



PLANNING COMMISSION STAFF REPORT

October 16, 2025

AGENDA ITEM: Planning File No. MAJ-25-0003: A final 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 McDonald's Real Estate Company

OWNER: McDonald's Real Estate Company
McDonald's Corporation Tax Dept 027
110 N. Carpenter St
Chicago, IL 60607

TOWN STAFF: Emma Heth, Planner II

PROJECT DESCRIPTION

The applicant, Robert Palmer, representing McDonald's Real Estate Company 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 in the Lakepoint at Frisco Planned Unit Development (PUD). The properties to the north, east, and south are also in the 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 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

960 N. Ten Mile Drive, MAJ-25-0003, Final Major Site Plan Review

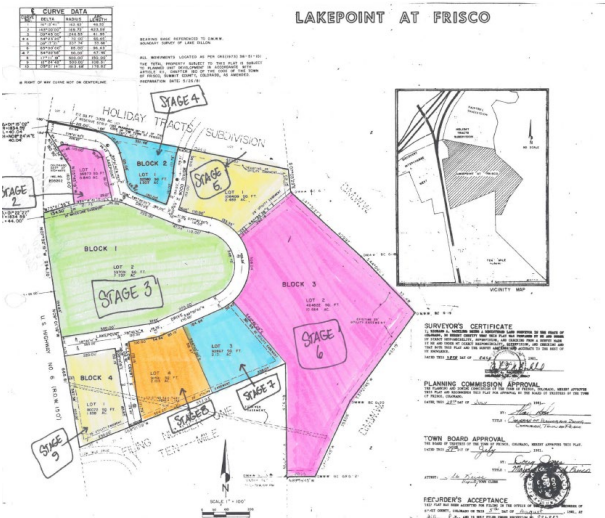


Figure 2: Lakepoint at Frisco PUD

- Commissioners noted that they heard and understood public comments and recognized that there were only certain items that are in their purview
- Commissioners stated they expected an in-depth review of the traffic study at final site plan review and that the traffic study needs to reflect the business at the highest use along with extending the corridor to be analyzed
- Commissioners requested that a third-party reviewer also be consulted for the traffic study
- Commissioners noted that four-way stop needs to be a priority for the Town at the Lakepoint Dr/N. Ten Mile Dr intersection
- Commissioners encouraged the applicant to be a good neighbor
- Commissioners requested additional landscaping to screen headlights

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- Commissioners encouraged the applicant to be a good neighbor
- Commissioners requested additional landscaping to screen headlights

- Commissioners requested that the applicant consider not having a 24-hour drive through
- Commissioners noted that the applicants' offer to improve striping and signage should be in writing with the final Site Plan application

MAJOR SITE PLAN REVIEW

A Major Site Plan application requires the Planning Commission to review, discuss, and make a final decision on the application. The proposal is reviewed in detail to ensure conformance with the Frisco Community Plan and compliance with the Frisco Unified Development Code (UDC). The Planning Commission shall review the Major Site Plan application and approve, approve with conditions, or deny the Major Site Plan in accordance with Section 180-2.3.7 and the approval criteria in Subsection 180-2.5.2.E.

ANALYSIS – FRISCO COMMUNITY PLAN

The following elements of the 2019 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 reusing 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, 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%. Building coverage includes roof overhangs. The application proposes 5,609 sq ft, or 11.6% 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 19,940 sq ft, or 41.4%, 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 34.16 feet from finished grade to the existing building height. No changes are proposed to the existing building height.

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. The Town Engineer/Public Works review stated that a 10' pedestrian easement for the sidewalk on the south side of the property shall be recorded prior to issuance of a building permit. This is included as a condition of approval that all comments from the Town Engineer be satisfied.



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]

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. These slopes are subject to limits on net site disturbance of the sloped area. The property does not contain steep slopes of at least 15% grade for 25 contiguous feet. The application meets this standard.

Drainage Plan (§180-6.6): The contracted Town Engineer reviewed the drainage plan submittal and provided comments to the applicant. All comments have been addressed and the plans are in conformance with Town standards. As noted on the plans, a storm sewer easement will need to be recorded prior to building permit issuance. The application meets this standard.

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 contracted Town Engineer reviewed the proposed vehicle access and provided comments. The submittals were found to be in general conformance with Town standards, but the applicant will be required to address all outstanding comments prior to issuance of a building permit.

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 two pedestrian connections from the building to the existing sidewalk on N. Ten Mile Drive. The application meets this standard.



