



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
September 1, 2016**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, September 1, 2016.

CLOSED SESSION

5:25 p.m. To Discuss Property and Litigation

REGULAR MEETING

6:00 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF
Council Questions and Comments

III. PUBLIC INPUT (*ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA*)

IV. CONSIDERATION OF MINUTES

Consideration to Approve the City Council Meeting Minutes from August 11, 2016, and Approve an Addition to the Approved City Council Meeting Minutes from April 14, 2016
PAGE 3

V. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute the First Addendum to the Professional Services Agreement (PSA) with CH2M Hill Engineers (CH2M), in a Form Approved by the City Attorney, for Additional Design and Construction Services for the Quinns Junction Water Treatment Plant Process, Capacity, and Energy Management Upgrades Project for an Increase to the Current Contract Amount of \$674,509.00 for a Total Contract Amount Not to Exceed \$1,174,009.00 **PAGE 18**

2. Request to Authorize the City Manager to Execute the Second Amendment to the Professional Services Agreement (PSA), in a Form Approved by the City Attorney, with URS Corporation for Services Related to the Engineering Evaluation/Cost Evaluation (EE/CA) Professional Services Aspects of the Richardson Flat Tailings Site Operable Unit 4 (OU4) (Also Known as the Prospector Drain) Administrative Order on Consent (AOC) for an Increase to the Contract in an Amount Not to Exceed \$127,342 **PAGE 39**

VI. NEW BUSINESS

1. Consideration to Approve Resolution 21-2016, a Resolution Adopting the Park City and Summit County 2016 Short Range Transit Development Plan **PAGE 46**

(A) Public Hearing (B) Action

2. Consideration to Approve Ordinance 2016-41. an Ordinance Approving the Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2 Located at 4 Thaynes Canyon Way, Pursuant to Findings of Fact, Conclusions of Law, and Conditions of Approval in a Form Approved by the City Attorney, and Also Abandoning and Entering into a Temporary Easement Agreement **PAGE 173**

(A) Public Hearing (B) Action

3. Consideration to Approve Ordinance No. 2016-42, an Ordinance Approving the Zoning Map Amendment Request from Recreation Open Space (ROS) District to Estate (E) District (And Vice Versa, Amending Estate (E) District to Recreation Open Space (ROS) District) Located at 3776 Rising Star Lane Pursuant to the Findings of Fact, Conclusions of Law, and Conditions of Approval in a Form Approved by the City Attorney **PAGE 207**

(A) Public Hearing (B) Action.

4. Consideration to Approve Ordinance No. 2016-43, an Ordinance Approving the Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10 Located at 3776 Rising Star Lane and 3800 Rising Star Lane Pursuant to Findings of Fact, Conclusions of Law, and Conditions of Approval in a from Approved by the City Attorney **PAGE 240**

(A) Public Hearing (B) Action

5. Consideration of an Appeal of Upper Norfolk Subdivision Conditional Use Permit for Construction in Platted, Un-Built City Right-Of-Way **PAGE 274**

(A) Public Hearing (B) Action

VII. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m.

Posted: See: www.parkcity.org



DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Attached for your approval, please find the minutes for August 11, 2016 and April 14, 2016. The Planning Department requested that the City Council Meeting Minutes from April 14, 2016 be updated to reflect that Council gave staff direction to move forward with Land Management (LMC) Code amendments that would expand the purposes of the Historic Preservation Board to include Design Review of Landmark Structures on Main Street. Thank you for your consideration.

Respectfully:

Michelle Kellogg, City Recorder



PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84032

August 11, 2016

The Council of Park City, Summit County, Utah, met in open meeting on August 11, 2016, at 2:00 p.m. in the City Council Chambers.

Council Member Henney moved to close the meeting to discuss property and litigation at 2:00 p.m. Council Member Worel seconded the motion. Voting Aye: Council Members Beerman, Gerber, Henney, Matsumoto and Worel.

CLOSED SESSION

Council Member Gerber moved to adjourn from Closed Meeting. Council Member Henney seconded the motion. Voting Aye: Council Members Beerman, Gerber, Henney, Matsumoto and Worel.

WORK SESSION

Council Questions and Comments:

Council Member Henney thanked the event staff for the great Tour of Utah event. He felt that Jenny Diersen did a good job addressing traffic concerns expressed by some residents. He attended a task force meeting on the Transit Tax Initiative and met with the Newlands, property owners on Lower Woodside Avenue, along with Council Member Worel. He also attended a Mountainlands Housing Trust meeting and was impressed with how they continue to pump out affordable housing units in the County. He also met with Senator Whitehouse from Rhode Island about the City's energy programs, and attended the Summit Mosquito Abatement District meeting, noting that they were doing a great job.

Council Member Worel stated she attended a United Way workshop where collective impact was talked about and she got ideas for the Park City Advocates group. She attended the Public Art Advisory Board, and she and Council Member Gerber also met with some residents that were organizing action on Rossi Hill. She attended PC Tots board meeting, noting that they were licensed for 66 children and were full, and were now trying to expand to have 77 children, which was the maximum capacity allowed for the facility. She also attended the Arts and Culture Initiative meeting where they are beginning to create a master plan.

1 Council Member Matsumoto indicated she liked watching the Tour of Utah. She asked
2 how many of the 66 children at PC Tots were on scholarship. Council Member Worel
3 responded that 50 children received partial or full scholarships.

4
5 Council Member Gerber stated she attended the Tour of Utah as well, and thanked staff
6 for their work on the event. She indicated she attended the same Rossi Hill meeting as
7 Council Member Worel and she also attended the Planning Commission meeting.

8
9 Council Member Beerman indicated he went to the City employee picnic, and also
10 commented that the Tour of Utah was fantastic. He suggested Council have a future
11 discussion on traffic management and limiting traffic to locals only during that event.
12 The Council agreed to discuss that at a future date. Council Member Beerman stated
13 that Senator Whitehouse came to Utah to talk about how to resonate with conservative
14 politicians on climate change, and they talked about great things happening in Park
15 City. Devin Wiser, Chief of Staff for Representative Bishop, and John Tanner, Senator
16 Hatch's Legislative assistant were also in town, and Council Member Beerman thanked
17 Matt Dias for his time and efforts with those gentlemen. Council Member Beerman also
18 noted that he met with the Olympic Delegation from China, who came to learn about
19 planning for the Olympics. He also stated the Central Wasatch Commission now has
20 headquarters at the base of Big Cottonwood Canyon. The discussion at the
21 Commission was that every entity involved in this legislation loan their lobbyists to help
22 push this bill through Congress. He asked to authorize Jim Barker and Dave Stewart to
23 assist with that effort. Foster stated a conversation could take place with staff and a
24 Manager's report could be brought back to Council.

25
26 Foster asked two new employees with the City, Luke Cartin, and Linda Jager, to come
27 forward and introduce themselves to the Council. Cartin was hired as the Environmental
28 and Public Policy Manager and Jager was hired as the Community Engagement
29 Manager.

30
31 **Discuss Proposed 2016 Short Range Transit Development Plan, a Planning**
32 **Document to be Used by Park City Transit and Summit County:**

33 Blake Foncesbeck, Transportation Manager, Alfred Knotts, Transportation Planning
34 Manager, and Caroline Ferris and Darren Davis, Summit County Transportation,
35 presented this item. Foncesbeck reviewed that the last time the City had a transit plan
36 was in 2011. This proposed plan would be good for actively planning and for applying
37 for grants at the federal and state levels. He stated that the Joint Transportation
38 Advisory Board (JTAB) had met several times to discuss alternatives for the transit
39 program and they sought public input for ideas. From those discussions and the input
40 received, JTAB organized the proposed plan. The plan focused on transportation for
41 local residents, including initiating direct routes to and from neighborhoods to work
42 areas.

1 In the 2011 plan, there was a goal for a transit center at Kimball Junction, and
2 Fannesbeck was pleased to say that the transit center was now under construction and
3 is scheduled to be completed in November. He felt this transit center would be key to
4 having a successful transit system. He also asserted that receiving the \$3.9 million
5 grant for electric buses should be celebrated, indicating that these buses would be
6 primarily going from old town to the Kimball Junction Transit Center and back. He hoped
7 this route would be operational by next summer.

8
9 Fannesbeck discussed Bus Rapid Transit (BRT). He indicated UDOT was involved in
10 the discussion of having buses use the shoulder of the road so bus delays would be
11 minimal during commuting times. This would be a forerunner for mass transit solutions,
12 which would include expanded park and ride opportunities, constrained parking at major
13 centers, fast moving service with few stops, operations during all commuting hours and
14 a very strong marketing campaign to accomplish the desired outcomes.

15 Fannesbeck addressed the current service levels and the increased service that was
16 planned for the upcoming winter months. He stated some lines would have buses every
17 15 minutes. In 2017, a new program was being planned where residents of Canyons,
18 Sun Peak, and Silver Springs could use Call a Bus, which would take them to the spine
19 route so they could catch a main bus. Council Member Matsumoto asked if this service
20 would include Park Meadows. Fannesbeck replied that Park Meadows was not in the
21 plan for this year, but would be in future years. Mayor Pro Tem Beerman requested that
22 the Call a Bus program be renamed Call a Car or Van so the perception of conserving
23 fuel was accurate. He also asked if this program could be privatized to Uber or a similar
24 service. Fannesbeck stated the Call a Bus name would remind citizens that it would just
25 connect them to the transit system and would not be a taxi that would take them to any
26 destination they requested. He said pilot programs would be implemented first and then
27 after seeing the response, it would become a permanent program.

28
29 Council Member Worel asked if the Dial a Ride program would go away with the
30 implementation of Call a Bus. Davis stated that if this became a permanent program,
31 then dial a ride would not continue.

32
33 Ferris explained the Kimball Junction Circulator program. She reviewed what locations
34 would be serviced, and stated that citizens could park once and then use this system to
35 get around to all the places for their shopping needs. Foster asked what input could be
36 received for areas such as Park Meadows to be considered for the Call a Bus program.
37 Fannesbeck stated he would listen to all requests and analyze those. The reason the
38 committee chose the areas that were selected was because they saw demand in those
39 areas. He felt the Call a Bus program might develop a pattern so a route could be
40 developed. Council Member Gerber asked if bilingual staff would answer the Call a Bus
41 line, and would an app be created for this program. Fannesbeck stated an app would be
42 created for this as well as a parking app. Council Member Gerber gave some
43 suggestions for the current transit app. Davis indicated that the Quinn's Junction route
44 had many ADA needs and more service would target that area as well. Fannesbeck

1 stated when these programs were implemented, it would help create a more efficient
2 traffic flow, and it would be a more dependable system.

3
4 Mayor Pro Tem Beerman questioned the practicality of Call a Bus since the public
5 would not appreciate the waste of a large vehicle picking up one person. He asked if
6 this program had been done elsewhere. Ferris stated this was done in Vermont and was
7 very successful. Council Member Gerber asked if there was talk about adding bike
8 racks to the bus routes. Fonnesebeck stated there were plans for bike racks at transit
9 shelters and at the Kimball Junction Transit Center.

10
11 Fonnesebeck stated the group was also focusing on service expansion in 2018. The
12 expanded service would include a park and ride at Jeremy Ranch, a commuter service
13 to Kamas Valley, expanded service to Silver Creek with the Call a Bus program, having
14 a Richardsons Flat Shuttle, and Transit would initiate a guaranteed ride home program,
15 which would be a new service.

16
17 In 2019, service expansions would include the Call a Bus expansion to Summit Park,
18 Jeremy Ranch, Pinebrook, and Park Meadows. Transit to the Salt Lake City (SLC)
19 Airport would also begin. Council Member Worel asked about Lower Deer Valley not
20 having the Call a Bus program. Fonnesebeck stated the demographics for that area did
21 not support this program. Ferris explained the demographics study analyzed low
22 income, elderly, disabled, and children, which was used to determine the need for the
23 service. Mayor Pro Tem Beerman stated this program would cost \$22-\$60 per ride and
24 he felt there was a cheaper alternative that could be met by the private sector.
25 Fonnesebeck stated one thing considered with this program was the length of time in
26 getting the resident to the bus line, but indicated his team could look at using the private
27 sector for this program. Ferris stated using the private sector would require that the City
28 would have to oversee those private sector companies. Also, many grants received
29 could not be used for private transit. Knotts stated transit could be creative in thinking
30 about efficiency and alternatives could be looked at.

31
32 Foster asked if the Call a Bus program could roll out in 2017, and if bids could be
33 requested from private companies to fill this need. Fonnesebeck stated when approval
34 was given for the plan, they would immediately begin working towards implementation.

35
36 Fonnesebeck continued that the service expansion in 2020 would include a Jeremy
37 Ranch park and ride, a Heber City commuter service and a SLC Airport Lounge.
38 Service expansion in 2021-2022 would include an express service from Jeremy Ranch.
39 He displayed the capital investment required for this expansion plan, and stated this
40 was a team effort between the City and County and was grateful for the collaborative
41 efforts by the various entities.

42
43 Council Member Henney indicated he was proud of the transit system and felt the report
44 addressed all the needs he was sensitive to. He thought the City needed to be aware of

old town business needs, noting that some businesses closed at 9:00 p.m. and the last bus left the transit center at 9:00 p.m. He suggested some adjustments be made in order to be sensitive to these needs, including better coordination. He also thought comparing a voucher system with the cost of Call a Bus would be worthwhile. Mayor Pro Tem Beerman asserted 18 months ago the transit team was asked to be more aggressive, and they had responded by actively stepping it up.

Main Street Plaza Design Update:

Mayor Pro Tem Beerman recused himself because his business was located close to this project. Matt Twombly, Sustainability, and Cleo Reynar and David Brems, GSBS Architects, presented this item. Twombly stated there were some refinements to the design of this project that he wanted to show the Council before proceeding further. He indicated this project was not eligible for a LEADS certification because there was no occupancy building, so they were hoping for sustainability recognition.

Reynar showed the new scheme, which had restrooms closer to the street and different options for the stage to make it more open. She talked about the interactive play space, including a climbing net and a climbing wall. Council Member Matsumoto was concerned about the additional noise level with an open stage. Brems stated a temporary wall could be brought in for concerts, but felt the openness made the stage more flexible, such as being used as a pavilion for other occasions. Council Member Matsumoto was also concerned with the glass elevator.

Council Member Gerber was concerned about having the water feature near the children's area because of liability reasons. She indicated she was in favor of the play area and the restroom location. Council Member Worel liked the relocated restrooms and the pavilion idea. She also liked the look of the glass elevator shaft, but was concerned about the maintenance of glass.

Mayor Pro Tem Henney asked where the water would come from. It was indicated that it would be re-circulated culinary water. He really liked the schematic and that GSBS was aiming for energy saving goals. Brems stated they were also considering high ceilings and natural light for the parking garage, which could be converted to an event space if desired.

Mayor Pro Tem Henney opened the meeting for public input.

Allison Kuhlow, HPCA, stated she favored natural lighting in the parking garage, but was not in favor of turning it into an event space since parking needed to be consistent.

Thea Leonard stated the group had nailed this project.

Mayor Pro Tem Henney closed the public input portion of the meeting.

Twombly stated they would be moving into design development and the next steps would be through the Planning Commission. Mayor Pro Tem Henney thanked the group for their work.

REGULAR MEETING

I. ROLL CALL

I.	Attendee Name	Title	Status
	Jack Thomas	Mayor	Excused
	Andy Beerman	Council Member	Present
	Becca Gerber	Council Member	Present
	Tim Henney	Council Member	Present
	Cindy Matsumoto	Council Member	Present
	Nann Worel	Council Member	Present
	Diane Foster	City Manager	Present
	Mark Harrington	City Attorney	Present
	Matt Dias	Assistant City Manager	Present
	Michelle Kellogg	City Recorder	Present

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Craig Sanchez, Sustainability, presented a marketing video on the benefits of using the Park City Transit System. Matt Dias stated staff was putting out a video on different topics/issues within the City every couple of months. He indicated a lot of staff time was spent on this and locals were used in making this video.

Staff Communications Report:

- Community Fishing Program

III. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Pro Tem Beerman opened the meeting for those wishing to comment on items not being addressed on the agenda. No comments were heard. Mayor Pro Tem Beerman closed the public input portion of the meeting.

IV. CONSIDERATION OF MINUTES

Consideration of a Request to Approve the City Council Meeting Minutes from August 1, 2016:

Council Member Gerber moved to approve the City Council Meeting minutes from August 1, 2016. Council Member Matsumoto seconded the motion.

1 **RESULT: APPROVED**

2 **AYES:** Council Members Beerman, Gerber, Henney, Matsumoto and Worel

3
4 **V. CONSENT AGENDA**

5
6 **1. Request to Authorize the City Manager to Execute a Professional Service**
7 **Agreement, in a Form Approved by the City Attorney, with Louis A. Roser**
8 **Company for the Replacement of the Evaporative Condenser at the Park City Ice**
9 **Arena for an Amount Not to Exceed \$62,230:**

10
11 **2. Request to Authorize the City Manager to Sign a UDOT Consultant Services**
12 **Agreement with AECOM for Engineering/Environmental Services Related to the**
13 **Design of Prospector Avenue in the Amount of \$253,461:**

14
15 Council Member Matsumoto moved to approve the Consent Agenda. Council Member
16 Worel seconded the motion.

17 **RESULT: APPROVED**

18 **AYES:** Council Members Beerman, Gerber, Henney, Matsumoto and Worel

19
20 **VI. NEW BUSINESS**

21
22 **1. Consideration to Approve Resolution No. 18-2016, a Resolution Supporting**
23 **Summit County and Park City Transportation Initiatives:**

24 Matt Dias, Assistant City Manager, stated this resolution was a culmination of 12
25 months of work between the City and County. He referred to the Short Range Transit
26 Plan discussed in tonight's work meeting and noted this resolution supported two
27 different transportation taxes. One tax that the County proposed would be a mass
28 transit tax which would be on the ballot in November. He explained the City had the
29 right to levy a mass transit tax but had relinquished the right to support the Summit
30 County tax levy, which would be used for the mass transit system. He noted the County
31 would be voting on whether or not to submit this item for the November ballot within the
32 next two weeks.

33
34 Mayor Pro Tem Beerman opened the meeting for public comment. No comments were
35 given. Mayor Pro Tem Beerman closed the public hearing portion of the meeting.

36
37 Council Member Henney stated this was the first step in the community's mandate to
38 address the congestion in the community. He felt the residents would pay very little
39 compared to the portion the tourists would pay on this tax. Council Member Worel
40 thought this was an excellent example of the City and County working together to solve
41 the transportation problem. She also expressed gratitude that the tax would not fall on

1 the low income residents of the community, but rather on the tourists. Mayor Pro Tem
2 Beerman stated this was a true act of collaboration which wouldn't be solved unless the
3 City and County worked together.

4
5 Council Member Matsumoto moved to approve Resolution No. 18-2016, a resolution
6 supporting Summit County and Park City Transportation Initiatives. Council Member
7 Worel seconded the motion.

8 **RESULT: APPROVED**

9 **AYES:** Council Members Beerman, Gerber, Henney, Matsumoto and Worel

10
11 **2. Consideration to Approve Bonanza Flats GO Bond Open Space Resolution**
12 **No. 19-2016, a Resolution Providing for the Holding of a Bond Election in Park**
13 **City, Utah for the Purpose of Submitting to Voters the Question of the Issuance of**
14 **\$25,000,000 General Obligation Bonds to Purchase and Preserve Land in**
15 **Bonanza Flats in Wasatch County, If Such Land is Available to Purchase by the**
16 **City:**

17 Tom Daley, Deputy City Attorney, presented this item. He reviewed that this item was
18 discussed at the August 4th City Council meeting and the approval of this item would
19 authorize a bond to be put on the November ballot for voter approval. He indicated a
20 favorable purchase offer would not be able to be offered without having the bond. After
21 the November election, if approved by the voters, an additional public hearing would be
22 held to notify the public of the intent of use of the bonds.

23
24 Daley explained that if an offer for less than \$25 million was accepted for the property,
25 the lesser amount of bonds could be issued. He stated it was difficult to determine the
26 exact offer for the property since the City was not in negotiations. He stated if the
27 Council was in favor of a different amount, the motion could be amended.

28
29 Council Member Henney asked Daley to give a little perspective on the history of this
30 property. Daley stated the Bonanza Flats property was foreclosed on last year. It had
31 been discussed for years that the City would like that property preserved as open
32 space, and the change of ownership opened some doors for acquisition. It was
33 indicated that the bond didn't guarantee the purchase, but made those funds available if
34 the City had the opportunity to purchase the property. Daley clarified that there were no
35 negotiations happening at the moment, but the City would like to negotiate if the bond
36 was passed in November. Council Member Henney stated the Council had received
37 over 200 emails in support of approving this item.

38
39 Mayor Pro Tem Beerman opened the public hearing.
40

1 Bridgette Meinhold stated she lived in Wasatch County and supported the efforts to
2 preserve the land that was basically her backyard. She stated it was a good tourist
3 attraction for recreation and she was not in favor of development in that area.
4

5 Amy Mills stated she supported the bond initiative being placed on the November ballot.
6 She felt it was a beautiful piece of property that should be preserved. She encouraged
7 the Council to "Seize the Day."
8

9 Judy Costello stated she had seen many changes since she moved here in 1979. She
10 supported the bond, but hoped the purchase of the property would mean the protection
11 of the property. Daley stated the purchase of the property would preserve it for open
12 space and recreation.
13

14 Council Member Henney indicated that by passing the bond, it didn't mean the property
15 was automatically preserved. It would only be preserved if the City could purchase the
16 land with those bonds.
17

18 Jim Doilney, COSAC member, commended the Council for the initiative taken to get this
19 property.
20

21 Cheryl Fox, Summit Land Conservancy, gave the City kudos for this endeavor and
22 wished them great success.
23

24 Melissa Band, Planning Commission member, also supported this bond and hoped this
25 property would never be seen by the Planning Commission.
26

27 Angela Moschetta stated she supported the bond and the community needed to do its
28 part in getting the word out to friends and neighbors to support the bond.
29

30 Wendy Fisher, Executive Director of Utah Open Lands, felt the preservation of this
31 property was very valuable and stated this was of interest to many on the Wasatch
32 Front as well.
33

34 Annie MacWilliams indicated she was involved in a lot of outdoor recreation and wanted
35 to see that land protected.
36

37 Mayor Pro Tem Beerman closed the public hearing portion of the meeting.
38

39 Council Member Gerber thanked the community and other communities for their
40 support. She stated the Council was excited to offer this bond to protect the land.
41

42 Council Member Worel echoed Amy's comment to "Seize the Day."
43

Mayor Pro Tem Beerman thanked those that came out to voice their support. He was thrilled to have the opportunity to purchase this property for preservation.

Council Member Matsumoto indicated Council was thrilled that the community showed its support for preservation.

Council Member Henney moved to approve Bonanza Flats GO Bond Open Space Resolution No. 19-2016, a Resolution providing for the holding of a bond election in Park City, Utah for the purpose of submitting to voters the question of the issuance of \$25,000,000 General Obligation Bonds to purchase and preserve land in Bonanza Flats in Wasatch County, if such land is available to purchase by the City. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Beerman, Gerber, Henney, Matsumoto and Worel

3. Request to Authorize the City Manager to Execute a Professional Services Agreement, in a Form Approved by the City Attorney, with RNL Design, Inc., for the Public Utilities Facility Architectural Services in an Amount Not to Exceed \$245,000:

Roger McClain, Public Works, presented this item. He reviewed the process for selecting the architect for this project, indicating that RNL had been selected. He stated Phase One of the project included an internal needs assessment, and energy savings goals were also integrated into this phase. He recommended the authorization by Council for these services.

Council Member Worel asked if it was the intention to move customer service off of Iron Horse Drive to this facility. McClain stated there would be customer service at both sites, but for different services. Council Member Henney stated the facility on Iron Horse was becoming a more transit oriented facility. Clint McAfee stated he had customer service track customer inquiries and most of the customers were coming to the Iron Horse location for parking tickets and other transit related problems.

Council Member Henney moved to authorize the City Manager to execute a professional services agreement, in a form approved by the City Attorney, with RNL Design, Inc., for the Public Utilities Facility Architectural Services in an amount not to exceed \$245,000. Council Member Matsumoto seconded the motion.

