

**TOWN OF DILLON  
PLANNING AND ZONING COMMISSION**

**REGULAR MEETING  
WEDNESDAY, May 2, 2018  
5:30 p.m.  
Town Hall**

**CALL TO ORDER**

The regular meeting of the Planning and Zoning Commission of the Town of Dillon, Colorado, was held on Wednesday, May 2, 2018, at Dillon Town Hall. Vice Chairperson Teresa England called the meeting to order at 5:34 p.m. Commissioners present were: Teresa England, Derek Woodman, and Jerry Peterson. Commissioners Amy Gaddis and Joshua Ryks were absent. Staff members present were Dan Burroughs, Town Engineer; Kathleen Kelly, Town Attorney; and Corrie Woloshan, Recording Secretary.

**APPROVAL OF THE MINUTES OF APRIL 4, 2018 REGULAR MEETING**

Commissioner Jerry Peterson moved to approve the minutes from the April 4, 2018 regular meeting. Commissioner Derek Woodman seconded the motion which passed unanimously.

**PUBLIC COMMENTS**

There were no public comments.

**CONSIDERATION OF RESOLUTION NO. PZ 06-18, SERIES OF 2018; A RESOLUTION BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF DILLON, COLORADO, RECOMMENDING THE APPROVAL OF A LEVEL IV DEVELOPMENT PERMIT APPLICATION FOR THE DILLON HOMEWOOD SUITES PLANNED UNIT DEVELOPMENT PLAN LOCATED AT 122, 134, AND 176 LAKE DILLON DRIVE, OR MORE SPECIFICALLY ON LOTS 1, 1A, 1B, AND 1C, BLOCK B, NEW TOWN OF DILLON SUBDIVISION, DILLON, COLORADO; AND, SETTING FORTH DETAILS IN RELATION THERETO.**

**PUBLIC HEARING:**

A Public Hearing is required for this Level IV Development Permit Application. The Planning and Zoning Commission shall open a Public Hearing on the application and hear testimony from Town staff, the applicant, and any public testimony submitted during the Public Hearing.

Vice Chairperson Teresa England opened the public hearing at 5:37 p.m.

Ken O'Bryan, President of O'Bryan Partnership Architects in Frisco, Colorado presented. We've come full circle on this project. I think we've caught our tail, and we hope you agree and can take this to Council. We've made a lot of changes to the building. It is a Homewood Suites, so now we have a flag that we can actually design to the brand standards. Part of the brand standards requirement is to have a limited kitchen and restaurant area for hotel guests. Kind of a warm breakfast like a continental breakfast, and something for an afternoon tea party, munchies. One of the other brand standards is small meeting spaces. We've incorporated that. Obviously an indoor and outdoor pool. Other standards are just how we've laid out the rooms to the Homewood Suites standards and tried to comply with developer requirements with number of queens, king rooms, suites, etc.

Entry hasn't change from its location directly across from Tenderfoot Street. We did have to make the throat a little wider per fire department requirements. We did meet with Kim McDonald regarding the fire truck turnaround, sprinkler systems and other access areas. The back easement. And fire department is pretty pleased with the way everything is. We did have to widen road to 26 feet and we're good with doing that. Again, you come in the entry, you still have the porte cochere in a very similar location as we had before. That porte cochere will be tall enough that a fire truck can drive underneath it. Have some check-in parking spaces. A large patio deck. Underground parking garage actually sticks out at that location. That's going to be our event lawn. We can have bocce ball courts, picnic tables, fire pits. Places for the guests to go and have an outdoor amenity space. Our garage ramp starts at the low side of site which is the best place to put it. Our ramp going down is at 6.8%. Enter parking garage. We have a surfaces parking spaces. Pool stays roughly in same place as it was before. Then we have additional surface parking and rest is located in parking garage.

Parking garage essentially sits under the building above. In all mountain developments if you keep the parking garage under the building that's the most efficient way of doing it. Come in the entrance, small loading area into elevator lobby. One of them will also act as a service elevator to get up to the kitchen. So services will come in that way as well. We have a small little ramp to get underneath the building above. We need about 12 feet floor-to-floor for structure so you have clearance in the garage. We have a total of 126 parking spaces. Unbelievable job on the staff report, cudos to Ned. We have an exit stairs out of the garage. We have a few handicapped spaces. This is all laid off of the Homewood Suites as far as their lobby, public restrooms, their front desks, work areas, I.T. room, back of house offices, the elevator lobby, a vestibule, small luggage storage, we added a ski room. It is both accessible from the outside and from the inside. We really don't want hotel guests taking their skis and their boots to their rooms and tearing up the rooms. We gave them ski storage right off the entry. We had to add in a fire command center. So we met 10 foot requirements there. We have a small business center which again is laid out per standards. We have a small lobby area with a fire place. Then we have access to the outdoor patio. We have a fairly large fire pit with built in seating, picnic tables, grills, a horseshoe court and a bocce ball court. Again, some amenities we think will go well with the hotel. That will be mostly a complete lawn area. Only pavement area is horseshoe space. We want the outdoor area to feel a little more natural. Starting from the business center going to the north and west, we have all hotel rooms. Down at the South we have hotel rooms on the street side, laundry, employee break room, guest laundry, egress for stairwell, pool & hot tub indoors. Separate pool equipment room. Adjacent to that is our fitness room. Again, all brand standard requirements.

Ken O'Bryan continued, we have an outdoor trash enclosure. Vice Chair Teresa England asked, how is that going to be screened? Ken O'Bryan replied, it's a complete enclosure. It will have a roof on it and four walls. Commissioner Jerry Peterson asked, where is truck loading area from main area? Ken O'Bryan explained, it's a full floor down. Also have a linen shoot which comes down and by code has to be in an enclosed room. That comes into the laundry facility itself as well. There's a complete laundry facility that supports the entire whole hotel. Vice Chair Teresa England asked, how is the trash going to leave the trash enclosure? I don't see a drive? Ken O'Bryan responded, it's a separate drive. Vice Chair Teresa commented, as long as there's some way for a trash truck to get in and out. Ken O'Bryan explained, it's the access to the surface parking also accessed the trash enclosure. They'll be able to pull straight in, pull the dumpsters out, dump them. Good location behind the building kind of out of sight. It will be seen from the patio deck. Rather than putting a railing all the way around we landscaped it with hedge rows to help shield that trash enclosure. It will be lower than that deck, so really all you're going to see is the trash roof. Vice Chair Teresa England commented, you will have people walking through those shrubs. Ken O'Bryan clarified, no because we have a wall that's about 30 feet and then the bushes.

