the building directly abut paving. The existing building includes landscape buffers adjacent to the building. While a landscape buffer on the drive-through south side of the building may not be feasible, a landscape buffer meeting these requirements will be required on the west and north sides of the building. The parking layout qualifies for a reduction in the required landscape buffer to 35% of the building if approved by Planning Commission. Staff requests that Planning Commission comment on the landscape buffers around the building.

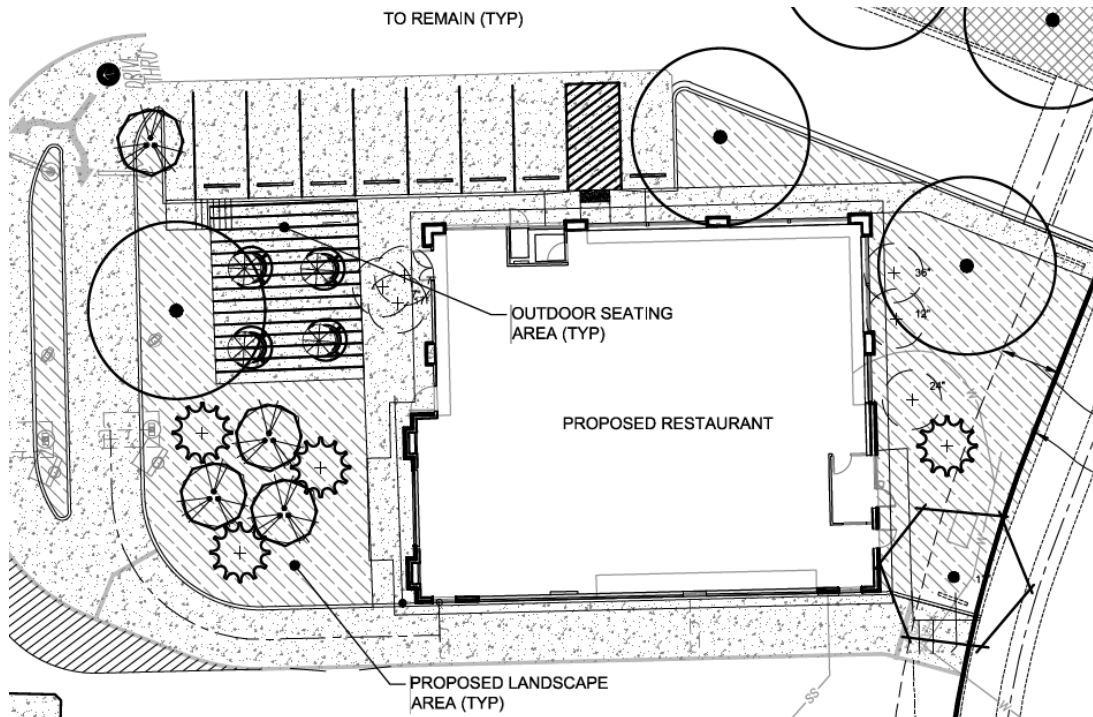


Figure 7: Proposed landscaping abutting building

Trash areas must be screened from all public rights-of-way and parking areas. The application materials show two additional trees to be planted around the new enclosure to screen it from the parking area. Given that the applicant is utilizing an existing building and site, the application meets this standard.

J. Amenities (§180-6.21.3.J): Bicycle parking spaces shall be provided in an amount equal to at least twenty percent (20%) of the required vehicular parking spaces for the development. No bicycle parking is shown at this time. Bicycle parking will be reviewed for compliance at the final review of the Major Site Plan application.

No community spaces are required for commercial development with less than 10,000 square feet of gross floor area. The proposed project has 4,575 square feet of gross floor area. No community spaces are required at this time.

Bulk Standards (§180-6.23): Table 6-K of the Code outlines bulk plane requirements for Summit Boulevard. The applicant proposes to utilize an existing building with no changes within the bulk plane. The application meets this requirement.

PUBLIC COMMENT

As of April 10, 2025, the Community Development Department had received two formal public comments concerning this project. The comments are included as Attachment C.

With reference to the concerns raised regarding odor, Staff notes that Frisco Town Code, Section 124-4.O. states:

Fire, smoke, and odor from burning. Any fire, smoke or odor that endangers the health, safety or welfare of the community.

If a business was operating and the public had concerns that the odor coming from the structure was endangering their health, safety, or welfare, they could speak to the business and Police Department regarding enforcing Town Code 124-4.O.

STAFF RECOMMENDATIONS

Staff recommends the Planning Commission provide the applicant with feedback on the application submitted for the 960 N. Ten Mile Drive fast food restaurant project and associated improvements in the context of the recommendations and requirements of the Frisco Community Plan and the Frisco Town Code. Specifically:

- Staff recommends the Planning Commission comment on the proposed landscaping of the site, including landscape buffers.
- Staff recommends that the Planning Commission comment on the proposed building articulation and accents.

ATTACHMENTS

Attachments:

- Attachment A – Sketch Plan Application Materials MAJ-25-0003
- Attachment B – Preliminary Referral Comments
- Attachment C – Public Comments
- Attachment D – Lakepoint at Frisco PUD

cc: Robert Palmer, Strategic Land Solutions, Inc.