RESULT: APPROVED

AYES: Council Members Beerman, Gerber, Henney, Matsumoto and Worel

4. Consideration to Approve the Proposed 2016 Kimball Art Festival Supplemental Plan to Allow Use of China Bridge Level 4 (Top) as UBER Staging and Pick-Up Area:

Tommy Youngblood, Special Events, and Alfred Knotts, Transportation Planning Manager, presented this item. Knotts indicated he was approached several weeks ago by Kimball Arts Center to amend the Festival plan and approve this supplemental plan. He felt this would complement the transit system because users would not be using single occupancy vehicles to attend this event. He felt this would be a good opportunity to observe this operation and assess the efficiency of transportation during peak times. Council Member Matsumoto stated this plan would put Uber out of the idling lanes and would be a good idea. She was concerned about the local transportation businesses, but she heard Uber raised rates for special events, so that should give the local businesses and the bus system an advantage. Dave March, Kimball Arts Center Event Director, indicated that rates had not been discussed with Uber. Foster stated that if word got out that rates were raised, there would be feedback. March stated this was not a long-term contract so it didn't have to be a continuous agreement.

Council Member Worel asked if other transportation companies would line up in Swede Alley. Youngblood stated there was a drop off/pick up location at the bottom of Hillside. Council Member Worel wanted to know why Uber would be treated differently than other transportation companies. Youngblood indicated that Uber was a sponsor of the festival. Foster stated the City could control other transportation companies but Uber was not under those regulations.

Council Member Henney stated the perception was that Uber was getting special treatment. He asked that in the future, the congestion and circling issues the City was trying to address could be used for other private transportation companies as well, by giving them a footprint. Knotts stated his team was trying to mitigate this effect.

Mayor Pro Tem Beerman indicated that the City needed to be more aggressive in managing these big events with regard to transportation.

Mayor Pro Tem Beerman opened the public hearing.

Luci Sosnowski, a cab driver, stated taxis were very regulated and Uber was not regulated, and this was killing the taxi industry. She explained she earned 30% less than three years ago. She gave several examples and expressed her frustration.

Mayor Pro Tem Beerman explained that this item being discussed was for an approval for a festival license, and that it wasn't a referendum on Uber, so the Council's hands were tied. He encouraged her to work with the locals and approach Kimball Arts Center for next year. March stated this was a last minute item and indicated they had been working on the plan since June.

1 Alicia Vernon, All Resort Group, stated she loved the community. There was a problem
2 with transportation and she explained the checklist her drivers went through. She
3 wanted to provide customers with the best service, and she understood this
4 predicament.

5
6 Mayor Pro Tem Beerman closed the public hearing portion of the meeting.
7

8 Council Member Gerber asserted Council should discuss the Uber/local transportation
9 companies issue in a future meeting. Foster stated staff did an analysis and brought a
10 report to Council in April, but because of the state law, there was not much the City
11 could do. Mayor Pro Tem Beerman stated he didn't want to change the law, but rather
12 provide pick up lots for the local transportation companies.
13

14 Youngblood asked that the Council amend the motion to restrict Uber to only drop
15 off/pick up at the China Bridge zone, as was outlined in the language of the Sundance
16 Festival conditional approval.
17

18 Council Member Worel indicated she looked forward to the bigger conversation on this
19 issue so that the local companies would have a level playing field. She indicated she
20 would not support this plan.
21

22 Council Member Henney stated there were things the City could do to balance the
23 inequity in this transportation law.
24

25 Council Member Matsumoto moved to approve the 2016 Kimball Art Festival
26 Supplemental Plan to allow use of China Bridge Level 4 (Top) as UBER Staging and
27 Pick-Up Area with the above mentioned conditions of approval. Council Member Gerber
28 seconded the motion.

29 **RESULT: APPROVED**

30 **AYES:** Council Members Beerman, Gerber, Henney, and Matsumoto

31 **NAY:** Council Member Worel

32
33 **VII. ADJOURNMENT**
34

35 With no further business, the meeting was adjourned.
36
37
38
39

Michelle Kellogg, City Recorder



**PARK CITY COUNCIL MEETING MINUTES ADDITION
445 MARSAC AVENUE
PARK CITY, UT 84060
SUMMIT COUNTY, UTAH**

April 14, 2016

Historic Preservation Quarterly Update This section was updated to reflect additional detail regarding the Council decision to have the Historic Preservation Board review landmark structures.

Anya Grahn, planning, stated they were working on design guideline revisions with the Historic Preservation Board (HPB), they've provided Council with a link to the webpage they launched to keep the public up to date with what's going on, and they hope to come back in the summer to discuss changes to the design guidelines for historic residential and commercial sites.

Council Member Worel asked if the Planning Department can extend their open hours window, to which Grahn stated yes. Council Member Beerman asked about the outcome of the HPB vote regarding the design review portion. Grahn stated the HPB asked to be involved in certain reviews and city projects, especially when there's a national register listed building because it's more high profile. Overall the HPB was supportive of Staff doing design reviews and didn't really care for that responsibility, which was a unanimous vote. Council Member Matsumoto asked about expanding the role of the HPB in light of recent projects not meeting the public's standard, specifically the Rio Grande Building, as it seems to have lost its historic character. Bruce Erickson, Planning Department Manager, stated staff is supportive of an HPB role in design review of Landmark Structures that have a national register designation. He stated he understands the importance of public approval/image on these matters.

Erickson also indicated his staff was supportive of walk throughs by members of the HPB, noting that all we need to do is make a quick LMC change. All of the projects that are issues are pipeline legacies and so they are permitted a year of 18 months ago and are now coming to fruition. Erickson stated as a Planning Department, they are supportive of the HPB's opinion to review landmarks. Council Member Matsumoto asked if that was for all landmarks or just those on Main Street. Erickson replied especially those with a National Register designation; if they are designated by the City, probably just commercial. Matsumoto asked what the rest of Council would say. Mayor Thomas stated he was comfortable with Erickson's remarks. (The rest of Council silently nodding their heads in agreement.) Mayor Thomas acknowledged Council's agreement by saying OK. Council Member Matsumoto stated she didn't think the

baggage building was a down the pipeline thing, but rather a difference of opinion about how things are carried out. She stated she supports an active role of the HPB.

Council member Beerman asked if the HPB could call up a controversial project to give it a design review. Harrington stated Council retains call-up authority, but he will double check the code to see if the HPB has that ability.



DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Initial evaluations and investigations for the Quinns Junction Water Treatment Plant (QJWTP) Process, Capacity, & Energy Management Upgrades project have been recently completed. In the course of the effort, staff and the consultant have identified and prioritized cost-effective treatment process and sustainable project elements to improve the reliability and energy efficiency of the City's Rockport importation and treatment infrastructure. These improvements will address issues such as the ability to treat seasonally changing source water quality and risk exposures in the raw water supply and conveyance system as well as energy management for the existing facilities.

This staff report includes a recommendation for an addendum to the existing PSA with CH2M to provide design services to incorporate the identified and prioritized improvements facility upgrades to address source reliability, security, and energy management issues.

Respectfully:

Roger McCLain, Water Engineer



City Council Staff Report

Subject: QJWTP Process, Capacity, & Energy Management Upgrades – Engineering Services Professional Services Agreement, CH2M Hill Engineers, Inc.
Author: First Addendum - Project Design and Construction Services
Roger McClain, Public Utilities Engineering Manager
Michelle De Haan, Water Quality and Treatment Manager
Department: Public Utilities
Date: September 1, 2016
Type of Item: Administrative

Summary Recommendations:

Staff recommends Council authorize the City Manager to execute the First Addendum to the Professional Services Agreement (PSA) with CH2M Hill Engineers (CH2M), in a form approved by the City Attorney, for additional design and construction services for the Quinns Junction Water Treatment Plant Process, Capacity, and Energy Management Upgrades Project for an increase to the current contract amount of \$674,509.00 for a total contract amount not to exceed \$1,174,009.00.

Executive Summary:

Initial evaluations and investigations for the Quinns Junction Water Treatment Plant (QJWTP) Process, Capacity, & Energy Management Upgrades project have been recently completed. In the course of the effort, staff and the consultant have identified and prioritized cost-effective treatment process and sustainable project elements to improve the reliability and energy efficiency of the City's Rockport importation and treatment infrastructure. These improvements will address issues such as the ability to treat seasonally changing source water quality and risk exposures in the raw water supply and conveyance system as well as energy management for the existing facilities.

This staff report includes a recommendation for an addendum to the existing PSA with CH2M to provide design services to incorporate the identified and prioritized improvements facility upgrades to address source reliability, security, and energy management issues.

The Problem

During the initial three and one-half years of treatment plant operation, staff has experienced several short-term circumstances and recently experienced a longer period condition that impacted the ability of the treatment facility to produce safe, reliable drinking water and to meet the waste water discharge permit. These impacts have been the result of treatment plant process limitations which stemmed from seasonal water quality changes within the river when constituents exceeded several of the facility's treatment process capabilities.

Additionally, an evaluation of the initial years of treatment facility operation with respect to energy management, has identified several improvements that will address the Council's energy-critical priority initiative.

Acronyms and Abbreviations in this Report:

The following acronyms and abbreviations have been used in this report:

CH2M:	CH2M Hill Engineers, Inc.
City:	Park City Municipal Corporation
DDW:	Division of Drinking Water
GAC:	Granulated Activated Carbon
MnO2	Manganese Oxide
PSA:	Professional Services Agreement
QJWTP:	Quinns Junction Water Treatment Plant

Background:

- October 29, 2015 staff recommended to City Council the PSA for CH2M engineering service to provide the following evaluation items:
 1. Water Quality and Treatment. Address changing source water quality and treatment reliability and the potential water quality and infrastructure delivery upset risks through identifying and recommending treatment system modifications at QJWTP.
 2. Energy Management . Evaluate modifications and improvements required to reduce (control) energy costs and consumption by reducing/controlling energy use and the identification and exploration of opportunities to increase the use of renewable energy technology.
 3. Raw Water Operational Basin, Conveyance, and Renewable Energy. Establish design parameters for the proposed raw water operational storage basin and integrate the basin into QJWTP treatment process modifications and the raw water conveyance system.
 4. Impacts of Judge Tunnel Treatment at QJWTP, M-I-W Alternative. Perform an evaluation to identify process upgrades and costs of treating Judge Tunnel mining influenced water (M-I-W) at QJWTP.
 5. Develop QJWTP Facility Program. To ensure that treatment modifications and improvements, energy management improvements, and Judge Tunnel M-I-W treatment are consistent with the City's immediate, mid, and long-term strategic water goals, develop recommended improvements into a Facility Program.
- RFP issued for CM/GC Contractor to implement selected and prioritized improvements at QJWTP.

Previously project related material presented as staff reports, work sessions, or planning meetings may be found at:

City Council Agenda:

- *Original CH2M PSA – QJWTP Process, Capacity, & Energy Management Upgrades – Engineering Services – October 29, 2015:*
<http://parkcityut.igmp2.com/Citizens/FileOpen.aspx?Type=1&ID=2073&Inline=True>

Proposed Services:

Engineering services to prepare construction plans and specifications and to provide construction related services associated the following key treatment plant upgrades:

- Membrane Filtration System – Membrane backwash improvements
- Clearwell – Operation and maintenance related improvements
- High Service Pumps – Addition of energy efficient pump start system and installation of an additional pump to meet Park City Heights Subdivision requirements
- Residuals Management – Minor operational modifications
- Chemical Storage and Feed System Upgrades associated with the MnOx system
- GAC Improvements – Installation of an additional GAC vessel and associated operational and maintenance improvements to address taste and odor considerations
- Manganese Dioxide (MnO₂) Improvements – Installation of new vessels to address manganese removal
- Equalization Basin – Installation of a basin to facilitate backwash of GAC and MnO₂ vessels
- HVAC modifications to address energy reductions
- Design support to identify criteria for future off-site improvements

Staff has reviewed and negotiated the scope and associated fee contained in CH2M's design and construction services proposal. A summary of the scope of services and fee estimate is included as Exhibits A and B to the Staff Report. The complete scope of services and fee structure will be included in the First Addendum to the QJWTP Process, Capacity, & Energy Management Upgrades project engineering services.

Staff feels that the supplemental professional services and associated fees are usual and customary with designs of this type, scope, and complexity and is recommending authorization of the First Addendum to the PSA.

The scope and fee proposal agrees with the CM/GC construction timeline for upgrades to the QJWTP.

Considerations Related to the Additional Engineering Services

This section provides pros and cons and next steps associated with the recommended addition to engineering services and increase in fees.

Pros

- a. Enables completion of treatment improvements and upgrades to enable the treatment to meet water supply production requirements and DDW water quality requirements

- b. Integrates elements identified that promote sustainability design practices and energy initiatives

Cons

Increases capital improvement project costs that could be utilized for other purposes

Consequences of not authorizing services:

The QJWTP is an integral part of the City's existing water source portfolio . Should changing raw water quality conditions exceed existing treatment facility capabilities, QJWTP could be shut down until the raw water can be treated to meet water quality standards. Other sources would be relied upon during that time which may create the inability to meet existing water obligations.

Department Review:

This report has been reviewed by representatives of Public Utilities, City Attorney's Office, and the City Manager's Office. Comments have been integrated into this report.

Funding Source:

The funding for the First Addendum is from water service fees and is included in the approved 5-year Water CIP.

Exhibits:

- | | |
|-----------|--|
| Exhibit A | QJWTP Process, Capacity, & Energy Management Upgrades Design and Construction Services - Scope of Services |
| Exhibit B | QJWTP Process, Capacity, & Energy Management Upgrades Design and Construction Services – Fee Summary |

EXHIBIT A

QJWTP Process, Capacity, & Energy Management Upgrades Design and Construction Services - Scope of Services CH2M Hill Engineers, Inc.

First Addendum Exhibit A – Scope of Services

Park City Municipal Corporation

Engineering Services for Quinns Junction Water Treatment Plant Phase 1 Short-Term Improvements Project

This Scope of Services is to provide Engineering Services for the Quinns Junction Water Treatment Plant Phase 1 Short-Term Improvements Project under an amendment to the SERVICE PROVIDER/PROFESSIONAL SERVICES AGREEMENT (AGREEMENT) between Park City Municipal Corporation (PCMC or OWNER) and CH2M HILL Engineers, Inc. (ENGINEER) dated December 9, 2015. The work covered under this Scope of Services includes engineering evaluations and design of improvements to the Quinns Junction Water Treatment Plant (QJWTP). The short-term improvements at the QJWTP are defined as the Project.

Scope of Services

PCMC developed a program for the QJWTP facility that identifies future plant improvements. The first phase of these improvements (Phase 1) consists of engineering evaluations and the design of selected modifications to the facility, with all new facilities inside the existing Main Building at the QJWTP.

The Scope of Services to be provided for this Project consists of project management, engineering evaluations, design services, quality control review, final design, permitting assistance, and construction contracting phase engineering services for the Project. Engineering services associated with construction services and commissioning of the Project will be provided under a future Amendment to this Agreement. This section describes the tasks and subtasks that will be performed to assist OWNER with project management, detailed equipment selection and layout, design development (60%), Contract Document preparation (100%), permit assistance, and construction contracting phase services for the Project. A Preliminary List of Drawings that the ENGINEER anticipates preparing to describe the work to include in the construction Contract Documents for the Project is provided in each design task.

Task 1 – Project Management

The purpose of this task is to provide for the initiation and overall management of project activities. An overall schedule and work plan will be prepared and implemented so that work activities are completed in a properly integrated and timely manner. In addition, this task includes those elements necessary to properly manage, lead, and control the project execution.

Subtask 1.1 – Project Planning

Develop the project management plan (PMP) describing level-of-effort, schedule, deliverables, and quality reviewers for each activity and the project as a whole. Execute the PMP, proactively identify potential deviations, and implement corrective actions as needed. Included in this subtask are the following activities to be completed by the ENGINEER:

- **Staff Management:** Identify and utilize the appropriate staff for each project activity. Supervise the project team and identify actions needed to maintain the project schedule

EXHIBIT A – SCOPE OF SERVICES

- **Change Management:** Plan for project changes as the work is executed. Changes in scope will be communicated to OWNER. ENGINEER will provide monthly progress reports to OWNER's project manager.
- **CAD/CAE Standards:** Update CAD/CAE software standards, graphic standards, file naming conventions and standards, revision/iteration control, and other graphic standards.
- **Monitor progress, identify changes, and provide OWNER with proactive communications regarding changes.**
- **Develop a decision log for documenting decisions made during the project and maintaining an action item log with deadlines.**
- **Establish a SharePoint site for use by OWNER and ENGINEER project team.**
- **Schedule:** Prepare and provide periodic updates to the Project Schedule (in a bulleted Milestone list format) showing preliminary dates for deliverables and anticipated dates for workshops, quality control (QC) reviews, meetings, and submittals related to the design services performed by ENGINEER.

Subtask 1.2 - Overall Project Coordination

Monitor and direct the work and track progress against project goals and requirements. Adjudicate approaches, goals, or constraints identified or faced by ENGINEER's team. Coordinate with OWNER to assess overall satisfaction in meeting project goals. Conduct a 1-hour telephone meeting with OWNER every two (2) weeks to provide project status updates and discuss project coordination items.

Subtask 1.3 - Progress Reports and Invoicing

Prepare monthly progress reports and invoices identifying work completed versus planned schedule and budget milestones. Respond to OWNER questions and address concerns.

Subtask 1.4 - Quality Control Review, Coordination, and Response

Implement and carry out a quality assurance/quality control (QA/QC) program. ENGINEER will coordinate the participation of senior reviewers and perform internal QC review of work products at appropriate points in the project. Formal internal QC review of work products will be performed prior to sending deliverables to OWNER for review.

Deliverables

- Monthly or periodic milestone schedule, action item, and decision log updates
- Monthly progress reports and invoices

Task 2 – Special Services

Subtask 2.1 – CMAR/CMGC Contractor Coordination

Following selection of the CMAR or CMGC contractor, ENGINEER will:

- Attend one 3-hour chartering meeting organized by OWNER with CMAR/CMGC Contractor. In attendance at the chartering meeting will be up to three (3) members of ENGINEER's team. At the chartering meeting, communication protocols will be established. ENGINEER will receive instructions on changes to drawings and specifications from the Owner only.
- Review contract between PCMC and CMAR/CMGC contractor to coordinate and understand requirements for ENGINEER's bid documents.

Subtask 2.2 – Permitting Assistance

ENGINEER will provide support to OWNER with Utah Department of Environmental Quality (DEQ), Division of Drinking Water (DDW) regulatory issues, including:

- Submitting 100 percent plans and specifications to Utah DDW for review and approval.
- Providing written responses to review comments received from Utah DDW.
- Preparing/submitting revised documents that incorporate changes made to address review comments.

ENGINEER will provide one (1) representative to attend one 2-hour meeting with Utah DDW for the purpose of discussing the design modifications to the QJWTP.

Deliverables

- For treatment process related improvements, two (2) sets of 24-inch by 36-inch original, bound, PE wet stamped and signed, 24-pound bond paper final Contract Document Drawings to the Utah DDW for review and approval
- For treatment process related improvements, two (2) sets of final Contract Document Technical Specifications transmitted to Utah DDW for review and approval
- Revised drawings and specifications that address review comments received from Utah DDW, as necessary.

Task 3 – Engineering Evaluations

The Facility Program completed under the original Agreement identified items requiring engineering evaluations, as described in this Task 3, to determine which items to incorporate into the Short-Term Improvements Project.

Subtask 3.1 – Engineering Evaluations

ENGINEER will conduct engineering evaluations of specified items and provide recommendations identifying items for incorporation into the design in subsequent tasks. The following engineering evaluations will be conducted:

- Instrumentation and Controls
 - Identify the stabilization chemical for pre-treatment. Provide support to OWNER to identify potential causes of scaling within process piping systems.
- Membrane Filtration System
 - Evaluate if capacity of the existing water softener system is adequate for flushing through use of longer durations to meet the membrane cleaning recipe flushing volume setpoints, or if additional softener capacity is needed.
- GAC Contactor
 - Engineering evaluations will be conducted for the following items and presented to OWNER in a 2-hour telephone meeting. The purpose of the meeting will be to present the results of these evaluations and make decisions so ENGINEER can proceed with CMAR/CMGC Package work. The results from this evaluation and meeting with OWNER will be documented in the deliverable for this task.
 - Perform an evaluation of the retrofit of air scour for the existing granular activated carbon (GAC) contactor and the potential provision of air scour for the new GAC contactor vessel.
 - Outline goals and requirements for an elevated walkway to improve the safety of work on the existing GAC contactor.

EXHIBIT A – SCOPE OF SERVICES

- Evaluate options for the potential source water to use for backwash supply for the GAC contactors (and the MnOx vessels). Develop a summary of options and make a recommendation for discussion with PCMC.
- Develop a cost estimate for adding an accessible hatch to the existing GAC contactor. Compare the costs for modifications to the existing contactor to the costs for a new vessel and make a recommendation for discussion with PCMC.
- Assess the full plant and determine the minimum flow capacity of the plant, with field testing by OWNER as necessary. Evaluate the GAC contactor to identify the source of short circuiting at low flow rates and consider modifying the contactor's inlet distribution manifold or downstream piping gooseneck (if possible) to remove this limitation, as necessary. Develop the plan to modify membrane programming as necessary to accommodate lower flow rates.
- Clearwell and High Service Pumps
 - Evaluate the current recirculation approach used by plant staff to determine if this practice puts any equipment, such as valves or pumps, at risk since the components were not designed for this intent.
 - Evaluate the need for recirculating water through the clearwell to provide mixing and limit degradation of the chlorine residual if the plant is operated more constantly and consistently.
 - Evaluate the need for providing an engineered recirculation/mixing system in the clearwell, such as tank mixers or pumping. In addition, evaluate the need for providing a means for adding chlorine to the clearwell when the plant is offline to boost the residual. Include an energy evaluation of alternatives.
 - Evaluate the capacity of the existing high-service finished water pumps to pump at the minimum plant flowrate, and determine if new pumps are required.
- Chemical Storage and Feed Systems
 - Determine if the need for expansion of the plant's water softening system tips the evaluation toward on-site sodium hypochlorite generation.

Workshop

Engineering Evaluations Review Workshop: ENGINEER will conduct a review workshop with OWNER staff to present and discuss the major concepts and findings of the engineering evaluations. ENGINEER will receive OWNER's consolidated review comments at the workshop and will discuss outstanding issues. Major action items and decisions will be documented in meeting summary notes that will be distributed to OWNER and ENGINEER's design team. It is anticipated that a maximum of one 3-hour workshop, to be held at the QJWTP, will be required for this subtask. Up to four members of the ENGINEER's' team will attend in person. The outcome of the engineering evaluations will be documented in the meeting summary notes

Deliverables

- Workshop Agenda
- Workshop Meeting Summary Notes including workshop presentation

Task 4 – GAC and MnOx Contactors

ENGINEER will follow a multiphase process for the design delivery of final Contract Documents for OWNER'S inclusion in a CMAR/CMGC package, which includes the following evaluations and improvements:

- Provide manganese dioxide (MnOx) contactors as a means of manganese removal downstream of the GAC contactor.
- Provide an additional GAC contactor to accommodate the full plant flow rate to achieve higher removal of total organic carbon (TOC).

- Provide either a permanent, engineered winch system to remove the access cover on top of the GAC contactor or replace it with a lighter cover, such as one made of fiberglass reinforced plastic (FRP).
- Provide arrangements plans of a walkway and handrail on top of the existing GAC contactor as an additional safety measure when accessing the tanks from the top access cover. The walkway will connect to and also provide access to the new GAC contactor. CMAR/CMGC Contractor will be responsible for design of all walkways and pipe supports.
- Replace Sample Lines 2 and 3 along the side of the existing GAC contactor with smaller diameter piping to decrease the time to obtain a real-time sample. Consider replacing with another pipe material besides stainless steel (SST) to diminish bacterial growth if it is determined to be a significant issue.
- Depending on the results from the Engineering Evaluation task, modify the existing GAC contactor's inlet distribution manifold or downstream piping gooseneck (if possible) to remove the short circuiting limitation.
- Depending on the results from the Engineering Evaluation task, add a side access manway hatch to the existing GAC contactor and repair the contactor to maintain its ASME rating.