Ken O'Bryan continued. 2<sup>nd</sup> floor is all hotel rooms. The pool area is a story and a half tall so it's open above. You get a high ceiling. Linen shoot inside closet. Small vending area. Again, most of these rooms stack to make hotel as efficient as possible. We have 2 egress stairs, one at far West and one tucked in on back South side.

3<sup>rd</sup> floor is essentially the same as the 2<sup>nd</sup>, only we've gained some rooms over pool area. 4<sup>th</sup> floor, again same as the 3<sup>rd</sup> except where we have housekeeping closet. Small meeting rooms. Pre-function area. Fairly small, but meets Grands standards barely. Support kitchen for the hotel and then the restaurant. I don't know that we should have called it a restaurant because it is limited service. Have an outdoor area that will capture views of the lake and Lake Dillon drive.

Roof plan articulated from the exterior so it doesn't look like a lot of flat roof. We have fairly high parapet walls and around the entry where we can shield mechanical equipment. Rooms will all have p-tacs in them. They'll be self-contained you'll see them under the windows. They are controlled by the thermostat. Will have heat and air conditioning in it. Only rooftop units we'll need are for public spaces. That would be for pool, restaurant area, meeting space, and for the lobby. Basically, every space that's not a hotel room. Those units will sit on the roof. Vice Chair Teresa England asked, will you do cable or satellite? Ken O'Bryan replied, satellite.

Some of things we did have to take from that are some of the cornice details and some of the minor issues. We've "Dillon-ized" it a bit. We've added roofs with large overhangs and heavy timber brackets. We've added stone instead of concrete block. Some horizontal cementitious siding. 2 different colors of stucco, a creamier color and a lighter color. We did review this with the Town's Design Guideline architect. They are good with this. We've articulated and broken up the massing. We anticipate a lot of glass with a very large overhang on it so we don't cook people in the pool. It does face South and face West so it will get sun all day long. This is our restaurant deck. Again, a lot of glass because the views up there are going to be pretty nice. Again, large overhang especially to the West. Vice Chairperson Teresa England asked, the railing there is going to be black right? Ken O'Bryan answered, yes, we want it to match the framing material on the glass. Or a really dark bronze.

Ken O'Bryan continued. This is the access to Century Link with entrance down into our garage. With pool, fitness center. Surface parking lot at the rear. Vice Chairperson Teresa England, right at that access point is Uptown 240? Dan Burroughs Town Engineer said, you wouldn't really see it. Ken O'Bryan clarified, I think they have a road and some extra parking so you wouldn't see it. Commissioner Jerry Peterson said, you're showing a lot of glass then covering it with shrubs. Ken O'Bryan replied, we want to give a little bit of privacy but we want the pool area to feel like it's open. We need to look into what we're seeing with the Uptown 240 building. If anything, those would probably be like aspens so you could see through it. I think Dan in staff report mentioned we'd probably want to get with our landscape architect to see how we want to move things around. Jerry brought up a good point. We probably want some view corridor there where we could see past. Trash enclosure we definitely want to screen that. We didn't articulate the events plaza, but we tried to bring some of the elements from the front into the back.

We've included in the package where some signage would be. You would see the sign as driving up Highway 6. Dan Burroughs Town Engineer added, the monument sign is on Lake Dillon Drive after you turn. Vice Chair Teresa England commented, it's hard to see where the signs are going. Ken O'Bryan clarified where the signs will be, height and orientation.

Our highest point on the building is porte cochere. We agreed with calculations on that, we're at 56.25 feet tall. We're shooting to go under the 58 feet. Part of that was, we got rid of a whole floor on the building. This way we can build a parking garage. That was part of our charge in trying to get this within a

construction budget. Vice Chairperson Teresa England, part of that I'm confused on is does that include the 8 foot parapet? Dan Burroughs Town Engineer, yes our code is kind of confusing. They're about a foot and 9 inches below our code. They did a good job of accommodating what our Council asked them to do.

Vice Chairperson Teresa England asked, can you describe, you had this meeting March 21<sup>st</sup> with the Town Architects. They had 12 items including the materials. I know you made some changes, I had a hard time following what the changes were that rectified the Town architect concerns. Mr. O'Bryan replied, one of their suggestions was to simplify some of the cornices at the top. Vice Chairperson Teresa England clarified, So you've pulled them back? Mr. O'Bryan said, yes that was fairly easy. They brought up a point that we needed to add timbers or head pieces over the windows. Those were already on them, they just didn't see them. They're hard to see. They will stick out a little bit but, we want them to be same color as the siding. Then we added the brackets to all of the big fly roofs. They're heavy timber. Vice Chairperson Teresa England, new timber? Not a mountain rustic timber? Mr. O'Bryan responded, they'll have some rustic. Vice Chairperson Teresa England asked, will they be visible from underneath the porte cochere? Mr. O'Bryan stated, yes.

Vice Chairperson Teresa England suggested, let's go through the list in order. They had a question for multiple parapet cornice types. I think you just talked about that. The first issue was flat awnings. Where are the awnings, in the back of the building? Mr. O'Bryan replied, it was flat, now they have a subtle curve. Rooftop units aren't going to be huge. Vice Chairperson Teresa England, they wanted the building façade to be articulated at the base and at the top. I think their real concern is the stone in front. It's pretty much one story around the building. Mr. O'Bryan said, they would either want it 1/3 or 2/3. We wanted some articulation with the stone and we wanted it to drop. This is right at the entry. I know we get a lot of snow but we're never going to get that much snow piling up against that.

