



AGENDA

MEETING CALLED TO ORDER AT 5:30 PM

WORK SESSION – Discussion items only, no action will be taken

Park City Heights – Master Planned Development PL-10-01028 4

ROLL CALL

ADOPTION OF MINUTES OF SEPTEMBER 22, 2010

PUBLIC COMMUNICATIONS – *Items not scheduled on the regular agenda*

STAFF/BOARD COMMUNICATIONS AND DISCLOSURES

Building department informational update of unfinished/abandoned construction

CONTINUATION(S) – Public hearing and continuation as outlined below

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Public hearing and continue to November 10, 2010

CONSENT AGENDA – Public hearing and possible action

2700 Deer Valley Drive – Amendment to Record of Survey PL-10-01042 85

Public hearing and possible recommendation to City Council

1251 Kearns Blvd, The Yard – Subdivision PL-10-01058 113

Public hearing and possible recommendation to City Council

REGULAR AGENDA – *Discussion, public hearing, and possible action as outlined below*

1251 Kearns Blvd, The Yard – Extension of Conditional Use Permit PL-08-00481 129

Public hearing and possible action

ADJOURN

Items listed on the Regular Meeting may have been continued from a previous meeting and may not have been published on the Legal Notice for this meeting. For further information, please call the Planning Department at (435) 615-5060.

A majority of Planning Commission members may meet socially after the meeting. If so, the location will be announced by the Chair person. City business will not be conducted.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Park City Planning Department at (435) 615-5060 24 hours prior to the meeting.
Planning Commission - October 13, 2010

WORK SESSION

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Park City Heights MPD
Author: Kirsten A. Whetstone, AICP
Date: October 13, 2010
Project Number: PL-10- 01028
Type of Item: Work Session and Public Hearing

Recommendation

Staff recommends the Planning Commission discuss the revised site plan and updated traffic and trails information, conduct a public hearing, and provide to staff any input regarding these items. Staff requests the Commission provide any additional direction regarding the revised plan and continue the public hearing to November 10, 2010.

Description

Project Name: Park City Heights Master Planned Development
Applicants: The Boyer Company and Park City Municipal Corporation
Location: Southwest corner of the intersection of SR248 and US40
Zoning: Community Transition (CT)
Adjacent Land Uses: Municipal open space; single family residential; vacant parcel to the north zoned County- RR; vacant parcel to the south zoned County- MR; Park City Medical Center (IHC) and the Park City Ice Arena/Quinn's Fields Complex northwest of the intersection.
Reason for Review: Applications for Master Planned Developments require Planning Commission review and approval
Owner: Park City Municipal Corporation is 50% owner with The Boyer Co. of the larger parcel to the south and 24 acres of the front open space. Park City owns approximately 40 acres, 20 within the open space on north and 20 at the north end of the development parcel, outright.

I. Background

During the Planning Commission's review of the annexation (approved on April 9, 2008), prior to the Council approval, the Commission requested the following items be addressed with the MPD application:

- overall density in terms of number of single family/market rate lots,
- location of units on the site in consideration of sensitive lands (ridgelines, etc),
- better integration of the affordable units within the overall project,
- entry area needed to be redesigned to provide a neighborhood gathering location and better sense of arrival,
- sustainability and water conservation, and
- greater overall design/appearance as a residential community that relates to Park City's resort identity rather than as a "cookie cutter" suburban subdivision.

On May 27, 2010, the Park City Council voted to adopt an ordinance approving the Park City Heights Annexation agreement, including an associated water agreement. The Council also voted to approve Community Transition (CT) zoning for the entire 286 acres (see Annexation Agreement in the binder/tool kit).

On June 17, 2010, the applicant submitted a pre-MPD application based on the annexation approval and agreement, including a revised conceptual site plan for a mixed residential development on 239 acres of the total 286 acres annexed. The remaining annexed area is owned by separate parties and is not subject to this MPD. The pre-MPD conceptual plan consists of 239 residential dwelling units, including:

- 160 market rate units in a mix of cottage units on smaller (6,000 to 8,000 sf lots) and single family detached units on 9,000 to 10,000 sf lots,
- 44.78 Affordable Unit Equivalents configured in approximately 28 deed restricted affordable units to satisfy the IHC MPD affordable housing requirement,
- 32 Affordable Unit Equivalents configured as approximately 16 deed restricted affordable units to meet the CT zone affordable housing requirement, and
- 35 deed restricted affordable units that Park City Municipal proposes to build consistent with one of its stated public purposes in the acquisition of an ownership interest in the land.

The plan includes approximately 175 acres of open space (73% open space), a community park with a splash pad play feature and active and passive park uses, neighborhood club house, bus shelters on both sides of Richardson's Flat Road, and trails throughout the development with connections to the city-wide trail system, including connections to the Rail Trail.

The Planning Commission reviewed the pre-MPD application at two (2) meeting (July 14 and August 11, 2010) and found the application to be in initial compliance with applicable elements of the Park City General Plan. The Commission provided direction to the applicants (see Minutes in Binder) to consider the following items in the development of the detailed Master Planned Development site plan and supporting documents:

- Affordable housing needs in the community;
- Traffic mitigation, transit options, trails and connections for alternative modes of transportation;
- Support commercial elements;
- Environmental, wildlife and sensitive lands considerations- preserving more of the meadow lands balanced with keeping development off of ridgelines and steeper slopes and understanding wildlife issues; and
- Site planning details that are not typical of suburban development.
- Creation of a neighborhood that reflects Park City's natural environment and resort character and that creates a sense of place as a neighborhood while at the same time provides community amenities or attractions that connect it to other Park City neighborhoods.

II. Review Process

A. Overall Review Process

The overall review process was described in greater detail in the August 11, 2010 staff report (see binder/tool kit).

A simplified review process flow chart is as follows:

- Annexation and Zoning (PC and CC) (completed May 27, 2010)
▼
- Pre-Master Planned Development meeting (PC) (completed August 11, 2010)
▼
- Master Planned Development submittal and review (PC) (initial work session conducted on September 22, 2010, initial public hearing October 13, 2010)
▼
- Preliminary plat/site plan submittal and review (PC and CC)
▼
- Final plat/utility plan submittal and review (PC and CC)
▼
- Conditional Use Permit (CUP) review for certain uses/buildings, as conditioned by the MPD and/or CT zoning (PC or Staff)
▼
- Building permits (Staff)
▼
- Occupancy permits (Staff)

B. MPD Review Process

The MPD review process allows the Commission to take a detailed look at the specific site plan including lot layout, building site location, street layout, utility systems, locations of trails and trail connections, type and location of open space, location of bus stops, relationships between buildings and parking, architectural theme or character, building materials, requirements for specific building practices such as green/sustainable building, water efficient landscaping, types and occupancy of units, affordable housing units and configuration, location and amount of support commercial uses, and other items. The MPD is also required to comply with the terms of the annexation agreement.

The Land Management Code (Chapter 6) specifies the following steps:

- Pre-application public meeting and determination of initial compliance.
- Application submittal and reviewed for completeness.
- Planning Commission is the primary review body.
- At least one work session is required prior to a public hearing.

- At least one formal public hearing with notice provided per the LMC Notice Matrix (LMC Section 15-1-21).
- Planning Commission review per the underlying zoning district (CT) and the MPD requirements of LMC Section 15-6-5
 - Density
 - Setbacks
 - Open Space
 - Off-street parking
 - Building Height
 - Site Planning
 - Landscape and Streetscape
 - Sensitive Lands Compliance
 - Employee/Affordable housing
 - Child Care
- Planning Commission must make required findings and conclusions of law as listed in LMC Section 15-6-6.
- Development Agreement drafted according to requirements of LMC Section 15-6-4 (G) within six (6) months of MPD approval.
- Development Agreement formally ratified by Planning Commission, signed by the City Council and Applicant, and recorded with Summit County Recorder.
- Construction, as defined by the Building Code, is required to commence within two (2) years of the date of the execution of the Development Agreement.

Staff reviewed the revised site plan for compliance with the Community Transition (CT) zone as shown in the following Table:

Requirement	A. LMC Requirement	Proposed
Lot Size	No minimum lot size	239 acres, various lot sizes, <u>Complies.</u>
Building Footprint	No maximum footprint	Various footprints, will be identified further in final site plan and development agreement <u>Complies.</u>
Uses	Single family lots, detached cottage units, attached town house multi-family units as allowed within an MPD.	160 market rate single family lots and cottage units (6,000 sf to 10,000 sf lots) 16 deed restricted CT required detached units, 28 deed restricted IHC townhouse units, 35 deed restricted PCMC units as a mix of cottage units and townhouse units. <u>Complies.</u> City Park, Community Clubhouse and associated uses, Trails, etc. are proposed. <u>Complies.</u>
Density	CT District Base Density is 1 unit per 20 acres MPD within CT zone	Density of 1 unit per acre (239 units) was approved with the PC Heights Annexation Agreement.

	allows PC to approve a Density of up to 1 unit per acre, excluding required affordable housing units.	0.81 du/acre excluding required affordable units and 1.0 du/acre including all dwelling units. <u>Complies.</u>
All Yard setbacks	25', <u>minimum</u> around perimeter of MPD. Within MPD setbacks may be reduced by the Planning Commission. 200' Frontage Protection Zone no-build Setback	25' or greater around the perimeter (150' to 270'). Setbacks within the MPD will be identified on the final site plan for the different units/lot types. Greater than 200' from all Frontage Protection zone boundaries. <u>Complies.</u>
Height	28 feet above existing grade, with 5' exception for pitched roof elements, <u>maximum,</u>	Final building height will be presented with the final site plan. No height exceptions are requested for the single family lots and cottage units. <u>Complies.</u>
Parking	Two (2) spaces per dwelling unit for single family lots, cottage style dwelling units, and multi-family dwelling units greater than 1,000 sf. One (1) space per 650 sf unit and 1.5 spaces per unit greater than 650 sf but less than 1,000 sf unit. LMC (CT zone) also requires 40% of parking to be in structured or tiered parking configuration.	Two (2) garage spaces per dwelling unit (for single family, cottage style, and townhouse units) are proposed. <u>Complies.</u>
Open Space	LMC (CT zone) requires 70% open space for density of one unit per acre.	Approximately 175 acres of open space (73%) is proposed. Final site plan to identify all open space areas and proposed uses within open spaces. <u>Complies.</u>

III. Binder (Exhibit A- handed out at the September 22, 2010 work session and also available on the City's website as a pdf)

The following items are included in the Park City Heights MPD binder:

- The Park City General Plan (not included in the binder)
- Quinn's Planning Principles
- Park City Heights Task Force Recommendations
- Park City Heights Annexation Agreement and Ordinance
- Land Management Code- Master Planned Development Chapter 6
- Land Management Code- Community Transition (CT) zone Chapter 2.23
- Staff reports and minutes of the July 14th, August 11th, and September 22nd Planning Commission meetings.

IV. Timeline

The following is a preliminary timeline for the MPD review:

- September 22, 2010- work session- overview of process and applicants' response to Commission comments on the Pre-MPD concept plan.
- October 13, 2010- work session/public hearing- transportation/traffic, trails, recreation amenities, and preliminary utility layout.
- November 10, 2010- work session/public hearing – overall site plan, sensitive lands analysis of overall site plan, “sense of place”/neighborhood character and architectural design elements (e.g. design guidelines), affordable sustainable building elements, including water conservation/landscaping details and housing issues.
- December 8, 2010- work session/public hearing- finalize site plan and begin draft development agreement discussion.
- January 2011- final action.

At the work session the applicants will present the following information:

- Updated traffic information and mitigation of impacts on SR 248.
- Overall trails and pedestrian circulation/neighborhood connectivity plan
- A revised MPD site plan incorporating Commissioner comments from the September 22nd work session.

Notice

This item is scheduled as a work session and public hearing. Notice of the public hearing was published in the Park Record and posted according to requirements of the LMC. Courtesy notice letters were sent to affected property owners according to requirements of the LMC.

Public Input

At the time of writing this report, no public input has been received.

Recommendation

Staff recommends the Planning Commission discuss the revised site plan and updated traffic and trails information, conduct a public hearing, and provide to staff any input regarding these items. Staff requests the Commission provide any additional direction regarding the revised plan and continue the public hearing to November 10, 2010.

Exhibits

Exhibit A- Park City Heights Binder/Tool Kit (handed out at the September 22nd work session and posted on the City's web site as a pdf)

Exhibit B- Revised MPD site plan and trails plan

Exhibit C- Park City Heights Traffic Study update letter

Exhibit D- Park City Heights Traffic Study pages 1-35

EXISTING RAIL TRAIL
TIE INTO RAIL TRAIL
IMPROVE RAIL TRAIL CROSSING
PROPOSED BUS STOPS
TOT LOT
SPLASH PARK
ENTRANCE ROAD

CLUBHOUSE
ROUND-ABOUT
ALLEY
TIE INTO EXISTING
JEEP TRAIL



IMPROVE EXISTING TRAIL
EXISTING RAIL TRAIL
TIE INTO RAIL TRAIL
"LIVING ROOM"
PLAY FIELD
COMMUNITY GARDEN
50' UTILITY EASEMENT
TRAIL

LEGEND

- 35 PCMC
- 28 IHC
- 16 CT Zone
- 160 Market



EXISTING RAIL TRAIL
TIE INTO RAIL TRAIL
IMPROVE RAIL TRAIL CROSSING
PROPOSED BUS STOPS
TOT LOT
SPLASH PARK
ENTRANCE ROAD

CLUBHOUSE
ROUND-ABOUT
SIDEWALK
ALLEY
EXISTING JEEP TRAIL
SIDEWALK

IMPROVE EXISTING TRAIL
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TIE INTO RAIL TRAIL
"LIVING ROOM"
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50' UTILITY EASEMENT

LEGEND

- 35 PCMC
- 28 IHC
- 16 CT Zone
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Park City Heights

Traffic Impact Study



June 7, 2007

UT06-002

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed development of approximately 200 acres of land contiguous to the current Park City municipal boundary. The project is located east of SR 248, west of US-40 and both north and south of the old Landfill Road. The property to the north of the old landfill road (approximately 24 acres) is proposed to remain as open space and the property south of the old landfill road (approximately 176 acres) is proposed to become 110 acres of Open Space, 55 acres of residential development, and 10 acres of roads, etc. see the Conceptual Master Plan located in the Appendix A.

This study analyzed the traffic operations for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site.

B. Scope

The study area was defined based on conversations with Park City staff. This study was scoped to evaluate the traffic operation performance impacts of the project on the following intersections:

- SR-248 / IHC intersection
- SR-248 / old landfill road
- old landfill road / West US-40 Frontage Road
- West US-40 Frontage Road / proposed North project access
- West US-40 Frontage Road / proposed South project access

At a Park City Heights task force meeting on September 26, 2006, a combined development review committee consisting of elected officials, appointed officials and staff members had been convened to review the traffic analysis for the proposed project, and recommended that an expanded scope should be evaluated to consider the following items:

1. Evaluate the need for a new signal at the Old Landfill Road intersection with SR-248 vs. a single traffic signal at the IHC intersection with SR-248
2. Evaluate the impacts of a future park and ride lot to be located at Richardson Flats
3. Identify the cut through traffic impacts on the Old Landfill Road (future analyses)
4. Look at the need for additional trail connections
5. Consider the impact of school buses

A follow up meeting was scheduled and held on October 4, 2006, between the Park City Heights development Team and Park City Staff members to discuss the expanded evaluation. It was determined at this meeting that Hales Engineering would address the first

three issues and that Park City Staff would evaluate the last two items. The original report has been modified to include discussion on the three topics previously identified.

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The Highway Capacity Manual 2000 (HCM 2000) methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections LOS is reported based on the worst approach. Hales Engineering has also calculated overall delay values for unsignalized intersections, which provides additional information and represents the overall intersection conditions rather than just the worst approach.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. However, if LOS E or F for an individual approach at an intersection exists, explanation and / or mitigation measures will be presented.

An LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for suburban and non-CBD urbanized intersections.

Table 1		
Level of Service Descriptions		
Level of Service	Description of Traffic Conditions	Average Delay (seconds / vehicle)
SIGNALIZED INTERSECTIONS¹		
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
UNSIGNALIZED INTERSECTIONS²		Worst Approach Delay (seconds / vehicle)
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0
Source:		
1. Hales Engineering Descriptions, based on <i>Highway Capacity Manual, 2000 Methodology</i> (Transportation Research Board, 2000).		
2. Hales Engineering Descriptions, based on <i>Highway Capacity Manual, 2000 Methodology</i> (Transportation Research Board, 2000).		

II. EXISTING (2006) BACKGROUND CONDITIONS

A. Purpose

The purpose of the existing (2006) background analysis is to study the intersections and roadways during the peak travel periods of the day under background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified and potential mitigation measures recommended.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

- SR-248 – is a state-operated roadway (classified as an, “other Principal Arterial”) that provides direct access to Park City from US-40. This roadway is currently composed of a three-lane cross section with one travel lane in each direction and a center two-way left turn lane in the vicinity of the project. UDOT has classified SR-248 in the vicinity of the project as a Category 4, Regional Rural Corridor, which identifies minimum signalized intersection spacing at 1/2-mile (2,640 feet), minimum street spacing at 1/8-mile (660 feet) spacing, and minimum access spacing at 500 feet. In the vicinity of the project, SR-248 has a posted speed limit of 50 mph.
- old landfill road – is a county-operated roadway that will provide indirect access to the proposed Park City Heights project. This street currently has a two-lane cross section with one travel lane in each direction, and little to no shoulders. This road does not have a posted speed limit, but due to the current pavement conditions vehicles are traveling at relatively low speeds (20-25 mph). This road is paved near SR-248 and intermittently to the proposed project site.
- West Frontage Road – is a county-operated gravel roadway that will provide direct access to the proposed Park City Heights project. On the north end of this road near the old landfill road, the gravel cross-section is approximately 20 feet wide, however, as you go south this road narrows to approximately 12-14 feet in width. This road does not have a posted speed limit.

C. Traffic Volumes

Hales Engineering performed weekday a.m. (7:00 to 9:00) and p.m. (4:00 to 6:00) peak period traffic counts at the following intersection(s):

- SR-248 / old landfill road

These counts were performed on Tuesday, August 22, 2006. Based on the combination of current (2006) intersection volumes and traffic generated by the site, the weekday p.m. peak hour was the critical time period identified for analysis. Detailed count data is included in Appendix B.

The traffic counts were adjusted to represent volumes for an average day of the year using UDOT's permanent count station information on SR-248 (Station 606). The traffic volume adjustments were based on monthly adjustment factors published by Utah Department of Transportation (UDOT). As requested by Park City staff, Hales Engineering incorporated the IHC information (e.g. projected site related traffic, projected signalization, etc.). The combination of the 2006 adjusted traffic counts collected by Hales Engineering, balanced with the IHC data created a cumulative background condition for analyses. See supporting information in Appendix C.

D. Level of Service Analysis

Using Synchro and the Highway Capacity Software (HCS) which follow the Highway Capacity Manual (HCM) 2000 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection as well as the proposed relocation of the intersection to the north servicing the proposed IHC Hospital, the Quinn's Recreation Center and several existing land uses. The results of this analysis are reported in Table 2 (see Appendix D for the detailed LOS reports). Synchro was used for the signalized SR-248 intersections to provide a direct correlation between the previous work completed in the vicinity of the interchange / IHC access. HCS was used for the stop controlled intersections on the old landfill road since each of these study intersections function as isolated intersections under current and plus project conditions. These results serve as a baseline condition for the impact analysis of the proposed development. As shown in Table 2, based on overall intersection averages, all of the study intersections experience acceptable levels of delay.

E. Mitigation Measures

Although the overall SR-248 / old landfill road intersection performs acceptably, the westbound left turn movement experiences high levels of delay during the peak hours. A Quinn's Junction / SR-248 Access Study dated December 6, 2006 prepared by Horrocks Engineers, stated that the SR-248 / old landfill road should be signalized in the future.

Hales Engineering recommends that although this intersection does not meet the peak hour traffic volume signal warrant located in the Manual on Uniform Traffic Control Devices (MUTCD), it could qualify for a systems warrant provided that this location has been identified for signal controlled access in a signed and executed Corridor Agreement between UDOT, Park City and/or Summit County. If signalized, this intersection could function at an overall LOS C or better, a detailed analysis is included in Appendix D.

Table 2
Existing (2006)
p.m. Peak Hour Level of Service

Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach ¹	Aver. Delay (Sec / Veh) ¹	LOS ¹	Aver. Delay (Sec / Veh) ²	LOS
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	17.7	B
2	SR-248 / old landfill road	Unsignalized	WB Left	31.2	D	<1.0	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle).
3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, August 2006

III. PROJECT CONDITIONS

A. Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

B. Project Description

This study addresses the traffic impacts associated with the proposed development of approximately 200 acres of land contiguous to the current Park City municipal boundary. The project is located east of SR 248, west of US-40 and both north and south of the old Landfill Road. The property to the north of the old landfill road (approximately 24 acres) is proposed to remain as open space and the property south of the old landfill road (approximately 176 acres) is proposed to become 110 acres of Open Space, 55 acres of residential development, and 10 acres of roads, etc. see the Conceptual Master Plan located in the Appendix A.

The proposed cumulative land use for Park City Heights (including the Talisker and IHC affordable housing) will be as follows:

- Residential: **317 Units**
 - 207 single family dwelling units
 - 110 townhomes / condominiums

At a meeting on September 26, 2006, it was requested that Hales Engineering include:

- An evaluation of the need for a new signal at the Old Landfill Road intersection with SR-248 vs a single traffic signal at the IHC intersection with SR-248
- An evaluation of the impacts of a future park and ride lot to be located at Richardson Flats
 - It was determined that 100 stalls would be added to the existing 2006 analyses and that an additional 650 stalls (750 total stalls) would be added to the future 2020 conditions analyses
- Identify the cut through traffic impacts on the Old Landfill Road
 - This will be completed for the future 2020 analyses

C. Trip Generation

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 7th Edition*, 2003. Trips were generated using the land use intensity previously described and are summarized in Table 3 for the cumulative Park City Heights development at full build-out conditions.

Table 3
Park City Heights
Trip Generation

Land Use ¹	Number of Units	Unit Type	Daily Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Condominium (230)	110	Dwelling Unit	696	50%	50%	348	348	696
Single Family Detached (210)	207	Dwelling Unit	2,031	50%	50%	1,015	1,015	2,030
Project Total Daily Trips						1,363	1,363	2,726
Land Use¹	Number of Units	Unit Type	a.m. Peak Hour Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Condominium (230)	110	Dwelling Unit	56	17%	83%	9	46	55
Single Family Detached (210)	207	Dwelling Unit	154	25%	75%	39	116	155
Project Total Daily Trips						48	162	210
Land Use¹	Number of Units	Unit Type	p.m. Peak Hour Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Condominium (230)	110	Dwelling Unit	65	67%	33%	44	21	65
Single Family Detached (210)	207	Dwelling Unit	206	63%	37%	130	76	206
Project Total Daily Trips						174	97	271
Land Use¹	Number of Units	Unit Type	Sat. Daily Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Daily Trips
Condominium (230)	110	Dwelling Unit	826	50%	50%	413	413	826
Single Family Detached (210)	207	Dwelling Unit	2,085	50%	50%	1,043	1,043	2,086
Project Total Daily Trips						1,456	1,456	2,912
Land Use¹	Number of Units	Unit Type	Sat. Peak Hour Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Peak Hour Trips
Condominium (230)	110	Dwelling Unit	75	54%	46%	40	34	74
Single Family Detached (210)	207	Dwelling Unit	195	54%	46%	105	90	195
Project Total Daily Trips						145	124	269

1. Land Use Code from the Institute of Transportation Engineers - 7th Edition Trip Generation Manual (ITE Manual)

SOURCE: Hales Engineering, June 2007

The ITE trip generation rates identify gross trips to and from a facility as if it were a stand-alone activity. Gross ITE trip generation rates do not account for trips already on adjacent roadways or for internal capture. Hales Engineering did not adjust the gross trip generation to account for pass-by or internal capture trips that are already on the adjacent roadway and trips that are internal to the project site because this site functions as an independent land use.

D. Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provided helpful guidance to establishing these distribution percentages, especially in close proximity to the site. The resulting overall distribution of project generated trips is as follows:

From the project site:

- 70% North on West US-40 Frontage Road
- 30% North on west project access

From the West US-40 Frontage Road:

- 95% West on the old landfill road
- 5% East on the old landfill road

From the old landfill road:

- 52% South on SR-248
- 43% North on SR-248

These trip distribution assumptions were distributed to the study intersections to estimate the p.m. peak hour project generated trips.

E. Access Spacing

SR-248

As proposed in the Quinn's Junction / SR-248 Access Study dated December 6, 2006 and prepared by Horrocks Engineers, the access spacing selected for implementation was Option 3, see figure in Appendix E. Option 3 identifies the relocated IHC access located 0.32 miles (1,700 feet) south of the US-40 southbound ramps. The next intersection to the south, old landfill road, is located 0.36 miles (1,900 feet) south of the relocated IHC intersection. UDOT has classified SR-248 in the vicinity of the project as a Category 4, Regional Rural Corridor, which identifies minimum signalized intersection spacing at 1/2-mile (2,640 feet), minimum street spacing at 1/8-mile (660 feet) spacing, and minimum access spacing at 500 feet. This information was obtained from UDOT's web site in their publication titled, "State Highway Access Category Inventory" and dated May 2006.

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed development of approximately 200 acres of land contiguous to the current Park City municipal boundary. The project is located east of SR 248, west of US-40 and both north and south of the old Landfill Road. The property to the north of the old landfill road (approximately 24 acres) is proposed to remain as open space and the property south of the old landfill road (approximately 176 acres) is proposed to become 110 acres of Open Space, 55 acres of residential development, and 10 acres of roads, etc. see the Conceptual Master Plan located in the Appendix A.

At a Park City Heights task force meeting on September 26, 2006, a combined development review committee consisting of elected officials, appointed officials and staff members had been convened to review the traffic analysis for the proposed project, and recommended that an expanded scope should be evaluated to consider the following items:

1. Evaluate the need for a new signal at the Old Landfill Road intersection with SR-248 vs a single traffic signal at the IHC intersection with SR-248
2. Evaluate the impacts of a future park and ride lot to be located at Richardson Flats
3. Identify the cut through traffic impacts on the Old Landfill Road (future analyses)
4. Look at the need for additional trail connections
5. Consider the impact of school buses

A follow up meeting was scheduled and held on October 4, 2006, between the Park City Heights development Team and Park City Staff members to discuss the expanded evaluation. It was determined at this meeting that Hales Engineering would address the first three issues and that Park City Staff would evaluate the last two items. The original report has been modified to include discussion on the three topics previously identified.

This study analyzed the traffic operations for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. In addition, future 2020 conditions were also evaluated for background and plus project scenarios.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the respective traffic conditions of this project.

Existing (2006) Background Conditions Analysis

- Hales Engineering collected a.m. and p.m. peak period counts at the following intersection(s):

In locations where existing roads intersect state highways, it is not always feasible to comply with the new access management standards retroactively, therefore, a variance process exists that will allow deviation from the new standards. The relocated IHC access will not meet the current UDOT access management standards ($\frac{1}{2}$ mile), however, in urbanizing areas signalized access spacing at $\frac{1}{4}$ mile (1,320 feet) intervals is acceptable. Since the old landfill road will not be relocated, it is not likely that a variance request will be necessary, however, the relocated IHC access will need to apply for a variance from the currently published UDOT access management standards.

Access management standards should not be a problem on either the West US-40 Frontage Road or the old landfill road in the vicinity of the proposed Park City Heights project.

IV. EXISTING (2006) PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The trips generated by the proposed cumulative Park City Heights development, and the proposed park and ride lot with 100 stalls were combined with the existing background traffic volumes to create the existing plus project conditions. The existing plus project scenario evaluates the impacts of the project traffic on the existing roadway network assuming full build out of each project. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

As requested by the Park City Heights Task Force committee, Hales Engineering evaluated two scenarios, the one previously identified and another assuming realignment of the old landfill road into the IHC access creating a single signalized intersection.

B. Traffic Volumes

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. Generally, project trips are layered directly onto existing background traffic conditions and this traffic study will not be an exception. The accesses, parking, and internal circulation of this project will be reviewed and discussed in more detail following annexation.

The existing (2006) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Appendix C and were large enough to meet Warrant 3 – Peak Hour Volume as identified in the Manual on Uniform Traffic Control Devices (MUTCD), therefore, it was assumed that the old landfill road was signalized for the two signal scenario. Also included in Appendix C are the Park City Heights, UPCM and IHC attainable housing combined trip assignments.

C. Level of Service Analysis

Using Synchro which follows the Highway Capacity Manual (HCM) 2000 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection as well as the proposed relocation of the intersection to the north servicing the proposed IHC Hospital, the Quinn's Recreation Center and several existing land uses. The results of this analysis are reported in Table 4 (see Appendix D for the detailed LOS reports).

As shown in Table 4, based on overall intersection averages, all of the study intersections experience acceptable levels of delay.

Table 4
Existing (2006) Plus Project – Two Traffic Signals
p.m. Peak Hour Level of Service

Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach ¹	Aver. Delay (Sec / Veh) ¹	LOS ¹	Aver. Delay (Sec / Veh) ²	LOS ²
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	16.0	B
2	SR-248 / old landfill road	Proposed Signal ³	N/A	N/A	N/A	21.0	C
3	old landfill road / West Project Access	Unsignalized	NB Left	11.1	B	1.0	A
4	old landfill road / West US-40 Frontage Road	Unsignalized	NB Left	10.2	B	2.6	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle).

