

## REVISED PROJECT NARRATIVE & RESPONSE MEMORANDUM

**Project:** 121 W Main Street – Sixth Degree Townhomes

**Application:** MAJ-25-0002

**Date:** June 25, 2026

**To:**

Town of Frisco – Planning Department

Ryan Thompson, Public Works

Chris McGinnis, SEH

Aaron Myers, Summit Fire & EMS

Amy Lagace - Xcel

**From:**

Margaret D. Ziedin

Sixth Degree Development, LLC

**CC:**

Jeff Clark – BHH

John Poovey – Baseline 121, LLC

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**RE: Consolidated Response to Utility, Fire, and Agency Review Comments & Final Sketch Plan Updates**

Dear Review Team,

On behalf of the Applicant, we respectfully submit this **updated project narrative and response memorandum** summarizing all revisions incorporated into the **June 25, 2026 Sketch Plan submittal**. These updates reflect coordinated responses to **Town staff, SEH, Xcel Energy, and Summit Fire & EMS** comments and represent a finalized, code-aligned design approach.

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### 1. Xcel Energy Coordination & Electrical Design Updates

#### 3-Phase Service Integration

Based on updated electrical load calculations (~120 kW / 498A), the project has transitioned to **3-phase electrical service**

The revised plan includes:

- **3-phase transformer installation**

- Dedicated **10' x 10' utility easement and concrete pad**
- Compliance with all Xcel requirements for:
  - Access
  - Setbacks
  - Snow storage separation
  - Utility servicing conditions

### **Transformer Location & Clearance Compliance**

- No transformer located in snow storage zones
  - Safe truck access maintained
  - All **clearance envelopes satisfied**, including:
    - No opening windows/doors within required proximity
    - Required vertical/horizontal separations
- 

### **2. Architectural Revisions to Accommodate Utilities**

To meet Xcel clearance and access requirements, the building design has been refined:

- **Fenestration was redesigned** to eliminate conflicts within transformer clearance zones
  - Removal of **windows and openings** within restricted areas
  - **Dumpster door removed** to improve access, eliminate circulation conflicts, and support code compliance
  - Façade modifications preserve architectural intent while ensuring full utility compliance
- 

### **3. Waste Management Confirmation**

The Applicant confirms:

- Waste Management service **remains fully viable under the revised layout**
- The configuration aligns with a **previously approved servicing condition**

- Design refinements (including dumpster door removal) improve operational clarity and access
- 

#### 4. Existing Utility Relocation Strategy

In response to Xcel comments regarding existing infrastructure:

- Existing electric and gas services will be:
    - **Relocated** as required prior to construction
  - Coordination through **Builders Call Line applications**
  - Final routing, trenching, and easements to be completed through Xcel design process
- 

#### 5. Metering & Electrical Layout Compliance

The updated plan ensures:

- Consolidated **meter bank locations**
  - Separation of residential and commercial metering
  - One **house meter for common loads**, consistent with Xcel standards
  - Meter placement:
    - Outside
    - Accessible
    - Located on non-drip building faces (critical for Summit County snow conditions)
- 

#### 6. Storm Sewer System – Final Resolution

The stormwater system has been fully redesigned in response to SEH and Town comments:

##### Compliance Improvements

- Conversion to **closed manholes/inlets**
- Meets **CDPHE separation requirements**

- Eliminates prior 10-foot water line conflict

### **System Optimization**

- Transition from sump system → **gravity-fed system**
- Direct connection to **Main Street inlet**
- Minimum **0.5% slope maintained**

### **Freeze Protection**

- **Heated system incorporated**
- Appropriate for shallow installation

### **Material & Constructability Enhancements**

- **Concrete pipe under pavement**
- Durable and code-compliant infrastructure

### **Outcome**

- Fully aligned with SEH guidance
- Reduced operational/maintenance burden
- Improved long-term reliability

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## **7. Summit Fire & EMS Response (Life Safety Compliance)**

The project team has carefully reviewed and incorporated the requirements of [2026.05.21 Summit Fire Review Comments for 121 E Main St Frisco](#).