Vice Chairperson Teresa England continued, I guess they didn't like your wood paneling either. I understand it, they think that's a 1/2 and 1/2 expression. Then I agree with you on the next one that they wanted you to consider changing the slope of the roofs to even steeper slope. Dan Burroughs Town Engineer said, that was the comment that Roth Sheppard made on other applications. And they came back with a similar comment. That was to keep the height of the building down and use the flatter slopes. Commissioner Derek Woodman commented, I think you're ending up with a differing of opinion between architects. That's all you're doing. Vice Chairperson Teresa England continued, I feel like it's our job to understand what the compromises were. I wasn't able to discern it on my own. Dan Burroughs Town Engineer clarified, they're not the architectural law that has to be followed. We just ask for their comments and asked that the applicant made quite a few changes. That's the whole point of the process. Vice Chairperson Teresa England added, they did want the headers a different color. Mr. O'Bryan, that will be a true heavy timber versus a siding component. So it will stand out. Vice Chairperson Teresa England stated, the only other thing I feel obligated to bring up because they didn't, one of the premise it that we look at the compatibility of structures next to each other. Every project we've approved recently has had a metal element to it. Christy's, the apartments, The Lofts, and certainly Uptown 240. Their material facade includes a standing seam metal as opposed to stucco. I know they brought this up, is there any way to get less stucco and get some metal elements somewhere on this building? What is the pricing difference? Mr. O'Bryan replied, there's always a possibility. Metal is way more expensive. I think the brand would have an issue with it. It's not part of their prototypical. I also don't think that, to take the same building materials and apply it to different buildings with the same shapes, you almost start looking too similar. Vice Chairperson Teresa England commented, I'm not suggesting you do that. The one that was lacking, the common element on everything we've approved recently is metal. Part of the mountain lake lifestyle. Mining structure constant. Here we have black railings which I think don't work.. Mr. O'Bryan expressed, I think no metal is a good thing. It gives relief to the constant metal. It still has a

mountain theme. Stone, heavy timbers, rustic siding, rock. Do have more contemporary with the glass and fly roofs. It is a little more mountain modern with the fly roofs versus flat roofs or gable roofs that basically have no height. Commissioner Jerry Peterson commented, we have 5 mixtures already between the stucco and the rock. Don't want to get too much. Mr. O'Bryan said, I think adding metal is kind of the old fable, you get too many cooks in the kitchen.

Commissioner Jerry Peterson asked, is restaurant open to the public and the guests? Mr. O'Bryan replied, no, again it's per the flag standards. It's an amenity just for the hotel guests. Same with the meeting spaces. I know Dan counting parking spaces for meeting spaces. We've done these flag hotels all across the country and we've never had to provide parking for meeting spaces. Again, it's like the restaurant, it's for the hotel guests. We want to discuss the 4 spaces allocated for that. Personally, I don't think we should be hit for 4 additional spaces for the meeting space since it is a flag standard. We're kind of getting double dinged. We have to provide a parking space for every room but then we have to provide parking spaces for the meeting space on top of that. Vice Chairperson Teresa England clarified, so the guests would be using the spaces. Mr. O'Bryan replied, yes, just like the restaurant. Dan Burroughs Town Engineer explained, that's the code requirement. We had this discussion a couple years ago. We ended up needing a meeting room space. So since it was presented as meeting room space we calculated the area and applied the code. Luckily, they're providing 126 spaces. That's the application is presented to you as they have enough for the hotel and those 4 meeting room spaces.

Mr. O'Bryan continued, the brand standard is, a lot of their restaurant space is an extension of their lobby on the 1<sup>st</sup> floor. That's where the guests will go and get breakfast. The kitchen is down there as well. We've provided the exact same space only it's on the top where you have the views. Vice Chairperson Teresa England said, that's why people are disappointed that they can't go in there, that they have to book a room. Do we have an actual material board? One of the things I wanted to verify was the height of the individual stones have to be at least 4 inches. Do we know, they look pretty skinny? Mr. O'Bryan replied, I think it's about 8 inches. So the smallest one would be about 4 inches. We don't want it to look like stacked stone. Vice Chairperson Teresa England said, eventually I'm going to come back to the signage question. Commissioner Derek Woodman said, let's talk about the signs now. They're 5x bigger than what you're allocated. That's my big issue is the size of the signage. I don't care that you don't have metal on there. I think that's a modern, what's going on in the mountains currently. The mere fact that you don't have it, I think the building itself looks very nice. But, the signage. It makes sense where it's at. It was very difficult to orient the building where the signs are. Ultimately it needs signs. Vice Chairperson Teresa England added, all retailers want as much signage as they can get. I don't think you need 2 signs visible from Highway 6. I'm a little concerned about the monument sign. I personally think the current monument signage with the Conoco signage and Town signage is tacky. Mr. O'Bryan commented, I don't disagree with that. You essentially now have three monument signs. Vice Chairperson Teresa England continued, the Conoco sign will go away. But it's not clear to me where the monument sign is going to go. If it's going to go anywhere near where the Dillon sign is. Mr. O'Bryan stated, I don't believe a monument sign is a brand standard requirement. I would be fine getting rid of the monument sign. Vice Chairperson Teresa England, I looked at your website and many of your other properties in Colorado don't have monument signs. I think the Town of Dillon should have the only monument sign at the entryway. The plans say the Conoco sign is going away. Dan Burroughs Town Engineer said, we don't know how the Town will utilize that. But it won't say Conoco. Commissioner Jerry Peterson said, you should have your own monument sign. Mr. O'Bryan said, I know other brands like an Element Hotel have smaller monument signs like at the entry to a parking area. Commissioner Derek Woodman commented, the one you're calling the Highway 6 sign, is actually if you're coming up off Evergreen and you'd be looking straight at that. The other at the Western end of the building would be facing, as you're driving East on Highway 6. Vice Chairperson Teresa England said, Getting rid of monument sign would help me. I still think two signs on the building is duplicative. I was also concerned one of them is going to face

Uptown 240. I didn't want it shining into someone's bedroom window. Mr. O'Bryan added, that's another thing we need to verify with the brand is the actual size of the signs. There is potential that they could get a little bit smaller. Commissioner Derek Woodman commented, I'd assume they have some sort of minimum standard. Vice Chairperson Teresa England added, they're also bound by, if you go into the DTC it doesn't matter. The DTC tells you what signage you're going to get. It's a matter of, yah you've got your corporate wish list but you don't always get that. It's much more signage than any other retail use in this city at this point. I'm against light pollution. We don't have a dark sky requirement. Commissioner Jerry Peterson said, you've lived here, how many times have you been asked where is this building. It's just a mess, put signs up so they can find it. Vice Chairperson Teresa England said, this is not a location that's going to be difficult to find. There are locations in Dillon that are difficult to find. This isn't one of them. Other than Durango this will be the 1<sup>st</sup> Homewood Suites in the mountains, and I'm excited about it.

Mr. O'Bryan stated, the fact that we have a brand now. We have guidelines to design to. That allowed us a lot of things to make the project more feasible. We took a floor off, put parking underground. Before we had the 2-story open air parking garage. We were talked about how to screen that, snow storage and now we don't have to worry about that because it's all underground. Commissioner Jerry Peterson asked, what do you estimate construction timing? Mr. O'Bryan replied, 2019. Commissioner Jerry Peterson laughed, not in Summit County, no way. Mr. O'Bryan, we're talking to a local contractor that has done a lot of mountain work. They're doing part of concrete boom in Denver, so this is right up their alley. It'll be finished and open for Fall of 2019. To make that, it's 16-18 months construction time. CFC Construction. Colorado First Construction. EJ Albright has been up here a long time.