3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, June 2007

The results of the single signalized intersection analysis are reported in Table 5 (see Appendix D for the detailed LOS reports). Synchro / SimTraffic were used for the signalized SR-248 intersections to provide a statistical evaluation of the interaction between the intersections. HCS was used for the stop controlled intersections on the old landfill road since each of these study intersections function as isolated intersections under current and plus project conditions. As shown in Table 5, based on overall intersection averages, all of the study intersections experience acceptable levels of delay. However, it should be noted that the reserve capacity of the single signalized intersection is not large and will quickly be overwhelmed with background traffic growth.

D. Mitigation Measures

Old landfill road traffic signal

- The existing (2006) plus project p.m. peak hour volumes were generated for the study intersections were large enough to meet Warrant 3 – Peak Hour Volume as identified in the Manual on Uniform Traffic Control Devices (MUTCD), therefore, it was assumed that the old landfill road was signalized for two signal scenario.

- The westbound movements should be separated into a shared left / through lane and a right turn pocket of 150-feet in length.
- The north and southbound left turn lanes should be on a permissive / protected phase.
- A northbound right turn pocket should be added (150-feet).

Table 5
Existing (2006) Plus Project – One Traffic Signal
p.m. Peak Hour Level of Service

Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach ¹	Aver. Delay (Sec / Veh) ¹	LOS ¹	Aver. Delay (Sec / Veh) ²	LOS ²
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	34.9	C
2	SR-248 / old landfill road	N/A	N/A	N/A	N/A	N/A	N/A
3	old landfill road / West Project Access.	Unsignalized	NB Left	11.1	B	1.0	A
4	old landfill road / West US-40 Frontage Road	Unsignalized	NB Left	10.2	B	2.6	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle).
3. All signalized intersections were evaluated using Synchro / SimTraffic stochastic software.
4. All unsignalized intersections were evaluated using HCS deterministic software.

Source: Hales Engineering, June 2007

According to UDOT's *Administrative Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way*, a Category 4 classified roadway, SR-248 at its intersection with old landfill road requires:

1. a southbound left turn lane, deceleration lane and taper to accommodate more than 10 vehicles per hour making this movement
2. a northbound right turn pocket, deceleration lane and taper to accommodate more than 25 vehicles per hour making this movement
3. a westbound to northbound right turn acceleration lane and taper to accommodate more than 50 vehicles per hour on roadways with speed limits greater than 40 mph

V. Future (2020) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future 2020 background analysis is to study the intersections and roadways during the peak travel periods of the day during future background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified and potential mitigation measures recommended.

B. Traffic Volumes

In order to project the future traffic conditions on SR-248 a review of the 20-year historical growth patterns was completed. This review shows that there have been fluctuations in the growth over the last twenty years but the most recent trend (2001 – 2005) has been an upward growth of approximately 6.7%. Projecting this same trend line from 2005 to year 2020 (the planning horizon chosen by Park City Staff), the future traffic volumes would be approximately 24,800 vehicles a day. The future 2020 analyses were completed using the 24,800 vehicles a day as a base line condition.

C. Level of Service Analysis

Using Synchro and the Highway Capacity Software (HCS) which follow the Highway Capacity Manual (HCM) 2000 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection as well as the proposed relocation of the intersection to the north servicing the proposed IHC Hospital, the Quinn's Recreation Center and several existing land uses. The results of this analysis are reported in Table 6 (see Appendix D for the detailed LOS reports). Synchro was used for the signalized SR-248 intersections to remain consistent with the methodologies from previous studies completed on the corridor. These results serve as a baseline condition for the impact analysis of the proposed development. As shown in Table 6, based on overall intersection averages, each of the study intersections experience unacceptable levels of delay.

D. Mitigation Measures

Although the overall SR-248 / old landfill road intersection performs acceptably, the east and westbound left turn movements experience high levels of delay during the peak hours. A Quinn's Junction / SR-248 Access Study dated December 6, 2006 prepared by Horrocks Engineers, stated that the SR-248 / old landfill road should be signalized in the future.

Hales Engineering recommends that although this intersection does not meet the peak hour traffic volume signal warrant located in the Manual on Uniform Traffic Control Devices (MUTCD), it could qualify for a systems warrant provided that this location has been identified for signal controlled access in a signed and executed Corridor Agreement between UDOT, Park City and/or Summit County. If signalized, this intersection could function at an overall LOS C or better, a detailed analysis is included in Appendix D.

Table 6							
Future (2020)							
p.m. Peak Hour Level of Service							
Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach¹	Aver. Delay (Sec / Veh)¹	LOS¹	Aver. Delay (Sec / Veh)²	LOS
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	76.1	E
2	SR-248 / old landfill road	Unsignalized	E&WB Left	>50.0	F	8.8	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle).
 3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, November 2006

The future 2020 traffic volumes are projected to increase to the point that two north and southbound through lanes will be necessary in order to maintain reasonable levels of service along SR-248. Table 7 shows the anticipated LOS for the study intersections with the mitigated cross section.

Table 7							
Future (2020) - Mitigated							
p.m. Peak Hour Level of Service							
Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach¹	Aver. Delay (Sec / Veh)¹	LOS¹	Aver. Delay (Sec / Veh)²	LOS
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	21.5	C
2	SR-248 / old landfill road	Unsignalized	E&WB Left	>50.0	F	1.6	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle).
 3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, November 2006

E. Park City Heights Task Force Analyses

This section of the report examines the traffic impacts created by layering known potential projects on top of the future 2020 background traffic conditions. The known projects are as follows:

- the proposed park and ride lot with 750 total stalls (build-out conditions)
- the potential Brown's Park cut through traffic on the old landfill road

Each potential project will be discussed briefly:

The proposed park and ride lot with 750 total stalls will generate approximately 270 vehicle trips during the peak hour (36%), plus the busses needed to move people back and forth. Current headways on the Kimball Junction route are 30 minutes with two buses per hour. In order to service this lot and the 270 person peak hour demand, approximately 8 buses will be needed which means a 7 to 8 minute headway during this peak hour. The total vehicular demand will be 270 passenger cars and 8 buses or 278 vehicles.

The potential Brown's Park cut through traffic was evaluated based on existing travel demands and future roadway connectivity. Currently, 41% of the traffic on SR-248 east of US-40 is either going to or coming from Park City during the p.m. peak period of the day. Growth projections on east SR-248 show that the future (2020) average daily traffic will be approximately 26,570 daily trips including the development of Iroquois and Tuhaye projects. With 2,660 trips occurring during the p.m. peak hour and 41% of those trips headed to/from Park City, the demand will be approximately 1,090 vehicles. If 50% of these vehicles use the back door route into Park City, there would be an additional 545 new vehicles on the old landfill road during the peak hour. See Table 8 for Iroquois and Tuhaye trip generation totals.

This scenario evaluates the impacts of each of these potential neighboring projects on the mitigated roadway network assuming full build out and 100% occupancy of each project. This scenario provides valuable insight into the potential impacts of the proposed projects on future 2020 background mitigated traffic conditions.

As requested by the Park City Heights Task Force committee, Hales Engineering evaluated two scenarios; one with new traffic signals at the IHC entrance and on the old landfill road and the other scenario assumes realignment of the old landfill road into the IHC access creating a single signalized intersection.

Table 9 shows that when the traffic from the various developments is dispersed through two traffic signals, each intersection will maintain a lower overall delay per vehicle value and associated level of service. In contrast, Table 10 shows that when the traffic is concentrated at a single intersection, the results are a higher delay per vehicle value and associated level of service.

Table 8
Wasatch County Projects
Trip Generation

Land Use ¹	Number of Units	Unit Type	Daily Trip Generation	Internal Capture	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
SFDU (210) - Iroquois North	300	Dwelling Unit	2,857	0%	50%	50%	1,428	1,428	2,857
SFDU (210) - Iroquois South	225	Dwelling Unit	2,193	10%	50%	50%	987	987	1,973
Village Center (820)	100	1,000 Sq. Ft. GLA	6,791	10%	50%	50%	3,056	3,056	6,112
SFDU (210) - Tuhaye	900	Dwelling Unit	7,849	0%	50%	50%	3,925	3,925	7,849
Project Total Daily Trips							9,396	9,396	18,792
Passby Trips (25% of commercial)							764	764	1,528
Net Project Total Daily Trips							8,632	8,632	17,264
Land Use ¹	Units	Type	a.m. Peak Hour Trip Generation	Internal Capture	Entering	Exiting	Entering	Exiting	Trips
SFDU (210) - Iroquois North	300	Dwelling Unit	219	0%	25%	75%	55	165	219
SFDU (210) - Iroquois South	225	Dwelling Unit	167	10%	25%	75%	38	113	150
Village Center (820)	100	1,000 Sq. Ft. GLA	103	10%	61%	39%	57	36	93
SFDU (210) - Tuhaye	900	Dwelling Unit	639	0%	25%	75%	160	480	639
Project Total Daily Trips							309	793	1,102
Passby Trips (25% of commercial)							14	9	23
Net Project Total Daily Trips							295	784	1,079
Land Use ¹	Number of Units	Unit Type	p.m. Peak Hour Trip Generation	Internal Capture	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
SFDU (210) - Iroquois North	300	Dwelling Unit	288	0%	63%	37%	182	107	288
SFDU (210) - Iroquois South	225	Dwelling Unit	222	10%	63%	37%	126	74	200
Village Center (820)	100	1,000 Sq. Ft. GLA	626	10%	48%	52%	270	293	563
SFDU (210) - Tuhaye	900	Dwelling Unit	774	0%	63%	37%	488	287	774
Project Total Daily Trips							1,066	760	1,826
Passby Trips (25% of commercial)							68	73	141
Net Project Total Daily Trips							998	687	1,685
Land Use ¹	Number of Units	Unit Type	Sat. Daily Trip Generation	Internal Capture	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Daily Trips
SFDU (210) - Iroquois North	300	Dwelling Unit	2,956	0%	50%	50%	1,478	1,478	2,956
SFDU (210) - Iroquois South	225	Dwelling Unit	2,256	10%	50%	50%	1,015	1,015	2,030
Village Center (820)	100	1,000 Sq. Ft. GLA	9,240	10%	50%	50%	4,158	4,158	8,316
SFDU (210) - Tuhaye	900	Dwelling Unit	8,302	0%	50%	50%	4,151	4,151	8,302
Project Total Daily Trips							10,802	10,802	21,604
Passby Trips (25% of commercial)							1,039	1,039	2,079
Net Project Total Daily Trips							9,762	9,762	19,525
Land Use ¹	Number of Units	Unit Type	Sat. Peak Hour Trip Generation	Internal Capture	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Peak Hour Trips
SFDU (210) - Iroquois North	300	Dwelling Unit	275	0%	54%	46%	148	126	275
SFDU (210) - Iroquois South	225	Dwelling Unit	209	10%	54%	46%	102	86	188
Village Center (820)	100	1,000 Sq. Ft. GLA	866	10%	52%	48%	405	374	779
SFDU (210) - Tuhaye	900	Dwelling Unit	803	0%	54%	46%	434	369	803
Project Total Daily Trips							1,089	956	2,045
Passby Trips (25% of commercial)							101	93	195
Net Project Total Daily Trips							987	863	1,850

¹ Land Use Code from the Institute of Transportation Engineers - 7th Edition Trip Generation Manual (ITE Manual)

SOURCE: Hales Engineering, November 2006

Table 9							
Future (2020) – Two Traffic Signals							
p.m. Peak Hour Cumulative Conditions Level of Service							
Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach¹	Aver. Delay (Sec / Veh)¹	LOS¹	Aver. Delay (Sec / Veh)²	LOS
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	18.1	B
2	SR-248 / old landfill road	Proposed Signal ³	N/A	N/A	N/A	16.5	B

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle).
 3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, June 2007

Table 10							
Future (2020) – One Traffic Signal							
p.m. Peak Hour Cumulative Level of Service							
Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach¹	Aver. Delay (Sec / Veh)¹	LOS¹	Aver. Delay (Sec / Veh)²	LOS
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	36.5	D
2	SR-248 / old landfill road	Unsignalized	N/A	N/A	N/A	N/A	N/A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle).
 3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, June 2007

VI. Future (2020) PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The trips generated by the proposed cumulative Park City Heights development were combined with the future 2020 background cumulative traffic volumes to create the future 2020 plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on future 2020 background traffic conditions.

As requested by the Park City Heights Task Force committee, Hales Engineering evaluated two scenarios, one with two intersections and another assuming realignment of the old landfill road into the IHC access creating a single signalized intersection.

B. Traffic Volumes

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. Generally, project trips are layered directly onto future background traffic conditions and this traffic study will not be an exception. The accesses, parking, and internal circulation of this project will be reviewed and discussed in more detail following annexation.

C. Level of Service Analysis

Using Synchro which follows the Highway Capacity Manual (HCM) 2000 methodology introduced in Chapter I, the future 2020 p.m. peak hour LOS was computed for each study intersection as well as the proposed relocation of the intersection to the north servicing the proposed IHC Hospital, the Quinn's Recreation Center and several existing land uses. The results of this analysis are reported in Table 11 (see Appendix D for the detailed LOS reports). Synchro was used to remain consistent with previous SR-248 corridor analyses. As shown in Table 11, based on overall intersection averages, all of the study intersections experience acceptable levels of delay.

The results of the single signalized intersection analysis are reported in Table 12 (see Appendix D for the detailed LOS reports). Synchro was used to remain consistent with previous SR-248 corridor analyses. As shown in Table 12, based on overall intersection averages, all of the study intersections experience acceptable levels of delay. However, it should be noted that the reserve capacity of the single signalized intersection is not large and will quickly be overwhelmed with background traffic growth. The LOS category changes from LOS D to E at 55.0 seconds of delay per vehicle.

- SR-248 / old landfill road
- All of the intersections are expected to perform adequately under p.m. peak hour traffic conditions. Table ES-1 reports the overall intersection delay and LOS for the existing cumulative (assuming completion of the IHC hospital and surrounding development) background conditions analysis.

Project Conditions Analysis

The proposed cumulative land use for Park City Heights (including the Talisker and IHC affordable housing) will be as follows:

- Residential: **317 Units**
 - 207 single family dwelling units
 - 110 townhomes / condominiums

At a meeting on September 26, 2006, it was requested that Hales Engineering include:

- An evaluation of the impacts of a future park and ride lot to be located at Richardson Flats
 - It was determined that 100 stalls would be added to the existing 2006 analyses and that an additional 650 stalls (750 total stalls) would be added to the future 2020 conditions analyses
- Identify the cut through traffic impacts on the Old Landfill Road
 - This will be completed for the future 2020 analyses
- Trip generation for the project was computed using rates published in the Institute of Transportation Engineers (ITE), *Trip Generation, 7th Edition, 2003*. The projected net trip generation for the development is as follows:
 - Daily Trips: **2,726 vehicles per day**
 - Morning Peak Hour Trips: **210 vehicles per hour**
 - Evening Peak Hour Trips: **271 vehicles per hour**
 - Saturday Daily Trips: **2,912 vehicles per day**
 - Saturday Peak Hour Trips: **269 vehicles per hour**

Weekday evening peak hour project generated trips were assigned to study intersections to assess impacts of the project.

Existing (2006) Plus Project Conditions Analysis

- The project-generated trips for the cumulative Park City Heights project and 100 stalls at the proposed Richardson Flats park and ride lot were combined with cumulative (assuming completion of the IHC hospital and surrounding development) background traffic volumes to create an existing (2006) plus project scenario.

Table 11							
Future (2020) Plus Project – Two Traffic Signals p.m. Peak Hour Level of Service							
Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach¹	Aver. Delay (Sec / Veh)¹	LOS¹	Aver. Delay (Sec / Veh)²	LOS²
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	20.1	C
2	SR-248 / old landfill road	Proposed Signal ³	N/A	N/A	N/A	20.7	C
3	old landfill road / West Project Access	Unsignalized ⁴	NB	24.9	C	1.0	A
4	old landfill road / West US-40 Frontage Road	Unsignalized ⁴	NB	23.0	C	1.7	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle).
 3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, June 2007

D. Mitigation Measures

Old landfill road traffic signal

The future (2020) plus project p.m. peak hour volumes were generated for the study intersections and were large enough to meet Warrant 3 – Peak Hour Volume as identified in the Manual on Uniform Traffic Control Devices (MUTCD), therefore, it was assumed that the old landfill road was signalized for two signal scenario.

Independent of the one versus two signal scenarios, the old landfill road in its current location or realigned to the IHC access, will need to have both the westbound left (250-foot) and right turn (250-foot) pockets developed at either location to allow sufficient storage capacity and queuing.

Table 12
Future (2020) Plus Project – One Traffic Signal
p.m. Peak Hour Level of Service

Intersection			Worst Approach			Overall Intersection	
ID	Description	Control	Approach ¹	Aver. Delay (Sec / Veh) ¹	LOS ¹	Aver. Delay (Sec / Veh) ²	LOS ²
1	SR-248 / IHC Access Road	Proposed Signal ³	N/A	N/A	N/A	41.4	D
2	SR-248 / old landfill road	Proposed Signal ³	N/A	N/A	N/A	N/A	N/A
3	old landfill road / West Project Access	Unsignalized ⁴	NB	24.9	C	1.0	A
4	old landfill road / West US-40 Frontage Road	Unsignalized ⁴	NB	23.0	C	1.7	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle).
 3. All intersections were evaluated using Synchro software.

Source: Hales Engineering, June 2007

According to UDOT's *Administrative Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way*, a Category 4 classified roadway, SR-248 at its intersection with old landfill road requires:

1. a southbound left turn lane, deceleration lane and taper to accommodate more than 10 vehicles per hour making this movement
2. a northbound right turn pocket, deceleration lane and taper to accommodate more than 25 vehicles per hour making this movement
3. a westbound to northbound right turn acceleration lane and taper to accommodate more than 50 vehicles per hour on roadways with speed limits greater than 40 mph

VII. ADDITIONAL INFORMATION REQUESTED BY STAFF

A. Average Daily Traffic Volumes

SR-248

The most recent count information published by UDOT indicates that as of 2005, SR-248 is carrying approximately 13,830 vehicles on an average day. A typically 3-lane roadway has a capacity of approximately 15,000 – 17,000 ADT at LOS C conditions. Based on turning movement counts collected by Traffic Counts on Tuesday, August 22, 2006, and using a typical non-CBD k-factor, the current and unofficial ADT on SR-248 could be approximately 14,300. With the addition of the IHC, etc., Park City Heights and the UPC Mines project, ADT's could increase to approximately 17,900 vehicles.

Future 2020 traffic projections for SR-248 are for 24,800 vehicles per day, based on historical trends. When the cumulative traffic volumes are added on top of the projected ADT's (Park & Ride lot, cut through traffic, and the cumulative Park City Heights) the ADT could surpass 32,000 ADT.

old landfill road

Based on turning movement counts collected by Traffic Counts on Tuesday, August 22, 2006, and using a typical non-CBD k-factor, the current and unofficial ADT on old landfill road could be approximately 520. A typical 2-lane roadway with low speeds can handle up to 5,000-7,000 ADT comfortably at LOS C. With the addition of the Park City Heights and the UPC Mines project, ADT's could increase to approximately 2,570 vehicles.

Future 2020 traffic projects for this road could be as high as 10,000 trips per day, which can be handled on a moderate speed two lane road with an improved cross section. This higher functioning road would need turn pockets at the intersections to minimize disruptions to the through traffic movements.

West US-40 Frontage Road

Current traffic volumes on this road are negligible and therefore, it was not counted during the peak study hour, however, with development being planned along this road, ADT's could be approximately 2,000 vehicles. A typical 2-lane minor collector road with low speeds can handle up to 4,000-6,000 ADT comfortably at LOS C.

B. Necessary Roadway Geometry (Park City Roads)

old landfill road

Based on the projected ADT's for this road and the type of traffic that is currently using old landfill road (heavy vehicles and shuttle buses), 12-foot traffic lanes should be constructed. Although there were many pedestrians and bicyclists crossing old landfill road on the Rail Trail alignment, none were observed using old landfill road, therefore, shoulder size should be determined by Park City's ordinances. The development of the full roadway cross section

will be determined by Park City ordinances for shoulder widths, curb and gutter sizes, park strips and sidewalk and/or trail widths. Due to the additional traffic from the proposed park and ride lot and the cut through traffic from the Browns Park development, this road should be posted for 30-35 mph.

West US-40 Frontage Road

Based on projected ADT's for this road and in the absence of future development plans south of the Park City Heights project, this roadway could be constructed with 11-foot traffic lanes and minimal shoulders as pedestrians and bicyclists are encouraged by the interconnectedness of the projects internal trail system to not use the West US-40 Frontage Road. It should be noted that the internal trail system is connected to the Rail Trail north and west of the Park City Heights project.

C. Acquisition of Right-of-way

This will be addressed by the development team at some point in this process and is beyond the scope of this traffic impact study.

D. Impact of Construction Traffic

As is the case with every development project, construction traffic will impact the surrounding roadway network. The typical impacts that are felt by adjacent land owners will be minimized due to the location of this project and the absence of residential neighbors. The impact of the construction traffic will be manifest at the SR-248 / old landfill road intersection where long side street delays will be incurred by vehicles waiting to enter the SR-248 traffic stream during peak hours of the day. In order to minimize the impacts of construction related traffic, it is suggested that:

1. On site storage of construction materials occur as much as is feasible
2. Off peak period deliveries should be encouraged
3. During mass grading and construction, minimize the off-site removal of excavated material as much as is possible
4. Provide adequate on-site parking for construction vehicles (e.g. staging areas for delivery vehicles, parking for construction workers, etc.
5. Encourage construction workers to carpool to the site as much as is possible

E. Traffic Calming

Traffic calming has been passively addressed throughout these suggestions. Reviewing for convenience and discussing additional traffic calming measures will help identify potential solutions for a safer roadway:

1. old landfill road: Due to the number of heavy vehicles using this road, 12-foot lanes are necessary, however, minimal to no shoulders will discourage bicyclists from riding on this road or parking along this road for convenient trail access. Park City should look for opportunities to construct a park and ride lot if this is a problematic

area for trail access. A field visit did not identify this as a problem. However, the Rail Trail crossing does have a few issues that could be solved quickly. See photograph on the following page.

- a. Vegetation approaching the Rail Trail crossing from the west has overgrown and almost occluded the crosswalk signs. **Solution:** cut back the vegetation surrounding the signing and the Rail Trail Crossing
- b. Visibility of the crossing is difficult. **Solution:** provide textured crosswalk for the width of the crossing and add crosswalk pavement markings
- c. Exposure of bicyclists and pedestrians to vehicular traffic is not minimized due to the relatively large shoulder areas on both sides of the crossing. **Solution:** provide bulbouts/chokers at the crossing to minimize bicycle and



pedestrian exposure time in the crosswalk, which will force traffic to travel closer together and therefore calm the traffic while drawing attention to the crossing by the vehicle operators. See photograph of Winter Park, FL (left) and from the FHWA guide (right) which shows a bulbout condition.



- d. Trail connectivity from the project to the Rail Trail should minimize the number of mid-block crosswalks on the old landfill road. **Solution:** if possible, when the trail out of the Park City Heights project intersects the old landfill road, it should bend toward the west and parallel old landfill road on the south side of the road until it connects to the Rail Trail west of the development. By consolidating and concentrating the bicycle and pedestrian crossings to one location, at the Rail Trail crossing, it will be safer and more efficient for trail users and vehicle operators.
2. West US-40 Frontage Road: By constructing this road with lane widths smaller than the HCM 12-foot standard lane width will move the vehicles physically closer together and therefore encourage slower speeds as vehicles are less comfortable driving in confined spaces. Minimizing the shoulder width because an interconnected trail system is in place limiting the need for pedestrian or bicycle access to the Frontage Road will draw the curb line or pavement edge closer to the vehicles, again reinforcing to the drivers that they are traveling on a narrow roadway and that they should slow down.

- Based on overall intersection averages, all of the study intersections experience acceptable levels of delay (see Table ES-1).

Future (2020) Background Conditions Analysis

- The project-generated trips for the Talisker project, the IHC attainable housing, 750 stalls at the proposed Richardson Flats park and ride lot, and cut through traffic from Browns Park were combined with cumulative (assuming completion of the IHC hospital and surrounding development) and future background traffic volumes to create a future (2020) scenario.
- As shown in Table ES-1, based on overall intersection averages, each of the study intersections experience unacceptable levels of delay.

Future (2020) Plus Project Conditions Analysis

- The project-generated trips for the cumulative Park City Heights project was combined with cumulative 2020 background traffic volumes to create a future (2020) plus project scenario.
- As shown in Table ES-1, based on overall intersection averages, each of the study intersections experience unacceptable levels of delay.

RECOMMENDATIONS

Hales Engineering recommends the following mitigations:

Existing (2006) Cumulative Background Conditions

- Although the overall SR-248 / old landfill road intersection performs acceptably, the westbound left turn movement experiences high levels of delay during the peak hours. A Quinn's Junction / SR-248 Access Study dated December 6, 2006 prepared by Horrocks Engineers, stated that the SR-248 / old landfill road should be signalized in the future.

Hales Engineering recommends that although this intersection does not meet the peak hour traffic volume signal warrant located in the Manual on Uniform Traffic Control Devices (MUTCD), it could qualify for a systems warrant provided that this location has been identified for signal controlled access in a signed and executed Corridor Agreement between UDOT, Park City and/or Summit County. If signalized, this intersection could function at an overall LOS C or better.

Existing (2006) Cumulative Plus Project Conditions

- The existing (2006) plus project p.m. peak hour volumes were generated for the study intersections were large enough to meet Warrant 3 – Peak Hour Volume as identified in the Manual on Uniform Traffic Control Devices (MUTCD), therefore, it was assumed that the old landfill road was signalized for two signal scenario.
- The westbound movements should be separated into a shared left / through lane and a right turn pocket of 150-feet in length.
- A northbound right turn pocket should be added (150-feet).

According to UDOT's *Administrative Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way*, a Category 4 classified roadway, SR-248 at its intersection with old landfill road requires:

1. a southbound left turn lane, deceleration lane and taper to accommodate more than 10 vehicles per hour making this movement
2. a northbound right turn pocket, deceleration lane and taper to accommodate more than 25 vehicles per hour making this movement
3. a westbound to northbound right turn acceleration lane and taper to accommodate more than 50 vehicles per hour on roadways with speed limits greater than 40 mph

Future (2020) Background Conditions Analysis

Although the overall SR-248 / old landfill road intersection performs acceptably, the east and westbound left turn movements experience high levels of delay during the peak hours. A Quinn's Junction / SR-248 Access Study dated December 6, 2006 prepared by Horrocks Engineers, stated that the SR-248 / old landfill road should be signalized in the future.

Hales Engineering recommends that although this intersection does not meet the peak hour traffic volume signal warrant located in the Manual on Uniform Traffic Control Devices (MUTCD), it could qualify for a systems warrant provided that this location has been identified for signal controlled access in a signed and executed Corridor Agreement between UDOT, Park City and/or Summit County. If signalized, this intersection could function at an overall LOS C or better, a detailed analysis is included in Appendix D.

The future 2020 traffic volumes are projected to increase to the point that two north and southbound through lanes will be necessary in order to maintain reasonable levels of service along SR-248. Table ES-1 shows the anticipated LOS for the study intersections with the mitigated cross section.

As requested by the Park City Heights Task Force committee, Hales Engineering evaluated two scenarios, one with new traffic signals at the IHC entrance and on the old

landfill road and the other scenario assumes realignment of the old landfill road into the IHC access creating a single signalized intersection.

Table ES-1 shows that when the traffic from the various developments is dispersed through two traffic signals, each intersection will maintain a lower overall delay per vehicle value and associated level of service. In contrast, Table ES-1 shows that when the traffic is concentrated at a single intersection, the results are a higher delay per vehicle value and associated level of service.

Future (2020) Plus Project Conditions Analysis

The future (2020) plus project p.m. peak hour volumes were generated for the study intersections and were large enough to meet Warrant 3 – Peak Hour Volume as identified in the Manual on Uniform Traffic Control Devices (MUTCD), therefore, it was assumed that the old landfill road was signalized for two signal scenario.

Independent of the one versus two signal scenarios, the old landfill road in its current location or realigned to the IHC access, will need to have both the westbound left (250-foot) and right turn (250-foot) pockets developed at either location to allow sufficient storage capacity and queuing.