### **7.1 Fire Sprinkler System & Dedicated Rooms**

In response to IFC and NFPA requirements:

- **Full-building sprinkler system** provided (no exemptions)
- Added **dedicated fire riser/sprinkler room(s)**
- Each system designed with:
  - Minimum **3-foot clearance on all sides**
  - Drainage and water-resistant protection as required

- Systems to comply with:
    - NFPA 13 / 13R
    - 2018 IFC Section 903
- 

## **7.2 Main Street Wall-Mounted Fire Hydrant**

The revised plan now includes:

- **Wall-mounted fire hydrant along Main Street frontage**
  - Placement coordinated to meet:
    - Required hydrant coverage distances ( $\leq 400$  feet)
    - Fire department access requirements
  - Location integrated with building frontage and pedestrian realm while maintaining protection clearances
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## **7.3 Underground Parking Fire Protection**

- Underground garage fully sprinklered (S-2 occupancy)
  - Fire department standpipe / hose connections incorporated
  - EV charging areas coordinated with fire protection requirements
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## **7.4 Fire Access & Operations**

- Fire apparatus access maintained per IFC (20' width, clearance requirements)
  - Turning radii and circulation preserved
  - Fire lane signage to be incorporated at permit stage
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## **7.5 Fire Command & Life Safety Systems**

- Fire alarm system (NFPA 72 compliant)
- Knox Box location to be coordinated and installed

- Dedicated fire command / riser space with:
    - No storage conflicts
    - Clear access maintained
- 

## **7.6 Overall Fire Response Outcome**

The revised design:

- Fully integrates **Summit Fire & EMS life safety requirements**
  - Enhances fire protection beyond baseline compliance
  - Improves access, system reliability, and emergency response readiness
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## **8. Integrated Outcome of All Design Revisions**

Collectively, the updated sketch plan:

### **Regulatory Compliance**

- Meets Town, SEH, Xcel, and Summit Fire requirements
- Aligns with IFC, CDPHE, and utility standards

### **Design Optimization**

- Eliminates conflicts between:
  - Utilities
  - Architecture
  - Fire access
  - Site circulation

### **Operational Improvements**

- Simplifies infrastructure (gravity storm vs. pump)
  - Improves serviceability (waste, utilities, fire access)
  - Enhances long-term durability and maintenance
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## 9. Attachments

- [260619 Memo on Load Requirements](#)
  - [52405-6TH DEGREE-tof-site sub-062526](#)
  - Updated Sketch Plan Set (June 25, 2026)
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## 10. Conclusion

The Applicant team believes the revised sketch plan:

- Fully addresses **all outstanding agency comments**
- Reflects a **coordinated, code-compliant design solution**
- Improves **functionality, safety, and long-term performance**
- Positions the project for **final approval and progression to permitting**

We appreciate the continued collaboration of the Town and reviewing agencies and welcome any final feedback.

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**Sincerely,**



Margaret D. Ziedin  
Sixth Degree Development, LLC

## **UPDATED PROJECT NARRATIVE**

### **Major Site Plan – Sixth Degree Town Homes**

**121 E. Main Street, Frisco, Colorado**

**Planning Commission Follow-Up to February 19, 2026 Sketch Plan Review**

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#### **1. Project Overview (Updated)**

The proposed **Sixth Degree Town Homes** project is a mixed use redevelopment located at **121 E. Main Street** within the Town of Frisco Central Core (CC) zoning district. The project includes five (5) new residential units, one (1) new commercial unit, retention of the existing historic log cabin and restaurant, and preservation of the existing deed-restricted workforce housing unit. Mixed use development is permitted and encouraged in the CC District and supports the Town’s goals for a walkable, economically vibrant downtown.

This updated narrative responds directly to feedback provided by the Planning Commission during the **February 19, 2026 Sketch Plan review** and documents how those comments are being addressed as the project advances toward Full Site Plan review.

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#### **2. Site Context & Design Intent (Refined)**

The site is approximately 0.22 acres and is located along Frisco’s primary pedestrian corridor. The design intent continues to emphasize compatibility with the surrounding downtown context and the retained historic structure. Since the Sketch Plan review, refinements have focused on architectural compatibility, roof articulation, parking functionality, utility coordination, and clarification of community space and operational commitments.