Figure 4: Frisco Trails and Pathways Master Plan

The plans also indicate upgrades to the sidewalk and curbs along N. Ten Mile Drive to meet ADA requirements. These improvements were recommended by the contracted Town Engineer. The improvements are to be made by the property owner and maintained by the Town.

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. As stated previously in this staff report, a 10' easement shall be granted to the Town for this sidewalk prior to building permit issuance.

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. At sketch plan review, Planning Commission requested that the traffic study be given an in-depth review given the extensive public comment around potential traffic impacts. Commissioners also requested that the Town consider a four-way stop at the intersection of Lakepoint Dr and Ten Mile Dr, and incorporate the applicant's offer to upgrade striping and signage at the intersection.

A traffic impact study was submitted with this application and reviewed by the contracted Town Engineer. In initial comments, the Town Engineer noted that the data, methodology, and analysis met Town standards, but requested additional analysis of the drive-through queue, the Ten Mile Dr/Ten Mile Dr intersection south of the proposed development, and the driveway exit. The applicant provided an updated traffic study, which was reviewed and approved by the Town Engineer.

The traffic study analyzes the impacts of the traffic increase from redevelopment and concludes that the increased traffic caused by this development does not cause any adjacent roadways to fall to a failing level of service (LOS) and therefore no mitigation is required. The study notes that several adjacent intersections will be at a failing level of service in future years, but not due to the proposed development. However, the intersection at Lakepoint Dr. and N. Ten Mile Dr. will be updated to a four-way stop. This decision was made following public input, at the applicant's recommendation, and with Town approval, but not as an outcome of the traffic study. Upgrades for the four-way stop will be constructed by the applicant and maintained by the Town.

The traffic study recommended signage and striping improvements at the driveway exit, which shall be incorporated into the plans at building permit submittal per the contracted Town Engineer's comments. A CDOT access permit will also need to be approved by the Town and CDOT prior to building permit issuance. Staff recommends the CDOT access permit approval as a condition of approval.

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

Use Type	Parking Standard	Applicable Criteria	Required Spaces	Provided 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	32
Fast food restaurant	5 stacking spaces per drive-up window	2 drive-up windows	10	
Total stacking spaces required			10	15

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.): The application materials comply with all parking design standards, including parking space dimensions and drive aisles. The Town Engineer reviewed the parking layout for drainage, access, and design as outlined in the UDC and Chapter 155, Minimum Street Design and Access Criteria, and the applicant has addressed all comments. The application meets this standard.

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. The application materials show 6 bicycle parking spaces provided. The application meets this standard.

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 average illumination on the surface of a parking lot cannot exceed 2.0 footcandles (fc), and the maximum spillage onto adjacent properties and rights-of-way is 0.9 footcandles. A lighting plan was submitted with the application materials for review.

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.

1. The proposed development will have a substantial adverse impact on an adjacent property; and
2. The substantial adverse impact is due to an impact of the proposed development that is unique and peculiar to the proposed development and not of the type normally associated with the type of development proposed.

[illegible]

PROPOSED RESTAURANT

24' x 36' x 10' BACKYARD

24' x 36' x 10' FRONT YARD

OUTDOOR SEATING AREA (TYP)

PARKING AREA

PROPOSED LANDSCAPE AREA (TYP)

SIGHT TRIANGLE (TYP)

PROVIDE NATIVE GRASS REVEGETATION ALONG LAKEPOINT DRIVE AND REVEGETATION OF ANY DISTURBED AREAS (TYP)

EXISTING LANDSCAPE TO REMAIN (TYP)

EXISTING TREE TO BE REMOVED (TYP)

EXISTING TREE TO REMAIN (TYP)

LIGHT POLE (TYP)

10 MILE DR

PROPOSED UTILITY (EXISTING UTILITY LOC. NOT SHOWN)

LAKEPOINT DR

(SHEET NO. 10 OF 10)

The application shows 27 existing trees to be preserved and 16 new trees to be planted, including 7 blue spruce, 5 narrowleaf cottonwood, and 4 aspen. The application lists 120 shrubs to be provided. Two trees and numerous shrubs are shown near the driveway exit, with additional shrubs and trees located between the building and N. Ten Mile Dr. The application meets the landscaping requirements. Staff notes that in order to meet sight triangles for vehicle safety, landscaping should not be required too close to the driveway access. If Planning Commission finds that the proposed landscaping meets their request for additional landscaping to screen the development from the road and the mixed-use development across N. Ten Mile Dr, the application meets this standard.

Additional landscaping requirements are outlined in the Nonresidential Development Standards, which are discussed later in the staff report.