The final design process includes deliverables for each step to provide information for review and provide for resolution of key issues before proceeding to the next phase. Therefore, this task will consist of three subtasks: (1) preparation of conceptual engineering submittal, (2) preparation of a design development submittal, and (3) Contract Document preparation. These subtasks will generally be carried out sequentially. The information collected and the concepts defined in each consecutive step will form the basis for subsequent work.

Each phase of design will include specific deliverables, which are identified in the following subtasks. Internal QC reviews and Submittal Review Workshops (or teleconferences) with OWNER will be conducted to monitor the quality of the Project at critical design milestones as identified in the following subtasks. ENGINEER assumes that OWNER staff review comments will be submitted to ENGINEER during the Submittal Review Workshops identified herein.

Design Development Documents (approximate 60 percent complete drawings and specifications) will be prepared for use by the CMAR/CMGC Contractor in preparing a guaranteed maximum price (GMP) to construct the Project. The Contract Documents (100 percent complete drawings and specifications) will consist of ENGINEER-furnished General Requirements and Technical Specifications (Divisions 1 through 49), Drawings, and Standard Details. Technical Specifications, Drawings, and Standard Details will be stamped in accordance with Utah law and signed by licensed engineers of the appropriate disciplines. OWNER will develop and provide the Contract Forms and Conditions of the Contract (Division 0), and some General Requirements (Division 1) sections necessary for the CMAR/CMGC Contractor.

Subtask 4.1 – Conceptual Engineering

ENGINEER will develop the conceptual engineering design for the Bid Package, which is intended to define the major elements in sufficient detail to serve as a basis for the final design phase of the Bid Package. ENGINEER will develop a conceptual layout to define the location of the GAC and MnOx vessels within the QJWTP process building. ENGINEER will develop and summarize the process design criteria associated with GAC and MnOx vessels. Any modifications to the existing GAC contactor determined from the engineering evaluations task will be presented in this conceptual engineering submittal.

ENGINEER will conduct a submittal review workshop with OWNER staff to present and discuss the major concepts and findings of the conceptual engineering submittal. ENGINEER will receive OWNER's consolidated review comments at the meeting and will discuss outstanding issues. Major action items and decisions will be documented in meeting summary notes that will be distributed to OWNER and

ENGINEER's design team. It is anticipated that a maximum of one 2-hour telephone meeting will be required for this subtask.

Deliverables

- Conceptual Engineering Submittal: Design criteria table and layout drawing associated with the GAC and MnOx vessels
- Workshop Meeting Summary Notes

Subtask 4.2 – Design Development (60 Percent)

In this phase, the Design Criteria developed and documented during the conceptual engineering phase will be further developed. General, demolition, structural, process mechanical, instrumentation, and electrical design drawings, and technical specifications for major equipment, will be developed during this phase to allow final detailing during the next phase of design (*i.e.*, the project design will be developed to the extent that all significant design concepts are established). During this phase of the CMAR/CMGC Package, OWNER will identify and document construction sequencing and constraints for the project.

OWNER and CMAR/CMGC Contractor will identify the anticipated construction sequencing, coordinate delivery of major equipment, and describe construction constraints associated with the project and include the applicable requirements in the appropriate Division 1 specification section.

ENGINEER will send copies of the 60 percent submittal to OWNER for the CMAR/CMGC process. A conference call will be held with OWNER and CMAR/CMGC Contractor to discuss the design and major review comments/suggestions received from the CMAR/CMGC Contractor. OWNER will review all changes to design work requested by the CMAR/CMGC Contractor and will communicate approved changes to ENGINEER. ENGINEER will not revise design work based on change requests received directly from the CMAR/CMGC Contractor.

60 Percent Submittal

- Cover Sheet
- List of Drawings
- General Abbreviations
- Design Criteria
- Instrumentation – Abbreviations and Symbols
- Instrumentation – Control Schematics
- Instrumentation – GAC Contactors P&ID
- Instrumentation – MnOx Contactors P&ID
- Instrumentation – Miscellaneous Details
- Instrumentation – Typical Details
- Demolition – Plan, Sections, and Details
- Demolition – Plan, Sections, and Details
- Structural – Notes and Legend
- Structural – Plan, Section, and Details – GAC Contactors
- Structural – Plan, Section, and Details – GAC Contactor Modifications
- Structural – Arrangement Plans – GAC Contactors Walkway
- Structural – Plan, Section, and Details – MnOx Contactors
- Structural – Sections and Details
- Structural – Pipe Support Details
- Structural – Typical Details
- Structural – Typical Details
- Mechanical – Pipe Schedule, Abbreviations, and Symbols

- Mechanical – Overall Plan
- Mechanical – Partial Plan – GAC
- Mechanical – Partial Plan – MnOx
- Mechanical – Section – GAC
- Mechanical – Section – GAC
- Mechanical – Section – MnOx
- Mechanical – Section – MnOx
- Mechanical – Typical Details
- Electrical – Abbreviations, Symbols, and Notes
- Electrical – One Line Diagram
- Electrical – Power Plan
- Electrical – Sections and Details
- Electrical – Typical Details

The 60 percent review submittal is intended to show the major design concepts and features and will be reviewed by ENGINEER's QC review team prior to submitting to OWNER for review.

Workshop

60 Percent Submittal Review Workshop: OWNER will conduct a Submittal Review Workshop with ENGINEER and CMAR/CMGC Contractor to review and discuss the major concepts and CMAR/CMGC Contractor's review of the 60 percent design. ENGINEER will receive OWNER's consolidated review comments at the workshop. Major action items and decisions will be documented by ENGINEER in meeting summary notes that will be distributed to OWNER. It is anticipated that a maximum of one 4-hour workshop will be required for this subtask, to be held in Park City. There will be up to five (5) members of the ENGINEER team in attendance at this workshop.

Deliverables

- 60 Percent Submittal: 2 copies to OWNER and 2 copies to CMAR/CMGC Contractor, including half size drawings (11-inch by 17-inch), and draft specifications for major equipment
- Workshop Meeting Summary Notes

Subtask 4.3 – Contract Document Preparation (100 Percent)

Following receipt of OWNER's review comments, CMAR/CMGC Contractor's constructability review comments, and direction from the OWNER on which comments to address, ENGINEER will incorporate final review comments, as appropriate, and prepare the final, 100 percent complete Contract Documents. OWNER will deliver sets of Contract Documents to CMAR/CMGC Contractor, and permitting agencies.

Deliverables

- Three (3) sets of 8-1/2-inch by 11-inch, bound, PE stamped and signed Specifications
- Three (3) sets of 11-inch by 17-inch, bound, PE stamped and signed, 24-pound bond paper Drawings
- Three (3) sets of 8-1/2-inch by 11-inch, bound, PE stamped and signed Standard Details
- One (1) CD containing the Construction Drawings, Specifications, Reference Documents, Standard Details, and Full-Size and Half-Size Drawings in Adobe PDF format

Task 5 – Miscellaneous Improvements

ENGINEER will follow a multiphase process for the design delivery of final Contract Documents for OWNER'S inclusion in a CMAR/CMGC package. The work described in this Task 5 is expected to be submitted in more than one submittal. Some items comprising the miscellaneous improvements depend

upon the results of the Engineering Evaluations task. The miscellaneous improvements included in this task, including those as part of the engineering evaluations, include the following:

- Instrumentation and Controls
 - Modify the raw water delivery system to prevent surge/hammer issues upon startup. One option is to add an automatic valve to stop sample flow to the turbidimeter when the plant shuts down. A second option is to add an automatic actuator to VAL-106 upstream of the fine strainers and utilize this valve to automatically isolate the plant from the raw water pipeline. The plant inlet valve (CV-100) can remain open permanently, leaving the pipe feeding the turbidimeter sample line constantly pressurized and full of water. The turbidimeter could continue to run and PRV-101 remains pressurized.
- Membrane Filtration System
 - Eliminate water softener system bypass for any membrane cleaning solution makeup or flushing service. Implement additional softener capacity, if required.
 - Provide a storage tank (and appurtenances) for reverse filtration (RF) supply, including a fill line (with flow meter and flow control valve sized for a lower flow rate such as 125 gpm) connected to the membrane filtrate header upstream of the GAC contactor. Discuss plans with Utah DDW and receive approval prior to implementation. Provide emergency fill capabilities from finished water pipe header.
 - Assess integrity testing (IT) “failure” sequencing issues. Develop design to change Pall PLC code to allow a wider range of stabilization times during integrity test stabilization (up to 5 minutes).
 - Ensure that the flow rate used during the stand-alone reverse filtration flush step during backwash is at least 1,000 gpm.
 - Revise membrane system programming to allow N+1 or N+2 operation.
- Clearwell and High Service Pumps
 - Rotate the inlet TEE to the clearwell to be horizontal so the water flows towards the sidewalls to provide a better mixing environment.
 - Add a residual feedback control loop to control chlorine residual after the MnOx contactors, prior to the clearwell, and use the residual measured after MnOx to boost/trim the chlorine dose for disinfection. Continue to measure chlorine residual prior to the first finished water pump.
 - Add the ability to trend the difference between the chlorine dose applied and the chlorine residual at the compliance point and use this to adjust the coagulant dose. The more chlorine demand/decay, the more coagulant that may be required to remove the constituents in the water that react with chlorine.
 - Provide an engineered recirculation system in the clearwell. In addition, provide a means for adding chlorine to the clearwell when the plant is offline to boost the residual.
 - Add/replace finished water pump(s), if necessary, to achieve the minimum plant flowrate.
 - Add two (2) new finished water pumps.
- Residuals Management
 - Re-route the XR flow from going to decant equalization tank and instead sending it to the washwater equalization tank. This will prevent the cycling up of coagulant in the membrane feed. It would also be expected to help to eliminate the calcification experienced on the fine strainer nearest to the connection point with decant return water from excess ACH coagulant. Modify the level and flow setpoints for the tank and plate settler feed pumps.
 - Provide an equalization basin to equalize backwash waste from the GAC and MnOx contactors.
 - If PCMC decides to keep the existing backwash waste clarifier in service for future treatment of GAC and MnOx backwash, provide arrangements plan of a walkway and handrail on top of the existing backwash waste clarifiers as an additional safety measure when accessing the top of the

equipment. The walkway will connect and also provide access to both clarifiers. CMAR/CMGC Contractor will be responsible for design of all walkways.

The final design process includes deliverables for each step to provide information for review and provide for resolution of key issues before proceeding to the next phase. Therefore, this task will consist of three subtasks: (1) preparation of conceptual engineering submittal, (2) preparation of a design development submittal, and (3) Contract Document preparation. These subtasks will generally be carried out sequentially. The information collected and the concepts defined in each consecutive step will form the basis for subsequent work.

Each phase of design will include specific deliverables, which are identified in the following subtasks. Internal QC reviews and Submittal Review Workshops/teleconferences with OWNER will be conducted to monitor the quality of the Project at critical design milestones as identified in the following subtasks. ENGINEER assumes that OWNER staff review comments will be submitted to ENGINEER during the Submittal Review Workshops identified herein.

Design Development Documents (approximate 60 percent complete drawings and specifications) will be prepared for use by the CMAR/CMGC Contractor in preparing a GMP to construct the Project. The Contract Documents (100 percent complete drawings and specifications) will consist of ENGINEER-furnished General Requirements and Technical Specifications (Divisions 1 through 49), Drawings, and Standard Details. Technical Specifications, Drawings, and Standard Details will be stamped in accordance with Utah law and signed by licensed engineers of the appropriate disciplines. OWNER will develop and provide the Contract Forms and Conditions of the Contract (Division 0), and some General Requirements (Division 1) sections necessary for the CMAR/CMGC Contractor.

Subtask 5.1 – Conceptual Engineering

ENGINEER will develop the conceptual engineering design for each Bid Package, which is intended to define the major elements in sufficient detail to serve as a basis for the final design phase of each Bid Package. ENGINEER will develop a conceptual layout to define the location of the improvements. ENGINEER will develop and summarize the process design criteria associated with the improvements.

ENGINEER will conduct a submittal review workshop with OWNER staff to present and discuss the major concepts and findings of the conceptual engineering submittal. ENGINEER will receive OWNER's consolidated review comments at the meeting and will discuss outstanding issues. Major action items and decisions will be documented in meeting summary notes that will be distributed to OWNER and ENGINEER's design team. It is anticipated that a maximum of one 3-hour meeting will be required for this subtask.

Deliverables

- Conceptual Engineering Submittal: Design criteria table and layout drawings associated with the improvements
- Workshop Meeting Summary Notes

Subtask 5.2 – Design Development (60 Percent)

In this phase, the Design Criteria developed and documented during the conceptual engineering phase will be further developed. General, demolition, structural, process mechanical, instrumentation, and electrical design drawings, and technical specifications for major equipment, will be developed during this phase to allow final detailing during the next phase of design (*i.e.*, the project design will be developed to the extent that all significant design concepts are established). During this phase of the CMAR/CMGC Package, OWNER will identify and document construction sequencing and constraints for the project.

OWNER and CMAR/CMGC Contractor will identify the anticipated construction sequencing, coordinate delivery of major equipment, and describe construction constraints associated with the project and include the applicable requirements in the appropriate Division 1 specification section.

ENGINEER will send copies of the 60 percent submittal to OWNER for the CMAR/CMGC process. A conference call will be held with OWNER and CMAR/CMGC Contractor to discuss the design and major review comments/suggestions received from the CMAR/CMGC Contractor. OWNER will review all changes to design work requested by the CMAR/CMGC Contractor and will communicate approved changes to ENGINEER. ENGINEER will not revise design work based on change requests received directly from the CMAR/CMGC Contractor.

60 Percent Submittal

- Cover Sheet
- List of Drawings
- Instrumentation – Control Schematics
- Instrumentation – Reverse Filtration System P&ID
- Instrumentation – Chlorine Application and Clearwell P&ID
- Instrumentation – Typical Details
- Demolition – Plan, Sections, and Details
- Civil – Site Grading and Yard Piping Plan
- Civil – Details
- Structural – Plan, Section, and Details – Miscellaneous
- Structural – Plan, Section, and Details – Miscellaneous
- Structural – Foundation Plan for Backwash Waste Equalization Basin
- Structural – Sections and Details for Backwash Waste Equalization Basin
- Structural – Sections and Details for Backwash Waste Equalization Basin
- Structural – Arrangement Plans – Clarifier Walkway
- Structural – Typical Details
- Structural – Typical Details
- Mechanical – Pipe Schedule, Abbreviations, and Symbols
- Mechanical – Overall Plan
- Mechanical – Partial Plan – Pump Room
- Mechanical – Partial Plan – Pump Room
- Mechanical – Sections and Details – Pump Room
- Mechanical – Sections and Details – Pump Room
- Mechanical – Mechanical Plan for Backwash Waste Equalization Basin
- Mechanical – Sections and Details for Backwash Waste Equalization Basin
- Mechanical – Typical Details
- Mechanical – Typical Details
- Electrical – Abbreviations, Symbols, and Notes
- Electrical – One Line Diagram
- Electrical – Power Plan
- Electrical – Sections and Details
- Electrical – Typical Details

The 60 percent review submittal is intended to show the major design concepts and features of each Bid Package and will be reviewed by ENGINEER's QC review team prior to submitting to OWNER for review.

Workshop

60 Percent Submittal Review Workshop: OWNER will conduct a Submittal Review Workshop with ENGINEER and CMAR/CMGC Contractor to review and discuss the major concepts and CMAR/CMGC Contractor's review of the 60 percent design. ENGINEER will receive OWNER's consolidated review comments at the workshop. Major action items and decisions will be documented by ENGINEER in meeting summary notes that will be distributed to OWNER. It is anticipated that a maximum of one 4-hour workshop will be required for this subtask, to be held in Park City. There will be up to five (5) members of the ENGINEER team in attendance at this workshop.

Deliverables

- 60 Percent Submittal: 2 copies to OWNER and 2 copies to CMAR/CMGC Contractor, including half size drawings (11-inch by 17-inch), and draft specifications for major equipment
- Workshop Meeting Summary Notes

Subtask 5.3 – Contract Document Preparation (100 Percent)

Following receipt of OWNER's review comments, CMAR/CMGC Contractor's constructability review comments, and direction from the OWNER on which comments to address, ENGINEER will incorporate final review comments, as appropriate, and prepare the final, 100 percent complete Contract Documents. OWNER will deliver sets of Contract Documents to CMAR/CMGC Contractor, and permitting agencies.

Deliverables

- Three (3) sets of 8-1/2-inch by 11-inch, bound, PE stamped and signed Specifications
- Three (3) sets of 11-inch by 17-inch, bound, PE stamped and signed, 24-pound bond paper Drawings
- Three (3) sets of 8-1/2-inch by 11-inch, bound, PE stamped and signed Standard Details
- One (1) CD containing the Construction Drawings, Specifications, Reference Documents, Standard Details, and Full-Size and Half-Size Drawings in Adobe PDF format

Task 6 – OSB Integration, Engineering, and Support

PCMC will be implementing an operational storage basin (OSB) as part of a separate project. PCMC has retained a civil engineer and architect for the OSB site work. The OSB will provide storage of raw water and operational flexibility for the QJWTP. ENGINEER will provide engineering and support services to assist in planning for the integration of the OSB with the QJWTP facility and planned improvements as defined in the following subtask.

Subtask 6.1 – OSB Integration, Engineering, and Support

ENGINEER will provide the following engineering and support services to assist with the integration of the OSB at the QJWTP facility:

- Identify the number and size of all pipes entering and exiting the OSB to/from the QJWTP and any planned improvements identified in the facility program. This excludes the inlet to the OSB from the raw water delivery pipeline.
- Evaluate the impacts of sending raw water to the OSB on the continuing need to send high-pressure raw water flows for irrigation use downstream of the OSB. Develop a conceptual plan for the piping configuration necessary to meeting the raw water irrigation flow and pressure requirements.
- Coordinate with PCMC staff to finalize determination of which planned facilities will be implemented at the OSB site versus at the QJWTP site.
- Prepare a preliminary conceptual plan layout, including footprint and approximate finished floor elevations, for the following facilities to be built at the OSB site:

EXHIBIT A – SCOPE OF SERVICES

- Rapid mix, flocculation, and sedimentation
 - Coagulant chemical building
 - Micro-hydro/pig receiving station
- Prepare a preliminary conceptual plan layout, including footprint and approximate finished floor elevations, for the following facilities to be built at the QJWTP site:
 - Intermediate pump station
 - Backwash waste clarifier
 - Gravity thickener
- Provide support to PCMC for the OSB and integration of the OSB at the QJWTP facility. Support will consist of up to three (3) 2-hour telephone or site meetings with PCMC and the selected engineering and/or architectural consultant.
- Develop lists of key design features recommended by the ENGINEER for incorporation at the OSB and forebays. Recommend minimum volume of the forebay, means for solids removal and/or processing, and routing of inlet and outlet lines for the forebays. Recommend approaches to maintain raw water quality within the OSB. Develop a short technical memorandum to summarize these recommendations.
- Upon request, provide review comments on deliverables produced by PCMC's civil engineer or architect for up to two (2) technical memoranda or conceptual design packages.

Deliverables

- Itemized list of number and size of all pipes entering and exiting the OSB to/from the QJWTP and any planned improvements identified in the facility program
- Draft and Final Conceptual Layout Summary TM – Microsoft Word and Adobe PDF files submitted to OWNER electronically
- Draft and Final OSB and Forebay Recommendations Summary TM – Microsoft Word and Adobe PDF files submitted to OWNER electronically

Task 7: Allowance for Services during Construction

CH2M HILL will provide office engineering Services during Construction (SDC) on a time and materials basis. This Task 7 provides an allowance for SDC. If the work completed for Task 7 exceeds the amount of the allowance, the ENGINEER will notify the OWNER, and if necessary, additional budget will be provided via a second addendum.

These SDC are intended to assist PCMC in administering the contract for construction, monitoring the performance of the construction Contractor, verifying that the Contractor's work is in substantial compliance with the contract documents, and assisting the OWNER in responding to events that occur during the construction. These SDC are based upon the understanding that PCMC will contract directly with the CMAR/CMGC Contractor and will be actively involved in the construction process to make decisions, provide approvals, and perform other actions necessary for the completion of the construction.

ENGINEER will not be responsible for the means, methods, techniques, sequences or procedures of the Contractor, nor shall ENGINEER be responsible for the CMAR/CMGC Contractor's failure to perform in accordance with the contract documents.

ENGINEER will manage the health, safety and environmental activities of its staff and the staff of its subcontractors to achieve compliance with applicable health and safety laws and regulations. ENGINEER

is not responsible for health or safety precautions of construction workers or OWNER staff. ENGINEER is not responsible for the CMAR/CMGC Contractor's compliance with the health and safety requirements in the contract for construction, or with federal, state, and local occupational safety and health laws and regulations.

Review of Shop Drawings, Samples and Submittals: Upon request by OWNER, ENGINEER will review the CMAR/CMGC Contractor's shop drawings, samples, and other submittals.

ENGINEER's review of shop drawings, samples and submittals shall be for general conformance with the design concept and general compliance with the requirements of the contract for construction. Such review shall not relieve the CMAR/CMGC Contractor from its responsibility for performance in accordance with the contract for construction, nor is such review a guarantee that the work covered by the shop drawings, samples and submittals is free of errors, inconsistencies or omissions.

Requests for Information: Upon request by OWNER, ENGINEER will review the CMAR/CMGC Contractor's requests for information or clarification of the contract for construction. ENGINEER will coordinate such review with OWNER as appropriate.

Proposed Substitutions: Upon request by OWNER, ENGINEER will assist OWNER in reviewing and responding to the CMAR/CMGC Contractor's requests for substitution of materials and equipment. ENGINEER will review such requests and will advise OWNER as to the acceptability of such substitutions.

As-Built Drawings: Upon request by OWNER, ENGINEER will review the CMGC/CMAR Contractor's submittal of as-built drawings, specifications, and other as-built or record documents. ENGINEER is not responsible for any errors or omissions in the information from others that is incorporated into the record drawings.

Assumptions

The following assumptions were used in developing this Scope of Services and fee for ENGINEER's services. These assumptions are in addition to the scope and additional services set forth in the preceding scope of services:

- OWNER will develop and provide the Contract Forms and Conditions of the Contract (Division 0) and some sections of the General Requirements (Division 1) necessary for the CMAR/CMGC Contract.
- OWNER will review all changes to design work requested by the CMAR/CMGC Contractor and will communicate approved changes to ENGINEER. ENGINEER will not revise design work based on change requests received directly from the CMAR/CMGC Contractor.
- ENGINEER will communicate directly with OWNER and will not communicate with the CMAR/CMGC Contractor without OWNER presence.
- OWNER and/or ENGINEER will give prompt notice whenever it is observed or becomes apparent that a development may affect the scope, cost, or timing of the Project. OWNER and ENGINEER must mutually agree on adjustments to ENGINEER's cost and schedule based on changes to the Scope of Services or the provision of additional services.
- ENGINEER will rely upon the accuracy, timeliness, and completeness of the as-built information provided by OWNER and will not be responsible for conducting field surveys to identify conflicts between field conditions and as-built records. It is assumed that as-built information accurately represents field conditions. Any differing site conditions are the responsibility of the OWNER.
- CMAR/CMGC Contractor will be responsible for design of all walkways and pipe supports.
- Existing QJWTP drawings in CAD format will be provided by PCMC.
- PCMC staff to provide other additional information as needed.
- Workshops will be conducted with PCMC key personnel at OWNER's or ENGINEER's office.
- OWNER will make its facilities accessible to ENGINEER, as required for ENGINEER's performance of its services.

EXHIBIT B

QJWTP Process, Capacity, & Energy Management Upgrades Design and Construction Services – Fee Summary CH2M Hill Engineers, Inc.

EXHIBIT A – SCOPE OF SERVICES

Schedule

The activities and deliverables associated with this Scope of Services will be completed in accordance with the following approximate schedule assuming the Notice to Proceed authorizing the above described work is signed and delivered to ENGINEER no later than August 26, 2016:

- Task 3 – Engineering Evaluations
 - Hold summary workshop with OWNER – August 9, 2016
- Task 4 – GAC and MnOx Contactors
 - Submit 60 percent documents to OWNER for review – September 23, 2016
 - Submit final Design Documents to OWNER – October 21, 2016
- Task 5 – Miscellaneous Improvements
 - Submit 60 percent documents to OWNER for review – December 16, 2016
 - Submit final Design Documents to OWNER – January 27, 2017
- Task 6 – OSB Integration, Engineering, and Support
 - Submit Draft Conceptual Layout Summary TM to OWNER for review – October 28, 2016
 - Submit Draft OSB and Forebay Recommendations Summary TM – October 28, 2016

Compensation

Compensation by OWNER to ENGINEER will be as follows and as described in Exhibit B.