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#### **3. Response to Planning Commission Comments**

##### **February 19, 2026 – Commissioner Discussion**

This section responds point-by-point to the comments raised during the **Commissioner Discussion** portion of the February 19, 2026 Planning Commission meeting.

### **3.1 Parking Lifts – Functionality, Maintenance, and Long-Term Reliability**

**Commission Comment:** Commissioners expressed concern regarding the maintenance, operation, and long-term reliability of parking lifts and requested assurances that lifts remain operational.

**Response:**

With some redesign, we reduced the number of parking lifts to **TWO**, while still accommodating secure bicycle storage. The association documents will identify ownership and maintenance responsibility for the lifts for the life of the project within the project declarations.

Per the parking lift manufacturer Harding Auto Park Systems and attached PDF

1. This life of these units – with proper annual maintenance these units can last over 20 years in service.
2. The Maintenance – we recommend annual maintenance which includes inspecting the entire units and servicing them.
3. The Ease of Operation – the units have a key operated system along with a emergency stop button for safety. We have all types of end users operating our systems across the United States daily. We have over 250,000 of the Parklift units in operation each day at hotels, multifamily units, apartments, condominiums, senior retirement centers, all types of offices, transportation hubs, private homes and many more applications. Please see the attached image of the pendant for operating the lifts which are left of the vehicle.

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### **3.2 Local Workforce Unit and Parking Lift Use**

**Commission Comment:** Commissioners noted a preference that the existing workforce (local) unit does not rely on a parking lift.

**Response:**

The parking allocation for the existing deed-restricted workforce unit will offer non-lift parking options for this unit where feasible, consistent with site constraints and Town Code requirements.

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### 3.3 Tandem Parking and Turning Radii

**Commission Comment:** Commissioners noted tandem parking is challenging but could meet code if turning radii are demonstrated as adequate.

**Response:**

The 2-way parking garage and isle have been designed per 180-6.13.6 (Parking Standards & Criteria) with a 24 ft Isle (Fig. 6-G) and a 5 ft backup space at the dead end of the garage providing the turning radii that is standard for this type of garage, 2-way drive isle and parking configuration.

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### 3.4 Architectural Compatibility with Existing Structure

**Commission Comment:** Commissioners agreed the revised design is compatible and appreciated incorporation of details from the existing historic structure.

**Response:**

The architectural approach has been further refined to reinforce compatibility, including:

- Adjusted roof proportions and pitches,
  - Material transitions that reference the historic cabin,
  - Vertical articulation and façade rhythm consistent with downtown character.
- These refinements will be documented in the architectural elevations and façade articulation exhibits at Full Site Plan review.

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### 3.5 Community Space Location and Design

**Commission Comment:** Commissioners noted community space might be more ideal on the west side but acknowledged that community space is provided regardless of bench location.

**Response:**

The project satisfies the Town's community space that includes seating, landscaping, and bicycle storage. Adequate access and visibility are obtained easily from the East side of the project due to the public nature of operations of the gas station. While constrained by site geometry, the community space functions as walk up amenity for residents and patrons of retail, restaurant, the gas station and contributes to downtown walkability. Furthermore,

the East side offers an additional setback on purpose due to both the gas station and the 20' Town Water Easement, where in the future that easement may become a source of additional landscaping and beautification. Whereas the West side already has a restaurant patio in place with no way to access a bicycle rack.

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### **3.6 Bicycle Parking and Public-Use Signage**

**Commission Comment:** Commissioners requested signage indicating that the bike rack is for public use.

**Response:**

While there is no code reference for Non Bike-Share Public-use bicycle parking signage. We can definitely notate Public Bicycle Parking on Google Maps and coordinate with Planning Staff to include an aesthetically pleasing notice for the benefit of the site's pedestrian circulation and community space design.

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### **3.7 Roof Pitches**

**Commission Comment:** Commissioners agreed the roof pitches are acceptable and contain a reasonable mix.

**Response:**

Roof pitch, ridge elevations, and articulation will be clearly documented on the roof plan and building sections to demonstrate compliance with Town Code standards.

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### **3.8 Utilities Above Parking Lifts**

**Commission Comment:** Commissioners requested additional detail regarding utilities located above parking lifts.

**Response:**

See sheet A3.1. The building section has been refined to show a more developed representation of the floor framing and floor assembly that demonstrates adequate space for mechanical, plumbing and fire protection, as well as the required thermal and sound insulation while maintaining an overall clearance of 13'-3 1/2".