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.

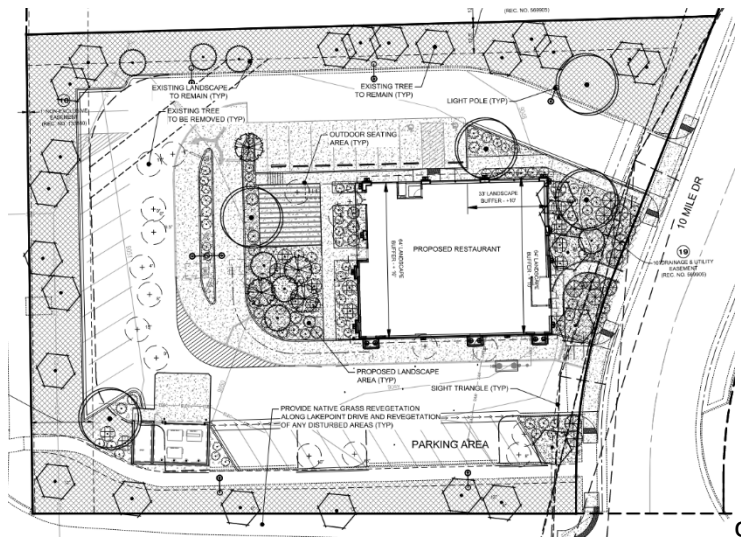


Figure 7: Proposed Landscaping

The application shows 1,255 sf of landscaping within 10 feet of the parking area, including the 8 required trees and 16 shrubs. The application meets this requirement.

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 23,636 sf of total paved area, the project is required to provide 5,909 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 with stucco, stone veneer, wood trim, and asphalt shingles to match the primary structure. The structure is accessed either through a pedestrian door or garage door for collection. The structure has sufficient space for recycling, trash, and compost. A letter of approval from a waste collection provider was provided. The application meets this standard.

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.

Nonresidential Development Standards (§180-6.21): The purpose of the nonresidential 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.

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 show that the project will retain most of the building articulation and architectural elements on all facades of the building. The walls on all facades will be bumped out; the existing stone columns will be incorporated into the walls, still providing articulation. Articulation appears to decrease slightly on the south side of the building to better accommodate the drive-through, but new elements are also incorporated for the drive-through windows. All facades of the building meet the standards for building elements. No changes are proposed to the roof lines.



Figure 8: 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. At sketch plan review, Planning Commissioners asked about screening of rooftop mechanical equipment. Rooftop mechanical equipment is shown screened within the existing roof lines.

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. At sketch plan review, Planning Commission did not express any concerns around proposed building materials. The application meets this standard.

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 is a chroma of 8, meeting this standard. Staff has verified the chroma of the physical samples provided.

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 requirement.

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 6 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 project qualifies for the reduction to 35%.

The application materials currently show 222 linear feet of the building abutting paving. Of those 222 feet, approximately 83 feet incorporate a landscape buffer between the paving and the building. All provided buffers are between 5-10 feet. At the time of sketch plan, the Planning Commission did not comment on landscape buffers. If Planning Commission approves the reduction of landscape buffers to 35%, the application meets this requirement.