Cost Reimbursable Per Diem (Time and Materials)

All items specifically included in this Scope of Services shall be on a Time and Materials basis in the amount not to exceed \$674,509.00. All Time and Material work shall be at the Per Diem Rates referenced in Exhibit B-2, plus Direct Expenses, plus 10 percent of subcontracts and outside services.

Per Diem Rates

Per Diem Rates are those hourly rates that will be charged as described above on the Project by ENGINEER's employees of the indicated classifications. The Per Diem Rates for this Project are listed in Exhibit B-2. These rates are subject to revision for other projects and annual calendar year adjustments; include all allowances for salary, overheads and fees; but do not include allowances for Direct Expenses, subcontracts and outside services.

Direct Expenses

Direct Expenses are those necessary costs and charges incurred for the Project including, but not limited to: (1) the direct costs of transportation, meals and lodging, mail, and equipment and supplies; (2) ENGINEER's current standard rate charges for direct use of ENGINEER's vehicles, printing and reproduction services, and certain field equipment; and (3) ENGINEER's standard project charges for computing systems, special health and safety requirements of OSHA, and telecommunications services.

First Addendum

Exhibit B – Fee Summary

Exhibit B-1. Summary of Project Fee

Description	Fee
Time and Materials: Task 1 – Project Management	\$60,466
Time and Materials: Task 2 – Special Services	\$20,620
Time and Materials: Task 3 – Engineering Evaluations	\$69,960
Time and Materials: Task 4 – GAC and MnOx Contactors	\$238,365
Time and Materials: Task 5 – Miscellaneous Improvements	\$239,762
Time and Materials: Task 6 – OSB Integration, Engineering, and Support	\$65,296
Time and Materials: Task 7 – Allowance for Service during Construction	\$50,000
<i>Total Consultant (including sub consultants) Labor, including mark-ups</i>	<i>\$711,869</i>
<i>Total Direct Costs, including mark-ups</i>	<i>\$32,600</i>
TOTAL FEE	\$744,469
“Rollover” Deduct Amount Remaining from Original Agreement	(\$ 69,960)
TOTAL Contract Fee Increase for First Addendum	\$ 674,509

Note: Time and Materials based on EXHIBIT B-2.

Exhibit B-2. Per Diem Rate Schedule and Direct Expenses

Functional Category	Personnel	Hourly Rate
Senior Program Manager		\$ 298
Program Manager	Russell Ford	\$ 280
Principal Project Manager/Technology Fellow	Paul Swaim	\$ 250
Principal Project Manager/Principal Technologist	Paul Mueller, Adam Murdock, Mike Brewer	\$ 235
Sr. Project Manager/Sr. Technologist	Joseph Zalla	\$ 200
Project Manager/Engineer Specialist	Brock Emerson, Tim Petty	\$ 180
Associate Project Manager/Project Engineer	Matt Ridens, Chris Curtis, Jonathan James	\$ 155
Associate Engineer/Architect		\$ 135
Staff Engineer 2		\$ 120
Staff Engineer 1	Erinn Kunik	\$ 110
Engineering/Environmental Tech 5		\$ 140
Engineering/Environmental Tech 4		\$ 130
Engineering/Environmental Tech 3		\$ 115
Engineering/Environmental Tech 2	Tyler White	\$ 95
Specifications Processor	Ranae Decker	\$ 120
Senior Office Administration	Sandy Schut	\$ 102
Office/Clerical/Accounting	Amy Stapley	\$ 90

(1) Per diem rates include allowances for salary, payroll, taxes, fringe benefits, overhead, and profit, but do not include allowances for direct expenses.

(2) These rates are effective until December 31, 2016.

(3) Rate Schedule subject to annual revision to reflect current rates. Submittal of proposed ENGINEER rate schedule adjustments and associated contract impacts to occur 30 days minimum prior to each December 31 for review by the OWNER. OWNER authorized rate schedule adjustments to become effective the following January 1.

(4) Auto Mileage billed at Current IRS Rate. Auto Rentals, Other Travel, Equipment Rental, and Postage/ Freight billed at Actual Rate. Subcontractors and Outside Services Billed at Actual +10%.



DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

The contract amendment will allow staff to consult with URS Corporation, complete the required EE/CA, and meet the requirements of the AOC with EPA for the Richardson Flat Tailings Site OU4 (the Prospector Drain) AOC.

On January 10, 2013, Council approved and the Mayor signed the Proposed Administrative Order on Consent (AOC) for Richardson Flat Tailings Site OU4 (the Prospector Drain) perform an EE/CA negotiated by Park City Municipal Corporation staff, the Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Bureau of Land Management and the Utah Department of Environmental Quality.

In January of 2013, Staff obtained Statements of Qualifications (SOQ) for the Engineering Evaluation/Cost Analysis (EE/CA) for Richardson Flat Tailings Site OU4 (the Prospector Drain) from four consultants. URS was selected as the best qualified based on selection criteria outlined in the February 14, 2013 Staff Report.

Field work for the Site Characterization and EE/CA was initiated in June 2013. In February 2015, a draft Site Characterization Report was submitted to the EPA. Staff assisted by URS has been working with EPA to address comments on the draft Site Characterization Report. EPA has submitted comments on the draft Characterization in April, August and November of 2015 and January, February and April of 2016. The additional tasks needed to complete and finalize the Site Characterization and EE/CA is described in the Problem section.

Respectfully:

Jim Blankenau, Enviromental Regulatory Program Manager

City Council Staff Report



Subject: Richardson Flat OU4 (Prospector Drain) Engineering
Evaluation/Cost Evaluation (EE/CA)
Professional Service Agreement – Amendment No. 2
Author: Jim Blankenau, Environmental Regulatory Program Manager
Department: Sustainability
Date: September 1, 2016
Type of Item: Administrative

Summary Recommendation

Staff recommends Council authorize the City Manager to execute the Second Amendment to the Professional Services Agreement (PSA), in a form approved by the City Attorney, with URS Corporation for services related to the Engineering Evaluation/Cost Evaluation (EE/CA) Professional Services aspects of the Richardson Flat Tailings Site Operable Unit 4 (OU4) (also known as the Prospector Drain) Administrative Order on Consent (AOC) for an increase to the contract in an amount not to exceed \$127,342.

Executive Summary

The contract amendment will allow staff to consult with URS Corporation, complete the required EE/CA, and meet the requirements of the AOC with EPA for the Richardson Flat Tailings Site OU4 (the Prospector Drain) AOC.

On January 10, 2013, Council approved and the Mayor signed the Proposed Administrative Order on Consent (AOC) for Richardson Flat Tailings Site OU4 (the Prospector Drain) perform an EE/CA negotiated by Park City Municipal Corporation staff, the Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Bureau of Land Management and the Utah Department of Environmental Quality.

In January of 2013, staff obtained Statements of Qualifications (SOQ) for the Engineering Evaluation/Cost Analysis (EE/CA) for Richardson Flat Tailings Site OU4 (the Prospector Drain) from four consultants. URS was selected as the best qualified based on selection criteria outlined in the February 14, 2013 Staff Report.

Field work for the Site Characterization and EE/CA was initiated in June 2013. In February 2015, a draft Site Characterization Report was submitted to the EPA. Staff assisted by URS has been working with EPA to address comments on the draft Site Characterization Report. EPA has submitted comments on the draft Characterization in April, August and November of 2015 and January, February and April of 2016. Park City has met all required submittal timelines required in the AOC and the EPA is currently satisfied with progress on the Site Characterization and EE/CA. The additional tasks needed to complete and finalize the Site Characterization and EE/CA is described in the Problem section.

Acronyms

The following acronyms and abbreviations have been used in this report:

AOC	Administrative Order on Consent
EE/CA	Engineering Evaluation/Cost Evaluation
EPA	Environmental Protection Agency
OU4	Operable Unit 4 (Prospector Drain)
PSA	Professional Services Agreement
SOQ	Statements of Qualifications

While not an acronym, this report also uses the term “Trustees”. That refers to the role of US Fish and Wildlife, The Bureau of Land Management, and State of Utah. These are organizations act on the behalf of the public to assess if injuries to natural resources have occurred and if restoration of natural resources (this includes surface water, ground water and biological resources) is needed as a result of the discharge from OU4.

The Problem

Proposed Amendment No. 2, captures additional costs in an amount of \$127,342 (for a total contract amount of \$518,662.10) for the following scope items that are added to the consultant services:

- Collection of additional monthly samples from the Biocell Vault and the Biocell Outfall.
- Additional effort required to respond to EPA’s comments on the Draft Site Characterization including the development of an evaluation of mixing zone analysis.
- Additional meetings with the EPA and Trustees.
- Additional effort anticipated to meet requirements of EPA and Trustees for completing the EE/CA.
- Estimated cost to obtain additional construction details for the drain. Including performing a camera analysis of the drain to determine if the drain is perforated and its horizontal and vertical location.
- Additional support in evaluating if numerical groundwater modeling should be performed.
- Additional field support.

The attached Amendment No. 2, Exhibit A, provides additional information and detailed costs for the above items. Staff feels that these fees are usual and customary with projects of this type, scope, and complexity.

Background

- On January 10, 2013 Council directed Mayor Williams to sign the Administrative Order on Consent for the completion of EE/CA and Removal Action on the Prospector Drain.

- On February 14, 2013, the City Manager executed a Professional Services Agreement, in an amount of \$295, 835.10, with URS Engineers to provide services related to the EE/CA aspects of the Richardson Flat Tailings Site OU4 (the Prospector Drain) AOC.
- In June 2013, field work was initiated by URS.
- In February 2015, a draft Site Characterization Report was submitted to the EPA.
- In March of 2015, URS submitted a change order for the amounts of \$29,582.84. This amount was below the City policy of 10% of the original contract amount and was approved by staff.
- From April 2015 to current, EPA and Park City have been communicating comments and response on the Draft Site Characterization.
- On May 28, 2015, City Council approved the First

<u>Date</u>	<u>Item</u>
January 10, 2013	<u>Staff Report - Proposed Administrative Settlement Agreement and Order on Consent for EE/CA Investigation and Removal Action in the matter of Richardson Flat Tailings Site Operable Unit 4, aka Prospector Drain (page 74)</u>
February 14, 2013	<u>Staff Report - Richardson Flat OU4 (Prospector Drain) Engineering Evaluation/Cost Evaluation (EE/CA) Professional Services Agreement (page 63)</u>
May 28, 2015	<u>Richardson Flat OU4 (Prospector Drain) Engineering Evaluation/Cost Evaluation (EE/CA) Professional Services PROFESSIONAL SERVICES AGREEMENT – AMENDMENT NO. 1(page 157)</u>

Alternatives for City Council to Consider

1. **Recommended Alternative:** Council could authorize the City Manager to execute the Second Addendum to the Professional Services Agreement, in a form approved by the City Attorney, with URS, for services related to the EE/CA aspects of the Richardson Flat Tailings Site OU4 (the Prospector Drain) AOC in an amount not to exceed \$127,342.

Pros

- a. Enables the completion of the Site Characterization and EE/CA and meet the requirements of the AOC.
- b. Completion of the Site Characterization and EE/CA will move the identification of the remedy for Prospector Drain forward and improve the natural environment and meet Councils Goal of Preserving and Enhancing the Natural Environment.

Cons

- a. Council could deny the request for the agreement, this would not allow to staff to move forward with the EE/CA aspects.

Consequences of Selecting This Alternative

Park City has entered into an AOC to complete the work. Failure to complete work may result in penalties or work take over by the EPA.

Department Review

This report has been reviewed by representatives of Sustainability, Legal, and the City Manager's Office and their comments have been integrated into this report.

Funding Source

There are currently environmental cleanup funds within the adopted Capital Improvement Plan (CIP) for this project. Initial costs will be for the completion of the Engineering Evaluation/Cost Analysis (EE/CA). Staff expects additional funds may be needed for the Natural Resource Damages aspect of the AOC and the CIP is expected to be adjusted as part of the regular prioritization process.

Attachments

EXHIBIT A: Engineering Evaluation/Cost Evaluation (EE/CA) PSA URS Corporation, Amendment No. 2, Scope of Services

Park City OU4 EE/CA
ADDENDUM 2

Following is a description of the out-of-scope/increased scope items that have been performed since approval of Addendum 1 or are anticipated to be performed at the site. The attached table presents the associated costs.

1. Collection of monthly samples from the Biocell Vault and the Biocell Outfall from November 2015 to April 2016 (6 months). Includes sampling, data management, data analysis, and reporting. Also includes management coordination and review.
2. Additional effort required to respond to EPA's continuing comments on the Draft Site Characterization report. This includes responding to 4 rounds of comments in addition to the first and only budgeted round of comments. This also includes development of the mixing zone analysis required to address EPA's late-breaking assertion that assimilative capacity should be evaluated and that groundwater modeling is required.
3. Field support provided by AECOM to replace the Biocell pump.
4. Additional effort required to track and address/incorporate EPA comments into the Draft Site Characterization Report. This includes additional analysis, as well as changes to text, figures, and tables.
5. Preparation for and participation in the June 2, 2016 meeting with EPA in Denver to attempt to resolve the current impasse on finalizing the Draft Site Characterization Report. This includes preparation of a Power Point presentation and meeting handouts, travel costs and participation in the meeting.
6. Estimated cost to camera the Drain to provide a more detailed understanding of the condition of the Drain, where the Drain is perforated, and the horizontal and vertical location of the Drain. Cost includes subcontractor expense, as well as oversight of the field activities and development of a brief letter to summarize the results.
7. Estimated cost to provide PhD level support to counterbalance EPAs push to require Park City to perform a comprehensive, numerical groundwater model. Includes time estimated to prepare for and conduct a meeting with EPA and their consultant. Also includes travel expenses for the project manager to attend the meeting, which is assumed will be held in Denver.
8. Additional effort anticipated to finalize the Site Characterization Report. This is based on current EPA comments and does not include groundwater modeling. It does include text addition/editing as well as extensive revisions to numerous figures.
9. Additional effort anticipated to meet the expanding requirements of EPA and Trustees for completing the EE/CA. This is in addition to previous estimates and is based on EPA behavior and requirements to date, as well as on statements that have been made in meeting with EPA.
10. Twelve additional months of monthly Drain and Biocell sampling, stream flow measurements, data management and analysis, and reporting. This is an estimated time-frame and may be adjusted based on Park City's needs.

**PARK CITY OU4 EE/CA
ADDENDUM 2 COSTS**

#	Item	Escalated		Labor Cost	ODCs	Total	Notes
		Hrs	Rate				
1.0	Collection of monthly samples from the Drain and the Biocell from November 2015 to April 2016: 6 months						
1.a	Field/Office Staff	60	\$126	\$7,540	\$900	\$8,440	Water quality meter and sampling supplies @ \$150/mth
1.b	Project Manager hours	12	\$142	\$1,705		\$1,705	
2.0	Continued Response to EPA Comments						
2.a	Project Manager hours	80	\$142	\$11,364		\$11,364	
2.b	Staff hours	60	\$126	\$7,540		\$7,540	
3.0	Support in changing Biocell pump	6	\$126	\$754		\$754	
4.0	Additional effort expended to address the Draft Site Characterization Report						
4.a	Project Manager hours	40	\$142	\$5,682		\$5,682	
4.b	Staff hours	40	\$126	\$5,027		\$5,027	
5.0	Preparation for and participation in 6/2/16 EPA Meeting in Denver	32	\$142	\$4,546	\$420	\$4,966	
<i>Subtotal of Expended Out of Scope Effort</i>						\$45,477	
6.0	Camera Scoping of the Drain						
6.a	Field/Office Staff	16	\$126	\$2,011	\$66	\$2,077	Travel Expense
6.b	Project Manager hours	6	\$142	\$852	\$33	\$885	Travel Expense
6.c	Subcontractor (ProPipe)				\$1,712	\$1,712	Assumes 4 hrs to scope pipe and includes mob, demob, and 7% subcontractor mark-up.
6.d	Survey				\$1,605	\$1,605	Includes 7% subcontractor mark-up.
7.0	Support from AECOM PhD Geochemist						
7.a	Project Manager hours	40	\$142	\$5,682	\$420	\$6,102	
7.b	Principal Professional	60	\$180	\$10,818		\$10,818	
8.0	Additional effort anticipated to Finalize Site Characterization Report						
8.a	Project Manager hours	50	\$142	\$7,103		\$7,103	
8.b	Staff hours	80	\$126	\$10,053		\$10,053	
9.0	Increased level of effort to complete EE/CA, above original estimate, based on EPA requirements to date	160	\$142	\$22,729		\$22,729	
10.0	Collection of monthly samples from the Drain and the Biocell from June 2016 to May 2017: 12 months						
10.a	Field/Office Staff	108	\$126	\$13,572	\$1,800	\$15,372	water quality meter and sampling supplies @ \$150/mth
10.b	Project Manager hours	24	\$142	\$3,409		\$3,409	
<i>Subtotal of Anticipated Additional Effort</i>						\$81,865	
						\$127,342	

	2013 Contract Rates	Escalated 2016 Rates (3% annually)
Principal Professional	\$165	\$180
Project Manager	\$130	\$142
Project Engineer / Scientist / Field Lead	\$115	\$126

AECOM
756 East Winchester Street
Salt Lake City, UT 84107
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DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Executive Summary

The 2016 Short Range Transit Development Plan provides the City with the direction and data needed to help the transit system meet the needs for the upcoming seven-year period FY 2016 through FY 2022 for operations and capital planning.

The 2016 final plan is the culmination of almost a year of effort by the consultant, City Staff, County Staff, and the Joint Transportation Advisory Board.

The new plan encompasses Western Summit County including Park City and the Snyderville Basin. It also encompasses nearby areas (towns in North and South Summit County including Kamas and Coalville, western Wasatch County including Heber City, and Salt Lake City) to the extent of evaluating inter-city transit issues.

During the August 11, 2016 City Council work session presentation some City Council Members had questions or concerns about the particular names, locations, and timing of various programs and services mentioned in the 2016 Plan. It is important for the City Council to understand that while the Short Range Transit Development Plan is an excellent tool to be used by Park City Transit to provide direction over the next seven years for funding, operations, and capital planning it is in no way a rigid document. It is an projection of what the needs and viable solutions could be over the next seven years and is particularly valuable for supporting future Local, State, and Federal funding requests. The timeline of the plan as well as the details of the services will be adjusted and fully vetted at the most opportune times during the plan period in order to maximize effective service and resources.

Respectfully:

Blake Fannesbeck, Public Works Director



City Council Staff Report

Subject: 2016 Short Range Transit Development Plan Resolution

Author: Blake Fannesbeck, Transit & Public Works Director

Department: Public Works

Date: September 1, 2016

Type of Item: New Business

Summary Recommendation

City Council should adopt the 2016 Short Range Transit Development Plan by resolution that was presented to City Council during the August 11, 2016 City Council Work Session.

Executive Summary

The 2016 Short Range Transit Development Plan provides the City with the direction and data needed to help the transit system meet the needs for the upcoming seven-year period FY 2016 through FY 2022 for operations and capital planning.

The new 2016 final plan is the culmination of almost a year of effort by the consultant, City Staff, County Staff, and the Joint Transportation Advisory Board.

The new plan encompasses Western Summit County including Park City and the Snyderville Basin. It also encompasses nearby areas (towns in North and South Summit County including Kamas and Coalville, western Wasatch County including Heber City, and Salt Lake City) to the extent of evaluating inter-city transit issues.

During the August 11, 2016 City Council work session presentation some City Council Members had questions or concerns about the particular names, locations, and timing of various programs and services mentioned in the 2016 Plan. It is important for the City Council to understand that while the Short Range Transit Development Plan is an excellent tool to be used by Park City Transit to provide direction over the next seven years for funding, operations, and capital planning it is in no way a rigid document. It is an projection of what the needs and viable solutions could be over the next seven years and is particularly valuable for supporting future Local, State, and Federal funding requests. The timeline of the plan as well as the details of the services will be adjusted and fully vetted at the most opportune times during the plan period in order to maximize effective service and resources.

The Opportunity

The Short Range Transit Development Plan is a tool that is used to define the needs of the Transit system over the next five to seven years. The document and data provide the basis for grant funding requests for capital equipment and facilities.

This new Short Range Transit Development Plan comes at a critical juncture in the transit system considering the City Council's high priority placed on Transportation.

Growth and demand on the transportation system will require an increased focus on improving the current transit system. This plan addresses current and future ridership, existing and new routes, and infrastructure needed for the 2016 to 2022 time frame. With the recommendations from this new plan we will be able to have the background, data, and tools needed to apply for additional grant funding required to advance the transit system.

Background

- August 2, 2016 the Short Range Transit Development Plan – Draft Final Report was presented to the Joint Transit Advisory Board. The Joint Transit Advisory board recommended that the plan after a few minor revisions be presented to both the City and County Councils for approval.
- The draft final plan was presented to the City Council during the August 11, 2016 City Council work session meeting.
- The draft final plan was presented to the County Council during the August 17, 2016 County Council work session meeting. With a resolution to adopt the final plan presented to the County Council during the August 31, 2016 regular meeting agenda.

Alternatives for City Council to Consider

1. **Recommended Alternative:** Adopt the 2016 Final Short Range Transit Development Plan by resolution as part the September 1, 2016 regular meeting agenda.

Pros

- a. This will allow the City Council an opportunity to adopt the final Short Range Transit Development Plan which will provide guidance and priorities for Park City Transit for the next seven years.
- b. The adoption of the Final Plan will not only continue to keep Park City Transit moving forward in a positive manner to meet the transit needs for the next seven years but further cement a strong relationship between the City and County in regards to future transportation needs.
- c. The City and County will have the ability to move forward in a very proactive and responsive timeline to reduce impacts of single occupant vehicles on traffic congestion by providing viable transit solutions for residents, commuters, and visitors alike.

Cons

- a. Not adopting the 2016 Short Range Transit Development Plan will cause delays in funding and future opportunities for Park City Transit to be proactive and aggressive in meeting the Transit and Transportation needs of Park City and the Greater Park City Service Area.
- b. **Null Alternative:** The current 2011 Short Range Transportation Development Plan has reached the end of its useful life and will no longer be relevant.

Without a new plan the Transit system will not be eligible for future Federal funding as new projects will not be justified or vetted, showing a lack of responsible and proactive future planning.

- c. **Other Alternatives?** Alternatives that will delay adoption of the plan on September 1, 2016 will push back the timeline of the plan due to budgeting as the County is on a calendar year budget and are beginning their budget process soon for January 2017.

Department Review

This report has been reviewed by Transit; Public Works; City Manager; Transportation Planning; and the City Attorney's office. Any comments received have been implemented into this report.

Attachments

Final Short Range Transit Development Plan



Resolution No. 21-2016

**RESOLUTION ADOPTING THE PARK CITY and SUMMIT COUNTY
2016 SHORT RANGE TRANSIT DEVELOPMENT PLAN**

WHEREAS, Park City Transit serves both Park City and Summit County transit needs for residents, visitors, and employees ; and

WHEREAS, Park City and Summit County have unique needs regarding growth-related transit demands in a relatively rural, mountain resort community dominated by seasonal and special event related traffic and congestion that creates significant challenges for residents, visitors and employees; and

WHEREAS, effective public transit assist in achieving communitywide goals including, but not limited social, economic, environmental goals; and

WHEREAS, the Parties have continued to collaborate on transportation and transit issues through participation in the Joint Transit Advisory Board (JTAB), consistent with the Park City and Summit County Interlocal Agreement dated February 1, 2006, and amended December 15, 2009; and

WHEREAS, The Short Range Transit Development Plan is a planning tool that is to be used by both Park City and Summit County to identify and address the methodology, capital, and financial goals Park City Transit requires to serve the needs of Park City and Summit County for the next five to seven years; and

WHEREAS, The previous 2011 Short Range Transit Development Plan has effectively been implemented during its projected planning horizon; and

WHEREAS, Both the Park City and Summit County Councils have set Transit and Transportation improvements as a high priority for the continued success of the Greater Park City area; and

WHEREAS, Park City's General Plan states "Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character" and furthermore states Park City shall "prioritize efficient public transportation over widening of roads to maintain the Small Town experience of narrow roads, modest traffic, and Complete Streets."; and

WHEREAS, Goal 2 of Park City's adopted Traffic and Transportation Master Plan states "Park City's residents, workers, visitors and guests will have access to convenient transit for circulation throughout the City": and

WHEREAS, Goal 3 further states “Park City’s residents, workers, day visitors and overnight guests will have efficient, direct and convenient regional transit connections from and to area resorts, Salt Lake and Utah Counties, and other communities of the Wasatch Back.”; and

WHEREAS, Park City recognizes the importance of adequately planning capital and operational expenditures over a multiple year time horizon to assist in securing and managing existing and future Local, State, and Federal Transit funding opportunities;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of Park City, Utah formally adopt the 2016 Short Range Transit Development Plan.