According to UDOT's *Administrative Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way*, a Category 4 classified roadway, SR-248 at its intersection with old landfill road requires:

1. a southbound left turn lane, deceleration lane and taper to accommodate more than 10 vehicles per hour making this movement
2. a northbound right turn pocket, deceleration lane and taper to accommodate more than 25 vehicles per hour making this movement
3. a westbound to northbound right turn acceleration lane and taper to accommodate more than 50 vehicles per hour on roadways with speed limits greater than 40 mph

TABLE-1
Mode Split
PC Heights TIS

ID	Intersection Description	Existing 2006 Background	Existing 2006 plus Project - 2 Signals	Existing 2006 Plus Project - 1 Signal	Future 2020 Background	Future 2020 Background Mitigated	Future 2020 Background - 2 Signals	Future 2020 Background - 1 Signal	Future 2020 plus Project - 2 Signals	Future 2020 plus Project - 1 Signal
		LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)	LOS (Sec/Veh ^h)
1	SR-248 / IHC Access Road	B (17.7)	B (16.0)	C (34.9)	E (76.1)	C (21.5)	B (18.1)	D (36.5)	C (20.1)	D (41.4)
2	SR-248 / old landfill road	A (1.0)	C (21.0)	N/A	A (8.8)	A (1.6)	B (16.5)	N/A	C (20.7)	N/A
3	West Project Access	N/A	A (1.0)	A (1.0)	N/A	N/A	N/A	N/A	A (1.0)	A (1.0)
4	West US-40 Frontage Road ²	N/A	A (2.6)	A (2.6)	N/A	N/A	N/A	N/A	A (1.7)	A (1.7)

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average. LOS and Delay details for the worst movement of unsignalized intersections are reported in the main body of the report.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

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MEMORANDUM

Date: September 27, 2010

To: Patrick Moffat - The Boyer Company

From: Ryan Hales, PE, PTOE, AICP - Hales Engineering

Subject: Park City Heights – Traffic Volume and Trip Generation Update

UT06-002

This memo summarizes the differences between the original traffic impact study completed for the Park City Heights Traffic Impact Study completed in June 2007 and the proposed updates to the development as of September 2010. The proposed project is located near the intersection of SR-248 and the old haul road. See updated concept plan located in the Appendix.

In order to determine whether or not an update to the traffic impact study would be required this memo compares 2007 traffic volumes with current traffic volumes, and original trip generation with updated trip generation.

Background Traffic Volumes

2006 Traffic Volumes

Traffic counts were collected for the a.m. and p.m. peak period in August 2006.

The p.m. peak hour traffic volume on the southern leg of SR-248 / old haul road was 1,690 vehicles per hour (vph). The p.m. peak hour traffic volume to the north of the intersection was 1,714 vph. The total entering vehicles was 1,734 vph.

Based on historical traffic data from UDOT, the AADT between the US-40 interchange and Wyatt Earp Way was approximately 8,920 vehicles per day (vpd) during 2006.

See appendix for detailed count data.

2009 Traffic Volumes

Hales Engineering obtained the 2009 AADT data which was the most current data available for SR-248 from UDOT.

The AADT between the US-40 interchange and Wyatt Earp Way was approximately 9,230 vpd. The difference between the 2006 and the 2009 volumes is 310 vehicles or an increase of 103 vehicles per year or 1.15%/yr.

Project Related Traffic Volumes

2006 Trip Generation

The land use estimated for the original June 2007 TIS was as follows:

- Condominium: 96 units
- Single Family Detached 207 units

The original TIS used the ITE *Trip Generation*, 7th Edition (2003), as this was the most up-to-date edition at the time.

Total trip generation for the project was estimated to be as follows:

- Daily: 2,650 vpd
- a.m. Peak: 204 vph
- p.m. Peak: 264 vph
- Saturday Daily: 2,862 vpd
- Saturday Peak: 265 vph

The net overall p.m. peak hour trip generation was 264 vph.

See Appendix for detailed Trip Generation calculations.

Updated Trip Generation

The land use estimated for the original TIS was as follows:

- Condominium: 79 units
- Single Family Detached 160 units

Comparing the two land use plans, there is significantly less residential land uses than the previous plan, approximately 64 fewer housing units.

The ITE *Trip Generation*, 8th Edition (2008), as this was the most up-to-date edition at the time.

Total trip generation for the project was estimated to be as follows:

- Daily: 2,126 vpd
- a.m. Peak: 164 vph
- p.m. Peak: 210 vph
- Saturday Daily: 2,369 vpd
- Saturday Peak: 218 vph

The net overall p.m. peak hour trip generation has been updated / reduced to 210 vph. This represents a net decrease of approximately 54 vph.

See Appendix for detailed Trip Generation calculations.

Conclusions/Recommendations

Hales Engineering has concluded the following:

1. Background traffic volumes have remained relatively constant between 2006 and 2009 and have only grown by approximately 1.15%/yr. Overall traffic volumes grew by approximately 310 vph from 2006 to 2009 during the p.m. peak hour.
2. The updated land use contains significantly less residential units (64 less housing units), which equates to 54 less vehicles per hour than the 2006 trip generation.

Hales Engineering recommends the following:

1. The TIS does not need to be updated based on the combination of low background traffic growth and new lower number of housing units / project related trip generation.

If you have any questions about this memo, please feel free to contact us.

APPENDIX

20 Year AADT HISTORY 2009 - 1990

Route	Bmp	Emp	Description	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	
0240	0.000	1,217	115 Bear River - SR 38 Honeyville	2,340	2,300	2,360	2,345	2,165	2,095	2,045	2,080	1,980	1,980	4,885	4,725	4,600	4,425	4,280	4,035	3,895	1,425	1,625	1,610	
0241	0.000	0.415	SR 114 - I15 via 1600 North Orem	16,285	16,365	17,210	16,970	16,250	16,300	16,200	16,200	15,175	15,020	15,585	14,405	14,235	13,905	13,765	13,100	12,565	12,860	12,320	11,805	
0243	0.000	1.397	SR 89 - Beaver Mountain Ski Area	790	775	805	760	745	740	754	770	735	735	735	685	650	625	605	570	520	515	475	470	
0244	0.000	0.189	SR 6 Helper	2,505	2,460	2,685	2,670	2,465	2,385	2,600	2,645	3,530	3,495	3,555	3,410	2,840	2,730	3,415	4,690	4,295	4,225	4,125	4,090	
0244	0.189	0.910	SR 157 via Poplar Street - SR 6 via Main Street	1,765	1,735	1,780	1,770	1,635	2,080	1,990	2,025	1,930	2,150	2,175	2,100	1,910	1,835	3,000	3,670	3,860	3,580	3,440	3,440	3,415
0248	0.000	1.071	SR 224 Park City	20,546	21,315	22,320	21,055	19,375	18,690	16,365	16,235	14,434	15,690	14,102	12,820	9,990	9,610	9,090	8,615	7,990	7,265	6,950	6,760	
0248	1.071	1.398	Comstock Drive Park City	18,545	19,420	18,320	16,860	17,670	13,400	12,350	14,434	15,690	14,102	12,820	9,990	9,610	9,090	8,615	7,990	7,265	6,950	6,760		
0248	1.398	3.220	Wyatt East Park Way	14,655	15,210	15,920	15,025	13,630	13,340	12,350	10,900	11,878	10,710	9,729	8,460	8,140	4,500	4,445	4,125	3,400	3,250	3,160		
0248	3.220	4.640	SR 40 Interchange	9,275	9,120	8,920	8,210	7,920	7,330	10,175	9,045	8,790	7,888	7,180	6,930	6,665	3,560	3,510	3,255	2,370	2,265	2,200		
0248	4.640	9.326	Browns Canyon Road Route 2586	6,855	6,100	5,750	5,635	5,435	4,585	4,075	5,685	4,075	3,960	3,558	3,235	3,120	3,000	2,295	2,265	2,100	1,545	1,475		
0248	9.326	12.015	Long View Drive	5,495	5,700	5,970	5,620	5,180	4,995	4,625	4,585	4,075	3,960	3,558	3,235	3,120	3,000	2,295	2,265	2,100	1,545	1,475		
0248	12.015	14.481	Road Left to Garff Ranches - SR 32 Kamas	5,120	5,310	5,670	5,245	4,825	4,135	3,825	4,585	4,075	3,960	3,558	3,235	3,120	3,000	2,295	2,265	2,100	1,545	1,475		
0252	0.000	1.591	SR 91 at 1000 West	10,070	10,135	10,655	15,135	14,495	14,540															
0252	1.591	2.606	600 South via 1000 West	12,235	12,310	12,940	14,410	13,800	13,840															
0252	2.606	4.138	SR 30 (200 North) via 1000 West	14,620	14,705	15,465	17,480	16,740	16,790															
0252	4.138	5.516	1400 North via 1000 West	6,905	6,945	7,305	17,480	16,770	16,790															
0252	5.516	6.755	1000 West via 2500 North - SR 91 North Logan	9,625	9,680	10,180	11,515	11,025	11,060															
0256	0.000	1.817	SR 89 Salina	745	730	750	745	685	680	630	640	610	600	535	515	500	480	455	415	405	400	395	385	
0256	1.817	2.259	600 South Redmond	580	570	585	580	535	515	440	640	610	600	535	515	500	480	455	415	405	400	395		
0256	2.259	2.374	Main Street Redmond - SR 89 Axiell	515	505	565	680	625	705	675	685	650	640	645	620	600	575	510	460	440	420	295		
0257	0.000	0.506	SR 21 Center Street Millford	465	455	470	615	565	515	490	625	785	775	760	750	730	530	510	500	555	535	400	370	
0257	0.506	4.415	600 North Millford	620	610	625	620	570	590	525	725	690	685	660	640	605	390	390	420	405	405	355		
0257	4.415	53.589	Road to Hot Spring	830	815	840	855	790	765	490	495	470	745	720	700	505	485	490	545	525	500	195		
0257	53.589	66.215	Clear Lake	405	400	1,210	1,205	1,110	1,075	1,025	1,345	1,265	1,275	1,230	1,065	1,025	990	1,000	1,050	1,010	1,145	845		
0257	66.215	69.246	4500 South Deseret - SR 6 East of Hinckley	1,330	1,310	1,345	1,335	1,230	1,190	1,135	1,540	1,465	1,450	1,455	1,405	1,375	1,320	1,275	1,300	1,350	1,300	1,415	1,105	
0258	0.000	0.469	170 Elsinore	1,330	1,305	1,825	1,815	1,675	990	935	950	905	735	741	715	695	665	560	505	460	520	1,035		
0258	0.469	0.792	Center Street Elsinore	2,340	2,300	2,360	2,345	2,165	2,095	2,005	2,040	2,135	2,115	2,135	2,060	2,005	1,925	1,735	1,390	1,270	1,330	1,355	1,345	
0258	0.792	2.022	300 East Elsinore - SR 118 Austin	2,645	2,595	2,665	2,650	2,445	2,365	2,135	2,170	2,070	2,050	2,070	1,995	1,940	1,865	1,630	1,455	1,330	1,390	1,160	1,160	
0259	0.000	0.345	SR 24 - I 70 Sigurd	2,940	2,885	2,965	2,945	2,720	2,635	2,521	2,560	2,440	2,415	2,440	2,355	2,290	2,200	2,125	2,000	1,830	1,800			
0260	0.000	1.063	SR 24	2,760	2,710	2,780	2,765	2,550	2,475	2,365	2,405	2,290	2,285	2,290	2,210	2,150	2,065	1,985	1,880					
0260	1.063	1.388	300 South Aurora	2,015	1,980	2,030	2,020	1,865	1,495	1,430	1,455	1,385	1,370	1,335	1,300	1,250	1,135	1,035	1,135					
0260	1.388	1.763	Center Street Aurora	1,660	1,630	1,675	1,665	1,535	1,485	795	805	1,455	1,440	1,455	1,405	1,365	1,310	1,265	1,190					
0260	1.763	4.179	Salina Old Road - SR 50	1,300	1,250	1,300	1,250	1,105	1,050	1,050	1,050	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
0261	0.000	0.874	SR 163 North of Mexican Hat	130	125	130	150	145	105	105	105	100	160	160	150	83	80	75	100	90	85	100	125	
0261	0.874	9.656	SR 316 Gosenecis State Park	115	110	115	110	105	105	105	105	100	160	160	150	83	80	75	100	90	85	100	125	
0261	9.656	22.641	Road to Muley Point	90	90	95	90	90	90	90	90	100	160	160	150	83	80	75	100	90	85	100	125	
0261	22.641	32.691	Local Road - SR 95	100	100	105	120	115	115	110	105	100	160	160	150	83	80	75	100	90	85	100	125	
0262	0.000	8.433	SR 191	325	320	330	345	315	1,000	955	970	924	915	925	880	865	665	640	630	585	570	570	565	
0262	8.433	22.695	Road Left to Hovenweep - SR 162 Montezuma Creek	285	280	290	290	265	1,000	955	970	924	915	925	880	865	665	640	630	585	570	570	565	
0264	0.000	5.312	SR 31 Fairview Canyon	465	460	475	605	555	535	860	870	830	820	825	440	425	405	505	475	435	300	275	415	
0264	5.312	12.719	Road Right to Electric Lake	320	315	325	325	325	535	535	860	870	830	820	825	440	425	405	505	475	435	300	275	
0264	12.719	15.373	Skyline Mine - SR 96	400	395	410	325	325	535	535	860	870	830	820	825	440	425	405	505	475	435	300	275	
0265	0.000	0.440	SR 114 Orem	21,020	21,145	22,235	17,265	16,535	16,585	9,105	9,105	8,530	9,620	9,695	9,695	7,160	6,990	6,920	5,025	4,820	4,775	4,050	3,780	
0265	0.440	0.725	115 via 1200 South Orem	45,565	45,245	47,035	46,385	39,180	39,235	36,735	37,400	35,040	34,810	35,085	40,200	39,725	38,800	37,850	36,965	35,220	35,090	34,035	24,780	
0265	0.725	1.713	Sand Hill Road	45,090	45,245	47,035	46,385	39,180	39,235	36,735	37,400	35,040	34,810	35,085	40,200	39,725	38,800	37,850	36,965	35,220	35,090	34,035	24,780	
0265	1.713	2.276	Main Street Orem	52,175	51,810	53,860	39,765	39,180	39,235	36,735	37,400	35,040	34,810	35,085	40,200	39,725	38,800	37,850	36,965	35,220	35,090	34,035	24,780	
0265	2.276	2.727	SR 89 Orem	33,765	33,530	35,065	35,015	45,885	45,930	46,550	44,420	44,125	44,475	41,107	40,700	39,725	38,800	37,850	36,965	35,220	35,090	34,035	24,780	
0265	3.765	3.647	800 East Orem via BYU Diagonal	36,080	35,330	38,800	38,265	37,645	37,700	38,210	45,415	42,550	42,270	42,605	39,380	38,915	38,010	37,610	36,915	35,175	35,280	34,205	33,005	
0265	3.647	4.																						

2009 Traffic on Utah Highways

ROUTE NAME	BEG. ACCUM. MILEAGE	END ACCUM. MILEAGE	LOCATION DESCRIPTION	2009 AADT	2008 AADT	2007 AADT
0228	0.000	1.821	I 15 South Leeds - I 15 North Leeds	2,385	2,340	2,404
0232	0.000	0.130	SR 126	26,115	26,270	27,626
0232	0.130	0.272	I 15 North Layton	40,385	40,625	42,720
0232	0.272	1.268	Gordon Avenue Layton	18,700	18,815	19,783
0232	1.268	2.263	Antelope Drive via Hillfield Road	23,435	23,575	24,792
0232	2.263	2.401	SR 193 - Hillfield Air Force Base South Gate	22,835	22,975	24,159
0235	0.000	0.505	SR 89 turns Northwest	24,865	25,015	26,303
0235	0.505	1.088	400 North via Washington Boulevard	25,745	25,900	27,236
0235	1.088	1.233	Larsen Lane	26,215	28,110	29,558
0235	1.233	2.045	1100 North North Ogden	24,065	24,210	27,672
0235	2.045	3.071	1700 North via Washington Boulevard North Ogden	21,300	24,500	25,761
0235	3.071	3.202	2550 North via Washington Boulevard - SR 134	20,600	20,725	21,793
0240	0.000	1.217	I 15 Bear River - SR 38 Honeyville	2,340	2,300	2,359
0241	0.000	0.415	SR 114 - I 15 via 1600 North Orem	16,265	16,365	17,208
0243	0.000	1.397	SR 89 - Beaver Mountain Ski Area	790	775	804
0244	0.000	0.189	SR 6 Helper	2,505	2,460	2,686
0244	0.189	0.910	SR 157 via Poplar Street - SR 6 via Main Street	1,765	1,735	1,781
0248	0.000	1.071	SR 224 Park City	20,545	21,315	22,318
0248	1.071	1.398	Comstock Drive Park City	17,875	18,545	19,419
0248	1.398	3.120	Wyatt Earp Way	14,655	15,210	15,920
0248	3.120	4.640	SR 40 Interchange	9,230	9,575	9,119
0248	4.640	9.326	Browns Canyon Road Route 2586	6,855	5,825	6,100
0248	9.326	12.015	Long View Drive	5,495	5,700	5,968
0248	12.015	14.481	Road Left to Garff Ranches - SR 32 Kamas	5,120	5,310	5,560
0252	0.000	1.591	SR 91 at 1000 West	10,070	10,135	10,655
0252	1.591	2.606	600 South via 1000 West	12,235	12,310	12,942
0252	2.606	4.138	SR 30 (200 North) via 1000 West	14,620	14,705	15,465
0252	4.138	5.516	1400 North via 1000 West	6,905	6,945	7,304
0252	5.516	6.755	1000 West via 2500 North - SR 91 North Logan	9,625	9,680	10,181
0256	0.000	1.817	SR 89 Salina	2,315	2,275	2,334
0256	1.817	2.259	500 South Redmond	745	730	749
0256	2.259	2.374	Main Street Redmond	580	570	583
0256	2.374	5.595	100 North Redmond - SR 89 Axtell	515	505	684
0257	0.000	0.506	SR 21 Center Street Milford	465	455	469
0257	0.506	4.415	600 North Milford	620	610	624
0257	4.415	53.589	Road to Hot Spring	830	815	839
0257	53.589	66.215	Clear Lake	405	400	1,212
0257	66.215	69.246	4500 South Deseret - SR 6 East of Hinckley	1,330	1,310	1,343
0258	0.000	0.469	I 70 Elsinore	1,330	1,305	1,826
0258	0.469	0.792	Center Street Elsinore	2,340	2,300	2,359
0258	0.792	2.022	300 East Elsinore - SR 118 Austin	2,645	2,595	2,666
0259	0.000	0.345	SR 24 - I 70 Sigurd	2,940	2,885	2,963
0260	0.000	1.083	SR 24	2,760	2,710	2,782
0260	1.083	1.388	300 South Aurora	2,015	1,980	2,032
0260	1.388	1.763	Center Street Aurora	1,385	1,360	1,398
0260	1.763	4.179	Salina Old Road - SR 50	1,660	1,630	1,675

**Table 2
Park City Heights
Trip Generation**

Land Use ¹	Number of Units	Unit Type	Daily Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Condominium (230)	96	Dwelling Unit	620	50%	50%	310	310	620
Single Family Detached (210)	207	Dwelling Unit	2,031	50%	50%	1,015	1,015	2,030
Project Total Daily Trips						1,325	1,325	2,650
Land Use ¹	Number of Units	Unit Type	a.m. Peak Hour Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Condominium (230)	96	Dwelling Unit	50	17%	83%	8	41	49
Single Family Detached (210)	207	Dwelling Unit	154	25%	75%	39	116	155
Project Total Daily Trips						47	157	204
Land Use ¹	Number of Units	Unit Type	p.m. Peak Hour Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Condominium (230)	96	Dwelling Unit	58	67%	33%	39	19	58
Single Family Detached (210)	207	Dwelling Unit	206	63%	37%	130	76	206
Project Total Daily Trips						169	95	264
Land Use ¹	Number of Units	Unit Type	Sat. Daily Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Daily Trips
Condominium (230)	96	Dwelling Unit	775	50%	50%	388	388	776
Single Family Detached (210)	207	Dwelling Unit	2,085	50%	50%	1,043	1,043	2,086
Project Total Daily Trips						1,431	1,431	2,862
Land Use ¹	Number of Units	Unit Type	Sat. Peak Hour Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Peak Hour Trips
Condominium (230)	96	Dwelling Unit	70	54%	46%	38	32	70
Single Family Detached (210)	207	Dwelling Unit	195	54%	46%	105	90	195
Project Total Daily Trips						143	122	265

1. Land Use Code from the Institute of Transportation Engineers - 7th Edition Trip Generation Manual (ITE Manual)

SOURCE: Hales Engineering, June 2007

**Table 1
Park City Heights
Trip Generation**

Daily		Number of Units	Land Use ¹	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total Daily Trips
1	Single-Family Detached Housing (210)	160	Dwelling Units	1,602	50%	50%	801	801	0%	0%	0%	0%	801	801	1,602
2	Residential Condominium/Townhouse (230)	79	Dwelling Units	524	50%	50%	262	262	0%	0%	0%	0%	262	262	524
Project Total Daily Trips					1,063		1,063						1,063	1,063	2,126
a.m. Peak Hour		Number of Units	Land Use ¹	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total a.m. Trips
1	Single-Family Detached Housing (210)	160	Dwelling Units	121	25%	75%	30	91	0%	0%	0%	0%	30	91	121
2	Residential Condominium/Townhouse (230)	79	Dwelling Units	43	17%	83%	7	35	0%	0%	0%	0%	7	35	43
Project Total a.m. Peak Hour Trips					38		127						38	127	164
p.m. Peak Hour		Number of Units	Land Use ¹	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total p.m. Trips
1	Single-Family Detached Housing (210)	160	Dwelling Units	160	63%	37%	101	59	0%	0%	0%	0%	101	59	160
2	Residential Condominium/Townhouse (230)	79	Dwelling Units	50	67%	33%	33	16	0%	0%	0%	0%	33	16	50
Project Total p.m. Peak Hour Trips					134		76						134	76	210
Saturday Daily		Number of Units	Land Use ¹	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total Sat. Daily Trips
1	Single-Family Detached Housing (210)	160	Dwelling Units	1,655	50%	50%	827	827	0%	0%	0%	0%	827	827	1,655
2	Residential Condominium/Townhouse (230)	79	Dwelling Units	714	50%	50%	357	357	0%	0%	0%	0%	357	357	714
Project Total Saturday Trips					1,184		1,184						1,184	1,184	2,369
Saturday Peak Hour		Number of Units	Land Use ¹	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
1	Single-Family Detached Housing (210)	160	Dwelling Units	152	54%	46%	82	70	0%	0%	0%	0%	82	70	152
2	Residential Condominium/Townhouse (230)	79	Dwelling Units	66	54%	46%	35	30	0%	0%	0%	0%	35	30	66
Project Total Saturday Peak Hour Trips					117		100						117	100	218

¹ Land Use Code from the Institute of Transportation Engineers - 8th Edition Trip Generation Manual (ITE Manual)

SOURCE: Hales Engineering, September 2010

WORK SESSION NOTES – SEPTEMBER 22, 2010

**PARK CITY PLANNING COMMISSION
WORK SESSION NOTES
SEPTEMBER 22, 2010**

PRESENT: Chair Charlie Wintzer, Brooke Hontz, Richard Luskin, Dick Peek, Adam Strachan, Thomas Eddington, Kayla Sintz, Kirsten Whetstone, Polly Samuels McLean,

Site Visit to 200 Ridge Avenue

The Planning Commission held a site visit at 200 Ridge Avenue prior to the work session.

WORK SESSION ITEMS

**200 Ridge Avenue, Ridge Overlook - Plat Amendment
(Application #PL-10-00977)**

Planner Kayla Sintz reported that on July 14th the Planning Commission requested a site visit to 200 Ridge Avenue after the applicant, Jason Gyllenskog, provided an overview of the current proposal for six lots, and background information on a previously approved plan for three lots that had expired. On July 14th the Planning Commission also requested additional information, including overlay maps, that would show topography, aerials, and possible build-out of adjacent areas near 200 Ridge Avenue. The map was available at the site visit and it was also included in the Staff report. Planner Sintz requested input from the Planning Commission on whether they would like to see additional information on the map, since future build-out would impact the infrastructure and capacity of existing Ridge Avenue.

The Staff report outlined issues for discussion during the work session. The Staff requested input on the proposed number of lots and the proposed lot configuration, the capacity of Ridge Avenue for additional development, and additional studies or analysis needed by the Planning Commission.

Planner Sintz referred to the upper Ridge area and noted that those are platted lots in the HRL zone. The lots are 25' x 75' lots. The HRL Zone requires 50' x 75' or a 3,750 square foot minimum lot size. The lots as currently platted could not move forward because the property is now in the HRL zone, which is why the applicant is required to go through the plat amendment process.

Chair Wintzer wanted to know how many lots are buildable as currently platted. Planner Sintz explained that none of the lots are buildable without a plat amendment because they are all 25' x 75' lots.

Commissioner Hontz read from item (a) of the HRL zone purpose statement, "The purpose of the HRL zone is to reduce density that is deemed accessible only by sub-standard streets, so that these streets are not impacted beyond their reasonable carrying capacity." Planner Hontz remarked that Ridge Avenue is a perfect example of a substandard street and it is part of the quaintness and uniqueness that remains in Park City. In her opinion, it did not make sense to widen and improve Ridge Avenue. She pointed out that Ridge Avenue was not placed where it was platted. It is a prescriptive use and easement across the road and it should not be supporting density.

Commissioner Hontz felt the six lot proposal was going in the wrong direction from the previously

approved three lot proposal, primarily due to the impacts created by three additional homes. She believed the HRL purpose statement supported her concern. Commissioner Hontz referenced a letter from Steve Deckert that was provided at the July 14th meeting and referred to a number of comments by Mr. Deckert that she thought were helpful.

Commissioner Hontz appreciated the map the Staff had prepared because it helps them look at this project in the overall scale of what could occur in the area. She suggested that Mr. Gyllenskog could benefit from that information and think about surrounding projects that would occur at the same time, and do something that makes sense on a larger scale. She believed it would benefit everyone to have that communication now and work together before anything is approved.

Commissioner Hontz stated that in the three lots approval that expired, wider lots and less density created an opportunity to articulate the ends of the units downward. This accommodates for street parking pull outs between the structures to eliminate a street of garages on Ridge Avenue. Commissioner Hontz stated that six lots and access to Ridge Avenue creates significant safety impacts.

Commissioner Hontz remarked that the structures on six lots would not be much smaller than the structures on three lots. She believed there would be large homes with either application. However, the traffic impacts are substantially different between three lots and six lots. She pointed out that the setbacks from six lots would create a wall of massing because the setbacks would be smaller. Setbacks on three lots would lessen that visual appearance. Commissioner Hontz stated that as she walked down platted Anchor, it seemed reasonable to build on the flat spaces where there are remnants of old structures. However, the way to arrive there is off of Ridge Avenue and she struggles with that aspect. She was not convinced that taking access and having a long driveway off of Ridge is a good idea, although it is potentially the most buildable and least visible place to locate structures. Commissioner Hontz suggested that there might be a different solution, particularly if something could be worked out with King Ridge Estates to the north, for an access point on that side.

Commissioner Peek concurred with Commissioner Hontz. He requested an analysis to see if homes could be constructed within the three level limits on the proposed lots.

Commissioner Strachan thought the site visit was helpful. During the July meeting he thought the lots in that area were unbuildable due to the steepness. However, after the site visit he changed his opinion and believed that some units could be built. Commissioner Strachan was unsure if six lots would fit and he was interested in seeing the analysis Commissioner Peek had requested. He stated that six lots would require too much excavation and would create significant impacts to the neighbors below. He was leaning towards a three lot proposal similar to what was previously approved. Commissioner Strachan preferred to see the lots clustered on vacated Anchor as much as possible rather than cutting into the hillside. Unless they could find a way to utilize the flat space on Anchor and minimize the excavation, he believed it would be difficult to meet purpose statements A and F of the HRL zone. He noted that Commissioner Hontz had read statement (a). Statement (f), is to "Establish development review criteria for new developments which mitigates impacts on mass, scale and environment". The amount of excavation required for six structures would impact the environment.

Chair Wintzer remarked that at one time a project was proposed with a road going all the way down the back. The Planning Commission rejected that plan because it was too great of an impact on the downhill neighbors to have a driveway in their backyard. Chair Wintzer agreed with the concept that putting houses on the flatter areas would be more buildable and create less impacts. However, the question is whether that could be done without putting a road in the backyards of existing residents. Chair Wintzer felt that six lots in general would generate too much traffic for a substandard road. It would require six cuts and that would be six less places to push snow. He favored the three lot plan, but with limits on size and footprint of the homes.

Commissioner Luskin echoed the comments of his fellow Commissioners. Currently, snow can be pushed off the steep side, however, if that corridor is blocked with houses, that would limit snow storage. Commissioner Luskin stated that he is familiar with the road because he rides his bike up there. He could not see that road being passable two-way in the winter. He preferred less density and orienting that density to minimize the impacts. Commissioner Luskin agreed that building on the flatter parts of Anchor Avenue is more appealing, but it also creates access issues. Commissioner Luskin asked if the excavation would require rock removal. He was told that it would, but that is typical for most excavation in Park City.

Planner Sintz summarized the direction. The Planning Commission preferred less density, primarily three lots. They were concerned about the capacity of Ridge Avenue and felt that six lots created too much impact for the road.

Jason Gyllenskog, representing the applicant, stated that he had included a cross section in his last submittal. He had a full-size scale of the cross section available this evening. Mr. Gyllenskog remarked that vacated Anchor is extremely steep. The flat area was an area of historic homes and Anchor was actually a walking path, not a street. He noted that the proposed houses would primarily be built in the flat area. He pointed out that there would be 30 feet from the back end of the lots on the downhill side before the houses even start into that flat area, and it would not encroach into the steep hill. There would be 15 foot setbacks from the existing road, which he believes is adequate snow storage.