Vice Chairperson Teresa England asked, where are we on signage? Mr. O'Bryan replied, 54 feet. Vice Chairperson Teresa England said, the one on the back of the building is the largest. That's the key.

Dan Burroughs, Town Engineer presented.

**Public Notice:**

The Town posted signs of the Planning and Zoning Commission Public Hearing on the site on Monday, April 23, 2018. A newspaper ad ran in the Summit Daily (Journal) on Friday, April 20, 2018, and a mailing noticing the public hearing time and date was sent out on Friday, April 20, 2018 to property owners within 300' of the proposed development. These dates and notification distribution are all within the required 7 to 14-day notice period before the Public Hearing on May 2<sup>nd</sup>, 2018.

**Planned Unit Development - LEVEL IV DEVELOPMENT PROCESS:**

A Level IV Development Permit Application for a Planned Unit Development (PUD) Development Plan requires Public Hearings before both the Planning and Zoning Commission and the Dillon Town Council. A PUD is a commitment on the part of the developer to construct a project based on a plan approved by the Town Council following review and recommendation by the Planning and Zoning Commission (Commission). The developer shall adhere to applicable Town ordinances and other requirements that may be specified in an approved PUD development plan. All provisions of the underlying zoning district over which the PUD is located shall continue to apply unless varied or waived by the Town Council as part of the approved PUD development plan. Approval of a Planned Unit Development shall result in the creation of an overlay to the base zoning district, with specific requirements and standards that are unique to the planned development.

The Commission makes a recommendation to the Town Council for approval if they find the application meets the Dillon Municipal Code requirements after a Public Hearing. The Town Council approves a PUD Development Plan application by Ordinance after a Public Hearing.

**Application Summary:**

*Application:* The Dillon Homewood Suites Planned Unit Development ("PUD") Development Plan Applicant submitted a Level IV Development Application to the Town of Dillon. The proposed project is located at the southwestern corner of U.S. Highway 6 and Lake Dillon Drive. The Applicant proposes a 122 room, 4-story hotel building, with a recreational and open space deck, swimming pool, and in hotel dining for hotel guests. All of the required parking is provided on site, and the architectural design elements of the proposed project follow the adopted Town of Dillon Design Guidelines.

The project will be built on Lots 1, 1A, 1B and 1C, Block B, New Town of Dillon. Lot 1 is currently the Conoco gas station located at 122 Lake Dillon Drive and is 0.480 acres. Lot 1A is an undeveloped triangular shaped piece of land between Highway 6 and the Conoco and Rebekah Lodge parcels comprising 0.330 acres. Lot 1B has the Rebekah lodge building on it, and is 0.310 acres. Lot 1C is the Old Town Hall lot which is currently occupied by HC3 and is 0.180 acres. The four lots together total an area of 1.51 acres (65,388 square feet).

*PUD Zoning Exceptions:* The PUD application seeks the following variations from the underlying Commercial (C) zoning district: density, building height, off-street parking design, signage, setbacks, and landscaping.

*Density:*

98 rooms per acre (65 typ.)

*Building Height:*

56.25 feet

*Parking:*

20' Drive aisle width at garage entrance  
Compact parking spaces  
Snow removal and haul-off

*Signage:*

A total of 437 SF of signage (105 SF typical)

*Setbacks:*

Reduced, with Encroachment Licenses

*Landscaping:*

Landscaping buffer not provided on the Century Link telecommunications facility on the western side of the project

*Prior Application:* A previous hotel concept for these four lots was previously reviewed by the Dillon Planning & Zoning Commission in 2017, but the plan was withdrawn on January 12<sup>th</sup>, 2018 to revise the plan to accommodate the needs of Homewood Suites.

**COMPREHENSIVE PLAN REVIEW:**

*Land Use and Economic Development:* The project provides a hotel use prominently located at the intersection of U.S. Highway 6 and Lake Dillon Drive; an area identified in the Comprehensive Plan (Plan) as key commercial street frontage for high density commercial development and Town gateway entryway expression. The Plan encourages high density developments along U.S. Highway 6, and development projects that support the economic vitality of the Town. The Plan encourages the development of additional hotels in or near the Town Center to promote human activity and aid in Town Core vibrancy. Short term lodging is identified within the Plan as a key service which the Town

provides in support of the nearby ski resorts, and is recognized as an economic driver for retail sales, hospitality and personal services, and entertainment.

*Public Private Partnership:* The Comprehensive Plan states that the Town should partner with developers and determine Town owned land that might be incorporated into a redevelopment or infill project. According to the Plan, the Town should partner with land owners and developers to create land assemblages that optimize the greatest use of the land under the guidance of the Plan, the Code and the Design Guidelines.

*Design Elements:* The architectural design reflects elements of the adopted Town of Dillon Design Guidelines, and is defined in those Guidelines as a jewel building location given its location. The site is served by current roadway, bus service and utility infrastructure, and the Town has planned for future water and sewer service demand well in excess of those demands of this proposed development.

**BUILDING REVIEW:**

**Side Yards (Setbacks):**

Setbacks may be reduced through the PUD approval process, and the proposed project proposes reduced setbacks from those provided for in the Code. This project will utilize the following minimum setbacks (yards) from the building foundation to the adjacent right-of-way/property:

- Lake Dillon Drive: 0' (Zero lot line)
- 40' Right-of-way: 0' (Zero lot line)
- Lot 2 (Century Link): 0' (Zero lot line)
- U.S. Highway 6: 25'

**Building Height:**

The height of a building is calculated with the base elevation determined by averaging the high and low points along the building foundation. The Height of a building is the difference between the highest point on a building and the calculated base elevation. Additional building height, beyond the underlying zone district limits, may be approved through PUD approvals.

The Commercial (C) zoning district provides for a building height of forty feet (40') plus an additional eight feet (8') of architectural and non-inhabitable rooftop mechanical space.  
48' Total.

The Town Council previously challenged the applicant to bring a development project that did not exceed the allowable height of the neighboring Core Area Zoning District. The Core Area (CA), to which this site is immediately adjacent, provides for a building height of fifty feet (50') plus eight feet (8'). 58' Total.