EFFECTIVE DATE. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 1st day of September, 2016.

PARK CITY MUNICIPAL CORPORATION

Mayor Jack Thomas

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney

Park City and Summit County Short Range Transit Development Plan

Draft Final Report



July, 2016

Prepared for
Park City Municipal Corporation



and
Summit County, Utah



By
KFH Group, Inc
Austin, Texas

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Chapter 1

Introduction

Transit is vibrant in Park City, Utah. Park City Transit is a robust transit system that makes a difference in the community. The system is poised to continue to improve and expand and that effort will be guided by this Park City, Summit County Short Range Transit Development Plan. This plan is steered by the commitment to ensuring that the overall public transportation system continues to improve and remain accessible, interconnected, sustainable and multimodal, serving both local residents and visitors.

THE COMMITMENT TO TRANSIT

The city and county's commitment to transit are best expressed through a review of the most recent plans for Park City and Summit County, the latter specifically focusing on Snyderville Basin where the vast majority of population resides and the most significant traffic issues occur along SR 224 and SR 248 during the winter.



City Needs

The city's broad goals in its General Plan¹ call for maintaining:

- The small town nature
- The natural setting
- A sense of community
- The historic character



Transit in Park City has a role in maintaining broad community goals. A theme throughout the General Plan includes expanding public transit presence in order to reduce auto traffic, vital to the city's goals. Expanded transit is critical to each goal and nowhere is it more evident than where it serves to support affordable housing goals and as part of the solution to parking. Goal 3 of the General Plan focuses on

transit.

Goal 3: Speaks to the need for continued and expanded transit: "Park City will encourage alternative modes of transportation on a regional and local scale to maintain the small town character." The goal calls for:

¹ Park City General Plan, 2014

“A major focus of transportation decisions is the end user. There are competing end-user interests in Park City between visitors and local residents. In order to effectuate a paradigm shift in preference of public transportation over the single-occupancy vehicle, the public transportation system must function to attract both the visitor and the local alike.”

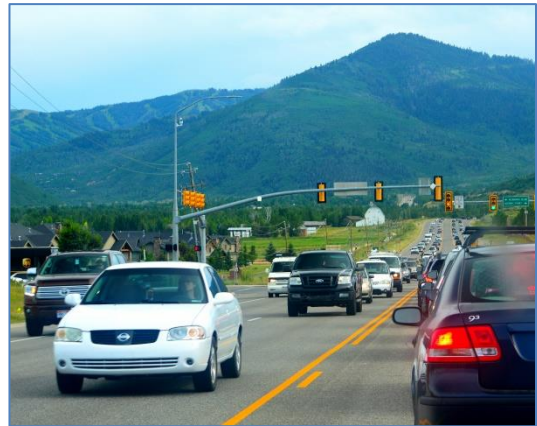
Goal 3- B: Prioritize efficient public transportation over widening of roads to maintain the Small Town experience of narrow roads, modest traffic, and Complete Streets.

Goal 3-C: Public transportation routes should be designed to increase efficiency of passenger trips and capture increased ridership of visitors and locals.

County Needs

The emphasis of this analysis is western Summit County, specifically Snyderville Basin and the SR 224 corridor, where the most severe traffic exists. Traffic on SR 224 is mounting as a result of growth in the area and the large influx of day trippers and longer term visitors going through the Kimball Junction area.

Snyderville Basin General Plan (2015) calls for addressing regional trips through mass transit as well as developing mass transit along the SR 224 corridor. The Snyderville Basin Transportation Plan² calls for infrastructure and service improvements, and multimodal and express service (with infrastructure improvements) on SR 224, with an emphasis on service at the Canyons.



“The draft Short Range Transportation Plan by Park City and Summit County for the Snyderville Basin considered services outside the area to improve services within the Basin. This includes options to service Eastern Summit County as well as potential connections to Salt Lake and Heber. In general, unless a service meets adopted transit service policies of 10 riders per hour, it is not recommended.”

Eastern Summit County Master Transportation Plan (2013) pays little attention to transit in its predominantly rural jurisdictions. As a result of this high threshold (in essence a performance measure more suited to Park City or Salt Lake City than rural Summit County), the plan only recommended winter transit/commuter service to Kamas and no service to Coalville.

² Snyderville Basin Long Range Transportation Plan: Summary of Existing Conditions and Short Term Needs Identification, August 2014

A Commitment to Transit

Park City and Summit County are committed to transit as part of the solution to maintaining quality of life for residents and visitors. The peer review demonstrates that Park City Transit operates a high volume service. This combination of city and county will go a long way toward ensuring the system continues to grow and evolve as the area grows and changes.

Park City Transit has made a difference in parking and traffic issues that inevitably arise as visitor's numbers reach their peak in the winter season. As much as transit has helped in reducing auto traffic, new practical service designs have been recommended. They include intercepting day tripper auto traffic at Interstate 80 and U.S. 40 with park and ride lots and some form of express service and exclusive right of way for transit to major destinations. This would eliminate additional traffic, while gaining both priority and rapid transit service. Most importantly this fast comfortable service can attract new riders to the system.

THE PLANNING PROCESS

This plan was developed over the past eight months and comprised a wide range of efforts including the review of existing services, analysis of demographics, land uses and needs, meetings with staff and management, public meetings, field observations, riding of each bus route twice and interviews with stakeholders. The process included the methodical development of a series of technical memoranda that provide extensive detail. They include:

- Appendix A - Technical Memorandum 1: Demographics, Land Uses and Travel Patterns
- Appendix B - Technical Memorandum 2: Review of Existing Services
- Appendix C - Technical Memorandum 3: Transit Demand Analysis
- Appendix D - Technical Memorandum 4: Development of Alternatives

These memoranda are summarized in the following chapters. For readers interested in the full detailed analysis, the consultants recommend reviewing these technical memoranda.

This plan includes the following chapters:

- Chapter 1: Introduction
- Chapter 2: Review of Demographics and Land Uses
- Chapter 3: Review of Existing Services
- Chapter 4: Transit Demand Analysis
- Chapter 5: Development of Service and Organizational Alternatives
- Chapter 6: Short Range Plan Activities
- Chapter 7: Seven Year Financial Analysis and Projections

Key Themes and Goals

Subsequent to outreach efforts, analysis of services and demographics it became evident that a variety of themes resonated throughout the process.

1. **Ensure Park City Transit is operating at maximum efficiency** – Peak season sees high usage of transit. It is important to ensure service is as efficient and effective as possible.
2. **Ensure connectivity with bicycle and pedestrian modes** - Transit, pedestrians and bicyclists go hand-in-hand. All bus riders are pedestrians or cyclists. Transit enhances both cycling and walking by allowing people to travel longer distances. It is important to ensure connectivity between pedestrian and bicycle pathways.
3. **Review and make recommendations for each route** - The main focus of this effort was on reviewing routes and identifying low performers.
4. **Review potential for enhanced express or bus rapid transit corridors** - Enhanced transit service, with increased frequencies in the SR 224 corridor from Kimball Junction.
5. **Environmental justice** - Transit needs to reach low income residents and those with limited English skills and otherwise disadvantaged through compliance with Title VI of the Civil Rights Act, and Limited English Proficiency (LEP) requirements.
6. **Infrastructure needs** - Facilities and bus stops were reviewed and there should be a need to upgrade some stops and shelters. Planned park and ride lots should be required to support a more frequent Kimball Junction to Park City express service.
7. **Staffing - Preparing for future growth** - Peak season demands on service require adding new and returning drivers and training operators to proficiency. Marketing and joint marketing with the private sector is another area that needs professional staff as this position can pay for itself.
8. **Addressing Transportation Demand Management (TDM)** - Approaches to reduce the use of cars through strong transit, parking constraints in Park City and expanded parking on the outskirts of town. These activities should determine the utility of service from Kimball Junction.
9. **Provide extensive outreach** - Outreach is done through interviews, meetings and riding buses. Stakeholders include community, political, business leaders, human service agency advocates as well as other interested persons/organizations.

10. **Highlight transit successes in Park City and Summit County** - Park City Transit is a vibrant system that compares very favorably to peer systems.

Chapter 2

Demographics, Land Uses and Travel Patterns

INTRODUCTION

This chapter describes demographic transit attributes of the study area which consists of Park City, Summit County and Heber City in Wasatch County. The intent is to identify areas in need of transit as either origins or destinations. The analysis includes the study and service area demographic profile, service area characteristics including major destinations and land uses, local travel patterns, and a summary of economic conditions and future growth. For further details related to this analysis, see Appendix A.

Summit County, Utah is located in the Wasatch Mountains, roughly 30 miles east of Salt Lake City. The area, particularly Park City, is famous for its skiing opportunities and is becoming increasingly known for a variety of other recreational, cultural and historical resources and events. Park City and Snyderville Basin are dominated by resort and destination based areas including two distinct ski resorts with three base areas, a historic downtown as well as housing and lodging to accommodate these destinations. Figures 2-1 and 2-2 illustrate the study area and current service area.

As a major seasonal tourism destination, there is considerable fluctuation in population, activity, and travel patterns throughout the year. According to the Park City Chamber of Commerce 2015 Park City and Summit County Economic Profile, peak winter season (mid-December – mid April) sees over 40% of the total overnight visitors in the area for the year. This impact, coupled with day trip skiers from the Salt Lake area, creates a substantial traffic burden on major service area corridors.

Figure 2-1: Short Range Transit Development Plan Study Area

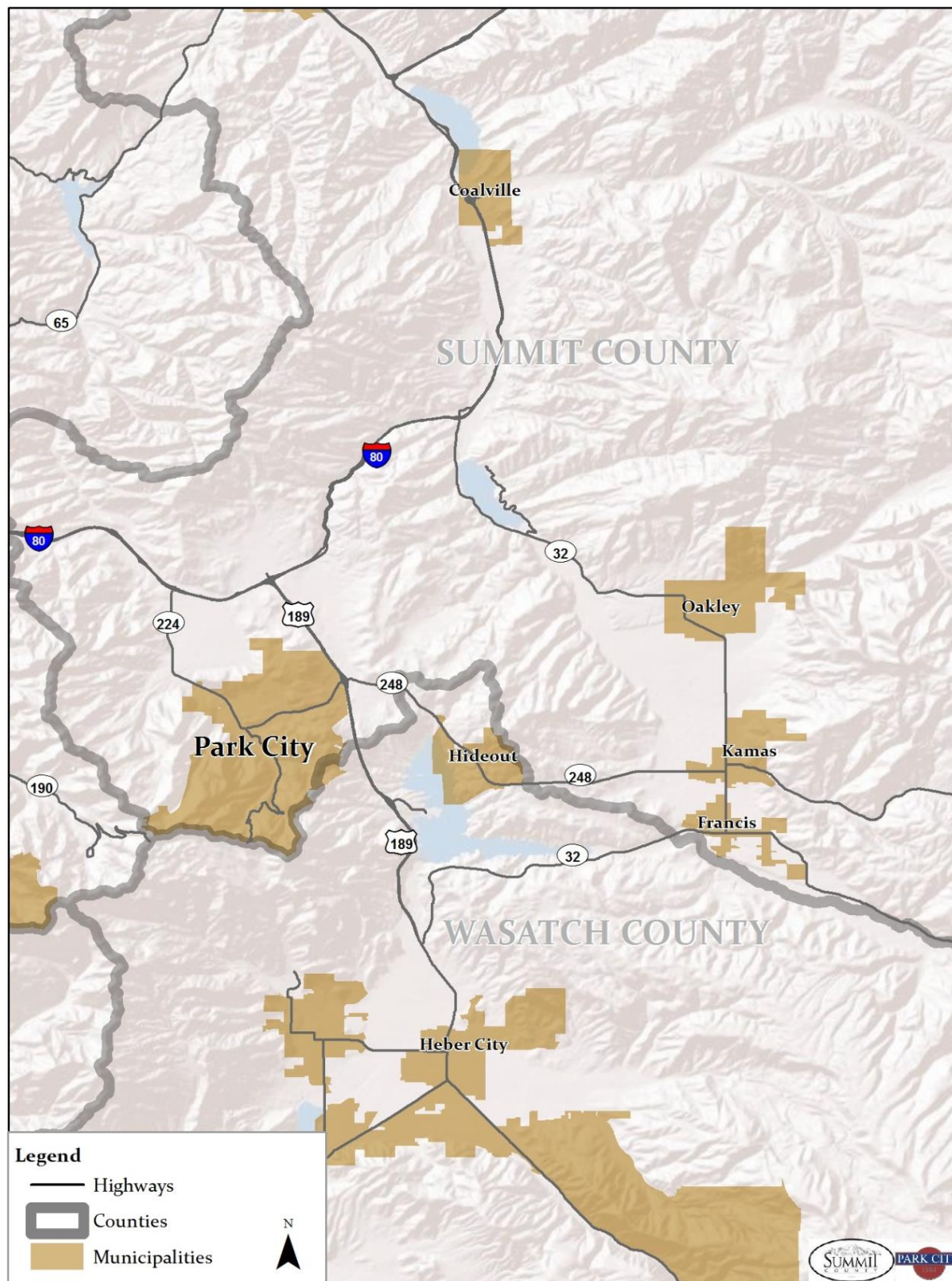
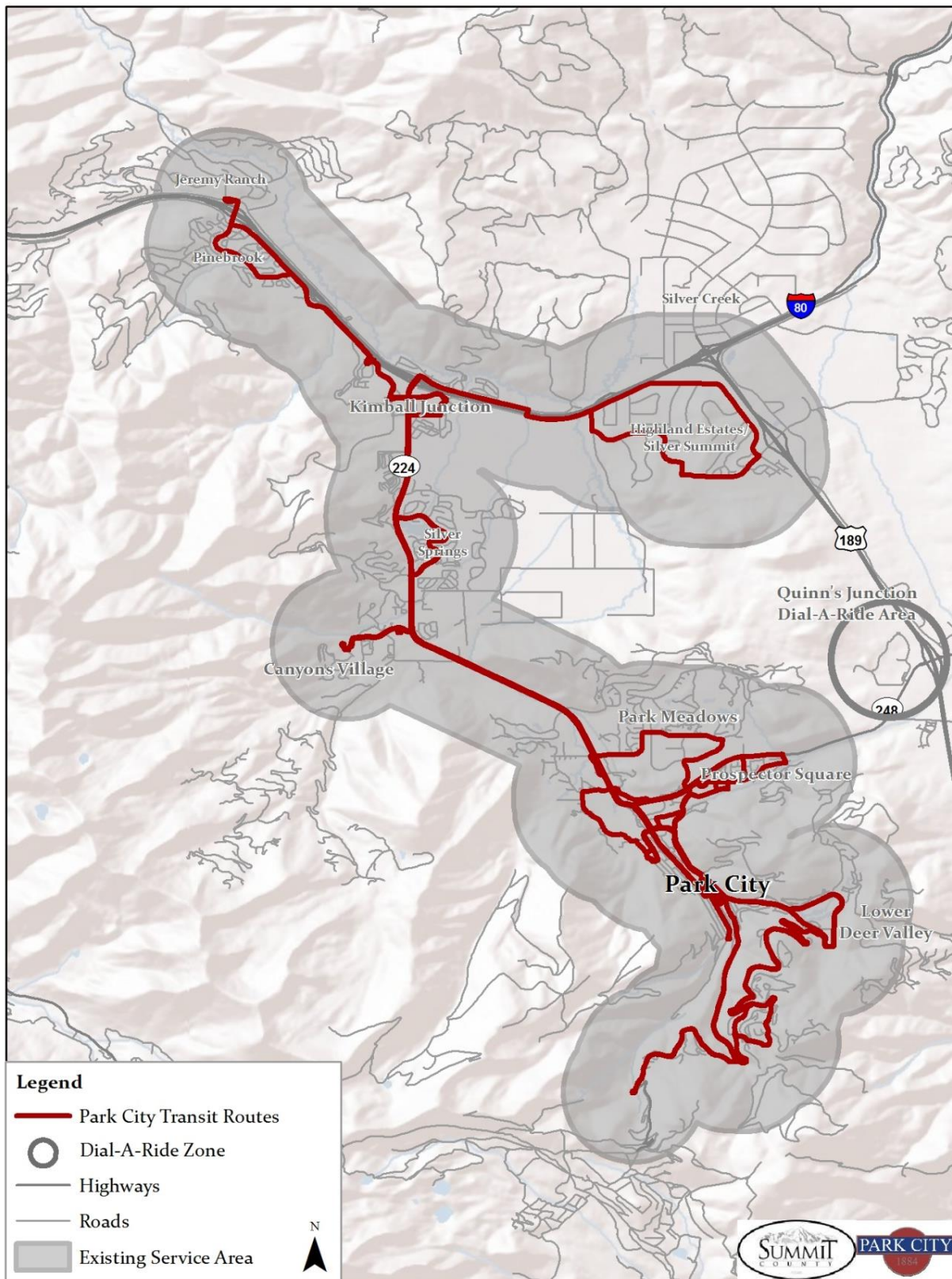


Figure 2-2: Park City and Summit County Transit Service Area



DEMOGRAPHICS

This section includes a review of the population of the study area, an analysis of population density by season and the transit dependent and Title VI analyses.

Population

For Park City and Summit County there are two distinct population groups that are essential to account for in a transit demographic analysis. Transit serves the local resident population. Transit is also an essential service for the visitor population. Table 2-1 depicts the local resident population. As shown in the table, approximately 24,000 people live in the service area (Park City and the Snyderville Basin), comprising 66% of Summit County population. The population has grown by less than one percent in Summit County over the last four years. However, Park City has seen six percent growth in population since 2010.

The service area population varies significantly by season. The winter season is far busier than other seasons and requires additional transit service from December to mid-April. Service also sees a significant increase during prime vacation days and the Sundance Film Festival. The summer season from June to September sees a significant number of overnight visitors. Shoulder seasons, Mid-April until June and September to December, have the lowest overnight visitor population.

Table 2-1: Summit County Resident Population

Population	2014	2010
Park City	8,058	7,558
Snyderville Basin	16,500	16,000
Total Service Area	24,558	23,558
Summit County	36,483	36,324

Source: US Census American Fact Finder

Table 2-2 shows the Park City overnight visitor population related to the local resident population. During peak winter and summer seasons, visitors outnumber residents. This influx of visitors has significant impacts on the population profile of the service area. Many areas in which large hotels are located have very few full time residents. The population density profile, when including visitors and winter employees, looks markedly different during the off-peak season compared to peak seasons.

Table 2-2: 2014 Park City Overnight Visitor Population Data

Visitor Data	2014 Visitors per Day	Park City Population	2014 Population Including Visitors (visitor + residents)	Overnight Visitors Percent of Total Population
Annual Average	9,656	7,962	17,618	55%
Winter (Dec-April)	13,783	7,962	21,745	63%
Summer (June-Sep)	10,113	7,962	18,075	56%
Shoulders (April-June, Sep-Dec)	6,081	7,962	14,043	43%

Source: Park City Chamber of Commerce. 2015 Park City and Summit County Economic Profile

Population Density

Population density is an important indicator for transit service. As a general rule, areas with over 1,000 people per square mile (or major trip destinations) can support fixed route transit service. Population density in the Park City area varies by season. Figure 2-3 shows resident population density, which can be considered off-peak season density.

Figure 2-4 depicts population density taking into account overnight visitor population during peak season. The differences in population density are striking and reflect where overnight visitors tend to “reside” while in the area.

Transit Dependence Index

Transit Dependence Index (TDI) is an aggregate measure that may be associated with mapping software to effectively display relative concentrations of transit dependent populations (youth, elderly, persons with disabilities and zero car households) within a study area. Figure 2-5 depicts the TDI for the study area for 2014. Areas with the highest need for public transit based on the concentration of transit dependent cohorts consists of Heber City and Park City. Figure 2-6 shows the TDI for the service area. The Kearns Boulevard Corridor, Silver Springs and Pinebrook show the highest public transit need based on transit dependent populations.

Title VI Analysis

The Title VI analysis identifies the location of low income individuals, locations of minorities, and locations of households with limited English proficiency. Data comes from the 2013 American Community Survey five year estimates. This analysis should assist in ensuring that vulnerable groups are not disproportionately impacted by service adjustments. Figure 2-7 depicts the concentration of households below the poverty line within the study area. As

Figure 2-3: Service Area Density - Population per Square Mile (Residents Only)

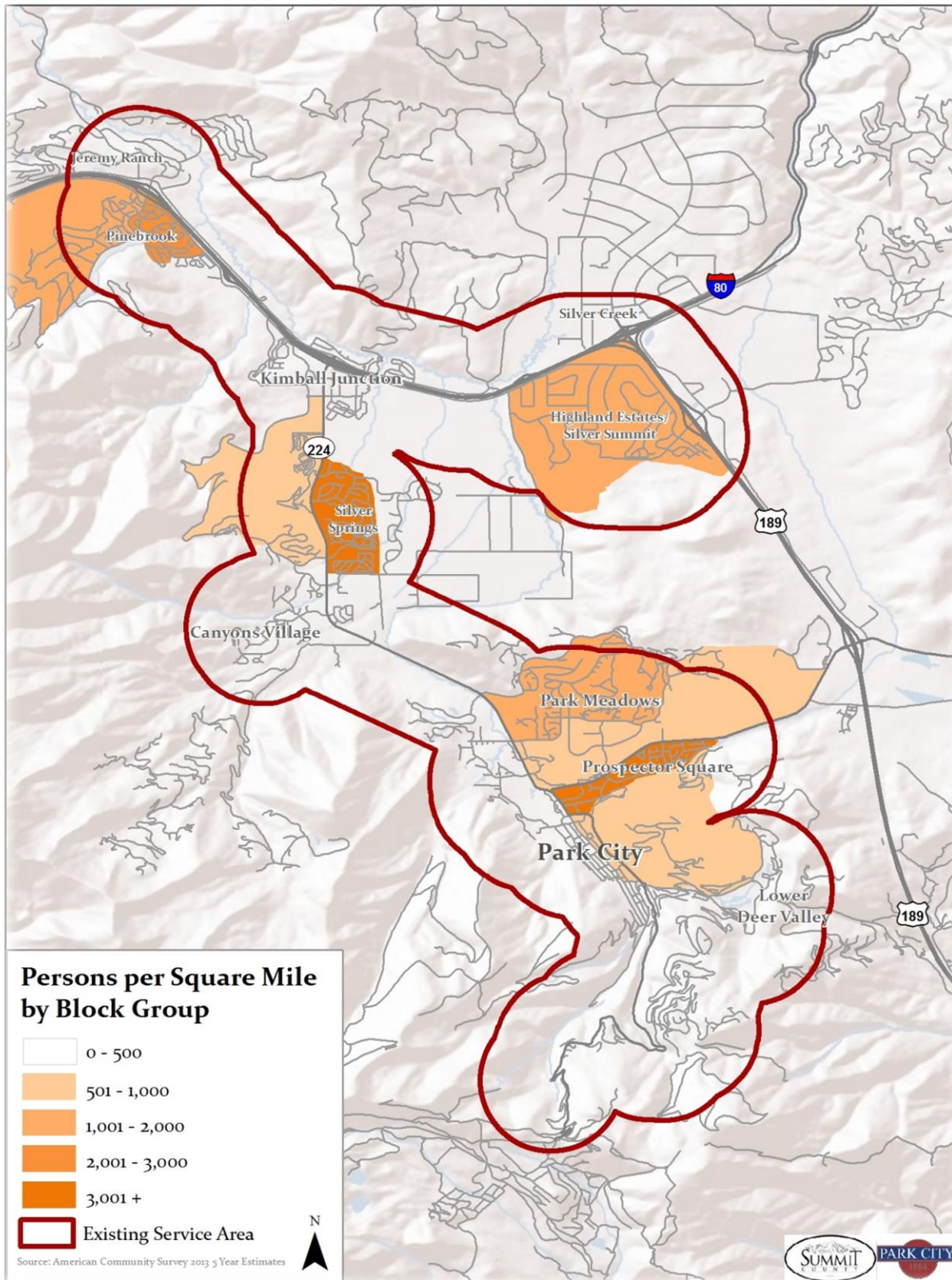


Figure 2-4: Service Area Peak Season Population Density (Residents and Overnight Visitors)