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### 3.9 Snow Storage

**Commission Comment:** Commissioners noted snow storage is functional and encouraged maximizing on-site snow storage where possible.

**Response:**

Snow storage areas have been refined to remain onsite and outside the public right-of-way. Calculations and dimensions are shown on the site plan.

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### 3.10 Solar Panels

**Commission Comment:** Commissioners noted that if solar panels are shown on the plans but not intended to be installed, a future modification would be required.

**Response:**

The project is designed to be **solar-ready**.

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### 3.11 Short-Term Rentals

**Commission Comment:** Commissioners discussed potential confusion with parking lifts and suggested consideration of limiting short-term rentals.

**Response:**

The applicant acknowledges this concern. Any limitations or operational controls related to short-term rentals will be addressed through ownership documents and applicable Town regulations, as required.

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## 4. Conclusion

The Sixth Degree Town Homes project has evolved substantially through Planning Commission and staff feedback. The applicant appreciates the Commission's guidance and has incorporated these comments into the advancing design. The project remains consistent with the intent of the Central Core zoning district, supports downtown vitality, and provides housing and commercial space in a walkable, centrally located setting.

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## Margaret Ziedin

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**Subject:** FW: MAJ-25-0002, 121 E Main Street Completeness Review  
**Attachments:** Hayden5.jpg; Operating Pendant.pdf

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**From:** Steve Mandic <Steve@hardingaps.com>  
**Sent:** Thursday, April 30, 2026 12:11 PM  
**To:** Margaret Ziedin <Margaret@sixthdegree.com>  
**Cc:** Jeff Clark <jclark@bhpartners.com>  
**Subject:** RE: MAJ-25-0002, 121 E Main Street Completeness Review

Margaret, please see my response to the following questions:

1. This life of these units – with proper annual maintenance these units can last over 20 years in service.
2. The Maintenance – we recommend annual maintenance which includes inspecting the entire units and servicing them.
3. The Ease of Operation – the units have a key operated system along with a emergency stop button for safety. We have all types of end users operating our systems across the United States daily. We have over 250,000 of the Parklift units in operation each day at hotels, multifamily units, apartments, condominiums, senior retirement centers, all types of offices, transportation hubs, private homes and many more applications. Please see the attached image of the pendant for operating the lifts which is left of the vehicle.

Thank you,

Steve Mandic  
Regional Sales Director Southwest  
Harding AutoPark Systems  
(626) 340-7002 Cell  
[Steve@Hardingaps.com](mailto:Steve@Hardingaps.com)



Our AIA **FREE** Continuing Education Course is LIVE!  
<https://www.aecdaily.com/s/hardingautopark/>

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**From:** Margaret Ziedin <[Margaret@sixthdegree.com](mailto:Margaret@sixthdegree.com)>  
**Sent:** Thursday, April 30, 2026 10:53 AM

**To:** Steve Mandic <[Steve@hardingaps.com](mailto:Steve@hardingaps.com)>

**Cc:** Jeff Clark <[jclark@bhhpartners.com](mailto:jclark@bhhpartners.com)>

**Subject:** FW: MAJ-25-0002, 121 E Main Street Completeness Review

Hi Steve,

We are still plugging away here in Frisco, getting closer.

Can you speak to

“Commissioners agreed that the parking lifts seem difficult for maintenance, operating “

1. This life of these units
2. The Maintenance
3. The Ease of Operation

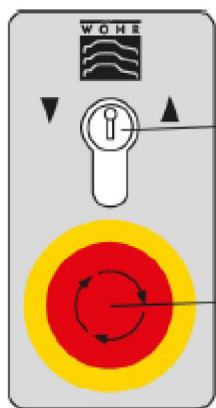
It even came up in conversation that they were concerned that lay people would know how to operate and may need additional code for privately owned car lifts.

I hope we don't go there, I just need some clarification to add to my narrative..

Thanks  
Margaret Ziedin

# Operating device

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Key switch

EMERGENCY  
STOP

In order to operate the system, use the specific control unit provided for the purpose

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