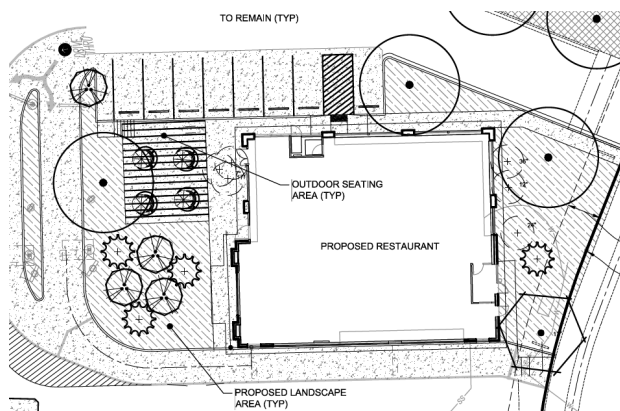


Figure 9: Landscaping proposed at sketch plan

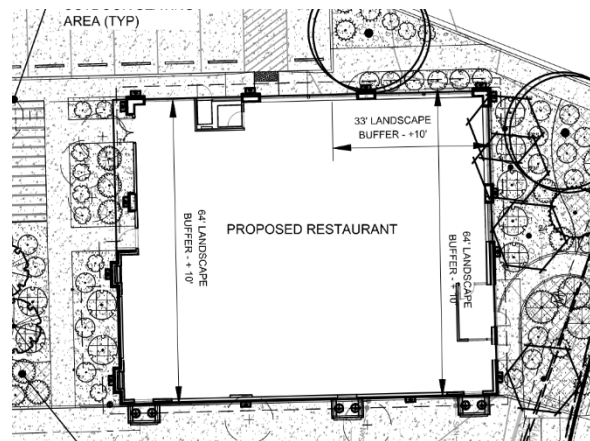


Figure 10: Final proposed landscaping buffers

Trash areas must be screened from all public rights-of-way and parking areas. The application materials show 1 new tree and 10 shrubs 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. 5 bicycle parking stalls are required for this project. The application materials show 6 bicycle parking spaces provided. The application meets this standard.

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.

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

PUBLIC COMMENT

As of October 10, 2025, the Community Development Department had received three formal public comments concerning this project, submitted after the sketch plan review. These comments do not necessarily address the final plans currently under review. The comments are included as Attachment C.

STAFF RECOMMENDATIONS

Recommended Findings

The Community Development Department recommends the following findings pertaining to the Major Site Plan application for the proposed remodel to an existing commercial property located at 960 N. Ten Mile Drive / Lot R1 Block 1 Lakepoint at Frisco Sub Resub L2 Blk1 Amended.

Based upon the review of the staff report dated October 16, 2025, and the evidence and testimony presented, the Planning Commission finds:

- 1. The proposed major site plan application is in general conformance with the principles and policies of the Frisco Community Plan. Commercial redevelopment of this lot is supported by the Frisco Community Plan Guiding Principles of Inclusive Community and Thriving Economy. The proposed development reuses an existing building design for a new use in the Summit Boulevard commercial corridor. The proposed redevelopment 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.*
- 2. The proposed major site plan application is in general conformance with the Lakepoint at Frisco PUD Preliminary Development Plan, including: building coverage, building height, permitted uses, open space, and gross floor area. All applicable requirements have been met by the submittal and the recommended conditions of approval.*

3. *The proposed major site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-6, Development Standards since all the applicable requirements have been met by the submittal and the recommended conditions of approval, including: grading plan, drainage plan, snow storage and snow shedding, vehicular access, non-vehicular access, and refuse management.*
4. *The proposed major site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-6.14 Landscaping since all the applicable requirements have been met by the submittal and the recommended condition of approval; including: required vegetation, screening, water conservation, irrigation system, and parking area landscaping. The Planning Commission finds that the proposed landscaping buffer is approved with materials showing compliance with 35% of the length of the building.*
5. *The proposed major site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically 180-6.16 Outdoor Lighting since all the applicable requirements have been met by the submittal; including: exterior light fixtures, light emissions, and design.*
6. *The proposed major site plan application is in general conformance with the Town of Frisco Unified Development Code, specifically Section 180-6.21, Nonresidential 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; the development includes required building elements and the other recommendations and standards including colors and materials of the Nonresidential Design Standards are in compliance.*

Recommended Action

Based upon the findings above, the Community Development Department recommends APPROVAL of the Major Site Plan application for the proposed remodel to an existing commercial property located at 960 N. Ten Mile Drive / Lot R1 Block 1 Lakepoint at Frisco Sub Resub L2 Blk1 Amended, subject to the following conditions:

Conditions:

1. *Prior to the issuance of a building permit, the applicant shall satisfy all requirements of the contracted Town Engineer outlined in the comments dated September 22, 2025.*
2. *Prior to the issuance of a building permit, a CDOT access permit shall be submitted and approved by CDOT.*
3. *Prior to the issuance of a building permit, the applicant shall satisfy all requirements of Summit Fire & EMS outlined in the comments dated August 12, 2025.*
4. *Prior to the issuance of a building permit, the applicant shall satisfy the requirements of Xcel Energy.*

5. *Prior to the issuance of a building permit, the applicant shall satisfy the requirements of the Frisco Water Division as outlined in the comments dated September 17, 2025.*

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. MAJ-25-0003, I move that the recommended findings set forth in the October 16, 2025 staff report be made and that the recommended conditions set forth therein be taken and that the Planning Commission hereby APPROVES the request for the Major Site Plan application for the proposed remodel to an existing commercial property located at 960 N. Ten Mile Drive / Lot R1 Block 1 Lakepoint at Frisco Sub Resub L2 Blk1 Amended.

ATTACHMENTS

Attachments:

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

cc: Robert Palmer, Strategic Land Solutions, Inc.