The base elevation for the site is determined to be 9,112.75' feet above sea level. The proposed project has a maximum peak elevation of 9,169'. The building Height for this application is 56.25' as determined by Town Code.

<b>Building Height</b>	<b>Elevation</b>
High Exist. Ground Elevation	9116.5'
Low Exist. Ground Elevation	9109.0'
Base Elevation	9112.75'
Max. Peak Elevation of Building	9169.0'



<b>Calculated Building Height</b>	<b>56.25'</b>
-----------------------------------	---------------

**Open Space:**

The back patio / deck will provide open space for enjoyment with recreation, a fire pit, seating, and grills situated in a manner as to afford some views of the surrounding mountains. The pool patio offers outdoor space for seating and engagement with pedestrian traffic on Lake Dillon Drive. The restaurant deck offers outdoor seating and views of the mountains.

**Off-Street Parking Lot Considerations:**

The proposed development requires a total of one-hundred twenty-six (126) parking spaces for the hotel and meeting space uses. Because the restaurant is an amenity purposed for the hotel guests, additional parking is not required.

<u>Location</u>	<u>Number of Hotel Rooms</u>	<u>SF Area</u>	<u>Parking Requirement</u>	<u>Parking Required</u>	<u>Parking Provided</u>
Level 1	25		1 Space / Room	25	25
Level 2	34		1 Space / Room	34	34
Level 3	37		1 Space / Room	37	37
Level 4	26		1 Space / Room	26	26
Meeting Room		855	1 Space / 250 SF	4	4
			<b>TOTAL:</b>	<b>126</b>	<b>126</b>

**Accessible Parking:**

Per Town and Federal Code, the Developer is providing five (5) dedicated Accessible Parking spaces, two (2) of which are van accessible. The accessible parking spaces are located in the parking garage and near the front entrance to the hotel.

**Utilities:**

The proposed project is located on parcels that are already served by utilities, and water and sewer mains exist on the adjacent streets. New services will be installed as a part of the proposed project; old services will be deleted. The proposed water service to the building will be fed off the eight-inch (8") water main in the 40' Right of way, and the proposed sanitary sewer service will connect to the existing six inch (6") sanitary sewer line in the 40' Right of way, with an alternate location with connection to the eight inch (8") sanitary sewer main in Lake Dillon Drive.

**Drainage:**

A majority of the site and the entire roof area drain to a detention pond in the northwestern corner of the site. This detention facility ultimately discharges to the U.S. Highway 6 Right-of-way. This drainage flows to the W. Buffalo Street drainage system, which ultimately discharges to Straight Creek and the Blue River in Silverthorne. The remainder of the site will discharge to Lake Dillon Drive by connecting to the existing storm drainage system at the Lake Dillon Drive and Buffalo Street intersection. This storm drainage system ultimately drains to Dillon Reservoir after passing through numerous sediment retention vaults. All on-site storm drainage pipes and manholes are private improvements, and will be maintained by the Developer in perpetuity.

**Landscaping:**

**General Requirements:**

- Street Trees: one (1) tree for each fifteen lineal feet (15 LF) of street frontage;

- Parking Lot Screening: one (1) tree for each five (5) off street surface parking spaces; provide seven percent (7%) of the parking area in landscaping; parking lot trees shall be fifty percent (50%) evergreens;
- Project Screening: landscaping and trees are required in all required yards;
- Tree Heights: all must be at least six feet (6') high, and not less than twenty-five percent (25%) shall be eight feet (8') high.

***Project Specific Landscaping Guidelines and Landscaping Provided:***

**Street Frontage and Required Street Trees:**

- 338 LF Lake Dillon Drive = 23
- 175 LF 40' Right of Way / Alley = 12
- Required Street Trees = 35
- Street Trees Provided = 23 on Lake Dillon Drive and 12 on the 40' ROW

**Parking Lot Trees and Landscaping:**

- Total Parking Area = ~24,689 SF
- Required Landscape Area (7%) = ~1,728 SF
- Landscape Area Provided = ~6,000 SF of landscape area is provided on site with grass, shrubs and trees
- Fifty-three (53) site parking spaces = 11 trees required
- Twelve (12) trees, not including street trees, are provided adjacent to parking areas

***Proposed Landscaping and Tree Species:***

The proposed landscaping and trees provide project buffering and parking lot screening in general conformance with the Code. The western side of the building has little to no landscape buffering due to the limited setback along that side of the building. This side of the site abuts the Century Link commercial telecommunications facility. The proposed trees meet the Code height and species requirements.

**Snow Storage:**

The northern and eastern parking lots have snow storage capacities adjacent to the parking spaces that provide for at least 25% of the paved surface. The southwestern parking lot and driveway entrance to the parking structure have limited snow storage areas which do not provided for 25% of the removal area in snow storage. As part of this PUD development Plan approval. the Developer will be required to haul off snow from the south side of the building including the ramp to the parking garage.

Additionally, the Town has recommended that the Developer provided a heated pavement surface for the garage ramp.

**Signage:**

The PUD application requests that the signage be increased from that permitted in the underlying zone. The subject property is located in Sign Zone B, and single tenant buildings are allowed seventy-five (75) square feet of signage which may be used for one or two signs for building identification. In addition, there is a provision for another sign up to thirty (30) square feet. Since the building are is approximately 110,000 square feet, the developer requests additional signage. Refer to the attached Dillon Homewood Suites PUD signage plans.

- 1 - Monument Entry = 54 sq.ft.
- 2 - Main Entry (Level 1) = 45 sq.ft.
- 3 - Main Entry (High) = 55 sq.ft.
- 4 - Stair Core Sign = 123 sq.ft.

5 - Highway 6 = 160 sq.ft.

**Total = 437 sq.ft.**

**ARCHITECTURAL GUIDELINES:**

The project architect has worked with the Town of Dillon Architectural Guidelines and the Town's architectural consultant, Roth Sheppard Architects, and believes that the development is in conformance with the intent of the guidelines. Roth Sheppard Architects commented that the "project be regarded as a 'Jewel Building' for the Town of Dillon".