In terms of building three levels, Mr. Gyllenskog presented a diagram showing three levels built in. The potential challenge for design professionals would be to get the steep pitch of 12/12 or 10/12 for the roof of the garage element. Mr. Gyllenskog stated that when the three lot plan was approved, the LMC was different and four levels were allowed. The house sizes proposed at that time were significantly larger. He anticipated negotiating reduced footprints and a total of three levels. Mr. Gyllenskog remarked that the excavation would not be dramatic into the hillside because it is set back.

Planner Sintz proposed that the Staff work with Mr. Gyllenskog and provide clear direction on what could be built on a proposed lot size based on the new ordinance. The Staff could provide that information at a future meeting. Mr. Gyllenskog stated that he would be prepared to address their concerns at the next meeting.

**Park City Heights - Master Planned Development Overview and Discussion
(Application #PL-10-01014)**

Planner Kirsten Whetstone reported that the Park City Heights Annexation was approved by the City Council on May 27, 2010 for 286 acres zoned CT, Community Transition. A pre-MPD meeting was held on August 11th, 2010 at which time the Planning Commission found initial compliance with the General Plan.

Planner Whetstone stated that the Master Plan Development proposes 239 residential dwellings on 239 acres. She presented slides of the zoning map, comparisons with other developments, and orientation of the Park City Heights projects with surrounding properties and highways. Planner Whetstone reviewed a color coded map showing the open spaces areas in green, city-owned properties in blue, the city limits and the annexation boundary in red.

Planner Whetstone remarked that the concept plan was reviewed in July and again in August. The minutes of those meetings were included in the Park City Heights binders provided to the Planning Commission by Staff. She referred to the bubble diagrams and previous comments for overlapping the bubbles. Planner Whetstone noted that the City Council had reviewed the concept plan as a co-owner.

Planner Whetstone reviewed the legend, noting that the pink was a combination of the Park City Heights affordable housing units and affordable obligations from Talisker. The 28 IHC units, which equate to 48 affordable housing unit equivalents, is an obligation from the IHC project that have not been constructed. Planner Whetstone remarked that the blue legend identified the 16 affordable housing units that would result if the 160 market rate units are approved.

Planner Whetstone noted that the entry had been revised and a garden feature was added.

Planner Whetstone explained that the Land Management Code requires a work session prior to public hearings. During the public hearing meeting, the Planning Commission would look for compliance with the MPD Sections of the Land Management Code, which includes compliance with the General Plan and the requirements of the zone. The MPD documents would be finalized following the public hearing and discussions. Following that process, the Development Agreement would be formally ratified by the Planning Commission.

Planner Whetstone reported that the Master Plan Development Review, Section 15-6-6, of the LMC, as well as the CT zone, are important to the review process. The Staff report outlined detailed items for the Planning Commission to consider in their review, such as density, setbacks, open space, off street parking, building height, site planning, landscape and streetscapes, sensitive lands, affordable housing and child care.

Planner Whetstone reviewed a timeline as outlined in the Staff report. The Planning Commission would discuss this MPD during the work session this evening. Public hearings would be scheduled in October, November and December. The October discussion would focus on transportation and traffic, trails, utilities, site plan overview, and environmental compliance. In November the issues for discussion would be neighborhood character, architectural design, recreation and amenities, and sustainable elements, including water. Another work session and public hearing would be held in December to ratify the draft development agreement. Final action would be requested in January 2011.

Planner Whetstone noted that the Planning Commission must also make findings A through H outlined in Section 15-6-6 of the LMC.

The objective of this work session was to allow the applicant the opportunity to respond to concerns raised at previous meetings, and for the Planning Commission to discuss the issues and provide direction. No action would be taken.

Commissioner Strachan read from LMC Section 15-6-6(J), "The MPD as conditioned meets the sensitive land requirements of the Land Management Code." He asked if that was only for MPD's that have parcels of land in SLO Districts. Planner Whetstone answered yes. Commissioner Strachan pointed out that 15-6-6(I) talks about sensitive lands compliance, but only in the SLO zones. He felt that (J) was more expansive and his interpretation of (J) was that all MPD's must meet the sensitive land requirements of the Land Management Code. Planner Whetstone remarked that the CT zone has its own review of the SLO.

Assistant City Attorney, Polly Samuels McLean, understood that Commissioner Strachan was asking if the sensitive lands in (J) has to be part of the SLO, or if it just refers to sensitive lands in general. She noted that Sensitive Lands in 16-6-6(J) is capitalized. The definition of sensitive land reads, "Land designated as such by a sensitive lands analysis and as reflected on the official zoning map." Ms. McLean interpreted that to mean that the capitalized Sensitive Lands refers to the sensitive lands overlay.

Patrick Moffatt, representing the applicant, stated that they tried to incorporate the comments from the last meeting into their MPD proposal. Most of the issues related to the master plan layout and the land uses and he requested feedback from the Planning Commission to see if they were headed in the right direction.

Mr. Moffatt reported that their main focus in making revisions was integration of both market rate and affordable units. They also addressed integration between this project and Park City in general. He indicated a proposed park that could be used by the Park City population and the residents of Park City Heights. It can be the interface to make this project part of Park City and a fabric of the community.

Spencer White, representing the applicant, presented a slide of the master plan from the last meeting as a starting point to identify the revisions. Mr. White stated that for this meeting they focused on the entry area into the project and how to better integrate the affordable units with market rates units.

Mr. White reviewed the revised plan and stated that they looked at the entrance as a fresh approach. At the last meeting they talked about a sense of arrival and creating a neighborhood feel at the entrance. To accomplish that, they propose to put a park at the entrance. Coming into the project you will see a clubhouse with some type of commercial component. Mr. White stated that the park will have a grassy play area, community gardens, a splash pad, tot lots and a sitting area with stones to sit on. The intent is to make a connection between this park and the park in Prospect. A roundabout was added for traffic circulation.

Mr. White reviewed the mix of units identified by color. The bright green units were the IHC affordable units. Those will be a townhouse product with attached garages. The pink units were Park City Municipal Corp. affordable units, in both single family detached and some type of attached units. The orange color represented smaller market rate units. They worked with integrating product mix as well as affordable units. The market rate units would be smaller than cottages units and would mix well with the affordable units. Mr. White pointed out that the market rate units could be in the same price point as some of those affordable units. Chair Wintzer asked about the size of the units. Mr. White believed they were in the range of 1800 to 2500 square feet. He explained that the intent was to have the fronts face into green space and connect the units with sidewalks. Mr. White stated that visitor parking could be accommodated in the 50 foot power line corridor.

Mr. White remarked that the blue units shown on the slide were the CT zone affordable units that would meet the requirement of the CT zone. Those units were integrated throughout the project. Mr. White stated that because the purpose was to create a sense of neighborhood community at the entrance, it was important not to move the affordable units too far into the project. The applicants assumed that many of the larger homes would be second homes and may not be occupied as frequently as the cottages or other market rate units. Therefore, the density was concentrated towards the entrance.

Mr. White presented a rough sketch to show how they had incorporated the thoughts and ideas previously expressed by the Planning Commission, with the applicants' ideas for the project and unit mix. He had erred on the side of sketching units larger than they would probably be built. He assumed the footprints would be eliminated and/or buildings eliminated altogether. Mr. White stated that they were just beginning to focus on the size and types of units. The next phase would focus on a more specific site plan.

Mr. White recalled a previous consideration for a transit stop into the project. As an alternative, the drawings showed a transit stop on both sides of Old Dump Road close to the clubhouse. As the bus comes out from Park City going to the park and ride lot, it could drop people off and pick them up on the way back into town. A mail kiosk would be located by the clubhouse. Mr. White emphasized that they are trying to create a community gathering area with well-used and welcomed amenities.

Mr. White addressed Commissioner Strachan's comments regarding the SLO. He noted that the entire proposal, including roads, is outside of any sensitive lands. Commissioner Strachan asked how they determined which lands were sensitive. Mr. White replied that it goes back to the LMC, which identifies wetlands, flood plains, slopes over 30%, ridge lines and other issues outlined in the sensitive lands overlay section. Commissioner Strachan asked if the applicants or the Staff had made that determination. Mr. White stated and the applicants, the Staff and the Task Force were involved in making that determination.

Chair Wintzer assumed the green buildings would be duplexes and triplexes. Mr. White answered yes. Chair Wintzer asked for the size of the proposed play field. He was told that it would be close to the size of a soccer field. Mr. White explained that the smaller units would not have much yard

space and the intent for the field was to provide a place where people can play. Chair Wintzer agreed with the concept. Chair Wintzer asked if the "living room" area in the park would be a landscape feature where people could sit to relax. Mr. White replied that this was correct. He stated that it would be similar to the area behind Red Butte gardens where sitting on the stones is similar to sitting on a sofa. As the trails connection come down, it would provide a place where people can sit outside.

Chair Wintzer asked about the splash park. Mr. White stated that it would be a small outdoor fountain with the same idea as the larger fountain at Gateway or other malls. Chair Wintzer was not opposed, but he questioned the logic in Park City's climate. Mr. White stated that it could be used for ice skating in the winter. Chair Wintzer clarified that the tot park would be a normal playground.

Commissioner Luskin asked if Mr. White was serious when he mentioned ice skating. Mr. White explained that the east side of the entrance road is the low spot of the project where they will probably be doing storm detention. He noted that Willow Creek Park in the Basin has a small ice rink. The Snyderville Basin Recreation District has a small Zamboni and the rink is heavily used. As a preliminary idea, they may consider ice skating at Park City Heights for a winter activity. Commissioner Luskin favored the idea.

Chair Wintzer asked Mr. White to explain the community garden concept. Mr. White replied that it would be raised boxes where people could sign up for a specific area and maintain it as their garden through the summer months. Mr. Moffatt pointed out that the garden would be open to the community at large and not just residents of Park City Heights.

Commissioner Luskin recalled a previous discussion about possible commercial space. Mr. White replied that the only space for commercial would be in the clubhouse itself. He sees the clubhouse as a gathering spot, with the possibility of an attached commercial component. He suggested that the commercial may only be open in the summer months, such as an ice-cream shop. The developer could build the commercial space and then lease it for the summer at no charge. The space could also be used as office space. Mr. White commented on a number of local developments that tried a commercial component and failed. Commissioner Luskin envisioned something more like a mini-mart. Mr. Moffatt stated that Boyer Company does a lot of retail and in their experience, 239 units is not enough to entice an operator to that location.

Chair Wintzer asked if they expected people to drive into town to purchase a quart of milk. Mr. White stated that typically people will stop on their way home to buy items such as milk. In those types of developments, people rarely run to the store for a simple item. They will first ask their neighbors. In their experience, mini-marts do not function economically.

Chair Wintzer wanted to know the size of the smallest affordable housing unit. Mr. White stated that it would depend on the type of unit. Chair Wintzer assumed the units in the project could range from 1,000 square feet and go up to 6,000 square feet for the houses at the top. Mr. White replied that this was correct. There would be a significant range in both affordable and market units. Chair Wintzer believed that the smaller units could use all the amenities.

Mr. White explained the reason for going to an alley-loaded product. He pointed out that the first

visible garage would be on the units that were not color-coded on the slide. Some of those units would have shared driveways with side entrance garages. You would go a significant distance after the entering the project before you would see be a garage. He believed that responded to Commissioner Peek's concern about having "a garage in your face". Chair Wintzer stated that it was two issues. One was the "garage in your face" and the other was the issue of forcing all activity to the back side of the house if the garage fronts a busy road. Putting the garages in the alley allows people to sit on their front porch and interact with their neighbors. Chair Wintzer believed this was a much better plan than what was originally proposed.

Chair Wintzer liked how they had removed the units off of the Dump Road. He expected the Dump Road would eventually become busier as a back road into Park City. Chair Wintzer referred to the green and orange units and wanted to know who would own the pale green grass. Mr. White stated that it would be a combination of community property and lot property. Mr. Moffatt remarked that the majority of the space would be a common area for maintenance purposes. Each house would have a small patch for private ownership. Chair Wintzer preferred more common space to insure that the area is maintained.

Commissioner Peek asked if the multi-family affordable units would have primarily surface parking. Mr. White believed that IHC plans on having garages for their units. Phyllis Robinson noted that the City is also looking at garages for the City's affordable units. Commissioner Peek wanted to know if the public had expressed any concern for living adjacent to high voltage power lines. Mr. White was unsure. Mr. Moffatt stated that Boyer Company has another project in the valley where there are both steel poles and wooden poles. There has been no resistance to the brown wooden poles in terms of marketing and sales. However, the lines from steel towers do impact the values. Planner Whetstone offered to research that question with the Power Company. Mr. White clarified that market units, as well as affordable units, were located in close proximity to the power corridor.

Chair Wintzer referred to the blue units on the slide and assumed they were approximately the same size as the units next to them. Mr. White answered yes, and clarified that there would be no visible indication as to which units are affordable. Chair Wintzer remarked that all the affordable units back up against Highway 40 and he preferred to see them interspersed a little more. Mr. White was willing to re-arrange the mix of units.

Commissioner Luskin complimented the applicants on a good plan; however, he was not convinced that the development carries out the resort character of Park City. He believes that a priority for the Planning Commission is to preserve the character and resort aspect of Park City. He asked Mr. White for his viewpoint on how this ties in and if it could be improved.

Mr. White acknowledged his own confusion because everyone has their own idea of what "resort" means. It is unclear if it is Old Town, Park Meadows, Silver Star, or affordable housing. In his personal opinion, it is a combination of all of them. Commissioner Luskin suggested that it may be defined architecturally. Mr. White agreed that architecture is a large part of it, primarily in terms of materials and colors. Chair Wintzer believed that another major component is how people interact within a neighborhood.

Commissioner Peek was not willing to give up on the neighborhood commercial aspect at this point.

Mr. White clarified that the applicants were trying not giving up on some type of commercial that may work; however, from their experience, commercial in other projects have failed. Commissioner Peek suggested that connectivity to the tunnel and over to the sports complex may create activity for the commercial.

Commissioner Peek recalled his comment from the last meeting regarding the suburban feel of the project and how it did not comply with the General Plan. He felt they were still seeing the same arrangement. Chair Wintzer pointed out that most of the effort was concentrated on the lower park of the project. Mr. White believed this was an issue that caused confusion between resort, suburban and urban. He asked if they were thinking of a smaller replication of Old Town. Chair Wintzer believed that people see Old Town as the character of Park City. He understood that they could not repeat Old Town in this area, but he suggested something similar, as opposed to an apartment complex in Salt Lake. If possible, he would prefer something that looks and feels less like a subdivision.

Commissioner Strachan noted that one of the findings the Planning Commission must make is that it promotes the use of non-vehicular forms of transportation. He did not think the trails connection into the rail trail was enough to make that finding. Commissioner Strachan felt the applicants should re-assess the use of roads and try to minimize them as much as possible. Trails and sidewalks should be interwoven throughout the entire development to give people an incentive to walk rather than drive. Mr. White pointed out that they have not yet reached that level. He tried to show as many trails as possible and there would be sidewalks in front of the houses.

Commissioner Strachan questioned how they could integrate the entry area with the rest of the project community without adding some type of commercial. Mr. White clarified that the developer did not intend to make money from the commercial component and they would try everything possible to make it work. Planner Whetstone pointed out that the successful mini-marts in Jeremy Ranch and other communities are inside a gas station.

Planner Whetstone noted that the previous plan had proposed more trails. However, the Staff had recommended more open space in the center to create an open area where the trails could connect people to the transit area and bike racks at the entrance. Chair Wintzer recommended that the Staff and the applicant contact the Recreation Department for their input on types of commercial that may meet their needs. He agreed with Commissioner Peek that they should continue to pursue the commercial at this point.

Commissioner Strachan asked whether anyone knew if clubhouses work in other communities such as Overlook and Daybreak. Commissioner Wintzer stated that Sun Peak has a clubhouse that works. He has personally attended functions where private individuals have reserved the clubhouse for parties or other functions. Mr. White clarified that Park City Heights would definitely have a clubhouse. The issue is whether or not it would have a commercial component.

Phyllis Robinson recalled conversations about possible live/work space such as a small commercial with residential above it. For example, an artisan baker could link the commercial with the residential.

Commissioner Hontz asked if the Planning Commission would be seeing an affordable housing

needs assessment. Ms. Robinson stated that the Eccles Business School had prepared that assessment and it would be presented to the Planning Commission on October 13th.

Commissioner Luskin stated that a continuous wrap around subdivision eliminates access to the trails. He suggested that they provide access points to trails where people could exit the fort of homes.

Director Eddington summarized the direction from the Planning Commission. He believed there was general consensus that the applicant was heading in the right direction with the newly proposed design. The Planning Commission would like the applicant to continue exploring neighborhood commercial development and explore a better mix and integration of market and affordable units. The Planning Commission favors the green space towards Richardson Flats Road because it creates a good entry feature. As the applicants look at the overall design, the Planning Commission would like them to consider something more compact or less suburban. They encouraged the applicant to focus on non-vehicular opportunities and to integrate that into all the neighborhoods in an effort to bring the second market for estate homes into the more dense neighborhoods. The Planning Commission would like the applicant to provide access points to trails and green space. They would like the Staff and the applicant to provide additional information on the sensitive lands and the power lines.

DRAFT

MINUTES – SEPTEMBER 22, 2010

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
SEPTEMBER 22, 2010

COMMISSIONERS IN ATTENDANCE:

Chair Charlie Wintzer, Brooke Hontz, Dick Peek, Richard Luskin, Adam Strachan

EX OFFICIO:

Planning Director, Thomas Eddington, Kirsten Whetstone, Planner; Kayla Sintz, Planner; Francisco Astorga, Planner; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING - 6:30 p.m.

I. ROLL CALL

Chair Wintzer called the meeting to order at 5:45 p.m. and noted that all Commissioners were present except Commissioners Pettit and Savage who were excused.

II. ADOPTION OF MINUTES

MOTION: Commissioner Strachan moved to ADOPT the work session minutes of August 25, 2010 as written. Commissioner Luskin seconded the motion.

VOTE: The motion pass unanimously.

MOTION: Commissioner Strachan moved to ADOPT the minutes of the regular meeting of August 25th, 2010 as written. Commissioner Luskin seconded the motion.

VOTE: The motion passed unanimously.

III. PUBLIC COMMUNICATIONS

There was no comment.

V. STAFF/COMMISSIONER'S COMMUNICATIONS & DISCLOSURES

Planning Director Thomas Eddington reported on correspondence he received from the Sweeney Group regarding the Treasure Hill Conditional Use Permit. They had submitted a request in March to stay their CUP, pending negotiations with the City negotiating team. Director Eddington noted that the 180 days expires this month and the request was to extend the CUP until late April of 2011. The applicants are making progress with the negotiations and the request was granted. Director Eddington would continue to update the Planning Commission on progress with Treasure Hill.

Planner Kayla Sintz provided a brief overview of the General Plan Public Outreach sessions. She presented photos taken during the public Outreach sessions on July 20th and 27th. Approximately

60 people attended and the predominant group was Old Town residents. The participants were broken into neighborhoods and as each one walked in they were given a neighborhood name tag. People were also asked to fill out a survey. Once the groups were broken into neighborhoods, they were given stickers and asked to place them on a map in different areas within their zone neighborhood. Additional maps outside of the neighborhoods were used to conduct exercises for areas outside of the city boundaries and to reflect potential goals.

Planner Sintz remarked that the turnout for the Public Outreach was good and the Staff would like to hold one or two more during the Fall so those who could not participate during the summer would have another opportunity.

Planner Sintz stated that the Staff has started compiling the data and ranking the goals for different neighborhoods and she would continue to provide updates.

Commissioner Hontz felt the Outreach sessions were well-organized and the planned exercises were great. She personally participated as a resident to get a feel for what it was like. She favored the idea of additional Outreach sessions to encourage more people to attend. Commissioner Hontz complimented the Staff on a job well done.

CONTINUATION(S) - Public Hearing

1. 200 Ridge Avenue - Plat Amendment
(Application #PL-10-00977)

Chair Wintzer opened the public hearing. There was no comment. Chair Wintzer closed the public hearing.

MOTION: Commissioner Strachan moved to CONTINUE 200 Ridge Avenue - Plat Amendment to a date uncertain. Commissioner Peek seconded the motion.

VOTE: The motion passed unanimously.

VII. REGULAR AGENDA/PUBLIC HEARINGS

1. 601/603 Deer Valley Drive - Deer Valley Place Condominiums - Condominium Conversion
(Application #PL-10-00987)

Planner Francisco Astorga corrected a mistake on the agenda and noted that the items listed are two separate applications. The first is located at 601/603 Deer Valley Drive and the second at 605/607 Deer Valley Drive. They are neighboring properties but owned by two separate owners. Planner Astorga presented an exhibit identifying 601 Deer Valley Drive, which is Lot 1 of the subdivision already named 601 Deer Valley Drive Subdivision, which will be renamed The Deer Valley Place Condominiums. The property at 605/607 Deer Valley Drive is currently Lot 2 of the 601 Deer Valley Drive Subdivision, which will be called The Lofts on Deer Valley Drive Condominiums.

Planner Astorga introduced Tracy Doughett, who was representing both owners.

Planner Astorga remarked that 601/603 Deer Valley Drive is owned by SFG Properties. The applicant applied for a building permit in 2006 and the duplex unit has already been built. The applicant is applying for a condominium conversion to sell each unit of the duplex separately. Planner Astorga noted that a condominium conversion was previously approved and the applicant let it expire. The City places a condition of approval on all subdivisions requiring that the subdivision must be recorded within one year.

Planner Astorga stated that there have been non-compliance issues with 601 Deer Valley Drive, which include access and parking, issues with the retaining walls, and landscaping and site cleanup. The contractor is currently working with the City to mediate these items as conditioned in the Staff report.

The Staff recommended that the Planning Commission review the application and forward a positive recommendation to the City Council based on the findings of fact, conclusions of law and conditions of approval.

Planner Astorga presented a slide showing a rolled curb and gutter. Many people, including the tenants who live on 601 Deer Valley Drive, were not complying with the condition of approval saying that the site had a shared driveway. The slide showed a boat and a number of cars parked in the right-of-way. These were the same issues they encountered with the contractors during construction. Planner Astorga stated that the Staff and the contractors came up with the solution of an encroachment agreement to build a planter box that would prohibit visitors or neighbors from having the ability to drive over the rolled curb and gutter to park.

Chair Wintzer wanted to know what the planter box would look like. Planner Astorga stated that the applicant is currently working with Staff on the design. It is a little difficult considering that there are two different owners and contractors. He believed it would mirror the retaining wall issue that the Planning Commission would discuss in the application for 605/607 Deer Valley Drive. Planner Astorga presented an exhibit and noted that the retaining wall on the top is what was built. It is not allowed by Code and was not permitted. The retaining wall was not identified on the building permit. The contractors have been working with the Building and Engineering and Planning Departments to come up with a retaining wall that was shown on the bottom of the exhibit. That retaining wall is no more than 6 feet in height. The design would match the built retaining wall.

Planner Hontz asked when the Planning Commission would see the retaining wall. Planner Astorga replied that the owners had encountered issues with the utility companies. The original plan was for the planter box to be seven feet and that has been changed to five feet to address those utility issues. He was unsure when the retaining wall would be approved. However, a condition of approval for this application requires that the planter box shall be installed within a year's time. The one year time frame for this approval includes the planter box and site cleanup.

Commissioner Peek asked if the planter box would be seven feet wide or seven feet long. Planner Astorga replied that the width along Deer Valley Drive would be the entire area except for the area identified for a school bus pad. Commissioner Peek clarified that the planter box would be seven feet by whatever the length. Planner Astorga replied that this was correct. He believed the height

of the planter is approximately 30 inches. Commissioner Peek asked if that was appropriate for the line of sight at an intersection. Planner Astorga replied that the applicant has been working with the City Engineer, Matt Cassel. Director Eddington stated that the sight triangle is 2-1/2 to 7 feet and they are staying below that.

Commissioner Peek referred to the condominium conversion slide, as well as the subdivision plat contained in the Staff report. He noted that the slide showed the lot lines down in the corner nearly reaching the curb, but that was not the case in the subdivision plat. Planner Astorga replied that the subdivision plat was done through the City's GIS system, which many times is not exact. He noted that the GIS is only used as a reference and it does not replace the actual survey or record of survey. The purpose of the exhibit is to show vicinity and location. Commissioner Peek clarified that the edge of the property line could be the edge of the paved driveway area. Planner Astorga replied that this was correct. Director Eddington expected that all of the GIS parcel lines would move slightly to the north.

Chair Wintzer assumed that all the buildings fit within the required setbacks. Planner Astorga replied that both buildings have passed inspections through the Building Department. Chair Wintzer preferred to have something in the condominium plat that requires the planter. It is not shown on any of the condominium plats and over time people would forget the reason why it was put there in the first place. Planner Astorga stated that the planter box would not show on the condominium plat because it is being built on the right-of-way. Through the encroachment agreement, the owner would be responsible for maintaining the planter box. Commissioner Peek asked if there was precedent for a private individual to maintain City property.

Assistant City Attorney, Polly Samuels McLean, noted that Condition of Approval #5 addresses the encroachment agreement and the planter box. Chair Wintzer reiterated that he would like to see a note on the plat. Planner Astorga suggested that the condition could require adding a document to be recorded with the plat that refers to the encroachment agreement. Ms. McLean remarked that the encroachment agreement could be recorded. Chair Wintzer was comfortable with that approach.

Commissioner Peek asked if the driveway would be relocated. Planner Astorga replied that the driveway would be expanded on to the right-of-way. Chair Wintzer pointed out the gravel connected to the existing building and understood that the intent is to create a buffer to prevent people from driving across. Commissioner Peek remarked that the plat map in the Staff report did not show the encroaching driveway, except where it accesses Deer Valley Drive. Planner Astorga replied that this was correct. Commissioner Peek wanted to know why the other encroachment was not shown. Planner Astorga explained that the option was not explored at the time the condominium conversion was drafted. He noted that it could be redlined as part of the engineering redlines that would reflect such improvements.

Tracy Doughett, representing the applicants, stated that the access and snow storage easement would be re-written as part of the redlined plan.

Assistant City Attorney McLean noted that the encroachment is within the discretion of the City Engineer. Generally, encroachment agreements read that if it becomes necessary to expand the right-of-way, all improvements need to be taken out at the expense of the owner. If Deer Valley

Drive is expanded, the improvements would be removed and the right-of-way would be closer to this property. Ms. McLean remarked that the encroachments are within the purview of the City Engineer and he will make sure it is safe for the drivers along Deer Valley Drive.

Commissioner Hontz stated that something needs to be done because it has looked horrific for a long time since the building was started. If the Planning Department had done a survey last year of the places that were neglected, this area would certainly be on the list. She liked the direction this was going and she hoped it would resolve the problem. Commissioner Hontz remarked that in her experience two unit condos typically do not work because there is 50/50 ownership. If something goes wrong or maintenance needs to be done and one owner is not interested, the work does not get done because both owners have equal say. She asked if the Planning Commission had any latitude on that issue. Ms. McLean stated that the City requires a tie-break mechanism as a condition of approval. She was unsure of the specifics with this property because the units were different sizes. Planner Astorga noted that the mechanism was addressed in Condition of Approval #3. The Commissioners thought it would be better to have all four units under one condominium plat with an HOA. Ms. Doughett stated that it was considered, but both owners decided to do them separately because it would make the maintenance and driveway agreements easier to facilitate. She was unsure why the owners came to that reasoning. Chair Wintzer felt it would be easier to have one unit that owned a common driveway rather than two units owning half and the two units owning the other half. He agreed with Commissioner Hontz's concerns regarding a 50/50 ownership.

Commissioner Strachan asked if insufficient parking was the reason why cars park in the right-of-way. He asked if the units would be under parked by design of the structure. Planner Astorga believed there was sufficient parking for the units. Currently the parking requirement for a duplex is two spaces per unit. Through planning best practices and the trend they are seeing, the number of parking spaces should be decreasing rather than increasing. The project meets the minimum number of parking spaces required. Planner Astorga stated that they need something that would physically aid appropriate parking and access. Commissioner Strachan believed there would be enough parking for the residents, and he expected their guests would park on Deer Valley Drive.

Commissioner Strachan agreed that having a physical barrier, such as the planter box, would help prevent the parking issues.

Chair Wintzer asked if the Planning Commission could add a provision that requires installing a guardrail at the property line if the City Engineers decided to widen the right-of-way and the planter box is removed. The guardrail would prevent a repeat of the parking issue. Ms. McLean felt it would be appropriate to require some type of a barrier.

Chair Wintzer wanted to know what would happen if the utility companies do not work with the applicants on the planter box concept. Planner Astorga stated that the Staff and applicant would revisit the situation and come up with a landscaping plan. Director Eddington remarked that another scenario would be larger caliper trees and some type of timberline fence that ties in with the architecture of the building. He believed the planter boxes were shallow enough that the utility companies would acquiesce.

Commissioner Strachan asked about the retaining wall. Planner Astorga stated that there is a retaining wall in the back that still needs to be built. The applicants are working with the Building and Planning Department to get that going as soon as possible. Condition of Approval #6 addresses the retaining wall.

Chair Wintzer opened the public hearing.