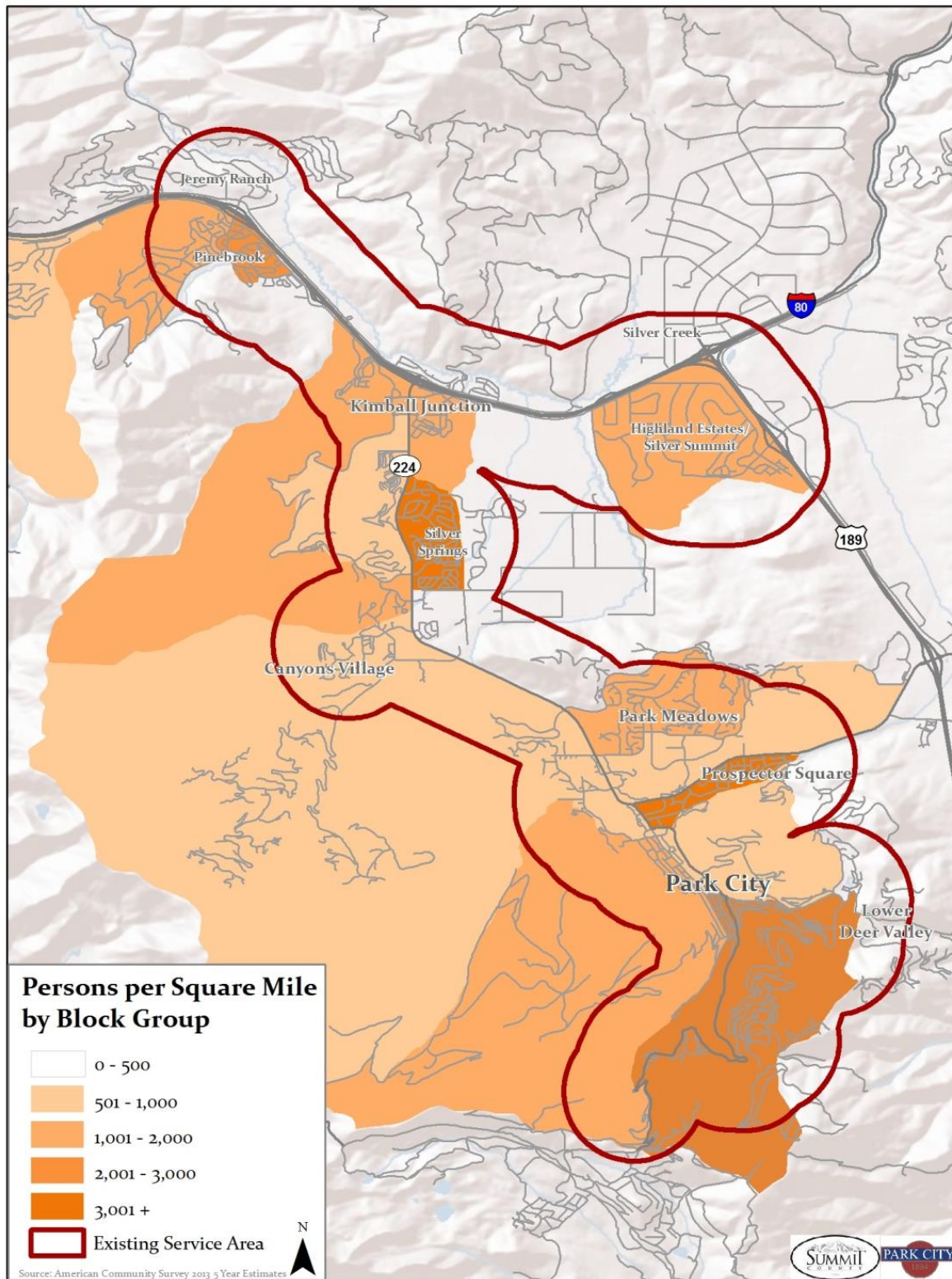


Figure 2-5: Study Area Transit Dependence Index

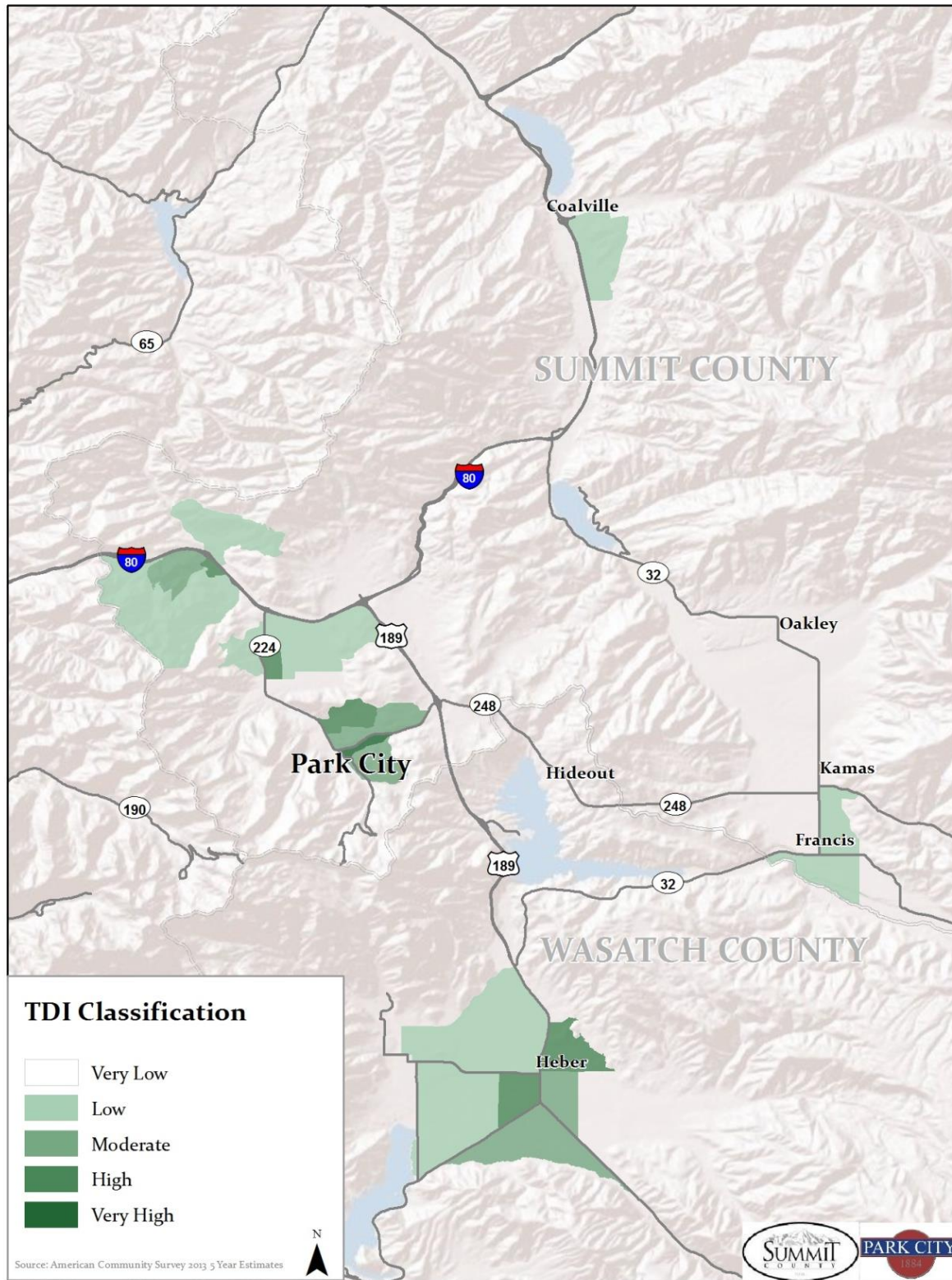


Figure 2-6: Service Area Transit Dependence Index

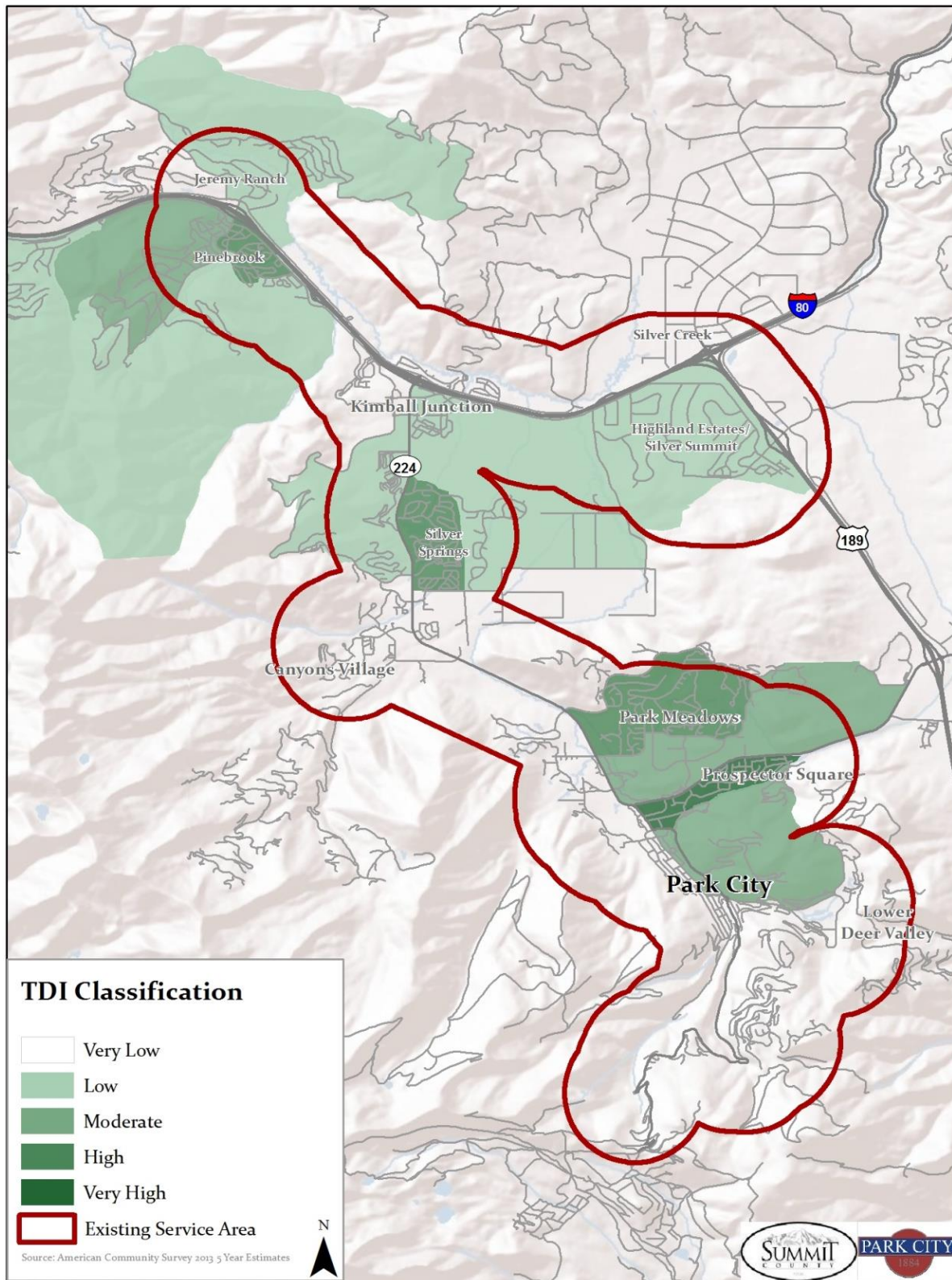
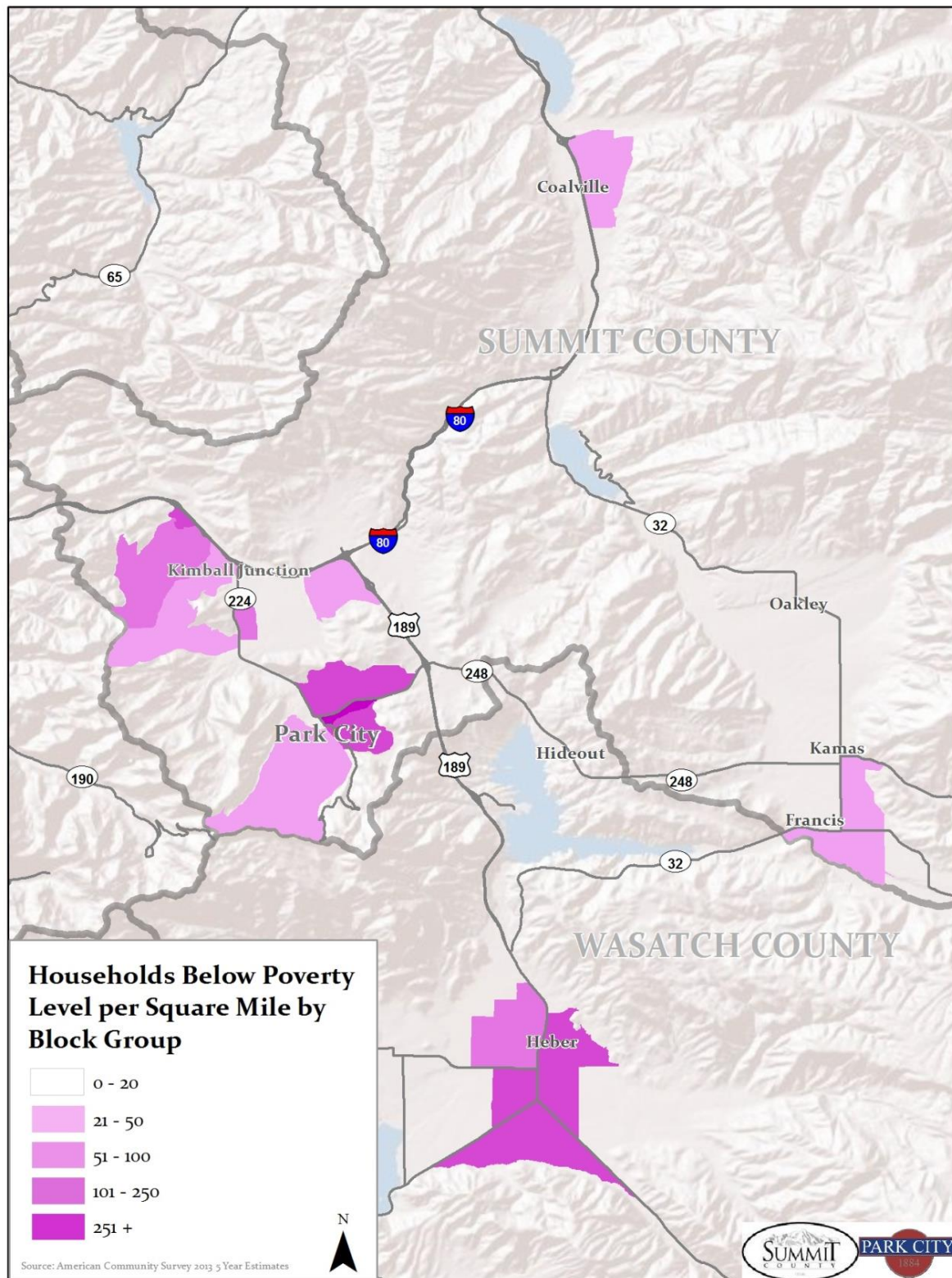


Figure 2-7: Study Area Households Below the Poverty Level per Square Mile



shown, Park City and Heber City have the highest concentrations of households below the poverty line. Figure 2-8 shows the number of minorities per square mile in the study area. Park City and Heber City show the highest minority populations per square mile.

Figure 2-9 shows the highest concentrations of people who have limited English proficiency. This represents less than 5% of the study area population and yet has the highest concentration in Central Park City and Heber City.

Special Events

Park City is home to many special events that attract visitors from around the world. Special events are extremely important to Park City Transit service. They produce significant demand and ridership for the system and require additional planning, operations and staffing during major events. Park City Transit provides increased levels of service during major events in order to provide a high level experience to visitors and offset traffic and parking issues.

Many events create significant demand for transit services and require extensive operations planning and preparation. Due to limited parking in the Old Town area of Park City many single day events and parades (Miner's Day and Independence Day) require event goers to park in remote lots and use transit to access the event.

Demographic Needs Summary

Within the service area, several patterns emerge from the demographic needs assessment. Areas that showed high population densities such as Kearns Boulevard and areas with a high percentage of residents that are transit dependent include:

- Kearns Boulevard Corridor
- Pinebrook
- Silver Springs
- Kimball Junction
- Silver Summit/Highland Estates
- Park Meadows

In regards to visitor populations, Deer Valley, Park City Resort base area and Canyons Village have the highest number of lodging and visitor visits. Park City Transit has developed a system that serves all of these geographic areas.

Park City has the most expensive housing in Summit County. As a result, many workers in Park City commute from other areas within the study area. The analysis shows the highest concentration of people and transit dependent populations outside of Park City area include Heber City, Coalville and Kamas, which show moderate need.

Figure 2-8: Study Area Minority Population per Square Mile

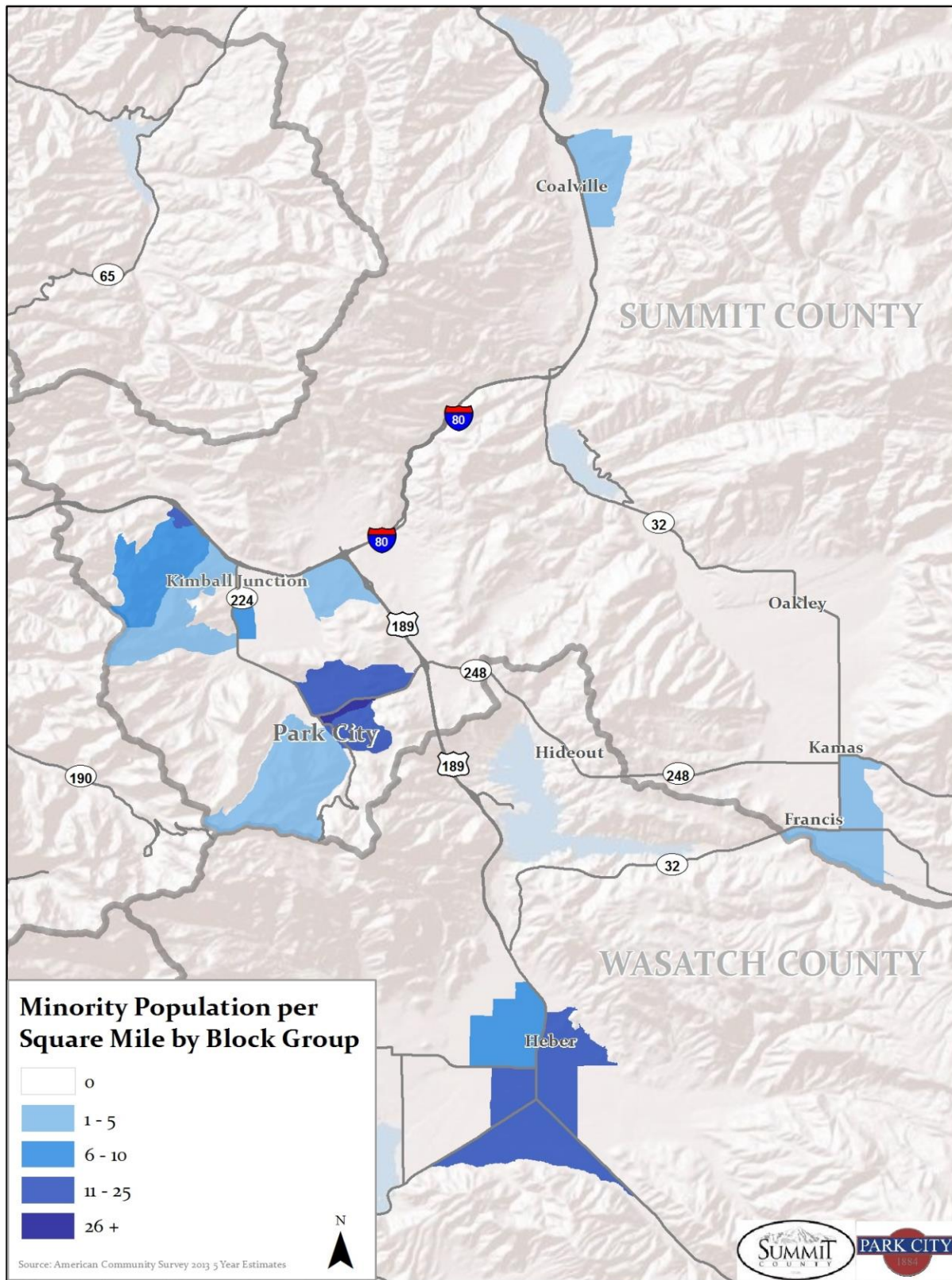
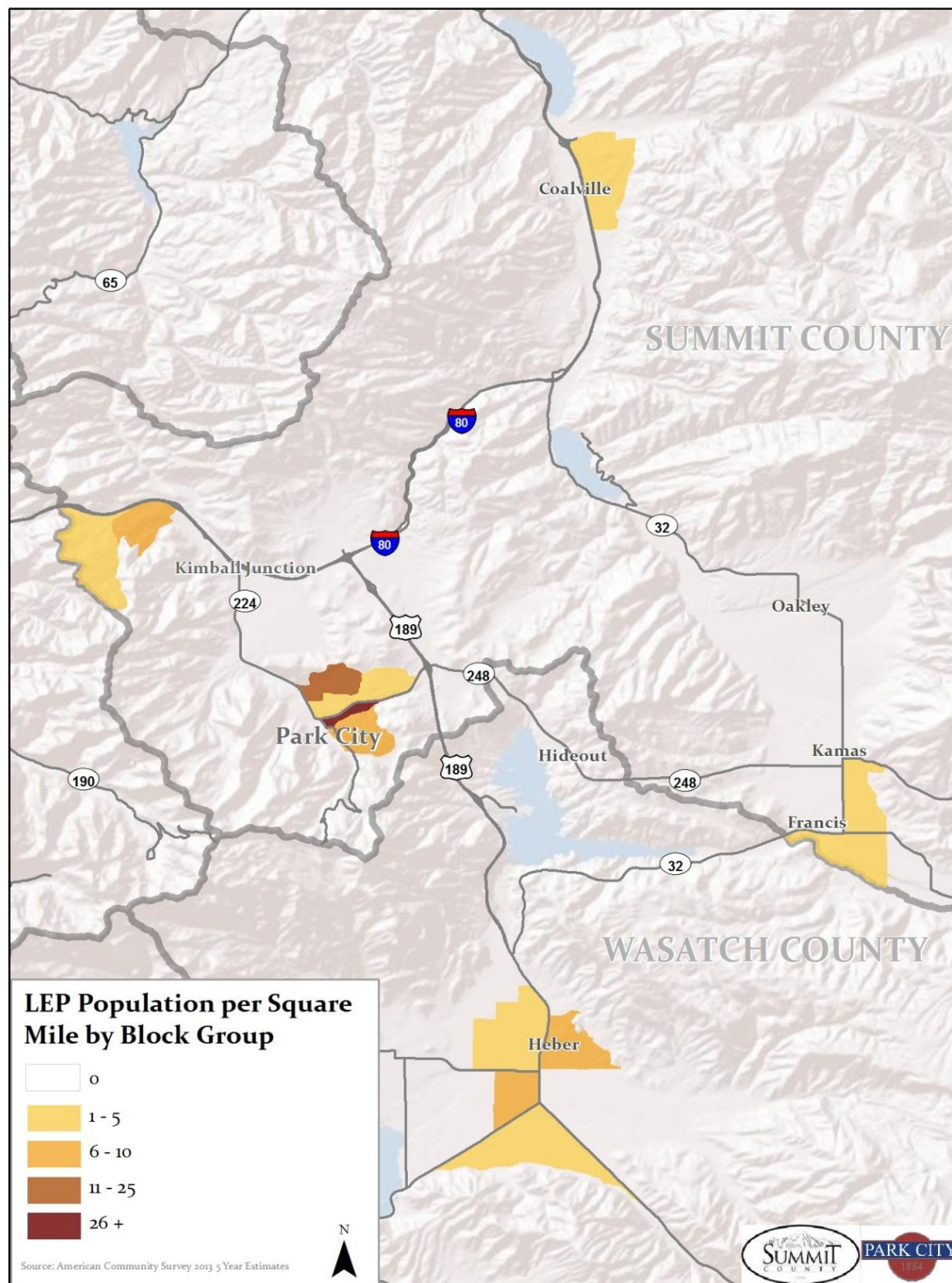


Figure 2-9: Study Area Population with Limited English Proficiency per Square Mile



LAND USES

Major land uses are identified as origins, from which a concentrated transit demand is generated, and destinations, to which both transit dependent persons and choice riders are attracted (Figure 2-10). They include major attractions/tourism locations, educational facilities, human service agencies, medical facilities, schools, and major shopping destinations.