**REQUIREMENTS PRIOR TO BUILDING PERMIT:**

**FINAL DOCUMENTATION REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE:**

- Address all Summit Fire & EMS requirements
- Final Building Construction Document Submittal to the Town
- Final Site, Landscaping, and Utility Construction Documents
- Finalization of the Planned Unit Development Agreement
- Payment of Water and Sewer Tap Fees (EQR's)
- Payment of the Affordable Housing Impact Fee
- Execution of an Encroachment and Maintenance Agreement for landscaping located within the right of way. An encroachment license is also required for a portion of the parking, roof and restaurant deck supports and pool patio.
- Obtain a Grading and Excavation Permit from the Town
- Perform asbestos investigation and abatement as necessary prior to demolition, per State requirements. Remove underground fuel storage tanks in conformance with state and federal laws.
- Prepare documentation and pay associated undertaking fees for activity within the right of way
- Prepare replat materials for review and approval to eliminate the boundary line between Lots 1, 1A, 1B, and 1C.

Commissioner Jerry Peterson asked, is there soundproofing in rooms for the college bunch that comes in? The old timers really don't appreciate the 3am party. Mr. O'Bryan replied, yes, to answer that question. Again, brand standards are pretty particular about STC and impact ratings. Today's materials are much better than they were 3 or 4 years ago. Yes.

Recording Secretary Corrie Woloshan read an email received April 30, 2018 from Steve Smith, 160 Stonefly Drive, Silverthorne, CO 80498:

On Wednesday May 2nd 2018, the Dillon Planning and Zoning Commission will have an opportunity to consider a proposed project for the City of Dillon being brought by Danny Eilts. Employment obligations will prevent me from being present for the entire meeting, so please allow me to submit my opinion on this project for your consideration. The photos shown [in email] above represent a few of the world's most iconic and exclusive properties. The Chateau Lake Louise in Alberta Canada, The Banff Springs Hotel in Banff Canada, the Grand Canyon Lodge, the Old Faithful Lodge, and the Bryce Canyon Lodge. For decades, these landmarks have provided an opportunity for guests from around the world to savor some of the most spectacular scenery on our planet, while also facilitating recreation opportunities nearby. Now, Dillon Colorado has an opportunity to join these iconic landmark locations with a property which would offer guests unmatched spectacular views, close proximity to multiple recreational venues, and easy access to Dillon shopping and dining. In my opinion, this project has beneficial potential beyond description for every resident and every business in the city of Dillon.

The location is unmatched with regard to proximity to Dillon's new amphitheater, the Dillon Marina, Dillon restaurants, and future Dillon projects. The project will provide employment opportunities, generate tax revenue, and support local venues. The project has potential for a beautiful aesthetic presentation. If this project is created to its full potential, the revenue and fame generated from this project will benefit Dillon and surrounding communities for decades to come. I encourage you to embrace this opportunity. I ask you to think big, and think long term. Please do not squander this chance to create something which would be a landmark venue, with benefits which will last for many years to come. Thank you for the opportunity to submit my opinion.

Steven Crandall, Soda Creek Summit Cove. Moved to Dillon in 1976, 3<sup>rd</sup> generation Coloradoan. I have a stake in what's going on. I appreciate the fact you request such detail and are doing what you're doing with something as simple as the signs. I think that's a good thing. I think this is going to be good for the Town of Dillon. I don't think this is the last project that is going to come to you. Change is something that needs to be managed. I think it's up to Planning and Zoning Commissioner to manage that change. I think you guys will make the right decision and do a good job with it. I'm really glad you're in place. My wife was a Snake River Planning Commissioner for 12 years, and she was part of the master plan in Keystone. That turned out pretty good. There's foresight. You're looking ahead. And that's what needs to be done. Not just this one but what's the next one going to be. How they all going to mess and fit together. I think the team has done a good job on the project. They've done everything that's been requested as far as changing it. I think it's a good looking project. I retired from Century Link after 39 years. I know that building next door has always been in question, no windows. But it's an intricate part. Annie's project over in Frisco – the Wendy's, the car wash, the candy store – is a really nice facility. That was well done. I think people rejected that, didn't want that either. Change is something that's going to come and it just needs to be managed. His project over there I think turned out pretty well. It doesn't impede traffic. You say the flow of traffic is going to be unaffected. We all know what Christmas-time is like on that hill. There's only so much we can do here. Again, I'm in favor of the project. I have a stake in this state. I've seen a lot of change. I've resisted it for a long time. A lot of people just resist it, period. When you're a native Coloradoan, it goes with the territory because we had such a good thing. The 60's was a good time. I've been in Dillon 43 years, my family was raised here. It's been a good place. I don't think this is going to harm anything. The amphitheater was a huge thing. It's going to help. It's going to mesh together and work well. I am in favor of the project.

Chris Richard, 152 Tenderfoot. Probably one of the closest homeowners to the building on the Tenderfoot side. I wanted to make some comments, some have already been brought up. Looking at a 110,000 square foot building right at the entrance to Dillon. I believe this would be the biggest building in Dillon except for the City Market complex. Dillon is contributing a significant portion of the land. And by doing that I think we have to consider all of the variances. If you owned all of the land you can ask for variances. You have to consider the scale of the project. The night sky-lighting, I think is a big deal. It's 110,000 square feet. It's going to dominate those views. If you could do things like tone that down instead of lighting it up. Or toning it down with the night-sky standards it would be a good thing. As far as the parking, I wanted to say with the traffic study, this was done October 5, 2017. I think this contributes to the parking that's why I'm bringing it up. I've lived here 33 years, 20 years in Dillon. October 5<sup>th</sup> is a very slow time of year to do a traffic study. I think you need to consider, yes the traffic study was done and matches the application. If you could look at the a.m. and p.m. peak hour turning movement on Lake Dillon Drive on October 5th, I think you'd find it would be quite different in July or Christmas or March. So this study is most favorable for the slowest time of year, and I'm not sure it covers the busy time of year. I just think that needs to be considered. As far as the parking, we have 126 spots. This is much better than the last one. We have 126 spots for the rooms. Where are the employees going to park? I don't know how many employees it takes to run a hotel, but where are those employees going to be parking? Is it going to stretch the effectiveness down the streets? I don't see that considered in here. The signage, everyone's brought it

up, that was one of the most obvious things to look at. It's 316% variance as written. Once again that ties into, the Town selling the land at a good price and you're asking for a big variance. I think that is one of the jobs for you guys to consider. The density is 98 rooms per acre. Typical is 65. It's a 50% increase in density of rooms, again something I think we should consider when the Town of Dillon is contributing the land. Building height also. The Town Council has given direction but it needs to be considered.