Rick Anderson stated that he is a resident of Sunnyside Subdivision, which is the subdivision immediately behind this duplex, and he was also representing the Sunnyside Homeowners Association on this matter. Mr. Anderson had canvassed the residents at Sunnyside and many have concerns with this proposal. Over the past few years they have seen dangerous condition at the intersection coming down off of Sunnyside Drive, which is how most of the residents access Deer Valley Drive. With all the congestion taking place at that corner, the views on to Deer Valley Drive have been obstructed. Mr. Anderson was concerned that approving this condominium conversion would generate more traffic. In addition, he did not believe that parking for the duplexes was adequately addressed. Mr. Anderson pointed out that the LMC states that the parking ratio for condominiums should be three spaces per one unit. He did not see where that was being accommodated. The Staff report speaks to the requirement for duplexes as being two per unit, but the requirement for condominiums is three spaces per unit. He believed the only way that would occur is if people park in those driveways or on Sunnyside Drive, which would further compound the problem of obstructing the views and access on to Deer Valley Drive. Mr. Anderson stated that the planter boxes would somewhat mitigate the problem, however, the planter boxes should be installed further into the driveway so people are not parking on the gravel partitions, which still obstructs the view of Deer Valley Drive. Mr. Anderson remarked that any vehicles parked on the corner of that driveway obstruct anyone trying to access Deer Valley Drive. Mr. Anderson requested that the concerns of the Sunnyside residents be addressed. He was unsure how they could accommodate the additional cars to meet the requirements of the Land Management Code without further obstructing the views on to Deer Valley Drive.

Chair Wintzer closed the public hearing.

Planner Astorga noted that page 11, Chapter 3 of the LMC, indicates that a condominium over 2500 square feet requires three parking spaces per dwelling unit. However, that language is under a multi-unit dwelling, which defined by the LMC is any building that has four or more units. He explained that a multi-unit dwelling would be four units within one structure. In this project, there are four units within two structures, which falls under the category of a single family dwelling or a duplex.

Commissioner Hontz understood that condos are not allowed as conditional uses and asked if they should assume this was a process and not a use. Planner Astorga answered yes. He recognized that it was misleading because in some zoning districts condos are an actual use.

Chair Wintzer wanted to know why a portion of the planter was not put at the back of the property rather than the front to address Mr. Anderson's concern. Planner Astorga replied that it was due to the challenges of the 20 feet parking and access easement. The primary challenge was having a visitor's vehicle parked in the driveway and not having enough room to turn around. Commissioner Peek asked for the size of the driveway from the face of the garage to the edge of the driveway. Planner Astorga replied that it was no more than 21 feet. Commissioner Peek pointed out that

there would be 30 feet of pavement. Chair Wintzer questioned how this had been originally approved when there was not enough room to get out of the garage. Planner Astorga stated that it was part of the original subdivision approval in 2006 and he was unprepared to answer that question. Chair Wintzer pointed out that this is a tight intersection and he was uncomfortable creating something that would further block the view. He suggested moving the planter to the back on the left side of the sidewalk and leaving it to the front on the other side. Planner Astorga stated that they could extend the planter box to the property line as part of the condition of approval.

Commissioner Hontz asked for the number of bedrooms in each unit. Ms. Doughett estimated four to five bedrooms per unit. Planner Astorga stated that each unit has two interior parking spaces in the garage. He noted that Director Eddington had suggested expanding the driveway a few feet to allow a larger turning radius.

Assistant City Attorney McLean reiterated that the City Engineer should determine the specifics of the encroachment. She favored adding a note to the plat requiring a barrier, but she was not comfortable with the Planning Commission being specific on issues under the purview of the City Engineer. Chair Wintzer clarified that people are not allowed to park on the encroachment and the applicant could not count it as part of their parking. He noted that by increasing the size of the planters, the Planning Commission was insuring that parking would not occur. Director Eddington clarified that he was only suggesting that they work with the City Engineer to allow an additional four or five feet to accommodate a turning radius, if the Planning Commission thinks 30 feet is too much.

Based on the easement agreement between the two condominiums, Commissioner Peek asked if parking was allowed on the driveway if there was language that restricts parking in the driveway. Assistant City Attorney McLean stated that the driveway is an access easement and it should be free of obstruction. Parking should go in the garages.

For clarification on the number of required parking spaces per unit, Assistant City Attorney McLean read from the LMC under dwelling, "A duplex dwelling is a building containing two dwelling units. A multi-unit dwelling is a building containing four or more dwelling units." She concurred with Planner Astorga that even if the units were combined under one condominium plat, it would still be two duplex buildings.

Commissioner Luskin was baffled by "the process" versus "use" when the end result is the same. He was confused as to why they could approve a condominium in an area where it could not be approved as a use. Planner Astorga explained that the process is the record of survey creating the two units. Commissioner Luskin pointed out that either way, they end up with the same result. Director Eddington remarked that the issue comes back to condominiums not being conditional uses. In this case they are talking about the process of a condominium for these two duplexes. Director Eddington stated that a duplex dwelling unit is allowed in the RM zone. There are two duplexes on the site and the owners are choosing to condominiumize them. Ms. McLean explained that a condominium is a form of ownership. Commissioner Luskin asked if the Planning Commission could approve a condominium project in that zone. Chair Wintzer answered yes, because it is not a use. Ms. McLean clarified that a condominium is a form of ownership regulated by the State, and therefore requires this process.

Planner Astorga read from a parking clause in the Easement Joint Use and Maintenance Agreement. "Parking within the easement area shall not hinder, block or otherwise interfere with the use and enjoyment of the easement area by any owner or its respective tenants licensees". That language prohibits parking within the driveway. Commissioner Peek asked if it was appropriate to add that language to the plat. Planner Astorga pointed out that it was already recorded on the original plat.

Chair Wintzer felt the question was whether or not the applicants should be required to take the planter back to the property line. Commissioner Strachan felt the Planning Commission should let the City Engineer determine the size and location of the planter boxes. Chair Wintzer was comfortable with that as long as the City Engineer considers the view corridor that comes down from Sunnyside. His preference would be for the Planning Commission to increase the size of the planters. Commissioner Peek concurred. If people cannot park in the access easement, he could not understand why they would need 30 x 100+ feet of paved hard surface area.

Assistant Attorney McLean recommended that the Planning Commission allow Planner Astorga to relay their input concerning the encroachment to the City Engineer. She would make sure the City Engineer received a copy of the minutes and she would talk with him personally. Ms. McLean suggested that the Planning Commission take action this evening with direction to the City Engineer to take into consideration the view corridor, based on public input this evening.

Chair Wintzer preferred to add a condition of approval that parking would not be allowed to obstruct the vision of that intersection and the sight corridor of that area. He liked the idea of directing the City Engineer to move the planters back. Commissioner Hontz understood Ms. McLean's concerns regarding the purview of the City Engineer, but as planners they also care about the appearance. She felt they should include their preference for the planters in their direction. Chair Wintzer suggested adding a condition of approval stating that the size of the planters would be increased a minimum of seven feet.

Assistant City Attorney McLean advised that encroachment issues should be left to the City Engineer. To address their concerns, the Planning Commission could add a plat note making it clear that there shall be no parking in front of the garages or in front of the driveways. They could also add language that no parking is allowed in front of the houses which impede the view sight for Sunnyside. Adding the plat note would address the issue with the property itself as opposed to the right-of-way.

Commissioner Peek was comfortable with whatever format the City Engineer could work out with the property owner, as long as it prevents parking in front of the garages.

Assistant City Attorney McLean revised Condition of Approval #5 to add language stating, "Such encroachment agreements shall be recorded. There must be a barrier between the platted lots and Deer Valley Drive. No parking shall take place in the driveway or access area on the property, and no parking shall impede the view sight of Sunnyside"

Commissioner Peek clarified that the condition would prohibit parking and obstruction of the view corridor.

MOTION: Commissioner Peek made a motion to forward a Positive recommendation to the City Council for the Deer Valley Place Subdivision at 601-603 Deer Valley Drive, based on the Findings of Fact, Conclusions of Law and Conditions of Approval found in the draft ordinance with Condition of Approval #5 as amended. Commissioner Strachan seconded the motion.

VOTE: The motion passed unanimously.

Finding of Fact - The property is located at 601/603 Deer Valley Drive

1. The property is located at 601/603 Deer Valley Drive.
2. The property is located in the Residential-Medium Density (RM) District.
3. The structure is a built duplex.
4. A duplex is an allowed use in the RM District.
5. The area of the lot is 7,180 square feet.
6. The existing conditions comply with required minimum setbacks.
7. Two (2) parking spaces are required for each unit.
8. Each unit has two (2) dedicated parking spaces within the site.
9. Unit 603 has 6,067.6 square feet of private area.
10. Unit 605 has 4,862.5 square feet of private area.
11. Shared entry area and open space are identified as common ownership.
12. There are existing non-compliance relating to access and parking, retaining walls, landscaping, and site clean-up.
13. The findings within the Analysis section are incorporated within.

Conclusions of Law - 601/603 Deer Valley Drive

1. There is good cause for this condominium Record of Survey.
2. The Record of Survey Plat is consistent with the Park City Land Management Code and applicable State law regarding Condominium Record of Survey Plats
3. Neither the public nor any person will be materially injured by the proposed Record of Survey Plat.

4. Approval of the Record of Survey Plat, subject to the conditions state below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval - 601/603 Deer Valley Drive

1. The City attorney and City Engineer will review and approve the final form and content of the Record of Survey for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. The CC&Rs shall include a tie breaker mechanism.
4. The applicant shall expand the driveway in order to facilitate the required use of the driveway to a maximum of twenty seven feet (27').
5. The applicant shall work with the City Engineer to obtain encroachment agreements to build planter boxes along the front on the City Right-of-way behind the existing five foot (5') sidewalk. This work shall be completed as a condition precedent to plat recordation. Such encroachment agreement shall be recorded. There must be a barrier between the platted lots and Deer Valley Drive. No parking shall take place in the driveway or access area on the property, and no parking shall impede the view sight of Sunnyside.
6. The applicant will work with the City to receive the appropriate permits to build the approved retaining wall located in the rear of the structure. This work shall be complete as a condition precedent to plat recordation.
7. The applicant will submit a landscape plan. Excess remnant concrete throughout the site shall be removed. This work shall be complete as a condition precedent to plat recordation.

2. 606/607 Deer Valley Drive, The Lofts on Deer Valley Drive Condominiums - Condominium Conversion (Application #PL-10-00972)

Planner Astorga stated that the only issue with this application was the retaining wall built towards the east front. The Planning Commission reviewed that exhibit with the previous agenda item. The Staff believed the applicant did a good job switching materials from ready rock to the timbers. The retaining wall is located within the front yard setback, which requires a review by the City Engineer and the Planning Director.

Commissioner Strachan asked about a certificate of occupancy. Planner Astorga replied that 601/603 Deer Valley Drive had received a certificate of occupancy. A certificate of occupancy has not been issued for 605/607 Deer Valley Drive.

Commissioner Peek asked if it was a crib wall or veneer over the ready rock. Planner Astorga stated that it was veneer over the ready rock. Commissioner Peek asked if the ready rock was visible from the other directions. Planner Astorga replied that it needs to be backfilled and the contractor was still working on it. That was the reason for adding the condition of approval, as outlined in the Staff report.

Chair Wintzer opened the public hearing.

There was no comment.

Chair Wintzer closed the public hearing.

MOTION: Commissioner Peek moved to forward a POSITIVE recommendation to the City Council for 605/607 Deer Valley Drive, Lot 2 of the 601 Deer Valley Subdivision, based on the Findings of Facts, Conclusions of Law, and Conditions of Approval found in the draft ordinance, with the same revision to Condition of Approval #5, as amended in the previous application. Commissioner Strachan seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - 605/607 Deer Valley Drive

1. The property is located at 605/607 Deer Valley Drive.
2. The property is located in the Residential-Medium Density (RM) District.
3. The structure is a built duplex.
4. A duplex is an allowed use in the RM District.
5. The area of the lot is 7,176 square feet.
6. The existing conditions comply with required minimum setbacks.
7. Two (2) parking spaces are required for each unit.
8. Each unit has two (2) dedicated parking spaces within the site.
9. Unit 605 has 5,037.3 square feet of private area.
10. Unit 607 has 5,825.9 square feet of private area.
11. Shared entry area and open space are identified as common ownership.
12. There are existing non-compliances relating to access and parking, retaining walls, landscaping, and site clean up.

13. The findings within the Analysis section are incorporated within.

Conclusions of Law - 605/607 Deer Valley Drive

1. There is good cause for this condominium Record of Survey.
2. The Record of Survey Plat is consistent with the Park City Land Management Code and applicable State law regarding Condominium Record of Survey Plats.
3. Neither the public nor any person will be materially injured by the proposed Record of Survey Plat.
4. Approval of the Record of Survey Plat, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval - 605/607 Deer Valley Drive

1. The City Attorney and City Engineer will review and approve the final form and content of the Record of Survey for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. The CC&R's shall include a tie breaker mechanism.
4. The applicant shall expand the driveway in order to facilitate the required use of the driveway to a maximum of twenty seven feet (27').
5. The applicant shall work with the City Engineer to obtain encroachment agreements to build planter boxes along the front on the City Right-of-Way behind the existing five foot (5') sidewalk. This work shall be complete as a condition precedent to plat recordation. Such encroachment agreement shall be recorded. There must be a barrier between the platted lots and Deer Valley Drive. No parking shall take place in the driveway or access area on the property, and no parking shall impede the view sight of Sunnyside.
6. The applicant will work with the City to receive the appropriate permits to build the approved retaining wall located in the rear of the structure. This work shall be complete as a condition precedent to plat recordation.
7. The applicant will submit a landscape plan. Excess remnant concrete throughout the site shall be removed. This work shall be complete as a condition precedent to plat recordation.

The Planning Commission returned to work session for the Park City Heights - Master Planned Development overview and discussion. That discussion can be found in the work session notes.

The Park City Planning Commission meeting adjourned at 8:35 p.m.

Approved by Planning Commission _____

DRAFT

CONSENT AGENDA

Planning Commission Staff Report



Subject: 2700 Deer Valley Drive East
Third Amended Record of Survey
Courchevel Condominiums

Author: Kirsten A. Whetstone, AICP

Date: October 13, 2010

Project Number: PL-10-01042

Type of Item: Administrative – Condominium Record of Survey Amendments

Summary Recommendations

Staff recommends the Planning Commission open a public hearing, discuss a request for amendments to the Courchevel condominiums record of survey plat, and consider forwarding a positive recommendation to City Council based on the findings of fact, conclusions of law and conditions of approval stated in the draft ordinance.

Topic

Applicant: Courchevel Condominium HOA

Zoning: Residential Development as part of the Deer Valley Master Planned Development (RD-MPD)

Adjacent Land Uses: Condominiums, Deer Valley Resort parking, open space

Reason for Review: Amendments to condominium record of survey plats require Planning Commission review and recommendation to City Council

Background

Courchevel Condominiums are located at 2700 Deer Valley Drive East within the Deer Valley Community portion of the Deer Valley Resort Master Planned Development. The Courchevel Condominium record of survey plat was approved by the City Council on December 27, 1984 and recorded at Summit County on December 31, 1984.

The Courchevel Condominiums record of survey plat recorded 40 residential condominium units of 759 square feet each with 60 parking spaces in a shared underground garage. There are two access driveways from the garage to Deer Valley Drive East. In November of 1989, an amended record of survey plat was approved and recorded increasing the number of residential condominium units to forty-one (41) (Exhibits B and C).

Two of the three (3) approved Courchevel buildings (Buildings B and C) were constructed beginning in 1984 and completed in 1988. Building A was never constructed. Currently there are 27 condominium units and 29 parking spaces. Each existing condominium unit contains 759 square feet for a total of 20,493 sf and a developed unit equivalent of 10.25 UE.

The property is subject to requirements and restrictions of the Deer Valley Resort 10th Amended and Restated Large Scale Master Planned Development (MPD). The MPD originally allowed up to 20.5 UEs for the Courchevel parcel, under the unit equivalent formula (Exhibit C). The MPD was amended in 2001 to transfer 7 UEs as 14,000 sf to the Silver Baron condominium project, adjacent to the north, leaving 13.5 UEs for the Courchevel property. At 2,000 sf per UE, the total allowable residential square footage is 27,000 sf and the existing residential square footage for the 27 condominium units is 20,493 sf.

On September 3, 2010, the City received a completed application for the third amendment to the condominium record of survey requesting conversion of 608 square feet of common attic area above each of Units B301 and B303 (1,216 sf total) to private area. These units are located on the third floor of Building B. On May 10, 2010, Courchevel Condominium owner's association voted to approve construction of additional floor area and the transfer of common space to private space for units B301 and B303 (Exhibit A). The only exterior changes proposed are the addition of windows on the north side of Building B.

Unit B301 would increase by 608 sf from 759 sf to 1,367 sf and Unit B303 would increase by 608 sf from 759 sf to 1,367 sf. The total proposed increase in residential floor area is 1,216 sf equating to a 0.61 UE increase to 10.86 UE total. As the current Deer Valley MPD allows 13.5 UE for Courchevel, these increases are allowed under the existing MPD (Exhibit C).

Twenty-nine parking spaces exist in the parking structure. No additional parking is proposed. Parking is currently provided at the rate of 1 space per unit which was the requirement at the time of the original approval. There are an additional 2 spaces available for the amended, larger units. The current LMC requires 2 spaces for each of the amended units and 1.5 spaces for condominium units greater than 650 sf but less than 1,000 sf.

Analysis

Zoning for the subdivision is Residential Development (RD). The applicable purposes of the RD zone include the following:

- Allow a variety of residential uses that are compatible with the City's development objectives, design standards, and growth capabilities.
- Encourage the clustering of residential units to preserve natural open space and minimize site disturbance, and impacts of development and minimize cost of municipal services.
- Minimize impacts of the automobile on architectural design.
- Provide opportunities for variation in architectural design and housing types.

The proposed amendments are consistent with the purpose statements of the zone in that the use as residential condominiums is unchanged, the additional floor area is proposed within the existing structure minimizing site disturbance, preserving the

existing natural open space, and minimizing impacts of development. The additional floor area exists as attic area and the only exterior changes are the addition of 2 windows on the north side of Building B.

No additional parking is proposed. Twenty-nine parking spaces exist in an underground parking structure beneath Buildings B and C. Each of the amended, enlarged units would have an additional parking space available and would comply with the current LMC with regards to parking. The existing units together are short 12.5 parking spaces per the current code.

Prior to the 1984 Code one parking space was required for each one bedroom unit. In 1984 the LMC required 2 spaces per one bedroom apartment not exceeding 1,000 sf and 1 space per studio apartment not exceeding 1,000 sf. The current code requires 1.5 spaces for these units. Had Building A been constructed there would have been 1.5 spaces per unit.

There is undeveloped land on the property available for construction of additional off-street parking; however lack of parking for this property has not been an issue in the past. The property is located at the base area for Deer Valley Ski Resort and on the Park City bus route. Given the relatively smaller unit size, it appears that the single parking space per unit is adequate. The expanded units would comply with the current code.

Staff reviewed the proposal for compliance with the Land Management Code as shown in the following table:

	Permitted through MPD	Proposed
Height	Height allowed in the Deer Valley Master Plan for the Courchevel parcel is 35' from existing grade.	No additional building height is proposed. All proposed construction is within the existing building envelope and roof. Building complies with the 35' height allowance. No additional height over the 35' was allowed for the attic space.
Front setback	20'	No construction is proposed into the existing 20' front setbacks.
Rear setback	15'	No construction is proposed into the existing 15' rear setbacks.
Side setbacks	12'	No construction is proposed into the existing 12' side setbacks.
Residential Unit Equivalent	Allowed- 13.5 UE Existing- 10.25 UE	Proposed increase of 1,216 sf (0.61 UE)

	27 units at 759 sf each results in 20,493 sf	Proposed 10.86 UE
Commercial and Office uses Support uses	No commercial or office uses exist.	No commercial or office uses are proposed.
Parking	29 spaces for 27 units One space per unit plus 2 additional	No additional parking is proposed. One space per 759 sf unit and two spaces per 1,367 sf unit proposed.

In reviewing the density and unit equivalent calculations, staff finds that there are currently 10.25 UE . The proposed plat amendment would increase the residential floor area by 1,216 sf to 20,493 sf (10.86 UE). The request would not exceed the allowed 13.5 UE for the property. The building does not exceed the allowable 35' building height and there are no non-conforming setback issues. All construction is proposed within the existing building envelope.

Department Review

The plat amendment application was taken before the Development Review team on August 10, 2010. No additional issues were raised.

Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was published in the Park Record.

Public Input

Staff has not received any public input at the time of this report.

Future Process

Approval of this application by the City Council would constitute Final Action that may be appealed following the procedures found in LMC 15-1-18.

Recommendation

Staff recommends the Planning Commission hold a public hearing, discuss the proposed plat amendment, and consider forwarding a positive recommendation to City Council based on the findings of fact, conclusions of law, and conditions of approval as stated in the draft Ordinance.

Exhibits

- Ordinance
- Exhibit A- Proposed plat
- Exhibit B- Existing plats
- Exhibit C- Deer Valley MPD Density Chart
- Exhibit D- Applicant's letters

Ordinance 10-

AN ORDINANCE APPROVING THE THIRD AMENDMENT TO THE COURCHEVEL CONDOMINIUM RECORD OF SURVEY PLAT LOCATED AT 2700 DEER VALLEY DRIVE EAST, PARK CITY, UTAH.

WHEREAS, the owners of the property known as the Courchevel Condominiums, located within the Deer Valley Community of the Deer Valley Resort Tenth Amended and Restated Large Scale Master Planned Development, have petitioned the City Council for approval of amendments to convert to private area the common attic area above Units 301 and 303 of Building B and remove Building A from the plat; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on October 13, 2010, to receive input on the proposed amendments to the record of survey plat;

WHEREAS, the Planning Commission forwarded a positive recommendation to the City Council; and,

WHEREAS, on November 4, 2010, the City Council held a public hearing on the proposed amendments to the record of survey plat; and

WHEREAS, it is in the best interest of Park City, Utah and consistent with the Deer Valley Resort 10th Amended and Restated Master Planned Development to approve the proposed amendments to the Courchevel Condominiums record of survey plat.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Courchevel Condominium record of survey plat as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 2700 Deer Valley Drive East.
2. The property is subject to the Deer Valley Resort Tenth Amended and Restated Large Scale Master Planned Development.
3. The Courchevel Condominium record of survey plat was approved by the City Council on December 27, 1984 and recorded at Summit County on December 31, 1984.
4. The Courchevel Condominiums record of survey plat recorded 40 residential

condominium units of 759 square feet each with 60 parking spaces in a shared underground garage.

5. November of 1989, an amended record of survey plat was approved and recorded increasing the number of residential condominium units to forty-one (41) (Exhibits B and C).
6. Two of the three (3) approved Courchevel buildings (Buildings B and C) were constructed beginning in 1984 and completed in 1988. Building A was not constructed. Currently there are 27 condominium units and 29 parking spaces. Each existing condominium unit contains 759 square feet for a total of 20,493 sf and a developed unit equivalent of 10.25 UE.
7. The Deer Valley Resort MPD assigned 20.5 UEs for the Courchevel parcel, under the unit equivalent formula. The MPD was amended in 2001 to transfer 7 UEs as 14,000 sf to the Silver Baron condominium project, adjacent to the north, leaving 13.5 UEs for the Courchevel property. Of the 13.5 UEs, 10.25 are currently developed and 3.25 UE remain. There are not sufficient UEs remaining to construct Building A as shown on the plat.
8. On May 10, 2010, Courchevel Condominium owner's association voted to approve construction of additional floor area and the transfer of common space to private space for units B301 and B303. The only exterior changes proposed are the addition of windows on the north side of Building B.
9. On September 3, 2010, the City received a completed application for a condominium record of survey plat amendment requesting conversion to private area, of 608 square feet of common attic area above each of Units B301 and B303 (1,216 sf total). These units are located on the third floor of Building B.
10. The total proposed increase in residential floor area is 1,216 sf equating to a 0.61 UE increase to 10.86 UE total. This increase is allowed under the existing Deer Valley Resort, Tenth Amended and Restated Large Scale MPD (Deer Valley MPD). If the increase in residential floor area is approved 2.64 UE remain undeveloped.
11. Twenty-nine parking spaces exist in the parking structure. No additional parking is proposed. The expanded units comply with the current LMC requirement of 2 spaces for each of the amended units. The other units of 759 sf are existing non-conforming regarding parking.
12. There is undeveloped land on the property available for construction of additional off-street parking; however lack of parking for this property has not been an issue in the past. The property is located at the base area for Deer Valley Resort and on the Park City bus route. Given the relatively smaller unit size the existing parking situation is adequate.
13. The LMC allows the Planning Commission to reduce parking requirements within Master Planned Developments per Section 15-3-7 provided the base requirement is at least 8 parking spaces.

Conclusions of Law:

1. There is good cause for this record of survey.
2. The record of survey is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.
3. As conditioned, the record of survey plat is consistent with the Deer Valley Resort

MPD, 10th amended and restated.

4. Neither the public nor any person will be materially injured by the proposed record of survey.
5. Approval of the record of survey, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the record of survey for compliance with State law, the Land Management Code, and the conditions of approval, including the removal of Building A, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All construction requires a Building Permit and approvals from the Building and Planning Departments.
4. Any future construction of units requires parking to be provided according to the Land Management Code requirements in effect at the time of the building permit.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this ____ day of November, 2010.