TRAVEL PATTERNS

Park City has unique seasonal travel patterns due to the abundance of destinations and proximity to Salt Lake City. Many residents, workers and visitors travel in and out of the service area frequently. According to the recent SR 224 Corridor Study, during peak visitor seasons SR 224 can be at capacity and I-80 can see significant traffic volumes between Park City and Salt Lake City. The Existing Conditions section of the 2015 Park City Transportation Demand Management Study reveals local travel patterns to major employment areas from residential areas in Silver Springs, Kimball Junction, Silver Summit/Highland Estates and Park City, which can create a traffic burden on major arterials.

Regional Travel Patterns

Summit County is a major visitor destination and subsequently a major employment destination. Everyday thousands of workers from outside the study area come to work in Summit County.

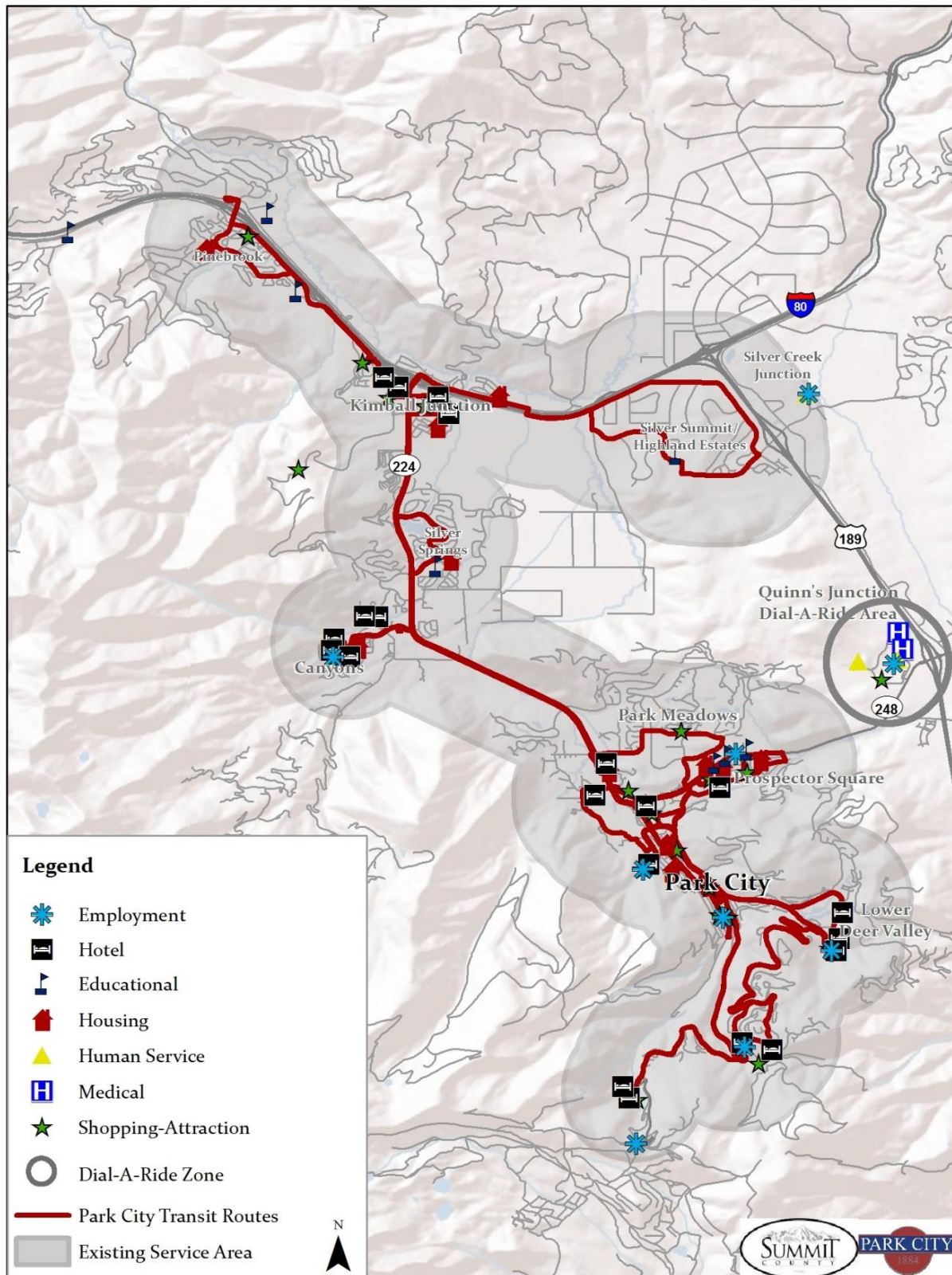
Table 2-3 shows where people live who work in Summit County. As shown, 60 percent of employees who work in Summit County live outside Summit County. This is a very significant percentage adding significant daily traffic. Of all out-of-county commuters coming into Summit County, 51% come from Salt Lake County, 33% from Wasatch County and 16% from other counties.

Table 2-3: Where People Live Who Work in Summit County

Summit County Employee s	Percentage
Live in Summit County	40%
Live Outside Summit County	60%
Other Summit County Employees	
Live in Salt Lake County	51%
Live in Wasatch County	33%
Live in Other Counties	16%
Total Number of Employees	22,604

Source: Park City Chamber of Commerce. 2015 Park City and Summit County Economic Profile

Figure 2-10: Service Area Local Trip Generators and Fixed Route Coverage



Chapter 3

Review of Existing Transit Services

INTRODUCTION

All transit systems should regularly seek a system review to determine if the transit system is operating:

- Efficiently – Defined as doing things right: Is Park City Transit operating efficiently compared to peers and more importantly to itself over time?
- Effectively – Defined as doing the right things: Is Park City Transit serving customers in need, local residents, visitors and commuters? Is the service appropriate?

This chapter is a summary of existing services. For greater detail, see Appendix B - Technical Memorandum 2: Review of Existing Services. Included in this appendix are detailed route profiles for all routes.



General Overview – Park City Transit

Park City Transit offers a robust level of service for a community of its size. This is indicative of a locale that attracts many visitors throughout much of the year. Park City Transit operates fixed route and ADA paratransit within Park City and parts of Summit County, depicted in Figure 3-1. Park City Transit operates about 73,602 hours and 1,096,171 miles of fixed route and special events service annually (using 2014 data).

Approximately 67% of annual service hours are operated within the Park City limits and 33% of service hours are within the county.³ The service level shifts multiple times over the year to meet the specific needs of each season. Tables 3-1 through Table 3-3 detail seasonal performance by route. Most notable is the winter season from early December to mid-April. Winter is by far the busiest season, putting a strain on the system as it is also the most difficult operating environment due to cold temperatures, snow and ice. This combination of factors makes Park City a very difficult operating environment in the winter.

³ Source: Park City Municipal Corporation Miles-Hours-Ridership by Route. FY 2014 Summary

Figure 3-1: Park City Transit Service Area

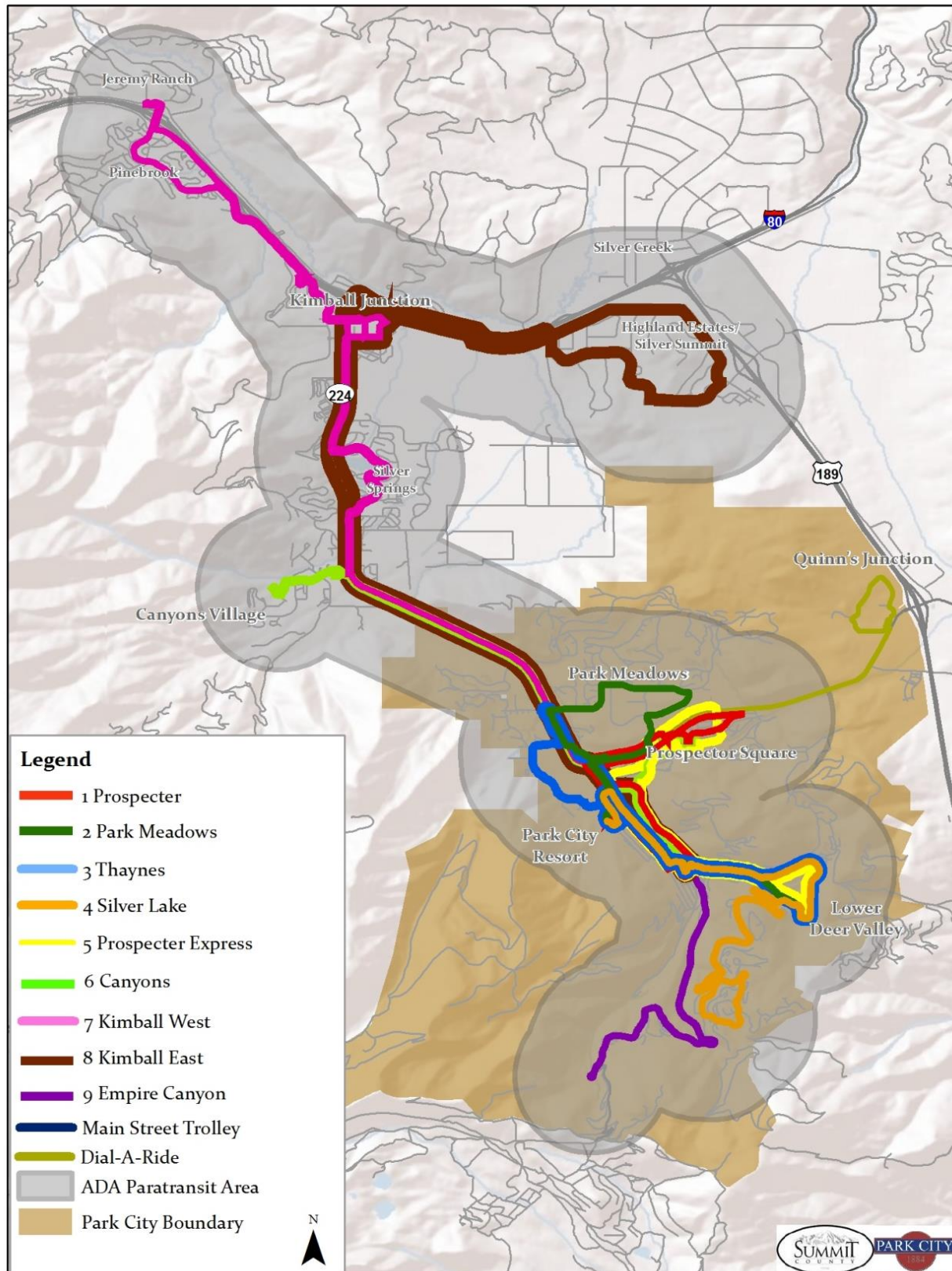


Table 3-1: 2014 Winter Fixed Route Data and Performance

Winter Peak (December 12 - April 12)	Ridership	One-Way Trips per Day	Service Hours	Service Miles	One-Way Trips per Service Hour	Round Trip Miles	Peak Vehicles	Scheduled Running Times	Headways
1 Red - Prospector Square	145,356	1,191.44	4,113	50,685	35.34	9	2	7:25 am-11:45 pm	20 Minute
2 Green - Park Meadows	162,564	1,332.49	5,714	63,351	28.45	9	3	7:38 am-11:15 pm	20 Minute
3 Blue - Thaynes Canyon	143,961	1,180.01	3,861	48,797	37.29	8.7	2	7:28 am-11:48 pm	20 Minute
4 Orange - Silver Lake	85,174	698.15	2,460	32,296	34.62	11.6	2	6:15 am-6:15 pm	30 Minute
5 Yellow - Prospector Express	104,268	854.66	3,796	43,886	27.47	7.5	2	7:43 am-10:43 pm	20 Minute
6 Lime – Canyons	71,938	589.66	2,737	34,531	26.28	13.4	2	6:24 am-5:15 pm	30 Minute
7 Pink - Kimball West	196,049	1,606.96	6,118	100,361	32.04	25	3	5:40 am-10:40 pm	30 Minute
8 Brown - Kimball East	54,201	444.27	2,128	50,880	25.47	22.8	1	6:30 am-11:59 pm	60 Minute
9 Purple - Empire Express	35,148	288.10	2,013	33,178	17.46	7.5	1	6:28 am-10:28 pm	30 Minute
Main Street Trolley	26,613	218.14	1,586	15,335	16.78	2.1	1	10:00 am-11:00 pm	N/A
Sundance	67,658	6,765.80	813	11,111	83.22	-	5	-	N/A
Tripper Bus*	-	-	-	-	-	-	2	-	N/A
Paratransit/Dial-a-Ride	-	-	-	-	-	-	3	-	N/A
Park City Transit Total	1,092,930	8,958.44	35,339	484,411	30.93	-	29	-	-
UTA PC-SLC Connect	24,847	205.35	1,455	24,156	17.08	66	3	3 am/pm round trips	N/A

Source: Park City Municipal Corporation 2014 Service Data

*Tripper miles, hours and ridership are included in the routes they support.

Table 3-2: 2014 Summer Fixed Route Data and Performance

Summer (June 5 - September 1)	Ridership	One-Way Trips per Day	Service Hours	Service Miles	One-Way Trips per Service Hour	Round Trip Miles	Peak Vehicles	Scheduled Running Times	Headways
1 Red - Prospector Square	96,457	1,083.79	2,410	35,718	40.02	9	2	7:14 am-11:53 pm	20 Minute
2 Green - Park Meadows	66,778	750.31	3,327	43,655	20.07	9.1	2	7:13 am-11:51 pm	20 Minute
4 Orange - Silver Lake	13,466	151.30	712	8,409	18.91	7.8	1	10:00 am-6:00 pm	30 Minute
6 Lime – Canyons	13,520	151.91	838	15,931	16.13	13.1	1	7:30 am-5:05 pm	40 Minute
7 Pink - Kimball West	85,563	961.38	3,500	60,701	24.45	25	3	7:00 am-10:15 pm	30 Minute
8 Brown - Kimball East	31,673	355.88	1,357	17,396	23.34	22.8	1	7:05 am-10:00 pm	60 Minute
9 Purple - Empire Express	11,178	125.60	759	12,313	14.73	7.5	1	7:43 am-4:13 pm	30 Minute
Main Street Trolley	25,416	285.57	1,052	10,154	24.16	2.1	1	10:00 am-10:00 pm	N/A
Tripper Bus*	-	-	-	-	-	-	2	-	N/A
Paratransit/Dial-a-Ride	-	-	-	-	-	-	3	-	N/A
Park City Transit Total	344,051	3,865.74	13,955	204,27	24.65	-	17	-	-
UTA PC-SLC Connect	5,788	89.05	672	11,748	8.61	66	2	3 am/pm one way	N/A

Source: Park City Municipal Corporation 2014 Service Data

*Tripper miles, hours and ridership are included in the routes they support.

Table 3-3: 2014 Shoulder Season Fixed Route Data and Performance

Shoulders (September 2 - December 11, and April 13 - June 4)	Ridership	One-Way Trips per Day	Service Hours	Service Miles	One-Way Trips per Service Hour	Round Trip Miles	Peak Vehicles	Headways
1 Red - Prospector Square	94,756	615.30	3,682	59,172	25.7	9	2	20 Minute
2 Green Park Meadows	65,600	425.97	5,758	72,322	11.3	9.1	2	20 Minute
4 Orange - Silver Lake*	3,079	146.62	229	3,153	13.4	7.8	1	30 Minute
6 Lime – Canyons	14,116	91.66	3,991	29,939	3.54	13.1	1	40 Minute
7 Pink - Kimball West	96,243	624.95	6,240	105,442	15.4	25	3	30 Minute
8 Brown - Kimball East	36,147	234.72	2,321	55,037	15.5	22.8	1	60 Minute
9 Purple - Empire Express*	1,362	64.86	231	3,640	5.90	7.5	1	30 Minute
Main Street Trolley	18,964	#DIV/0!	1,851	17,801	10.2	2.1	1	N/A
Tripper Bus**	-	-	-	-	-	-	2	N/A
Paratransit/Dial-a-Ride	-	-	-	-	-	-	3	N/A
Park City Transit Total	330,267	2,144.59	24,303	346,506	13.5	-	17	-
UTA PC-SLC Connect	10,646	93.39	1,526	20,328	6.98	66	2	N/A

Source: Park City Municipal Corporation 2014 Service Data

* These routes only operate at the end of the fall shoulder season

**Tripper miles, hours and ridership are included in the routes they support.

The service is primarily fixed route in nature including Americans with Disabilities Act (ADA) complementary paratransit. One route is a hybrid fixed route requiring a phone call to activate. Customers must get to a bus stop to be picked up. This is termed a “dial-a-ride” but is unlike other dial a ride services which pick people up at their origin point (unlike the bus stop at Park City). Commuter service to Salt Lake City is operated through Utah Transit Authority (UTA).

There is one basic route structure with notable route-by-route changes between seasons – winter, summer and shoulders. These seasonal changes include headway/frequency changes during peak and shoulder seasons, route modifications, and some route suspensions. Summer routes are illustrated in Figure 3-2. Winter routes are depicted in Figure 3-3, demonstrating the coverage area differences.

EXISTING SERVICE

Park City is a mountain resort community with high volume ridership during the winter. There are only a handful of these systems across the country, making each one unique. Some unique operating features of Park City Transit include:

- A service designed for minimal transfers between routes and modes
- Current operation on shoulders of SR 224 in winter season during specified hours
- True commitment to transit among the local governments, businesses, visitors and residents
- Major seasonal changes necessitated by population fluctuations
- Special events such as Sundance Film Festival that raise service level significantly

Overall Performance

Review of overall performance is tied to two factors. The consultants look at peer transit systems to determine if Park City Transit is operating within “normal parameters.” Normal parameters are defined for these purposes as within the range of peer systems as determined below. Once it is established that Park City Transit is not an outlier and is operating within a “normal” range, the focus becomes one of comparing Park City Transit to itself over time.

Peer Review

Park City Transit’s performance measures and other characteristics were reviewed in the context of comparable ski oriented mountain transit systems of similar size. Five “peer” systems in Colorado, California, Nevada and Idaho were selected which share some characteristics with Park City (Table 3-4). Peer reviews necessitate consistent data and performance measures. For

Figure 3-2: Park City Transit Summer Routes

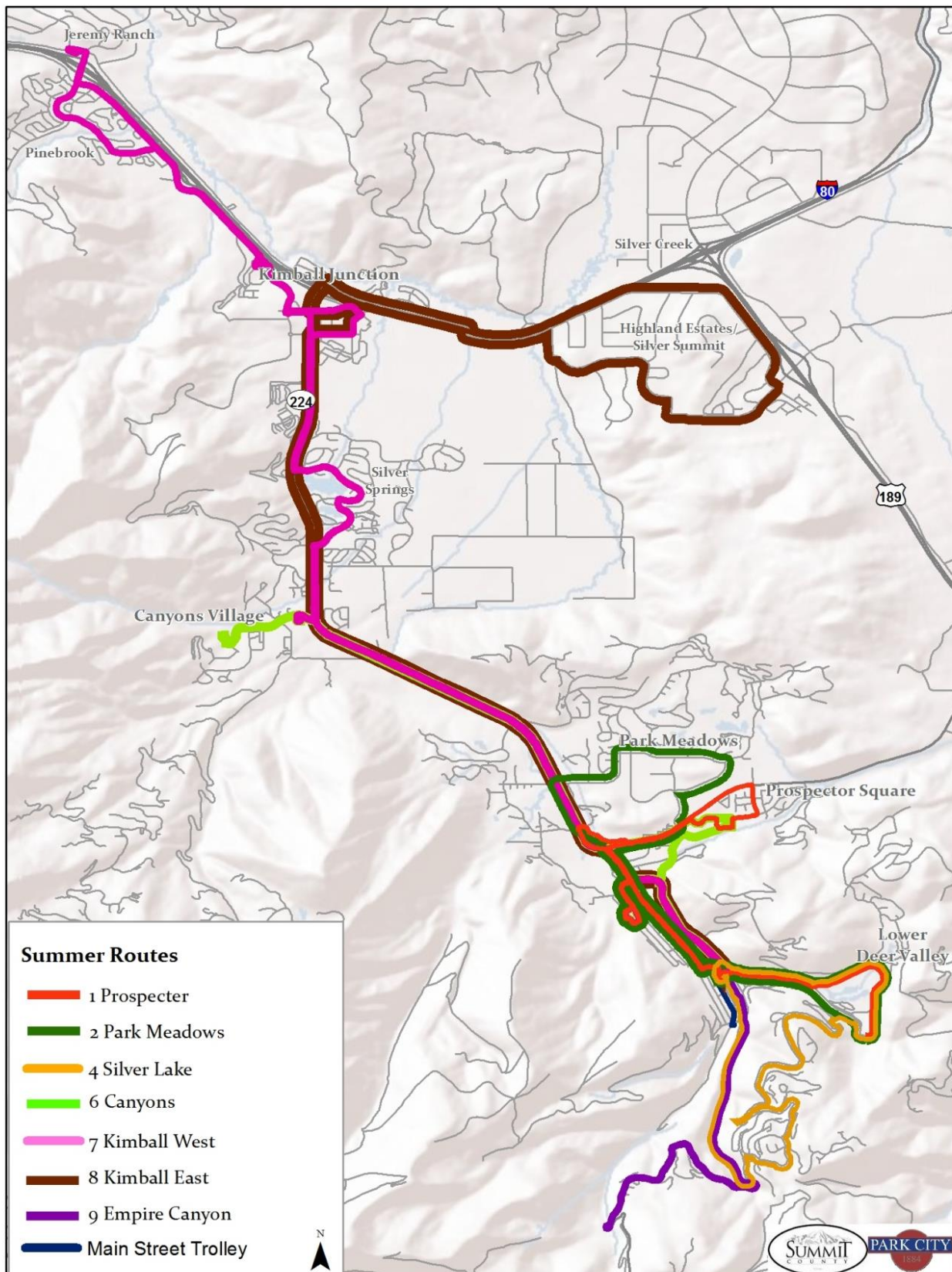
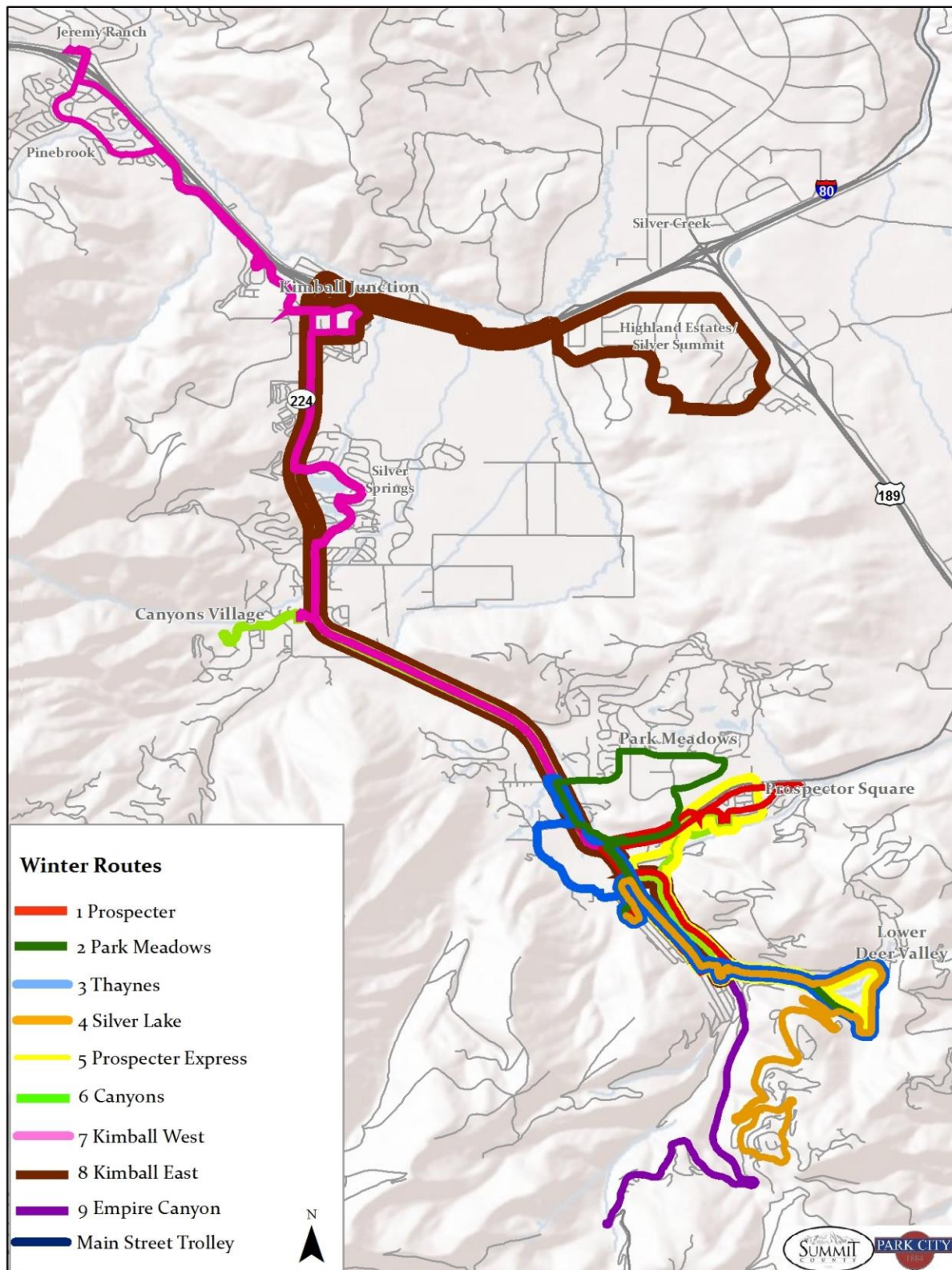


Figure 3-3: Park City Transit Winter Routes



these purposes the consultants used National Transportation Database (NTD) data for each system. 2013 is the most up to date data available at this time.