Danilo Ottoborgo, 240 Lake Dillon Drive, adjacent to the property. This looks incredible in comparison to the previous versions I've seen. I don't want to make any overly burdensome or overly aggressive comments or anything malicious. But there are some questions I have. I think the signage on that SW corner is fairly large. If you're going to be able to see it from Dillon Dam Road you're going to be able to see it from Uptown 240. I know the property doesn't look like it's facing exactly towards us, but you'll definitely be able to see it from those decks. It's going to be right there. That's the 1<sup>st</sup> thing that caught my attention. I thought the trash enclosure was not shown, but it is. The drainage is also something I'm a little curious about. I know a lot of drainage is going off to the CDOT side on Highway 6. I don't know if you've worked an agreement out with CDOT but if not, a lot of that drainage is going to be flowing onto the right-of-way that is the Uptown 240's responsibility. I'm not sure how that's going to be negotiated. I know there's a radio antenna on Rebekah Lodge. Is it going to need to be moved? The parking, you went underground with it. I know that's difficult, so well done. Employee parking, I don't know. No comment on that one. The land acquisition, not sure how that's being structured, if the Town of Dillon is going to be a partial owner in the development project or if there's an appraisal. I have no idea. It's Town property so that information is somewhere, I'm just not sure where that's at. I think Core Area zoning makes a lot of sense. Especially since it's directly adjacent to already Core Area zoning, but with Core Area zoning come a couple other standards that need to be met. The hardest being workforce housing component. I don't know how that ties into this or if it needs to tie into this. I know the Core Area zoning typically has some level of that. Going from commercial to Core Area, I don't know if it's prudent or necessary. Just a question that I have. I don't want to make this overly burdensome, I'm not trying to get into contentious points, just some observations that I've seen over the last couple designs. Like I said, this is an amazing design. There's a lot of progress you've made. This looks phenomenal. The height is half the size of the original, that's an impressive feature that you've accomplished that. Those are my brief questions and comments.

Mr. O'Bryan responded, the traffic study was updated. Even though it was done in October, it addresses traffic throughout the whole year even in high season. Even though the traffic report date might have been an October date. So, it's a little erroneous to say it was only done for October. As far as the dark sky compliant. All lighting will be dark-sky compliant other than some of the signage which will probably be back-lit. As far as the Town being a partner, I don't think you guys want to be a partner in this project. As far as I know there were appraisals done on the property and developers are purchasing the property from the Town. As far as density, this is where you want your density is in the entrance into the town. Building heights, we've gone through this a number of times with previous applications. Council said, get it down closer to the Core Area requirement. We'd be fine with that. We're actually under the Core Area requirement by a few feet. It's a 4-story building. As far as drainage, it's illegal to drain onto an adjacent property. We are in the process of working with CDOT to drain into their right of way. We are optimistic. We just completed a project in Vail that we worked with CDOT on Frontage Road drainage. Believe it or not it's the same civil engineer for this project. They have a great report with CDOT. Core Area and employee housing, again this is part of the PUD process. Staff level per shift on this hotel is not going to be exorbitant, probably 15 people per shift. There will be some management staff. It will be manageable. Most employees around town will likely arrive in either a shared vehicle or will take the bus. Our residents around here are very inventive on how they get to work these days. We're probably going to encourage a lot of bike riding. As far as employee housing, it hasn't been a requirement for this project

nor do I believe it should be for a hotel. Again, we're not talking 80, 90, 100 employees where it's going to have a detrimental impact.

Danny Eilts, 324 West Buffalo. The antennas, the intention is they're going to go away. I've given everyone notice. My understanding is ResortNet which has all the satellites, they're going to move over to Eddie O'Brien's building.

John Frew, 44 Madison. Thank you for your time and effort on this. We have substantially redesigned and repositioned this property from when we were here a couple months ago. Instead of just trying to put a band aid on it, we've taken \$5 million out of the project and added rooms. Hilton Kinseth is pleased with it. We hope you find a way to approve it. The land purchase was approved by the Town Council on December 5<sup>th</sup>, is an option agreement for \$550,000. The parking, someone asked earlier what's the average occupancy, how's that going to work? We're projecting 70%. 70% x 120 rooms leaves 40 parking spaces available. If you're wondering where staff goes, that's where it goes. On the rare occasion where you do have 100% occupancy, one of the things we're doing it talking with Century Link about leasing some of the space behind the building. Last, all I ask is that we need every possible tool to succeed. This is still a challenging environment to open a business. The signage coming up, the directions have me getting off driving up the Highway towards Keystone. That's a very important size. That's a key sign. In comparison to the overall size of the building, I think in proportionate. The other signs, I'm more than happy to give up the monument sign. That one, they're going to know they're there when they're there. But those signs on the building are very important, I ask that you give that consideration. Otherwise we're pleased and ready to start tomorrow morning once it's approved.

Vice Chairperson Teresa England closed the public hearing at 7:19 p.m.

Commissioner Derek Woodman commented, not to drill whole sign thing into the ground, the way that I perceive the sign itself, is it individual letters or is it actually a sign? Mr. O'Bryan replied, individual letters. Commissioner Derek Woodman continued, they're individual letters and they're backlit from there. So wouldn't it theoretically be a smaller footprint than what you're actually identifying here? The square footage you've calculated when in fact it's significantly less. Vice Chairperson Teresa England asked, are you concerned, I guess there's a choice of lighting on those signs? Back-lit would be less intrusive. Commissioner Derek Woodman added, yah. I think everything they've indicated is it would be back-lit signage, not spotlight. Vice Chairperson Teresa England said, my understanding was they had to run it by corporate. Commissioner Derek Woodman continued, but it seems like the majority of what you see is back-lit. Dan Burroughs Town Engineer suggested, one way to address that is to have them submit a lighting plan to Town Staff and have them review that for approval. Vice Chairperson Teresa England suggested, I think we need to add conditions in Section 3 for the Town Manager to take a look at as a condition for final approval. We have a, b, c & d as proposed by staff. I'm proposing e & f. I would recommend that we add a new subpart c that confirms the final mechanical design conceals all rooftop mechanical behind all parapets. And in addition a confirmation of the location of any side building mounted satellite dishes. And then a subpart f, just because the architects are concerned about this. Confirm primary facade window glazing meets or exceeds 60% transparent / 40% solid ratio per the Town of Dillon Design Guidelines. I think we need to add g, confirmation of the final signage plan eliminates the monument sign and back-lighting of the building signage. Commissioner Derek Woodman said, I don't have any problem with those. I'd like to word it a little softer that if the monument sign can be removed. Commissioner Jerry Peterson added, monument sign acts as a landmark sign for the hotel. You're getting too picky. Commissioner Derek Woodman said, they offered to remove it if the landmark agrees. If Hilton requires it we'll need something there, but if not we'll pull it. You know if you're not 100% sure you need to at least say