PARK CITY MUNICIPAL CORPORATION

Dana Williams, MAYOR

ATTEST:

Jan Scott, City Recorder

APPROVED AS TO FORM:

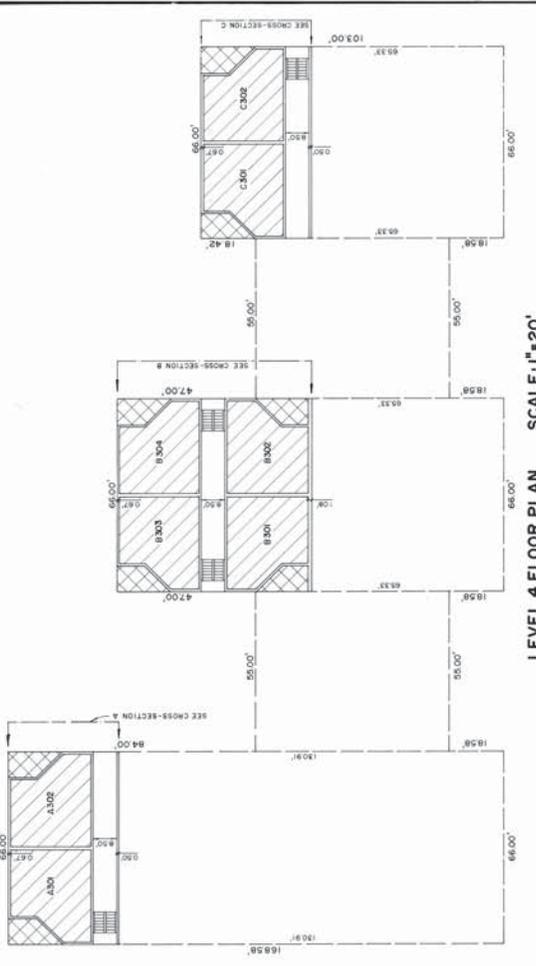
Mark Harrington, City Attorney



J.J. Johnson & Associates
Park Meadows Plaza,
Highway 24B
Park City, Utah 84080
(801) 649-9811
JOB NO. 1-022-84

RECORDED
BY 25533
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF:
Seward Landmark
DATE 1/5
COUNTY RECORDER

COURCHEVEL
CONDOMINIUMS
SHEET 2 OF 3



LEVEL 4 FLOOR PLAN SCALE: 1"=20'



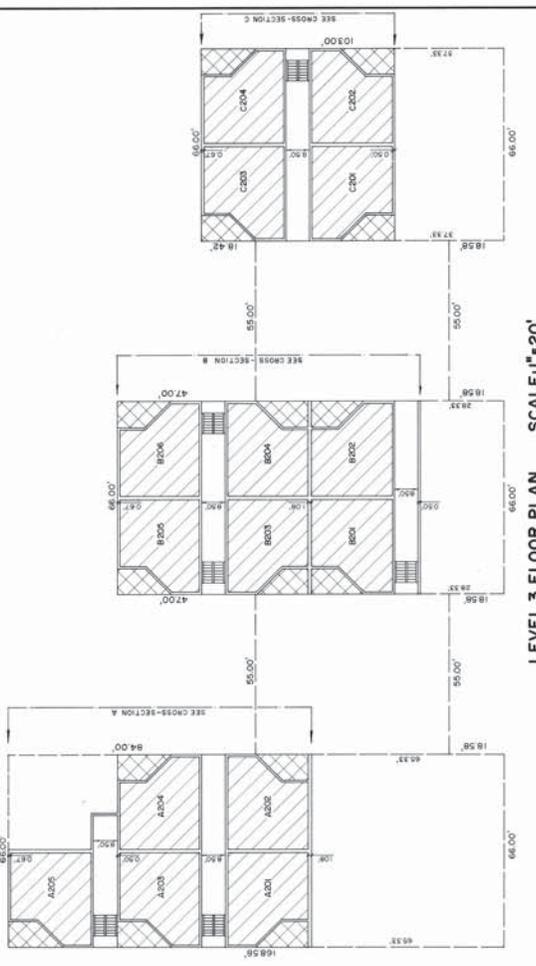
LEVEL I PARKING SCALE: 1"=30'

PRIVATE
COMMON
LIMITED COMMON

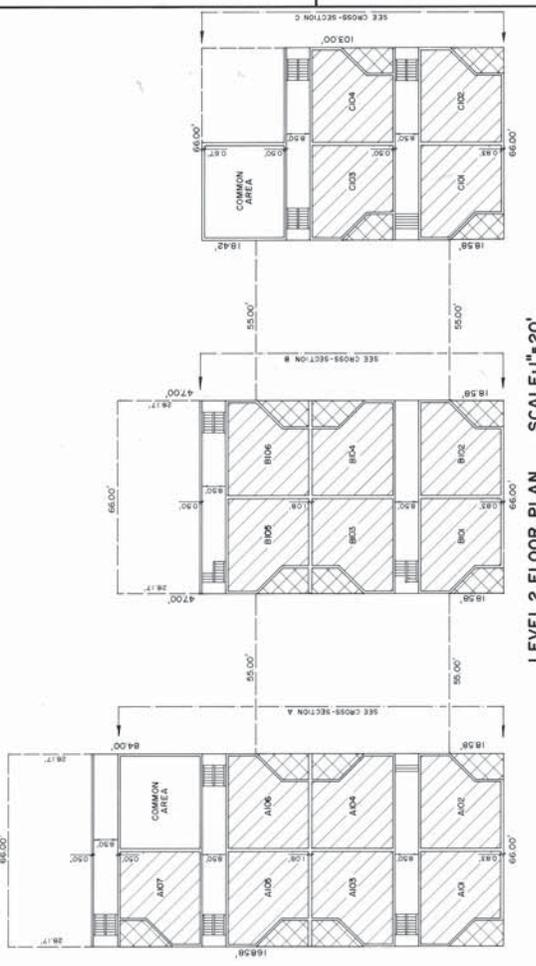
OWNERSHIP LEGEND



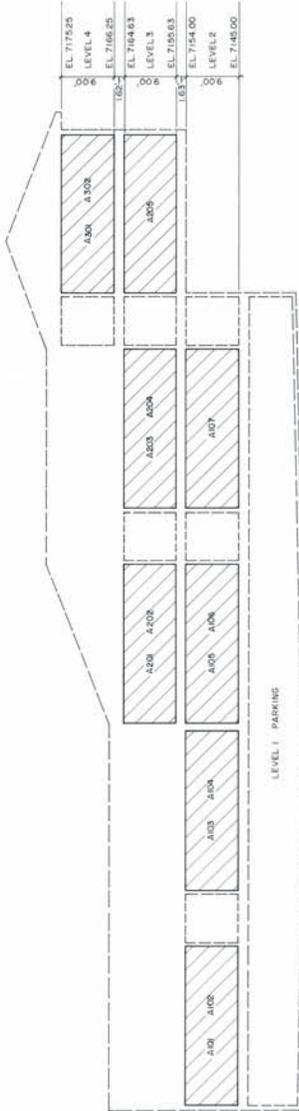
TYPICAL UNIT DETAIL



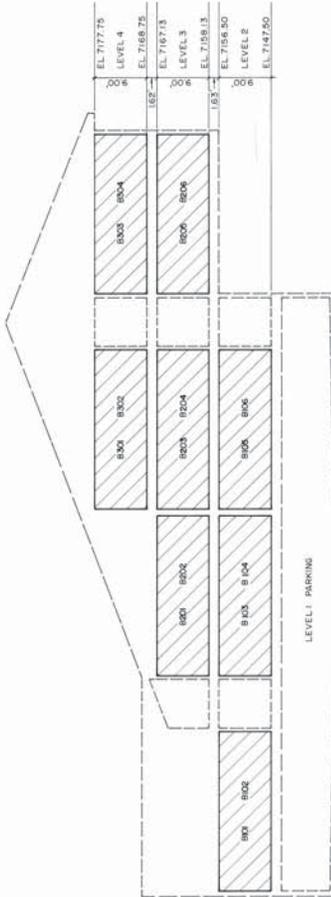
LEVEL 3 FLOOR PLAN SCALE: 1"=20'



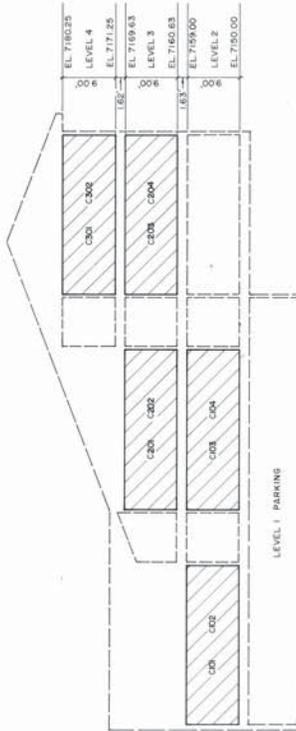
LEVEL 2 FLOOR PLAN SCALE: 1"=20'



CROSS-SECTION A SCALE 1"=10'



CROSS-SECTION B SCALE 1"=10'



CROSS-SECTION C SCALE 1"=10'

OWNERSHIP LEGEND



BENCH MARK IS IN MONUMENT BORN COASTS AT THE INTERSECTION OF DEER VALLEY DRIVE EAST AND DDE PASS ROAD. ELEVATION 7145.42

ODS NUMBERS UNITS - NORTH
EVEN NUMBERED UNITS - SOUTH

COURCHEVEL
CONDOMINIUMS
SHEET 3 OF 3

RECORDED
NO. 2009038
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF:
Shirley G. Crandall
FEE \$
COUNTY RECORDER

J.J. Johnson & Associates
Park Meadows Plaza,
Highway 249
Park City, Utah 84060
(801) 649-9811
JOB NO. 1-402-84

**DEER VALLEY RESORT
TENTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS
12-Aug-09**

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Lodges @ Deer Valley (Northeast Multi-Family)(includes Silver Baron Lodge)	115	109	3	28-35	12.65
Snow Park Village (Snow Park Hotel & Parking Sites)	210.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
Belleterre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellemont Townhomes (NSL Subdivision Lots 2A and 2A-1)	18	12	10	28	3.75
NSL Subdivision Lot 2B	54	0		45	5.96
BelleArbor Townhomes (NSL Subdivision Lot 2C)	43	21	10	28-35	8.25
NSL Subdivision Lot 2D Open Space Lot	0	0	5	0	4.03
Total North Silver Lake Community	201				
SILVER LAKE COMMUNITY					
Stag Lodge Multi-Family	50	52	6	28-35	7.34
Cache Multi-Family	12	12		28	1.77
Sterlingwood Multi-Family	18	18		28-35	2.48
Deer Valley Club	20	30	1	28-45	1.53
Double Eagle (SL East Parcel 2 Multi-Family)	18	18		28-35	2.26
Stein Eriksen Lodge Multi-Family	66.75	65	11	28-35	10.86
Little Belle Multi-Family	20	20		28	3.66
Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)	65	78	1	28-45	3.24
Sterling Lodge (Lot 2 Silver Lake East Subdivision)	14	14		28-45	0.61
Royal Plaza Multi-Family (Silver Lake Village Lot A)	7.6215	13	1	59 (A)	0.48
Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)	7.5	7		59 (A)	0.54
Inn at Silver Lake (Silver Lake Village Lot C)	10	8		59 (A)	0.50
Goldener Hirsch Inn (Silver Lake Village Lot D)	6	20	1	59 (A)	0.35
Mt Cervin Multi-Family (Silver Lake Village Lot E)	16	15		59 (A)	0.53
Silver Lake Village Lot F	11	0		59 (A)	0.35
Silver Lake Village Lot G	11	0		59 (A)	0.38
Silver Lake Village Lot H	12	0		59 (A)	0.44
SL Knoll Condominiums	4	4		35	0.76
Knoll Estates Single Family	21	21		35	9.90
Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)	51	51		35	1.39
Knollheim Single Family	20	5	7	35	1.84
Alpen Rose Single Family	2	2		35	0.66
Silverbird Multi-Family	6	6		35	0.80
Ridge Multi-Family	24	24		35	2.34
Enclave Multi-Family	17	17		28-35	1.79
Twin Pines Multi-Family	8	8		28-35	1.33
Cottages Single Family	11	11		28	7.06
Alta Vista Subdivision	7	7		35	6.02
Planning Commission - October 13, 2010	16	7	8	28-35	Page 98 of 144

**DEER VALLEY RESORT
TENTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS
12-Aug-09**

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
Trailside Multi-Family	9	9		28-35	1.46
Aspen Hollow Multi-Family	16	16		28-35	3.18
Ridgepoint Multi-Family	38	38		28-35	5.60
Total Silver Lake Community	614.8715				
BALD EAGLE COMMUNITY					
Bald Eagle Single Family	78	58	9	28	35.65
Total Bald Eagle Community	78				
TOTAL CONVENTIONAL UNITS	2110.6215				
EMPLOYEE HOUSING UNITS					
Little Belle	1				
Stag Lodge	1				
Sterlingwood	1				
Bald Eagle	2				
Mt. Cervin	1				
Deer Valley Club	1				
TOTAL EMPLOYEE HOUSING UNITS	7				

NOTES:

1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
 2. One small unit was separately permitted in this project using .5 unit of density.
 3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (132) than base permitted density (115). Additional phases consisting of 23 units are in process.
 4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
 5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
 6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
 7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
 8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
 9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
 10. The development density on these parcels is less than the original permitted density at the election of the developer.
 11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
- A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

Evergreen Engineering, Inc.

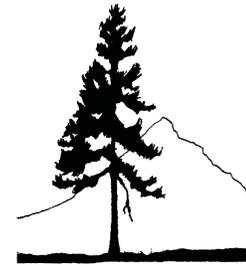
Civil Engineering - Land Surveying - Land Planning

1670 Bonanza Drive, Suite 104

P.O. Box 2861

Park City * Utah * 84060

Phone: 435.649.4667 * Fax: 435.649.9219 * Email: office@evergreen-eng.com



September 1, 2010

Park City Municipal Corporation
 Planning & Zoning Department
 445 Marsac Avenue – PO Box 1480
 Park City, Utah 84060
 435-615-5060

RE: Proposed Courchevel Condominiums at Deer Valley Unit B301 and Unit B303, Amended

The purpose of this Amended Condominium plat is to convert existing Common Area attic space above Unit B301 & Unit B303 to Private Area attic space for each unit. The associated Limited Common Area for these two units remain unchanged by this amendment. These two units are located on Level 4 as shown on the existing “Courchevel Condominiums at Deer Valley” Plat of Record and on the proposed “Courchevel Condominiums at Deer Valley Unit B301 and Unit B303, Amended”. The converted or additional Private Area is located on Level 5 as shown on the on the proposed “Courchevel Condominiums at Deer Valley Unit B301 and Unit B303, Amended”.

Existing Development Information:

Courchevel Condominiums at Deer Valley, Record No. 229039 (12-31-84)

Courchevel Condominiums at Deer Valley Amended Sheet 2 of 3, Record No. 315605 (11-9-89)

* 27 Existing Residential Condominium Units

* 1.8226 acre parcel of land

* 29 parking spaces (Common Area Garage)

August 12, 2009 “Deer Valley Resort Tenth Amended and Restated Large Scale Master Planned Development Permit, Exhibit 1 – Development Parcels” Includes Courchevel Multi-Family

- Maximum Permitted Density (Units) = 13.5 (2,000sf/UE) = 27,000sf

- Maximum Developed Density (Units) = 27 (1,000sf/UE) = 27,000sf

* Existing Developed 27 Units x 759sf = 20,493sf total

- Available Remaining Permitted square feet for project = 6,507sf (27,000sf – 20,493sf)
- Amended Unit B301 at 1,367sf : added 608sf
- Amended Unit B303 = 1,367sf : added 608sf

* Post Plat Amendment: Remaining Permitted square feet for project = 5,291sf

Private Area (Unit) Comparison (Existing – Proposed):

<u>Unit B301</u>	*	Existing	*	Proposed	*	Change/
		Private Area	*	Private Area	*	Difference
		759 SF	*	1,367 SF	*	+ 608 SF
<u>Unit B303</u>	*	Existing	*	Proposed	*	Change/
		Private Area	*	Private Area	*	Difference
		759 SF	*	1,367 SF	*	+ 608 SF

HOMEOWNERS ASSOCIATION NOTIFICATION VERIFICATION

The document shall serve as verification that the Courchevel

Homeowner's Association (HOA) has been notified of The HOA's (owner)

intent to build at (address) 2700 Deer Valley Dr. (lot #) B301/303

Plans may be viewed at the Park City Building Department, 445 Marsac Ave.

This notice is only to inform the HOA that the owner is seeking Building Permit(s) from the Park City.

The HOA has received notification from the owner of their intent to do the following work:

Extend living space into the owner's usable attic space and common area attic space over existing hallway. Approval was obtained for this work by a special vote per the CC&R's for the use and transfer of existing common area space into unit space. Per the wording of the vote: permission was granted to allow the board to change the ownership of the common space above units B303 and B301 (non-accessible attic dead space) and approximately 140 square feet above hallway from common area to respective unit space. Engineering plans provided, meet the criteria of this approved vote.

 x Notice received and acknowledged



Tim Jones - HOA Representative

8/13/10

Date

**COURCHEVEL HOMEOWNERS ASSOCIATION
ANNUAL MEETING MINUTES
MAY 10, 2010**

*sent 6-15
w/ struts*

1. CALL TO ORDER

The meeting was called to order at 4:03pm at the PMA office located at 1960 Sidewinder Drive, Park City, Utah.

A quorum was determined with those present in person (B302), by telephone (B102, B104, B301) and by proxy (B101, B103, B105, B202, B204, B303, B304, C102, C103, C104, and C204).

Toby Tolpinrud, Kay Adams, and John Coursen, representing PMA, were also present.

2. APPROVE MINUTES OF MAY 11, 2009 MEETING

The minutes were approved as presented.

3. APPROVAL OF TAX RESOLUTION

The tax resolution, stating that any excess funds for 2009 be designated as maintenance funds, was passed.

4. REVIEW 2009

The financials for 2009 were reviewed.

The association ended the year with \$64,232; \$28,000 of that is earmarked for Silver Baron litigation fees which leaves approximately \$36,000.

The association came in about \$9,000 better than expected on expenses.

5. BUDGET 2010

The budget for 2010 was reviewed.

The budget was approved as presented.

Reserves – PMA reported that Utah just passed a law requiring homeowners association's to have a reserve study/plan in place by July 2012. At this point the specific details are unknown.

6. ANY OTHER BUSINESS

Litigation with Silver Baron – All discussions are considered attorney client privilege between legal counsel and the owners pertaining to Silver Baron and Courchevel litigation. (No minutes were taken on this portion of the meeting).

Loft Additions – Two owners requested to add lofts to their units. The lofts would add approximating 140 square feet per unit by converting common area

space that is over the hallways to individual unit space. One of the owners has already received an engineering report and spoken to the Park City Planning Department. The next step is to obtain approval by the owners to revise the plat map. According to the proposal, the dues of the units receiving the additional space will increase by 25% going forward.

A ballot went out with the notice of this meeting. The votes were tallied; the unit revisions were approved.

Additional Lofts – Another owner expressed interest in doing the same thing in his unit. The ingress/egress rules vary depending on the size and plans for the loft. These would need to be approved by the city and the owners. Owners agreed that it would be much cheaper and easier for interested owners to work together if they wanted to do similar remodels in their units. Any interested owners were advised to notify PMA so that this may be coordinated.

Dryer Vent – An owner has added a washer and dryer to her unit and needs to install a dryer vent. The owner was advised to meet with the contractor and determine where the vent will need to be installed, assure that it is to code, and submit the information to the board for approval.

Owner List – Owners asked to have a list of the other owners. PMA will send a questionnaire with the minutes so that owners can advise what information they are willing to share.

E-mail Communication – Owners asked about sending HOA communications via e-mail rather than "snail" mail. The board will consider an amendment to the CC&Rs to allow this.

7. **ELECTION OF BOARD MEMBERS**

The CC&Rs call for five board members to serve alternating two-year terms. Only four owners were willing to serve last year. The previous board members are willing to serve another year. Scott Powell also agreed to serve.

The board members for the next year are:

Richard Allaye-Chan – B301

David Bolk – B106

Scott Powell – B303

Pat Sheridan – B105

Ann Stewart – B203

8. **MEETING ADJOURNED**

The meeting was adjourned at 5:20pm.

Courchevel Condominiums at Deer Valley HOA

PO Box 680876
Park City, UT 84068

April 17, 2010

Dear Home Owners,

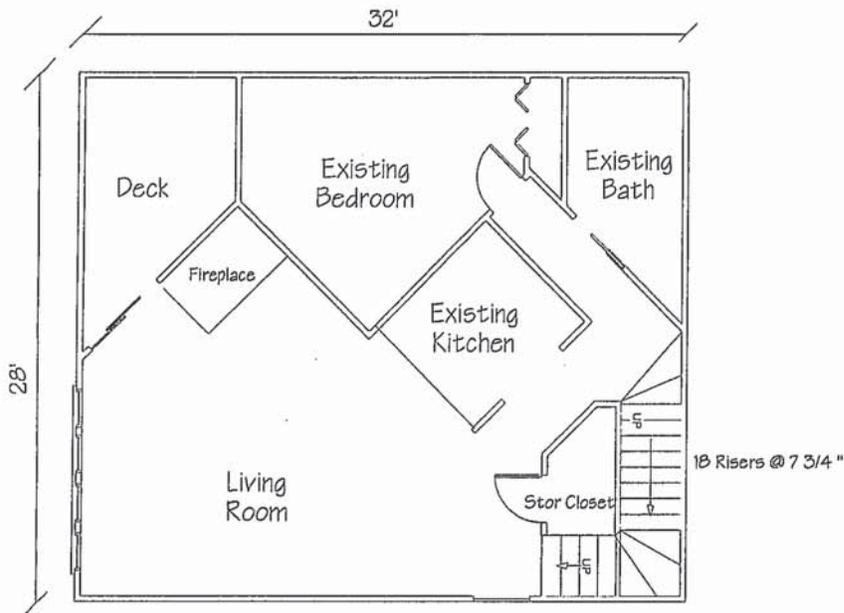
Units B303 and B301 contacted the board in order to construct lofts in their units. The plans utilize the open-air cathedral space in and above the existing vaulted ceilings as well as 140 s/f of common space over the entry hallway. Building B was constructed with adequate attic space to provide for a proper coded construction of a loft. Along with the request, the board was presented with an architectural space plan and an opinion letter from a local Park City structural engineer.

The board had a special meeting, which included PMA, to discuss the loft proposal. After discussing the proposal at length, the board unanimously believes this project will be positive for the Courchevel community and have no negative structural effects. Construction will be accomplished during the off season and completed by a licensed and insured contractor. The design allows for similar request on behalf of the other B300 series owners. Additionally, due to the increased net square footage, the newly lofted units will be required to pay 25% more in HOA dues in perpetuity.

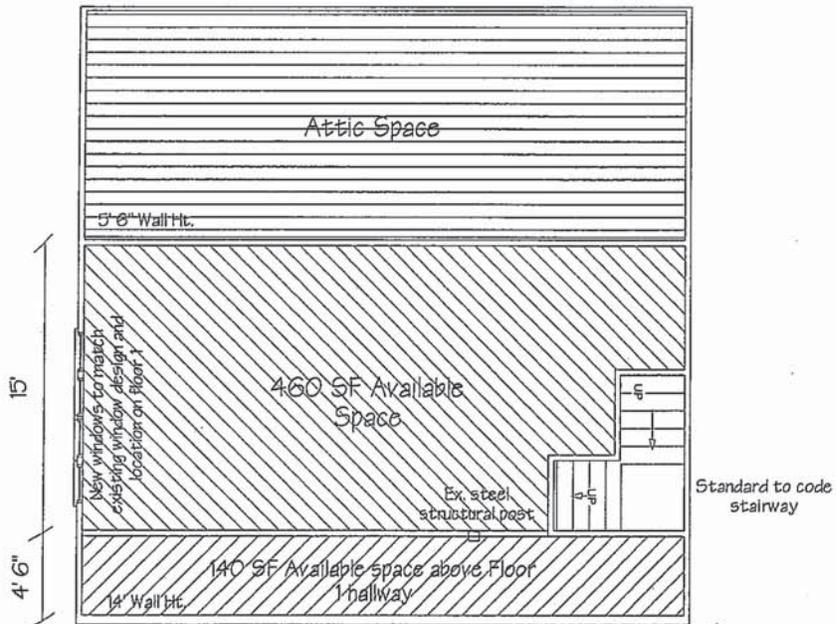
In order to receive a proper permit from Park City, the unit must be given the ability to use the common space above the units (non-accessible attic dead space) including the 140 s/f above the hallway. The board unanimously recommends approval of the request to build the loft as proposed.

Per our Courchevel bylaws, a 2/3 's required approval can be made verbally at the HOA meeting, or by signing the attached document. All costs associated with the plans approval, construction and plat map amendments reflecting the lofts will be paid by units 303 and 301.

The Courchevel HOA Board



Proposed Floor One



Proposed Loft Space - 600 SF

ARCHITECTURAL DESIGN & SPACE PLANNING
MSP
 DESIGN
 4071 Erante Drive
 El Dorado Hills CA 95762
 916 933 4508

Courchevel at Deer Valley
 2700 East Deer Valley Drive Unit B 303
 Deer Valley Utah 84060

*Proposed Floor One
 & Loft Spaces*
 Scale: 1/4" = 1'
 March 25 2010

Revisions

COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION
PO Box 680876 • Park City, UT 84068
Phone: (435) 645-7888 • Fax: (435) 645-7890 fax

Print Name of Homeowner(s)

Property Address of Homeowner(s) – Unit # and Street

- I plan on attending the meeting in person.
 I plan on attending the meeting by phone.
 I do not plan on attending the meeting.

PROXY

That the undersigned hereby constitutes and appoints * _____ as his/her agent and proxy at the annual meeting of the members of the Chatham Crossing Homeowners Association, a Utah non-profit corporation, to be held Monday, May 10, 2010, at 4:00 pm at the PMA office building conference room, 1960 Sidewinder, Park City, Utah according to the number of votes he/she shall be entitled to vote if personally present, hereby rescinding, canceling and annulling all prior and other powers and proxies whatsoever given to him/her to vote at said meeting.

In the event that a quorum is not present at the May 10, 2010 annual meeting, this proxy will be used for a quorum determination for the subsequent called meeting (within 45 days).

*This agent must be in attendance for the annual meeting. If you are unsure if your designated agent will be in attendance, either find one who will be in attendance or leave the appointment section of the proxy blank and the Board of Directors will vote your proxy.

Mandatory vote by each HOA Member (unit):

I instruct the Proxy to vote my interests as follows on the following item:

I grant permission to allow the board to change the ownership of the common space above units B303 and B301 (non-accessible attic dead space) and approximately 140 square feet above hallway from common area to respective unit space.

- Yes
 No

THIS PROXY, WHEN PROPERLY EXECUTED, WILL BE VOTED IN THE MANNER DIRECTED BY THE UNDERSIGNED MEMBER. IF NO DIRECTION IS MADE ON ANY ITEM, THIS PROXY WILL BE VOTED BY THE PROXY AS HE OR SHE DEEMS APPROPRIATE.

Executed this _____ day of _____, 2010

Signature of Homeowner(s)

SCOTT LAWRENCE POWELL

1301 46TH STREET SACRAMENTO CALIFORNIA 95819

September 1, 2010

Greg Wolbach
Evergreen Engineering, Inc.
1670 Bonanza Drive, Suite 104
PO Box 2861 * Park City * Utah * 84060

RE: Courchevel Parking Stalls

Dear Greg,

This letter is in response to your email dated September 1, 2010 stating that the planning department is contemplating requesting that an additional parking lot be constructed at Courchevel due to the plat amendment required for the construction of two lofts in the B building.

The purpose of these lofts are to allow for two occupants that would normally sleep on a sofa sleeper in the living room/eating area to have their own sleeping quarters in the loft. There will be no additional impact in terms of occupants or automobiles.

Please know that that the Homeowners Board voted *unanimously* for this project after discussing all possible impacts the project may have on the other owners, including parking. Later, the home owners *unanimously* voted to approve this project as well after discussing all aspects of the project including parking.

We, the home owners, can attest that there is simply no need for increased parking stalls. We neither need them nor want them, our parking lot is rarely more than 1/3 full as it is.

Please contact me with any questions related to this issue.

Best,



Scott Powell
Home Owner/Board Member



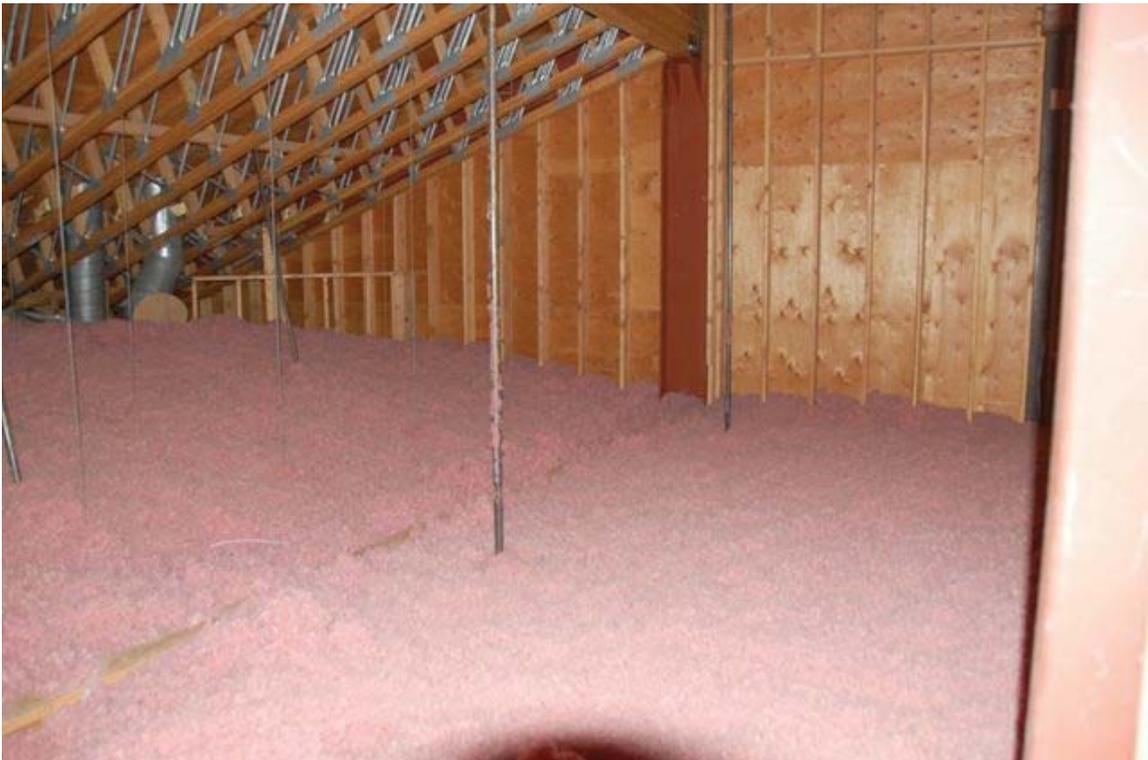
Courchevel existing exterior



Courchevel **PROPOSED** exterior with matching loft windows

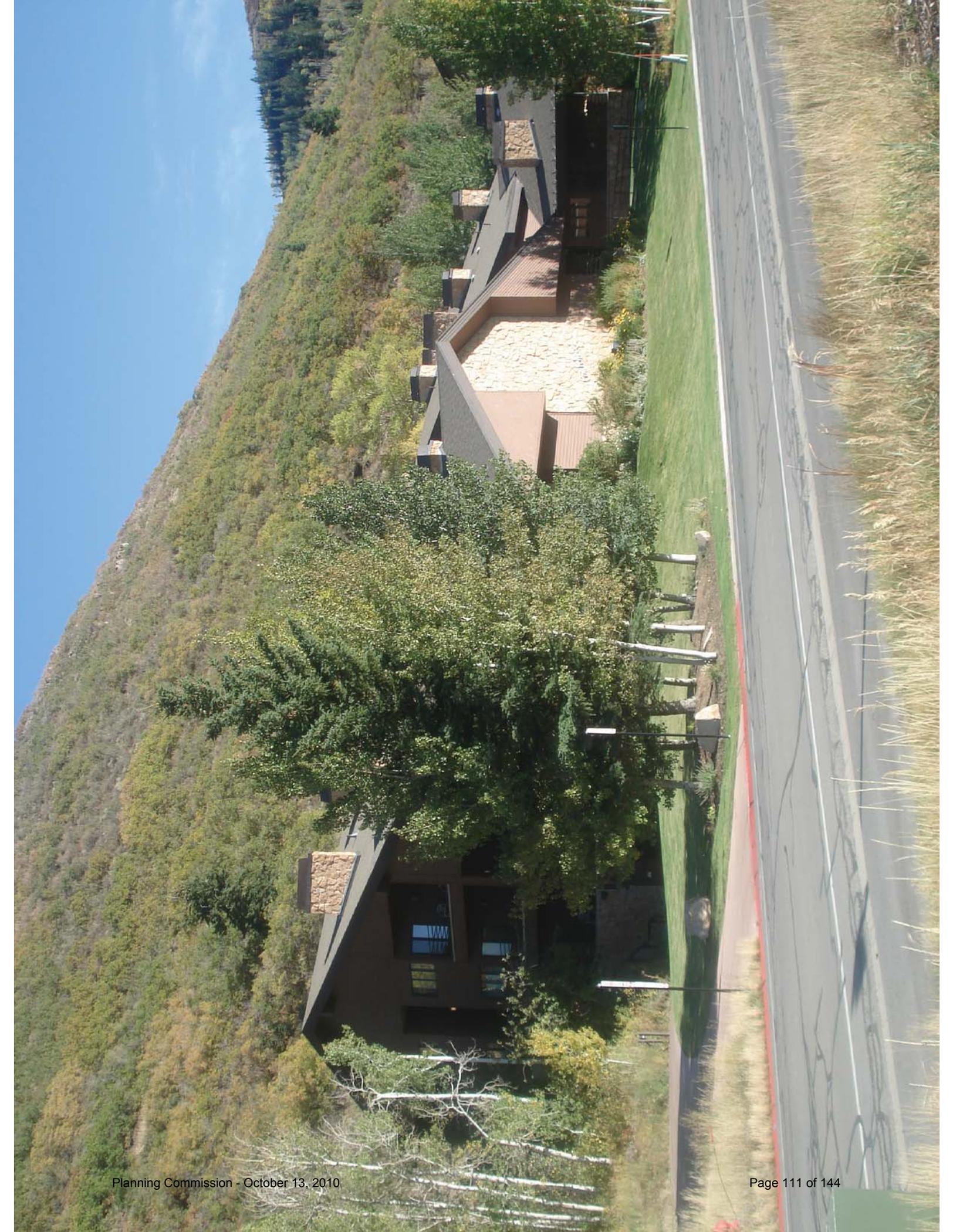


Usable Attic Space above B303 & B301



Usable Attic Space above Units B300 Series Units





Planning Commission Staff Report



Subject: The Yard Subdivision
Author: Francisco Astorga
Project Number: PL-10-01058
Date: October 13, 2010
Type of Item: Administrative –Subdivision

Summary Recommendations

Staffs recommends the Planning Commission hold a public hearing for The Yard Subdivision and consider forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Applicant: MJF 1998 Investment Partnership, LP
Represented by Marshall King, Alliance Engineering
Location: 1251 & 1225 Kearns Boulevard
Zoning District: General Commercial (GC) with Frontage Protection Overlay Zone (FPZ)
Adjacent Land Uses: Commercial to the east, south, west: cemetery to the north
Reason for Review: Subdivision requests require Planning Commission review and City Council approval

Background

On August 27, 2010 the City received a completed application for The Yard Subdivision, converting eight (8) metes and bound parcels into one (1) lot of record. The site is located at 1251 & 1225 Kearns Boulevard in the GC District with Frontage Protection Zone Overlay. The site contains 200,376 square feet (4.6 acres).

The site contains two (2) existing buildings, a shed structure used as commercial parking and an indoor entertainment building containing 14,110 square feet of floor area. The on-site parking area has enough room to accommodate 339 parking spaces. The site was used as a lumber yard until 2007. More recently, the site has been utilized as a Sundance Festival venue and for other special events, which have been reviewed and permitted by the City's Special Events Coordinator. In June 2009 the site received a Conditional Use Permit for an Indoor Entertainment Facility and a Commercial Parking Lot.

The site consists of eight (8) separate legally described parcels. Some of these parcels overlap, have gaps, or do not close. It is the purpose of this application to eliminate these overlaps, gaps, or errors in the descriptions and to unify the eight (8) parcels into one (1) lot of record. It is also the applicant's goal to incorporate the parcels into one (1)

tax identification number.

Analysis

General Commercial District

The purpose of the General Commercial (GC) District is to:

- a) allow a wide range of commercial and retail trades and Uses, as well as offices, Business and personal services, and limited Residential Uses in an Area that is convenient to transit, employment centers, resort centers, and permanent residential Areas,
- b) allow Commercial Uses that orient away from major traffic thoroughfares to avoid strip commercial Development and traffic congestion,
- c) protect views along the City's entry corridors,
- d) encourage commercial Development that contributes to the positive character of the City, buffers adjacent residential neighborhoods, and maintains pedestrian Access with links to neighborhoods, and other commercial Developments,
- e) allow new commercial Development that is Compatible with and contributes to the distinctive character of Park City, through Building materials, architectural details, color range, massing, lighting, landscaping and the relationship to Streets and pedestrian ways,
- f) encourage architectural design that is distinct, diverse, reflects the mountain resort character of Park City, and is not repetitive of what may be found in other communities, and
- g) encourage commercial Development that incorporates design elements related to public outdoor space including pedestrian circulation and trails, transit facilities, plazas, pocket parks, sitting Areas, play Areas, and public art.

Allowed uses in the GC District are limited to the following:

- | | |
|--|---|
| 1. Secondary Living Quarters | 17. Hotel, Major |
| 2. Lockout Unit | 18. Office, General |
| 3. Accessory Apartment | 19. Office, Moderate Intensive |
| 4. Nightly Rental | 20. Office, Intensive |
| 5. Home Occupation | 21. Office and Clinic, Medical |
| 6. Child Care, In-Home Babysitting | 22. Financial Institution without a drive-up window |
| 7. Child Care, Family | 23. Commercial, Resort Support |
| 8. Child Care, Family Group | 24. Retail and Service Commercial, Minor |
| 9. Child Care Center | 25. Retail and Service Commercial, Personal Improvement |
| 10. Accessory Building and Use | 26. Retail and Service Commercial, Major |
| 11. Conservation Activity | 27. Cafe or Deli |
| 12. Agriculture | 28. Restaurant, General |
| 13. Plant and Nursery Stock production and sales | 29. Hospital, Limited Care Facility |
| 14. Bed & Breakfast Inn | |
| 15. Boarding House, Hostel | |
| 16. Hotel, Minor | |

30. Parking Area or Structure with four (4) or fewer spaces

31. Parking Area or Structure with five (5) or more spaces

32. Recreation Facility, Private

Conditional uses in the GC District are limited to the following:

1. Single Family Dwelling
2. Duplex Dwelling
3. Triplex Dwelling
4. Multi-Unit Dwelling
5. Group Care Facility
6. Public and Quasi-Public Institution, Church, and School
7. Essential Municipal Public Utility Use, Facility, Service, and Structure
8. Telecommunication Antenna
9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter
10. Timeshare Project and Conversion
11. Timeshare Sales Office, off-site within an enclosed Building
12. Private Residence Club Project and Conversion
13. Financial Institution with a Drive-up Window
14. Retail and Service Commercial with Outdoor Storage
15. Retail and Service Commercial, Auto Related
16. Transportation Service
17. Retail Drive-Up Window
18. Gasoline Service Station
19. Restaurant and Cafe, Outdoor Dining
20. Restaurant, Drive-up Window
21. Outdoor Event
22. Bar
23. Sexually Oriented Businesses
24. Hospital, General
25. Light Industrial Manufacturing and Assembly
26. Temporary Improvement
27. Passenger Tramway and Ski Base Facility
28. Ski tow rope, ski lift, ski run, and ski bridge
29. Commercial Parking Lot or Structure
30. Recreation Facility, Public
31. Recreation Facility, Commercial
32. Indoor Entertainment Facility
33. Master Planned Development with moderate housing density bonus
34. Master Planned Developments
35. Heliport
36. Temporary Sales Trailer in conjunction with an active Building permit for the Site.
37. Fences greater than six feet (6') in height from Final Grade

Any use not listed above as an allowed use or conditional use is a prohibited use.

All development activity must comply with the following standards:

Front Yard Setback. The minimum front yard is twenty feet (20') for all main and accessory buildings and uses. The twenty foot (20') front yard may be reduced to ten feet (10'), provided all on-site parking is at the rear of the Property or under ground. The Frontage Protection Overlay Zone (FPZ) requires a minimum landscaped buffer of thirty-feet (30') in width abutting the street.

Rear Yard Setbacks. The minimum rear yard is ten feet (10').

Side Yard Setbacks. The minimum side yard is ten feet (10'). Side yards between connected structures are not required where the structures are designed with a common wall on a property line and the lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official. The minimum side yard for a detached accessory building not greater than eighteen feet (18') in height, located at least five feet (5') behind the front facade of the Main Building must be one foot (1'), except when an opening is proposed on an exterior wall adjacent to the property line, at which time the minimum side yard must be three feet (3'). On corner lots, the side yard that faces a street is considered a front yard and the setback must not be less than twenty feet (20').

Building Height. No structure shall be erected to a height greater than thirty-five feet (35') from existing grade.

Master Planned Development (MPD)

The MPD process is required for the following types of developments:

1. Any residential project larger than ten (10) lots or units.
2. All hotels and lodging projects with more than fifteen (15) residential equivalents.
3. All new commercial or industrial projects greater than 10,000 square feet gross floor area.

The Planning Commission is the primary review body for MPDs and is required to hold a public hearing and take action. All MPDs have at least one (1) work session before the Planning Commission prior to a public hearing.

All MPDs shall contain minimum requirements outlined in the Land Management Code (LMC) § 15-6-5. Many of the requirements and standards will have to be increased in order for the Planning Commission to make the necessary findings to approve the MPD. These requirements include the following:

- Density
- Setbacks
- Open Space
- Off-Street Parking
- Building Height
- Site Planning
- Landscape and Streetscape
- Sensitive Lands Compliance
- Employee/Affordable Housing
- Child Care

Summary

The proposed lot complies with all applicable zone requirements except for the accessory shed structure which is used for parking. This structure does not meet the minimum side yard setback of twenty feet (20') along Woodbine Way. This structure is set back ten feet from Woodbine Way. It has been identified as legal non-compliant.

Staff finds good cause for the subdivision as the site contains eight (8) separate legal descriptions which overlap, have gaps, or do not close. The subdivision will eliminate the overlaps, gaps, or errors in the descriptions and unify the eight (8) parcels into one (1) lot of record. If any future development is to take place the property owner would have to convert it to a lot of record or subdivide it accordingly. Any future development will have to comply with the development standards of the current zoning district and applicable CUP and/or MPD criteria.

Any future development will have to be consistent with the applicable criteria as prescribed in the Land Management Code and the Park City General Plan. At this time staff has not received any official request from the property owner indicating future development.

Process

The approval of this subdivision application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC 1-18. Staff review of a Building Permit is not publicly noticed nor subject to review by the Planning Commission unless appealed.

Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time.

Notice

The properties were posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record.

Public Input

No public input has been received by the time of this report.

Alternatives

- The Planning Commission may forward positive recommendation to the City Council for The Yard Subdivision as conditioned or amended; or
- The Planning Commission may forward a negative recommendation to the City Council for The Yard Subdivision and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on The Yard Subdivision to a date certain.

Significant Impacts

There are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation

The site would remain with the eight (8) separate legal descriptions which overlap, have gaps, or do not close.

Recommendation

Staffs recommends the Planning Commission hold a public hearing for The Yard Subdivision and consider forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Exhibits

Exhibit A – Draft Ordinance with proposed One Lot Subdivision

Exhibit B – Site Photographs

Exhibit C – Boundary Survey

Exhibit D – Topographic & Existing Conditions Map

Exhibit E – Aerial Photograph

AN ORDINANCE APPROVING THE YARD SUBDIVISION, LOCATED AT 1251 & 1225 KEARNS BOULEVARD, PARK CITY, UTAH.

WHEREAS, the property owner has petitioned the City Council for approval of The Yard Subdivision, and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on October 13, 2010, to receive input on The Yard Subdivision;

WHEREAS, the Planning Commission, on October 13, 2010, forwarded a positive recommendation to the City Council;

WHEREAS, the City Council held a public hearing on October 28, 2010, to receive input on The Yard Subdivision; and

WHEREAS, it is in the best interest of Park City, Utah to approve The Yard Subdivision.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Yard Subdivision as shown in Attachment A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The site is located at 1251 & 1225 Kearns Boulevard.
2. The site is located within the General Commercial District with the Frontage Protection Zone Overlay.
3. The overall site contains 200,376 square feet (4.6 acres).
4. The site consists of eight (8) separate metes and bounds parcels.
5. Some of these parcels overlap, have gaps, or do not close.
6. Any future development will have to comply with the development standards of the current zoning district.
7. The subdivision will create one lot of record

Conclusions of Law:

1. There is good cause for this subdivision as the site contains eight (8) separate metes and bound parcels which overlap, have gaps, or do not close.

2. The subdivision will eliminate the overlaps, gaps, or errors in the descriptions and unify the eight (8) parcels into one (1) lot of record.
3. The subdivision is consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
4. Neither the public nor any person will be materially injured by the proposed plat amendment.
5. Approval of the subdivision, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the subdivision for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will submit the subdivision plat for recordation at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 28th day of October, 2010.

PARK CITY MUNICIPAL CORPORATION

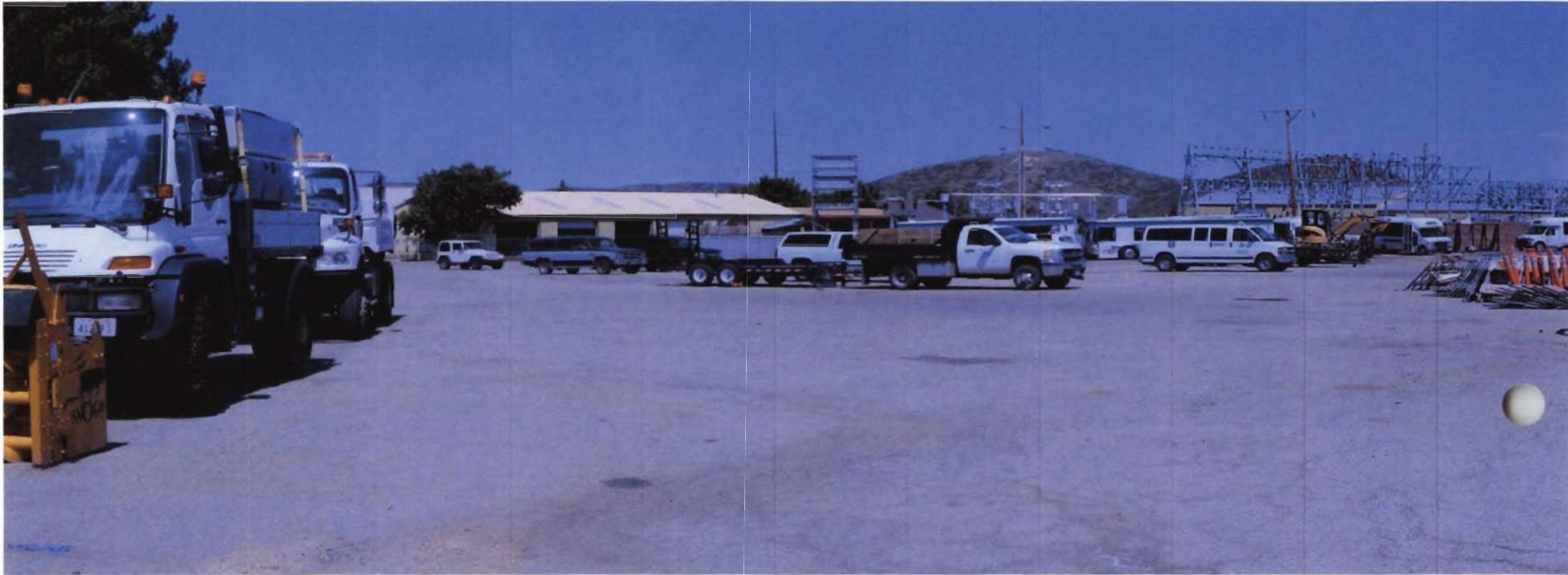
Dana Williams, MAYOR

ATTEST:

Jan Scott, City Recorder

APPROVED AS TO FORM:

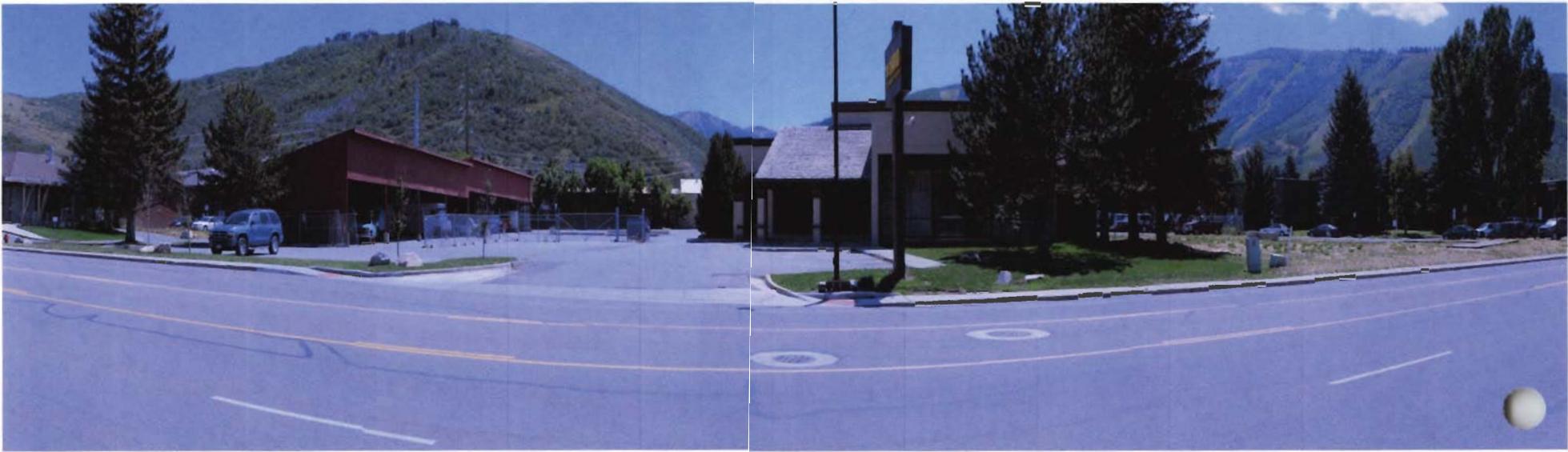
Mark Harrington, City Attorney



From Ironhorse Commercial



From Woodbine Way



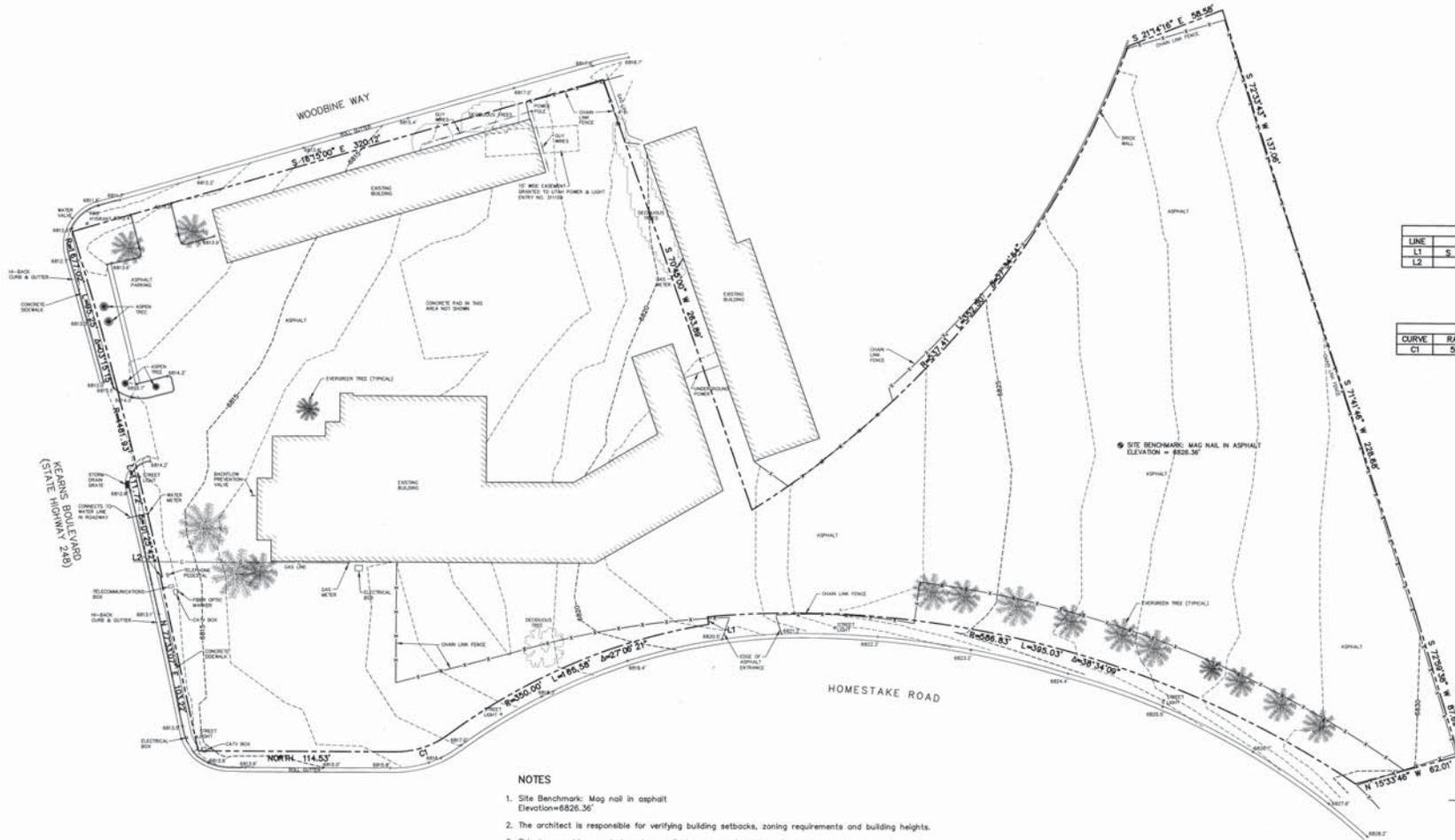
From Kearns Boulevard



From Homestake Road



Exhibit D - Topographic & Existing Conditions Map

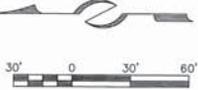


SURVEYOR'S CERTIFICATE
 I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4838739 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made under my direction of the lands shown and described hereon. I further certify that this topographic survey is a correct representation of the land surveyed at the time the field work was completed and is in compliance with generally accepted industry standards for accuracy.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 80°18'38" W	4.47
L2	SOUTH	1.03

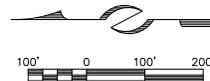
CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	50.56	32.48	36°48'28"

- NOTES**
1. Site Benchmark: Mag nail in asphalt
Elevation=8828.36'
 2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
 3. This topographic map is based on a field survey performed on September 10, 2009.
 4. In addition to the Utah Power & Light easement shown, there are two Mountain States Telephone and Telegraph Company easements across a portion of this property. The locations of these easements within the property, Summit County recording numbers 118268 and 121750, are not disclosed by the recorded documents.
 5. To verify the existence and location of any underground utilities, blue staking will need to be performed.
 6. Other details, such as entries, planters, etc. exist on the property which are beyond the scope of this survey.



<p>CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 222 Main Street P.O. Box 2884 Park City, Utah 84002-2884</p>	(435) 640-2467 STAFF: MARSHALL KING MARTY MORRISON	TOPOGRAPHIC & EXISTING CONDITIONS MAP THE YARD 1251 KEARNS BOULEVARD	SHEET 1 OF 1
	DATE: 9/28/09	FOR: ELLIOTT WORKGROUP JOB NO.: 2-9-09 FILE: X:\Prospector\dwg\arv\topo2009\020909.dwg	

Exhibit E - Aerial Photograph



 <p>(435) 648-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street, P.O. Box 2654 Park City, Utah 84060-2654</p>	<p>STAFF: MARSHALL KING</p>	<p>AERIAL PHOTOGRAPH THE YARD</p>	<p>SHEET 1 OF 1</p>
	<p>DATE: 8/12/10</p>	<p>FOR: MJF 1998 INVESTMENT PARTNERSHIP, LP JOB NO.: 4-7-10 FILE: X:\Prospector\dwg\Exhibits\the yard-ortho.dwg</p>	

REGULAR AGENDA

Planning Commission Staff Report



Subject: The Yard
Author: Francisco Astorga
Project No: PL-08-00481
Date: October 13, 2010
Type of Item: Administrative – Conditional Use Permit Extension

Summary Recommendations

Staffs recommends the Planning Commission hold a public hearing and considering approving an extension of the Conditional Use Permit (CUP) for an Indoor Entertainment Facility and Commercial Parking Lot at 1251 Kearns Boulevard, The Yard, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the staff report.

Description

Applicant: Mark Fischer, represented by Michael Sweeney
Location: 1251 Kearns Boulevard
Zoning: General Commercial (GC) with Frontage Protection Overlay Zone (FPZ)
Adjacent Land Uses: Commercial to east, south, and west; cemetery to the north
Reason for Review: Conditional Use Permits require Planning Commission review and approval

Background

On June 10, 2009 the Park City Planning Commission approved a Conditional Use Permit for Indoor Entertainment Facility and a Commercial Parking Lot, located 1251 Kearns Boulevard in the General Commercial (GC) zoning district with Frontage Protection Overlay Zone requirements.

The site contains two (2) existing buildings, a shed structure used as commercial parking and an indoor entertainment building. The on-site parking area has enough room to accommodate 339 parking spaces. The site was used as a lumber yard until 2007. More recently, the site has been utilized as a Sundance Festival venue and for other special events, which have been reviewed and permitted by the City's Special Events Coordinator.

The LMC defines an Indoor Entertainment Facility as an establishment or enterprise for the purpose of amusing or entertaining persons for profit and generally contained within a structure. Such uses include, but are not limited to: a theater, playhouse, cinema, performing arts, planetarium, discovery center, museum, or bowling alley.

A Commercial Parking Lot is defined as a parking lot in which motor vehicles are parked for compensation or for Commercial Uses.

Analysis

On June 10, 2009 the Planning Commission approved the CUP for the Indoor Entertainment Facility and Commercial Parking Lot with the following Conditions of Approval:

1. The internal layout of the parking plan must be reviewed by the City Engineer and City Fire Marshall for compliance with applicable codes. The driving lanes must be changed on the site plan to reflect the LMC requirements of twenty-four (24') minimum. **Condition has been met and no additional mitigation needed at this time.**

The applicant submitted an internal layout of the parking plan that has been reviewed by the City Engineer and the City Fire Marshall for compliance with applicable codes. The driving lanes were changed to reflect 24' width as conditioned.

2. The parking lot may be accessed via the entrance on Homestake Road, while the pedestrian circulation system may be located at the entrance to the site directly off Kearns Blvd. as noted on the site plan (Exhibit A). **Condition has been met and no additional mitigation needed at this time.**
3. All uses must comply with the Park City Noise Ordinance. **Condition has been met and no additional mitigation needed at this time.**

The City received one (1) complaint from an event held at The Yard. The complaint was not for an Indoor Entertainment Facility event, but a Special Event which is outside the scope of the CUP, see Conditional of Approval no.8 below. The issue was addressed in an appropriate and timely manner.

4. The detailed submittal must be submitted to the Park City Planning Department at least two (2) weeks (ten business days) before any event for review and approval by the Chief Building Official and the Planning Department. The detailed submittal includes without limitation, a traffic mitigation plan that includes consideration of safety concerns for access to parking off of Homestake Road. **Condition has been met and no additional mitigation is needed at this time.**

The CUP approval required that each time an activity took place, the property owner submit a detail description of the event including the square footage to be utilized to determine the number of temporary restrooms required as well as the placement of such facilities. In 2009, Ron Ivie, Chief Building Official indicated the Indoor Entertainment Facility could use temporary restrooms as long as the applicant can demonstrate that they can accommodate enough restrooms for the requested square footage.

The City has received four (4) indoor entertainment events that have been held at the Yard. The events are the following:

- Jousting match party held on November 14, 2009
- PCMC holiday party held on December 18, 2009
- PC Teen party held on December 22, 2009
- New Year's Eve party held on December 30, 2009

The City has received a business license request for a restaurant at The Yard, which is a permitted use in the General Commercial (GC) District. The Park City Planning and Building Departments are currently reviewing this request as well as a building permit application associated with the restaurant use. In conjunction to the restaurant improvements, the property owner is also requesting a building permit to permanently construct sufficient restroom facilities so that temporary restroom trailers would not be necessary to meet specific building codes related to restroom capacity for both the Restaurant use and the Indoor Entertainment Facility use (see Exhibit B, preliminary floor plan). The medical offices no longer exist at The Yard, which was also an allowed use. The City has not received any complaints or identified any issues at the Yard related to internal vehicular and pedestrian circulation, or control of delivery and service vehicles.

5. All exterior lights must conform to Park City lighting regulations for height, type, wattage and shielding. **Condition has been met and no additional mitigation needed at this time.**
6. Permanent use of the property must conform to requirements for landscaping, snow storage, lighting and screening. **Condition has been met and no additional mitigation needed at this time.**
7. This application expires one year after approval. The Planning Commission may review an extension of this approval to evaluate the conditions through the year as inspections take place to ensure compliance with City codes, as well as any mitigation requested by the Planning Commission. **Condition has not been met and additional mitigation needed at this time.**

Due to work load the Planning Department has been unable to bring this one (1) year evaluation before the Planning Commission until this time (approximately three months past the year timeline).