please check. I think it's a fare trade-off. Commissioner Jerry Peterson added, I think a landmark sign separates it from a Super 6, that's my suggestion. It's a destination. Kathleen Kelly Town Attorney suggested, instead of adding these to section 3 which are minor modifications the Town Manager has authorized, if these are changes that the Planning Commission recommends be made to the application before Council approves it, I think they belong in section 2. You could certainly reword the monument sign condition to reflect that unless that sign is required and perhaps the applicant would need to provide evidence of that from Hilton. That unless the sign is required, that the monument sign be removed from the plans. That's just a suggestion. Not all of these will be met before it goes to Town Council. But these are the conditions for approval in section 2. Dan Burroughs Town Engineer added, everything in section 2 has to be addressed before we approve and record the PUD and make it a project. Everything in section 2 are all the conditions once they get through the planning process they have to meet before PUD and make it a project. That's the guarantee that these things are done. Commissioner Derek Woodman asked, because 3 could be post-PUD and may or may not be addressed. Dan Burroughs Town Engineer replied, correct. Remember the PUD drawings just include mechanical the layout and the architecture drawings. So they can create a whole other set of building element drawings. Commissioner Derek Woodman asked, on the mechanical on the roof, from what location? Are you talking visibility? From where? Is it from the roof of this building or from street level? Dan Burroughs Town Engineer, replied there's a code requirement. One question, the 2<sup>nd</sup> comment you had about the 60/40%, I guess you're asking us to re-measure everything. So I guess the question would be, are you happy with the way the building looks? Vice Chairperson Teresa England, that's something the town architect wanted to have verified. Those drawings don't exist. I guess the specifications for the windows don't exist. Again, it's not in the code, it's an architectural review concept. So when you look at the building do you think this is good enough, or are you telling them they need bigger windows. If you approve the buildings as they are then that's good enough. Are you asking them to meet this standard as opposed to use this as a guideline? Vice Chairperson Teresa England said, it's the glazing, it's not the size of the windows. It's the actual specifications for the window. This language comes straight out of the architectural guidelines and checklist. Dan Burroughs Town Engineer said, what I would suggest is that you not put that. I'm very confused by it. I don't understand how you want to apply it. Vice Chairperson Teresa England continued, they want transparency. Part of the architectural guidelines is this concept of see-through and openness and things of that nature. They don't want opaque and reflectivity. Dan Burroughs Town Engineer stated, the way that will get regulated is through the Summit County building energy code. That dictates what the opacity of a window should be. What I'm suggesting is that we not get involved in that from a planning standpoint. Vice Chairperson commented, then we need to take it out of the guidelines. Dan Burroughs Town Engineer stated, the reason it's in the guidelines is to tell people what we're looking for. Commissioner Derek Woodman said, we also have to remember the guidelines are exactly what the term is. It's a guideline. It's not a hard-fast policy. Dan Burroughs Town Engineer asked, could I just ask what you goal with that is? Vice Chairperson Teresa England responded, I was just concerned because the architects were concerned. Dan Burroughs Town Engineer said, Ok. I think we have an application before us that in my opinion meets that. So the question is, if you don't think they've met that? Vice Chairperson Teresa England said, I don't know because the building material to that level hasn't been identified. I don't care, we can take it out. Dan Burroughs Town Engineer said, they're going to provide very energy efficient windows because of all the codes we've adopted. What they don't want are super tinted windows. I guess I'm confused by the concept, so I'd prefer it not to be a criteria. So unless you saw something in the elevations and the renderings that alarms you? Vice Chairperson Teresa England said, it's not the sizing of the windows is not an issue. Dan Burroughs Town Engineer said, so I would let the energy code dictate that. Vice Chairperson Teresa England commented, I would suggest we take it out of the Guidelines then. Dan Burroughs Town Engineer stated, I don't disagree with that. Commissioner Derek Woodman continued, so we're down to concealing mechanical. Vice Chairperson Teresa England responded, I think we ought to put

mechanical in section 3 and put the approval of the final sign requested variance as a condition to the final signage plan. Would be a condition to the PUD and a requirement that written evidence be provided from the applicant's flag that the monument sign is a brand standard and if not the monument sign be eliminated. Dan Burroughs Town Engineer said, I think that's pretty clear. I will tell you, just as a reminder, as a single building like this, every sign has to come back to you for individual approval. They have to get a permit for every sign. What the PUD does is establish the maximum area they're allowed. That's different than underlying zoning. So the way the sign code reads, this will come back to you. They'll get a permit for every sign. Commissioner Derek Woodman asked, I want more clarity on what we're going to say for the modifications. Dan Burroughs Town Engineer suggested, when the sign comes to you, you can evaluate the lighting and everything, at that time. Again, going back to the sign, I fully expect a sign dimension to come before us that'll be less than half of what they've already identified by the time you actually do the square footage. Vice Chairperson Teresa England added, the dilemma is that's not how you measure signs. You draw a square around it, you don't measure the cursive. Commissioner Derek Woodman replied, oh really? I know the whole sign code is up for review again.

Recording Secretary Corrie Woloshan read new section 2R: that written evidence be provided from the applicant's flag that the monument sign is a brand standard and if not the monument sign be eliminated.

Vice Chairperson Teresa England read new section 3E: confirmation that the final mechanical design conceals rooftop mechanical and satellite dishes behind parapets per Town of Dillon standards.

Commissioner Jerry Peterson moved to approve Resolution NO. PZ 06-18 Series of 2018 including recommendations that new sections 2R and 3E be included in the resolution as follows.

- Section 2R: That written evidence be provided from the applicant's flag that the monument sign is a brand standard and if not, the monument sign be eliminated.
- Section 3E: Confirmation that the final mechanical design conceals rooftop mechanical and satellite dishes behind parapets per Town of Dillon standards.

Commissioner Derek Woodman seconded the motion, which passed unanimously upon roll call vote.

#### **DISCUSSION ITEM: TOWN OF DILLON 2017 COMPREHENSIVE PLAN, SECTION 5**

Postponed until next meeting.

#### **OTHER BUSINESS**

None.

#### **ADJOURNMENT**

There being no further business, the meeting adjourned at 7:42 p.m.

Respectfully submitted,

*Corrie Woloshan*

Corrie Woloshan  
Secretary to the Commission