8. This CUP does not include any events programmed for the site that goes through the City Special Events licensing or Master Festival Special Event permitting or master festival license process, i.e. outdoor events, etc. **Condition has been met and no additional mitigation needed at this time.**

The Yard has held several separate events since June 2009 which have had an outdoor component associated with the event. Because of the outdoor component

these events have had the review and approval of the Special Event Coordinator. These events include the following:

- Community yard sales
- RAD Antique
- Farmer's Market
- Summerween
- The Yard by Tony Burger
- Young Riders

9. If the City receives more than three complaints from residents, the CUP would come back to the Planning Commission for modifications to the CUP. **Condition has been met and no additional mitigation needed at this time.**

The City received one (1) complaint from an event held at The Yard. The complaint was not for an Indoor Entertainment Facility event, but a Special Event which is outside the scope of the CUP, see Conditional of Approval no.8 above. The issue was addressed in an appropriate and timely manner.

Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

Public Input

No public input has been received by the time of this report.

- The Planning Commission may approve the CUP extension request; or
- The Planning Commission may deny the CUP extension request and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on CUP extension request.

Significant Impacts

There are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation

The building would remain as is and all activities would follow the special events/master festival license procedure.

Recommendation

Staffs recommends the Planning Commission hold a public hearing and review an extension of the Conditional Use Permit (CUP) for an Indoor Entertainment Facility and Commercial Parking Lot at 1251 Kearns Boulevard, The Yard, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the staff report.

Findings of Fact:

1. The property is located at 1251 Kearns Boulevard.
2. The zoning is General Commercial (GC) within the Frontage Protection Overlay Zone (FPZ).
3. The site is approximately 4.57 acres.

4. The site is bounded by Kearns Blvd. (Highway 248), Homestead Road, and Woodbine Way.
5. The site has existing sewer, electrical, and water capacity.
6. The parking area has enough room to handle 329 parking spaces.
7. An Indoor Entertainment Facility with the square footage of 14,110 will require seventy-two (72) parking spaces (5 parking spaces per 1,000 sq. ft.).
8. The medical office uses seven (7) parking spaces mandated by the LMC towards the front of the building.
9. The existing buildings on site will not be changed with this application.
10. The site does not contain any usable open space.
11. The property owner has worked in the past with the Building Department regarding compliance with the Soils Ordinance. Currently the paved areas are in compliance with such ordinance.
12. The site has a legal non-conforming sign within the Frontage Protection Zone which has recently been updated.
13. The site has not changed since it was a lumber yard. The existing buildings on site will not be changed with this application.
14. The applicant does not expect any issues that might affect people other than what is currently found in a commercial area. The site will need to comply with the Park City Noise Ordinance.
15. The site plans (Exhibit A) shows the drop-off, loading, and (screened) dumpster areas located east of the building. The access to these areas is through the front, off Kearns Blvd.
16. The loading/unloading of the event equipment will take place prior to the actual events making the area free and clear when pedestrian are utilizing the same area for circulation.
17. The ownership is a limited liability company and has no unusual affects on taxing entities.
18. It is on relatively flat land and requires no slope retention and the buildings are pre-existing (no new buildings or remodeling on the outside on the buildings).
19. The applicant requests to use temporary restroom facilities similar to that which is used for special events to meet this requirement depending on the events going on at the Yard.
20. Conditions of approval have been met by the applicant.

Conclusions of Law:

1. The application complies with all requirements of the LMC;
2. The uses will be compatible with surrounding structures in use, scale, mass, and circulation;
3. The uses are consistent with the Park City General Plan, as amended; and
4. The effects of any differences in uses or scale have been mitigated through careful planning.

Conditions of approval:

1. The internal layout of the parking plan shall be compliant with applicable codes. The driving lanes shall be twenty-four (24') minimum.

2. The parking lot may be accessed via the entrance on Homestake Road, while the pedestrian circulation system may be located at the entrance to the site directly off Kearns Blvd. as noted on the site plan (Exhibit A).
3. All uses must comply with the Park City Noise Ordinance.
4. The detailed submittal must be submitted to the Park City Planning Department at least two (2) weeks (ten business days) before any event for review and approval by the Chief Building Official and the Planning Department. The detailed submittal includes without limitation, a traffic mitigation plan that includes consideration of safety concerns for access to parking off of Homestake Road.
5. All exterior lights must conform to Park City lighting regulations for height, type, wattage and shielding.
6. Permanent use of the property must conform to requirements for landscaping, snow storage, lighting and screening.
7. This CUP does not include any events programmed for the site that goes through the City Special Events licensing or Master Festival Special Event permitting or master festival license process, i.e. outdoor events, etc.
8. If the City receives more than three complaints from residents, the CUP would come back to the Planning Commission for modifications to the CUP.

Exhibits

Exhibit A – Site Plan

Exhibit B – Floor Plan (preliminary)

Exhibit C – June 10, 2009 Planning Commission Minutes

Exhibit A - Site Plan



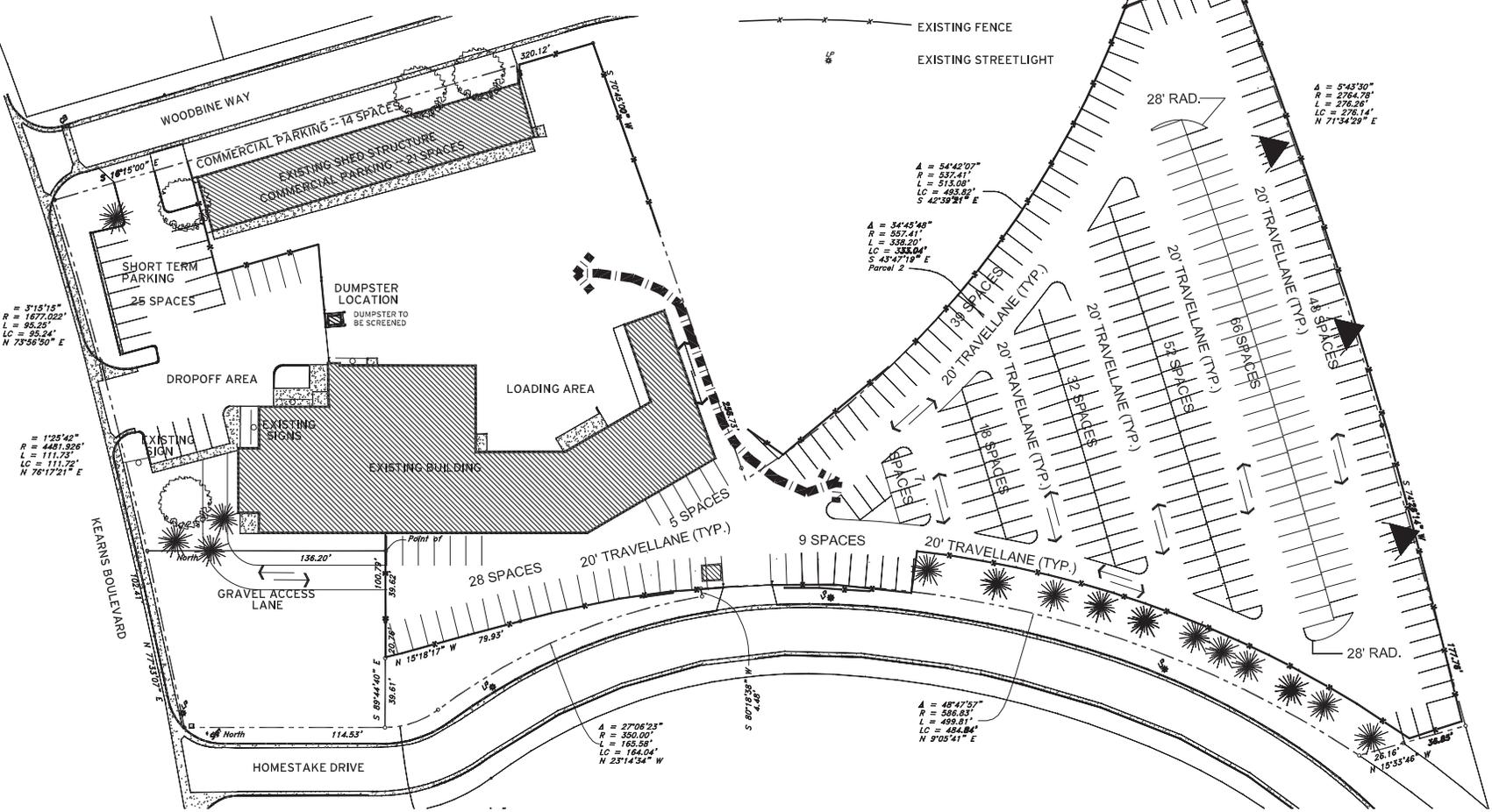
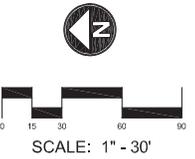
EXISTING CONDITIONS
SCALE: 1" = 100'

LEGEND

- SITE BOUNDARY
- PEDESTRIAN CIRCULATION
- ↔ VEHICULAR CIRCULATION
- EXISTING SIGNAGE
- ▶ PROPOSED LIGHTING
- ⊙ LANDSCAPING
- X --- EXISTING FENCE
- ⊙ EXISTING STREETLIGHT

SITE TABULATIONS

SITE ACREAGE	4.57 ACRES
BUILDING SETBACKS	10 FEET
PROJECT PARKING	329 SPACES
COMMERCIAL PARKING	35 SPACES
TOTAL PARKING	364 SPACES



Post Office Box 683175
Park City, UT 84068
435.645.0623
peteg@landsolutionspc.biz

CONSULTANTS

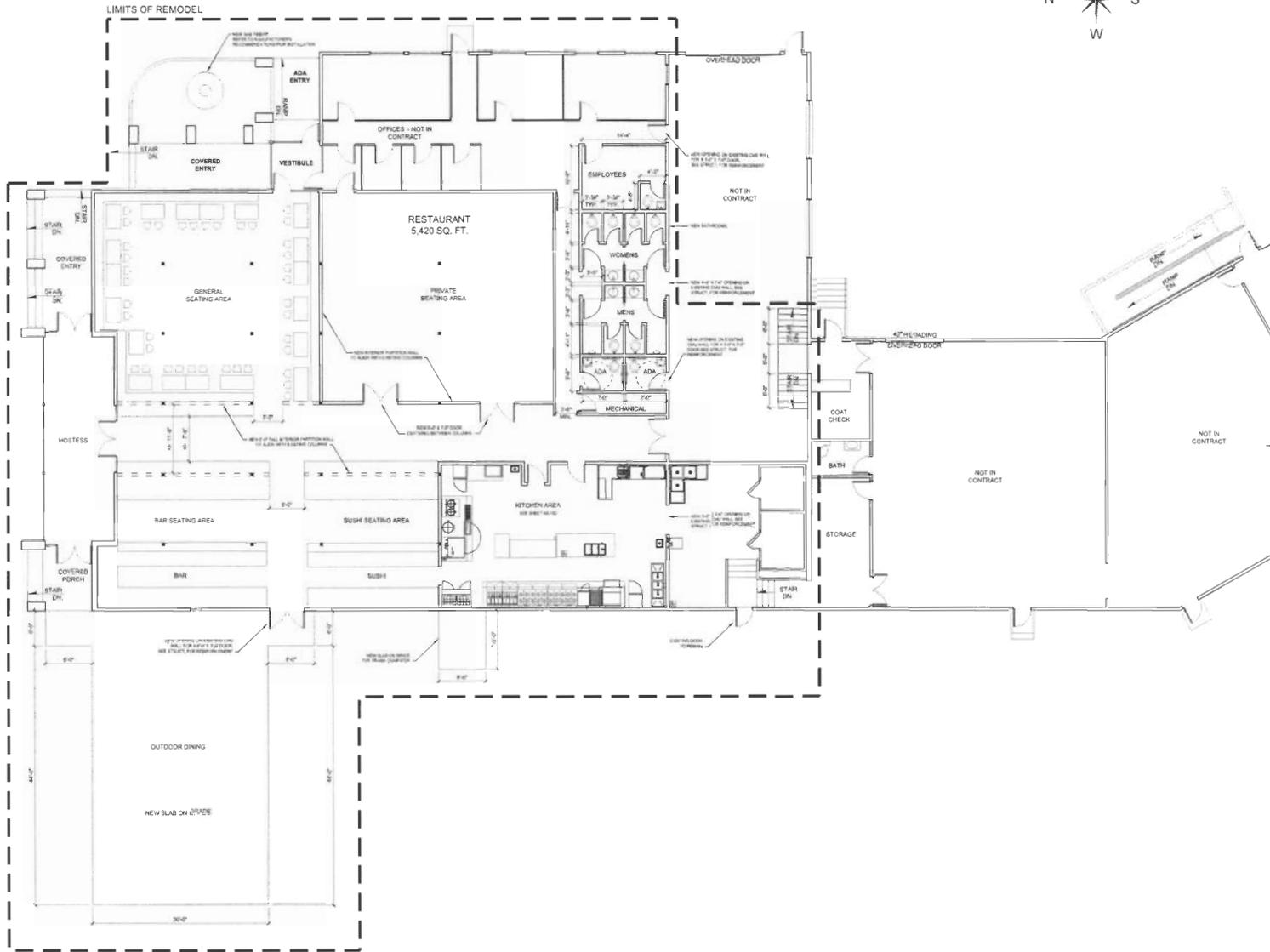
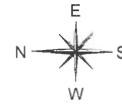
THE YARD
PARK CITY, UTAH

DATE:	ISSUE:
05/29/2009	SUBMITTAL

PRELIMINARY SITE PLAN

PROJECT NO:	2009.14
DRAWING FILE:	D:\LANDSOLUTIONS\ANDERSON
DRAWN BY:	PGG
CHECKED BY:	PGG
C-1	
<small>COPYRIGHT 2009, LANDSOLUTIONS PLANNING & DESIGN LLC</small>	

Exhibit B - Floor Plan (preliminary)



No.	Date	Revisions Schedule	Description

CONSULTANTS

elliott workgroup
architecture

364 Main Street PO Box 3419 Park City, Utah 84060
435.649.0092 801.415.1839 www.elliottworkgroup.com

DATE: 08/26/09 (REV 22, 2510)
ISSUE: PARTS 502
PROJECT: 2010-17
DESIGNED BY: -
DRAWN BY: Jaker
REVIEWED BY: CELBET

Blind Dog Restaurant
at The Yard
1251 KEARNS BOULEVARD
Park City, UT 84060
FLOOR PLANS

AE-101

COPYRIGHT ELLIOTT WORKGROUP ARCHITECTURE, LLC, 2007

1 PROPOSED FLOOR PLAN
SCALE: 1/8" = 1'-0"

Planning Commission Meeting
June 10, 2009
Page 17

10. The Conditional Use Permit expires on February 13, 2010, unless a building permit has been granted.

4. 1251 Kearns Boulevard, The Yard, Conditional Use Permit

Commissioner Wintzer disclosed that he is an adjacent property owner to the Yard, however, he did believe it would affect his decision.

Director Eddington, representing Planner Astorga, reviewed the conditional use permit application for the Yard to utilize it as a special event facility. The Planning Commission reviewed this application at the last meeting.

Director Eddington stated that the proposal is to host 24 indoor events a year. The events would be subject to the applicant providing all necessary information to the Planning and Building Department, ensuring that they would provide adequate restroom facilities, parking, etc. If approved, the CUP would be reviewed by the Planning Commission after one year to make sure all the conditions and findings were met over the course of that first year.

Director Eddington noted that the applicant was also proposing to utilize the parking lot as a commercial parking lot toward the rear of the site. In conversations with Mark Fischer, the applicant, and Mike Sweeney, outdoor activities were discussed. He pointed out that this CUP would not allow outdoor activities. Outdoor activities would go through the special events permitting process or the master festival license process. Director Eddington stated that outdoor events would be in addition to the 24 events per year as part of this CUP.

Director Eddington remarked that the Economic Development Division favors this application. Using the site for special events has been done in the past, however, it has been an arduous process for the applicant due to the timelines required for special event and master festival licensing. Director Eddington noted that any approval must meet the conditions of the frontage protection zone.

Commissioner Pettit noted that the Staff report indicated that no public input had been received at the time of the Staff report. She stated that Mary Cook had provided comment at the last meeting regarding the concerns of the adjacent Homestake Condominium Owners and she wanted the minutes to reflect that there had been public input.

Commissioner Peek stated that the LMC talks about adjacent residential uses being screened with landscaping. He noted that the findings of fact did not address the adjacent residential use to the west. Finding of Fact #4 identifies the streets but it does not address the adjacent uses. Commissioner Peek thought the Finding should include the residential uses that impact how the Code is applied to the propose use.

Chair Thomas opened the public hearing.

Mary Cook a Homestake resident, did not object to the proposed use, however, she had

questions and concerns. Ms. Cook reiterated her comments from the previous meeting regarding the number of younger children in their complex and concern for their safety. Ms. Cook also expressed safety concerns in terms of who would attend these events and what mind-altering substances would be used. She believed control was a major issue because she did not want the events and activities to spill over to Homestake. Mr. Cook requested some control for how parking is used on the Homestake Road side and suggested that they use the Kearns Boulevard side to enter the lot. Ms. Cook remarked that one would assume that 24 events is an event every two weeks. However, she believed it was more realistic to assume it would be 7 or 8 during the ten day holiday period between Christmas and New Years or over long weekends. Ms. Cook asked for clarification on outside activities. She noted that the Homestake CC&R's require quiet time from 9:00 p.m. to 9:00 a.m. She did not believe that would fit with the plans for the Yard.

Chair Thomas closed the public hearing.

Chair Thomas asked if Homestake would be used as ingress/egress into the large parking lot. Mr. Sweeney answered yes and explained that they would also use Kearns Boulevard as entry access. Chair Thomas asked if there was a way to make the roads safer considering the number of people who would be flowing in and out during peak hours to attend functions and activities. Mr. Sweeney stated that coming in on Kearns Boulevard, there is a gravel road that is used to access the back parking. Therefore, on some occasions it would not be necessary to use Homestake Road. He remarked that exiting would still occur on Homestake as usual. Mr. Sweeney stated that there were no problems when the Sundance Film Festival had their property back there and three or four hundred cars were parked for a week or two.

Commissioner Russack asked if anyone works the traffic during large events such as Sundance. Mr. Sweeney replied that Diamond parking provided parking attendants and security guards were also on-site. Given the public comment, Commissioner Russack believed there should be traffic management on site if they intend to use Homestake as an entry and exit point. He felt that would be an appropriate condition for the requested use. Commissioner Wintzer asked Mr. Fischer if he would accept that as a condition based on the number of anticipated cars. He thought Sundance would be the best controlled event and was more concern about functions such as the Farmers Market.

Mr. Fischer appreciated Ms. Cook's concern. They worked tirelessly during Sundance the last two years to work with Homestake. Mr. Fischer reminded everyone that for years this site was a lumber yard and any use would be less intrusive than the activities and truck noise associated with the lumber yard.

Mr. Fischer stated that he has a proposal for the Farmers Market that Ron Ivie has not officially approved, which is the possible addition of a gravel access lane around the front of the building. He was willing to put in that access lane, but there are pros and cons for doing it. Mr. Fischer had first planned to monitor the traffic and look at traffic patterns and evaluate the needs. Commissioner Russack preferred to add a condition requiring a traffic management plan on site based on a certain percentage of parking spaces. Mr. Fischer suggested a third of the parking as the percentage.

Commissioner Wintzer pointed out that with a Farmers Market people go in and out every few minutes. He suggested that the applicant submit a parking plan for each specific event and the Staff could judge if it works.

Commissioner Strachan pointed out that the Planning Commission would evaluate the CUP after one year. Commissioner Wintzer replied that the Farmers Market would occur every week during the entire summer. Commissioner Russack believed the applicant wanted it to work also because it would encourage more events. He felt the issue was how to memorialize the intent.

Mr. Sweeney liked the idea of requiring a parking mitigation plan per event to be reviewed by Ron Ivie and the Staff.

Assistant City Attorney McLean clarified that any outdoor activity would go through the special event or the MFL process and that would be separate from this CUP. The Staff would consider the input and concerns expressed this evening for those events. Ms. McLean noted that Condition of Approval #5 states that every event still needs to have a two week review to give the Building Staff and Planning Staff the opportunity to determine if adequate bathrooms, etc. She suggested modifying Condition #5 to include a traffic mitigation plan.

Mr. Fischer commented on two alternatives they were considering. One is to put an entry and exit at the back of the lot on Homestake and the second is a long term plan to open up the gate on to Woodbine.

Commissioner Pettit suggested adding language to Condition #5 stating that, "The detailed submittal, which includes without limitation, a traffic mitigation plan that includes consideration of safety concerns for access to parking off of Homestake Road.

Commissioner Peek stated that the customer use of the gate on Homestake Road from the Stock Building Supply was eliminated and all truck exits were out of the Kearns gate. Therefore, the impacts to the residential area was greatly reduced towards the end of Stock's tenure. He would like to explore other alternatives rather than return Homestake to a very intensive traffic use.

Mr. Sweeney commented on the need to make sure people can access that lot for parking during Sundance. It is important to have ingress and egress in that location for people who want to use that as a parking lot. Commissioner Peek asked about the purpose of the gravel access road. Mr. Sweeney replied that on certain occasions they can move people to the back without having to use Homestake. That cannot be done during Sundance because the back lot has trailers for cooking, washing and back of house for all the events taking place within the facility.

Chair Thomas asked if it would create less impact on the neighborhood if they moved the ingress into the parking that is presently mid-way through Homestake forward at the north end of the 28 spaces. Mr. Sweeney stated that they would need permission from Ron Ivie to do that because that area still needs to go through the soils mitigation ordinance. Mr. Fischer wanted to explore the idea with Ron Ivie because it is important to keep the Homestake residents happy. As a goodwill gesture to Homestake, he makes parking available for free with no

restrictions when there is no event.

Mr. Sweeney referred to page 143 of the Staff report and corrected "1 restroom per 75 square feet" to read "1 restroom facility per 75 persons". Mr. Sweeney stated that the intent is to have a multi-use facility that could accommodate two or three events at the same time. He was unsure why the number of indoor events was limited to 24 per year. Mr. Sweeney pointed out that additional space would be available for multi-events once the Health Center leaves.

Director Eddington clarified that 24 relates to the number of events they are entitled to per the CUP. Any special event license or MFL would be above and beyond that number. The 24 events per year could be increased if the Planning Commission was willing to consider more than two events per month.

Mr. Fischer commented on the number of non-profit events that occur at his facility free of charge. He understood that non-profit events would not count towards the 24 events limit.

Assistant City Attorney McLean reiterated that outdoor events would require a special event permit or MFL and those would be separate from the allowed number of indoor events. In conversations with Planner Astorga, they discussed mitigating impacts and whether they should be a limit on the number of events allowed under the CUP. Ms. McLean remarked that the Planning Commission could decide to eliminate the cap on the number of indoor events.

Commissioner Peek remarked that the interior uses are controlled by the business license. Commissioner Russack understood the process for outdoor events; but he did not think the business owner should be restricted on the number of events inside the building. Commissioner Russack stated that the issue is whether the events would create a nuisance to the neighborhood and how that could be controlled.

Chair Thomas could see no point in restricting the number of indoor events as long as parking and noise are controlled. Mr. Sweeney stated that the requirement for a parking mitigation plan and the City ordinances would provide that control.

Assistant City Attorney McLean pointed out that the CUP requires a one year review. In addition, the Planning Commission could ask the Staff for an update if more than three complaints are received during the year. Commissioner Wintzer favored that approach. Commissioner Pettit asked if the hours should be restricted for weekday events. Mr. Fischer was not opposed to restricting hours. He hoped the Planning Commission would allow him to encourage non-profit events. Mr. Fischer pointed out that if the events started creating negative impacts he would need to stop. He and the City could monitor that together.

Chair Thomas believed the conditional use permit process, the annual review, and monitoring the number of complaints would address the issues. Commissioner Pettit preferred to review the CUP prior to the annual review if the City receives more than three complaints. If that occurs, she would like the Staff to provide additional conditions to address the issues.

Mr. Fischer stated that he would evaluate moving the entrance to the lot because he agrees that something needs to be done. He believed that Chair Thomas' suggestion was the best approach to consider.

Commissioner Pettit requested that Condition #3 be revised to say that, "The parking lot may be access via the entrance on Homestake Road" instead of "must be accessed" as written. Mr. Fischer stated that he would communicate with Mary Cook and other Homestake owners on a new entrance.

MOTION: Commissioner Murphy moved to APPROVE the administrative conditional use permit for the Yard, adding conditions of approval #9 as suggested by Director Eddington, and modifying Condition #5, that a parking and circulation plan be submitted and approved by Staff, and removing Condition #1, which restricted the number of events. Commissioner Wintzer seconded the motion.

Commissioner Pettit asked if the Planning Commission wanted a condition of approval requiring the CUP to come back for review if more than three complaints are received.

Commissioner Murphy modified his motion to add Condition #10, stating that if there are more than three complaints from residents, the CUP would come back to the Planning Commission for modifications to the CUP.

Commissioner Peek requested modifying Condition #3 to read, The parking lot "may" be accessed via the entrance of Homestake Road while the pedestrian circulation system "may" be located at the entrance to the site directly off Kearns Blvd. As noted on the site plan. Director Eddington added additional language stating that any change to that would be brought back to the Planning Department for approval. Commissioner Murphy amended his motion to include the modification to Condition #3 as stated by Commissioner Peek and modified by Director Eddington.

Director Eddington clarified that Condition #9 would read, "This CUP does not include any events programmed for the site that goes through the City Special Events licensing or Master Festival Special Event permitting or master festival license process, ie. outdoor events, etc."

Commissioner Wintzer seconded the modified motion.

VOTE: The motion passed unanimously.

Mr. Fischer recalled from the last meeting that the Planning Commission had requested that the transportation study suggested during the May 20th special work session be placed on the agenda for a recommendation to the City Council. He noted that it was not on the agenda and wanted to make sure the matter was not forgotten.

Director Eddington stated that the Staff would prepare a report for a recommendation at the next meeting.

Findings of Fact - The Yard

1. The property is located at 1251 Kearns Boulevard.
2. The zoning is General Commercial (GC) within the Frontage Protection Overlay Zone (FPZ).
3. The site is approximately 4.57 acres.
4. The site is bounded by Kearns Blvd. (Highway 248) Homestead Road, Woodbine Way and residential uses to the west.
5. The site has existing sewer, electrical and water capacity.
6. The parking area has enough room to handle 329 parking spaces.
7. An Indoor Entertainment Facility with the square footage of 14,110 will require seventy-two (72) parking spaces (5 parking spaces per 1,000 sq. ft.).
8. The medical office uses seven (7) parking spaces mandated by the LMC towards the front of the building.
9. The existing buildings on site will not be changed with this application.
10. The site does not contain any usable open space.
11. The property owner has worked in the past with the Building Department regarding compliance with the Soil Ordinance. Currently the paved areas are in compliance with such ordinance.
12. The site has a legal non-conforming sign within the Frontage Protection Zone, which has recently been updated.
13. The site has not changed since it was a lumber yard. The existing buildings on site will not be changed with this application.
14. The applicant does not expect any issues that might affect people other than what is currently found in a commercial area. The site will need to comply with the Park City Noise Ordinance.
15. The site plans (Exhibit A) shows the drop-off, loading and (screened) dumpster areas located east of the building. The access to these areas is through the front, off Kearns Blvd.
16. The loading/unloading of the event equipment will take place prior to the actual events

making the area free and clear when pedestrians are utilizing the same area for circulation.

17. The ownership is a limited liability company and has no unusual affects on taxing entities.
18. It is on relatively flat land and requires no slope retention and the buildings are pre-existing (no new buildings or remodeling on the outside on the building.)
19. The applicant requests to use temporary restroom facilities similar to that which is used for special events to meet this requirement depending on the events going on at the Yard.

Conclusions of Law - The Yard

1. The application complies with all requirements of the LMC.
2. The uses will be compatible with surrounding structures in use, scale, mass and circulation.
3. The uses are consistent with the Park City General Plan, as amended.
4. The effects of any differences in uses or scale have been mitigated through careful planning.

Conditions of Approval - The Yard

NOTE: Removing Condition #1 as directed in the motion changed the numbers of all the conditions.

1. The internal layout of the parking plan must be reviewed by the City Engineer and City Fire Marshall for compliance with applicable codes. The driving lanes must be changed on the site plan to reflect the LMC requirements of twenty-four (24') minimum.
2. The parking lot may be accessed via the entrance on Homestake Road, while the pedestrian circulation system may be located at the entrance to the site directly off Kearns Blvd. as noted on the site plan (Exhibit A).
3. All uses must comply with the Park City Nosie Ordinance.
4. The detailed submittal must be submitted to the Park City Planning Department at least two (2) weeks (ten business days) before any event for review and approval by the Chief Building Official and the Planning Department. The detailed submittal, includes without limitation, a traffic mitigation plan that includes consideration of safety concerns for access to parking off of Homestake Road.

5. All exterior lights must conform to Park City lighting regulations for height, type, wattage and shielding.
6. Permanent use of the property must conform to requirements for landscaping, snow storage, lighting and screening.
7. This application expires one year after approval. The Planning Commission may review an extension of this approval to evaluate the conditions through the year as inspections take place to ensure compliance with City codes, as well as any mitigation requested by the Planning Commission.
8. This CUP does not include any events programmed for the site that goes through the City Special Events licensing or Master Festival Special Event permitting or master festival license process, ie. outdoor events, etc.
9. If the City receives more than three complaints from residents, the CUP would come back to the Planning Commission for modifications to the CUP.

The Park City Planning Commission meeting adjourned at 8:30 p.m.

Approved by Planning Commission _____