Table 3-4 2013 Peer Service Area Populations and Operations Funding Levels

Area	Service Area Population	Revenue Sources				
		Federal	Local	Fare Box	Contract	Total
Summit County	28,649	\$59,600	\$9,506,401	\$30,442	\$581,463	\$10,177,9
Town of Vail	5,311	\$0	\$4,200,000	\$0	\$0	\$4,200,00
Roaring Fork Transportation Authority	58,470	\$890,000	\$10,877,348	\$4,002,475	\$7,705,536	\$23,475,359
Tahoe Transportation District	50,289	\$1,597,736	\$2,600,090	\$737,212	\$0	\$4,935,038
Mountain Rides (Sun Valley)	14,414	\$598,012	\$1,213,373	\$356,875	\$0	\$2,168,260
Park City Transit	24,558	\$1,462,300	\$7,249,843	\$36,243	\$70,827	\$8,819,21

Source: National Transit Database 2013 Rural Data Summary and Vail Public Works Department

Peer Review Summary

Table 3-5 depicts the National Transit Database data for all peer systems and Park City Transit for 2013. With the exception of Vail and its small service area, Park City Transit is a top performer amongst its peers with 26 one-way trips per service hour. Overall, Park City Transit performs well compared to peers and is comfortably within the “normal” range of peers.



Historical Perspective

Park City Transit has maintained relatively stable ridership over the past 5 years as depicted in Table 3-6. Ridership (fixed route not including special events) went from a high of 1,791,066 in 2013 to a low in 2012 of 1,725,412 with a total variance of 3.7 percent over 4 years. In essence, stable ridership. Productivity closely mirrored ridership as did costs. Ridership generally reflects visitor numbers and gross receipts. To some extent ridership is correlated to the numbers of visitors in any given year which is dependent on many uncontrollable factors such as weather and the economy. Visitor nights were their highest in 2011 and lowest in 2012 correlating with the fluctuations in ridership.

Table 3-5: Peer Review System Data

System	One-Way Trips	Service Hours	Service Miles	Fare	Operational Expenditures	One-Way Trips per Service Hour	Service MPH	Reported Cost per Service Hour	Cost per One Way Trip
Summit County CO	2,484,799	111,389	1,579,828	Free	\$10,177,906	22	14	\$91.37	\$4.10
Summit Stage	1,870,374	80,591	1,335,000	Free	\$8,643,722	23	17	\$107.25	\$4.62
Town of Breckenridge	614,425	30,798	244,828	Free	\$1,534,184	20	8	\$49.81	\$2.50
Town of Vail	3,200,000	62,000	640,000	Free	\$4,200,000	52	10	\$67.74	\$1.31
Roaring Fork Transportation Authority	3,868,195	176,796	3,293,374	Local Service - Free. Regional service \$1 - \$10	\$23,475,359	22	19	\$132.78	\$6.07
Tahoe Transportation District	795,298	55,574	821,004	Free - \$4 Depending on Route	\$4,935,038	14	15	\$88.80	\$6.21
Mountain Rides (Sun Valley)	483,892	40,402	901,241	Local Service - Free. Regional service \$4 - \$6	\$2,168,260	12	22	\$53.67	\$4.48
Park City Transit	1,929,659	73,202	1,074,753	Free	\$7,044,620	26	15	\$96.24	\$3.65

Source: National Transit Database 2013 Rural Data Summary and Vail Public Works Department and Park City Transit

*Includes facility development costs

Table 3-6: Park City Transit: Fixed Route System Performance 2011 – 2014

Season		One-Way Trips	Service Hours	Service Miles	One-Way Trips Per Service Hour	Service MPH
2011	Spring	117,720	8,952	142,408	13.15	15.91
	Summer	258,580	12,809	202,811	20.19	15.83
	Fall	176,708	12,492	198,304	14.15	15.87
	Winter	1,229,215	36,977	509,831	33.24	13.79
	2011 Subtotal	1,782,223	71,229	1,053,354	25.02	14.79
	Sundance	94,118	813	11,111	115.77	13.67
	Event Tripper	92,592	1,138	24,410	81.36	21.45
	Total	1,968,933	73,180	1,088,875	26.91	14.88
2012	Spring	115,400	8,263	130,411	13.97	15.78
	Summer	251,409	12,491	198,354	20.13	15.88
	Fall	184,113	13,982	220,684	13.17	15.78
	Winter	1,174,490	38,445	525,329	30.55	13.66
	2012 Subtotal	1,725,412	73,181	1,074,778	23.58	14.69
	Sundance	65,192	813	11,111	80.19	13.67
	Event Tripper	89,629	1,174	25,310	76.34	21.56
	Total	1,880,233	75,168	1,111,199	25.01	14.78
Percent Change		-4.50%	2.72%	2.05%	-7.03%	-0.65%
2013	Spring	77,631	6,473	102,155	11.99	15.78
	Summer	400,962	14,454	229,894	27.74	15.91
	Fall	187,805	13,583	214,618	13.83	15.80
	Winter	1,124,668	37,197	514,354	30.24	13.83
	2013 Subtotal	1,791,066	71,707	1,061,021	30.24	14.80
	Sundance	74,462	813	11,111	91.59	13.67
	Event Tripper	64,131	1,169	27,702	54.86	23.70
	Total	1,929,659	73,689	1,099,834	26.19	14.93
Percent Change		2.63%	-1.97%	-1.02%	4.69%	0.96%
2014	Spring	100,886	7,264	114,792	13.89	15.80
	Summer	322,787	14,062	220,692	22.95	15.69
	Fall	226,651	15,160	235,224	14.95	15.52
	Winter	1,075,178	35,134	486,650	30.60	13.85
	2014 Subtotal	1,725,502	71,620	1,057,358	24.09	14.76
	Sundance	67,658	813	11,111	83.22	13.67
	Event Tripper	39,000	1,169	27,702	33.36	23.70
	Total	1,832,160	73,602	1,096,171	24.89	14.89
Percent Change		-5.05%	-0.12%	-0.33%	-4.94%	-0.22%

Source: Park City Municipal Corporation

Seasonal Performance

To understand Park City Transit's operation and operating environment, it is essential to discuss seasonal changes and how those changes affect the operation of service. One of the unique and demanding aspects of Park City Transit service is that it operates in three different seasons – winter (mid-December to mid-April), summer (June to mid-September), and shoulder seasons (mid-April to June and mid-September to mid-December).

It is important to understand the issues revolving around seasonal changes and operating challenges posed in this tourist environment. Few systems face these challenges. These challenges include:

- Major seasonal route changes due to shifts in ridership and needs. This affects staffing, marketing/brochures and the scheduling of maintenance.
- Seasonal staffing changes make recruitment and retention of vehicle operators a major function of management.
- Winter poses other unique challenges:
 - Traffic becomes a challenge and the use of shoulder lanes from Kimball Junction is an excellent start toward a bus rapid transit (BRT) service.
 - The sheer volume of riders throughout the winter is punctuated by special events producing extremely high ridership.
 - Slower operating speeds in the winter. Snow and ice combined with heavy passenger loads pose significant challenges, for the operation of vehicles and access to buses and bus stops by customers.
 - Many riders carry skis, posing potential hazards inside the vehicle.
 - Experienced and well-trained vehicle operators are required. For safe winter driving, there is no substitute for experienced vehicle operators. This makes the task of recruitment and retention more important than in most other operating environments.
- Fluctuations based on the economy are typical for tourist areas and often the reverse of non-tourist based cities. Ridership typically increases in most locales during poor economic times, but in cities such as Park City a poor economy keeps visitors home and ridership is suppressed.



Detailed route profiles are found in Appendix No. B.

Main Street Trolley

The Main Street Trolley is a local circulator flag stop service that travels the length of Main Street and connects to Old Town Transit Center. Service runs from 10:00 a.m. to 11:00 p.m. on approximately 15 minute headways. According to Park City Transit, the trolley provided 70,993 one-way trips in 2014. Average annual productivity is 15.8 one-way trips per service hour, with highest productivity and ridership in the summer at 25 one-way trips per hour, followed by winter at 17 trips per hour and shoulders at 10 trips per hour.



Dial-a-Ride

Quinn's Junction Dial a Ride provides service to the growing Quinn's Junction area which includes a number of employment, medical and recreational destinations. This service is not a dial a ride using any contemporary definition of the term⁴. Quinn's Junction Dial a Ride follows a fixed route that must be activated by a telephone call and scheduled through dispatch. The customer must also make their way to a bus stop as they would in fixed route. The service can be scheduled on the same day of travel. Table 3-7 details Quinn's Junction Dial a Ride over the past three years. Since 2013 the service performance has remained steady at approximately 1.6 one-way trips per hour.

Table 3-7: Quinn's Junction Dial a Ride Ridership and Performance

Quins Junction Dial-A-Ride	2013	2014	2015
One-Way Trips	7,416	7,834	7,465
One-Way Trips per Hour	1.6	1.7	1.6

Source: Park City Municipal Corporation – 2014 Data

ADA Complementary Paratransit

ADA paratransit operates within $\frac{3}{4}$ mile of fixed route service (depicted in Figure 3-1). Ridership is similar to comparable active lifestyle communities. Approximately 30 one-way trips are taken per weekday (Table 3-8). Customers are typically local residents, with occasional visitors with disabilities that would qualify for ADA. Staff state that they do not turn down any valid requests (zero denials).

⁴ The American Public Transit Association, the Transportation Research Board, the Federal Transit Administration and others all define dial a ride as an origin to destination (curb to curb) service. Park City Transit's dial a ride requires riders to get to a bus stop.

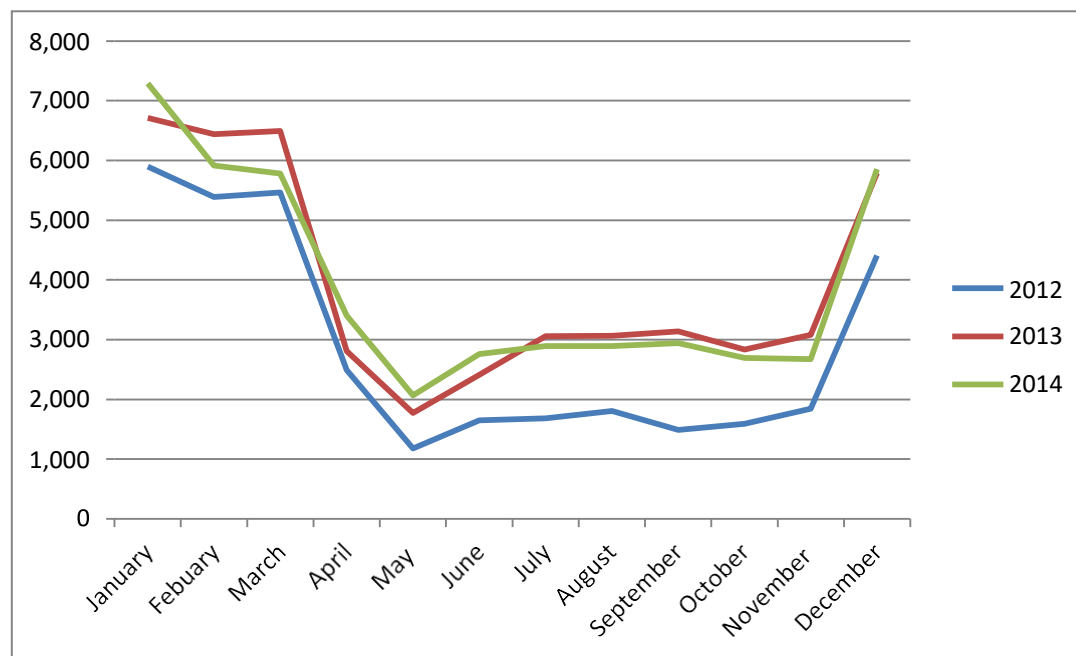
Table 3-8: ADA Complementary Paratransit Performance

ADA Paratransit	2013	2014	2015
One-Way Trips	7,238	6,389	7,729
Service Hours	7,476	7,009	7,126
Service Miles	60,463	55,693	65,332
One-Way Trips per Hour	0.97	0.91	1.08
MPH	8.09	7.95	9.17

Source: Park City Municipal Corporation

Commuter Service

In conjunction with Park City Transit, Utah Transportation Authority (UTA) operates commuter service to and from Salt Lake City on weekdays. Ridership is highest during the winter season as employment needs increase in Park City. The service operates three morning and evening round trips and carries approximately 17 one-way trips per hour in the winter and eight in the summer. Figure 3-4 depicts the monthly ridership trends.

Figure 3-4: UTA SLC-PC Connect Ridership Trends

Source: Park City Municipal Corporation

Meeting City and County Needs

City and county needs are best expressed through a review of the most recent plans for Park City and Summit County defined in their general and transportation plans, the latter specifically focusing on the Snyderville Basin where the vast majority of the population resides and the most significant traffic issues occur during the winter.

City Needs

The city's broad goals in its General Plan call for maintaining:

- The small town nature
- The natural setting
- A sense of community
- The historic character

Transit in Park City has a significant role in maintaining the goals of the General Plan. A theme throughout the plan includes expanding public transit presence in order to reduce auto traffic, so vital to the city's goals.

Expanded transit is critical to each of the other goals and nowhere is it more evident than where it serves to support affordable housing goals and serves as part of the solution to parking issues. Peak season parking lots should be essential to a successful BRT.

County Needs

The emphasis of this analysis is western Summit County, specifically Snyderville Basin and the SR 224 corridor, where the most severe traffic exists. Traffic on SR 224 is mounting as a result of growth in the area and the large influx of day trippers and longer term visitors going through the Kimball Junction area.

Snyderville Basin General Plan calls for addressing regional trips through mass transit as well as developing mass transit along the SR 224 corridor. The Snyderville Basin Transportation Plan calls for infrastructure and service improvements, and multimodal and express service (with infrastructure improvements) on SR 224 with an emphasis on service at the Canyons.

Organizational Structure

Park City Transit as part of Park City is managed and directly operated by Park City Transit staff and is supported by other city departments and staff. Park City has a contractual relationship to operate service within Summit County beyond the Park City municipal limits.

Park City Transit is recognized as a rural transit system by the Federal Transit Administration (FTA) (Section 5311 rural funding) and receives some funding from the Federal Government. What makes Park City Transit, and other systems like it, successful is the local government(s) commitment to transit through a dedicated funding stream. With a strong management staff, high ridership and a solid funding base, the organizational structure under the city with contractual arrangements with Summit County, is strong. There does not appear to be an operational or financial reason why the overall organizational approach should change.

Staffing Levels

While the organizational structure of Park City Transit is strong, the demands of seasonal changes require full time staff in the areas of: personnel recruitment/training, marketing, an information technology specialist and an administrative assistant. This is particularly important for recruitment/retention and training which is very challenging in this environment. Without these staff, it may be difficult for Park City Transit to meet the staffing levels for the future.

Vehicle Review

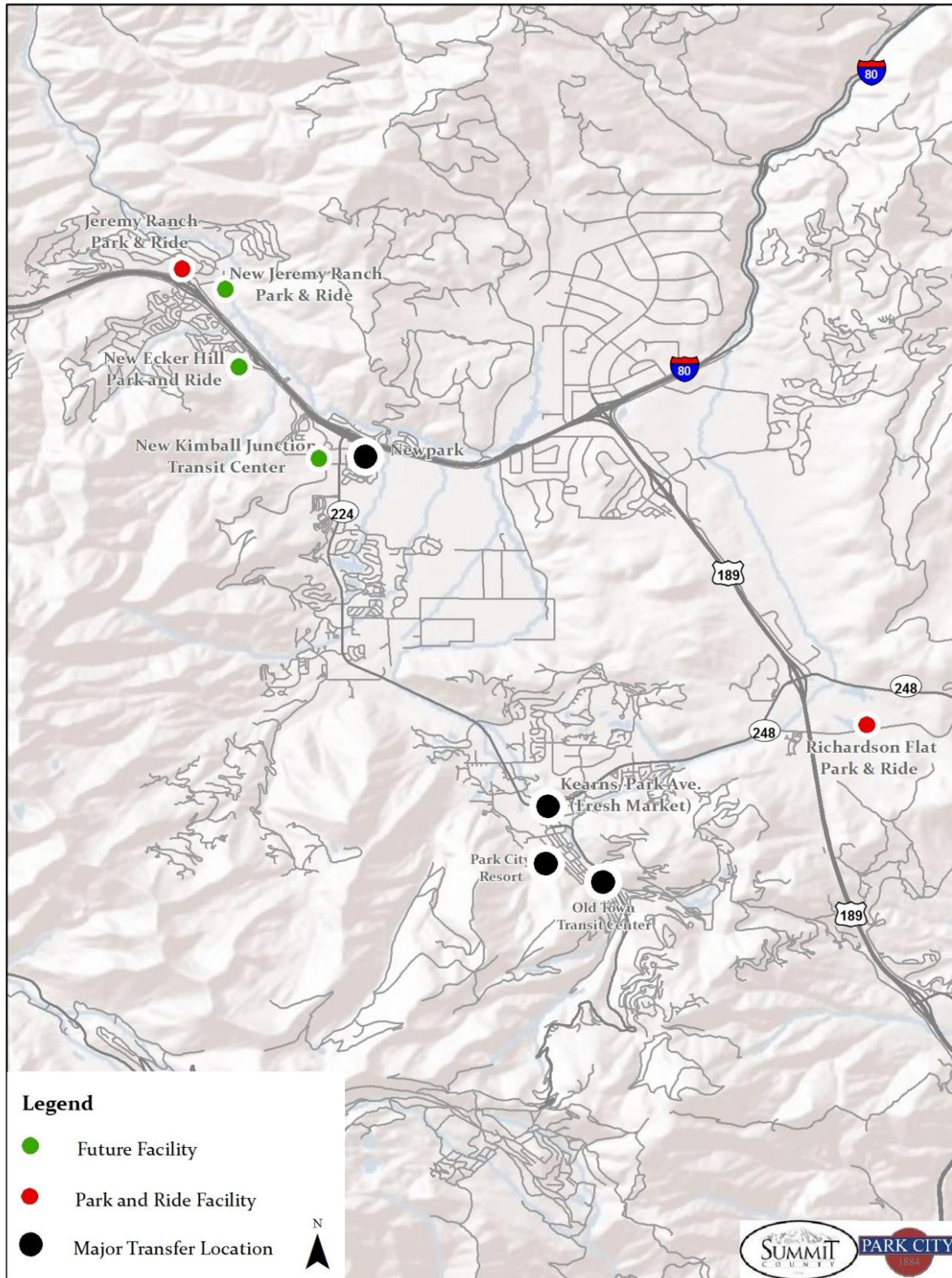
Park City Transit primarily operates 35-foot heavy duty Gillig transit coaches, typically designed for 12 years of service or 400-500,000 miles, depending on the service requirements. Park City Transit at times operates intense levels of service in a difficult environment of heavy passenger loads and severe winter weather. For the most part, the heavy duty Gillig transit coaches are used in fixed route service. There are 29 Gillig transit coaches in the fleet. Many are due for replacement before the end of the planning cycle.

Operating Facilities

The system has a number of facilities in place, is building a transit center and the city and county are planning other facilities (Figure 3-5). These facilities revolve around:

1. Transit Facilities:
 - Kimball Junction – Currently this stop is east of SR 224 in the Newpark development, on the street. This will be moved to the west side of SR 224 southeast of the Walmart at a purpose built facility.
 - Kearns/Park Ave – An informal transfer point for people wanting to transfer to or from an east-west route and a north-south route
 - Old Town Transit Center – It is well designed to be a transit center with the addition of a protected cross walk for pedestrians to safely cross the bus lanes.
 - Park City Resort – A major stop serves seven routes also in need of pedestrian control.
2. Park and Ride Facilities: Park and Ride facilities are critical to any future BRT type service. Figure 3-5 depicts three proposed facilities in the north and Richardson Flat Park and Ride lot.

Figure 3-5: Current and Proposed Operating Facilities



3. The Richardson Flats facility: Already built has very poor access from U.S. 40 from the east making it difficult to use unless access is improved from U.S. 40 and a traffic light is placed at Richardson Flat Road and SR 248.
4. Shelters: There are 42 shelters throughout the system, most are of one type with varying sizes. Some shelters may not be completely accessible as they do not have room for a person using a wheelchair.
5. Operations Facility: Park City Transit has an operating complex centrally located in Park City. This includes the operations and management offices, maintenance and seasonal driver housing all located together. These facilities may need expansion shortly.

Review of Current Planning Efforts

As part of this planning process it is important to coordinate with other transportation related planning efforts in the area. This project is coordinated with a Transportation Demand Management Plan and the Bonanza Park/Park Avenue Parking Study.

FINANCIAL REVIEW

The availability of operating budget data (Table 3-8) supplied by Park City staff is limited to the line items of:

- Personnel – includes Park City Transit staff
- Materials, Supplies and Services
- Inter-fund Transfer – This includes all of the services conducted by non-transit, city staff, including: human resources, accounting, finance, procurement and other services supplied by the city.

Park City Transit is fortunate to have a diverse base of funding. Table 3-9 illustrates this diverse variety of funding sources including two taxes, funds from licenses and fees from the city and the county, Federal funds and other small line items. The city maintains a capital replacement fund. The diversity of funding, dedicated tax and capital fund gives Park City Transit a stable revenue stream, but additional funds will be required to keep up with the community's growth in the coming years.

Table 3-8: FY 2013 – 2015 Park City Transit Operating and Capital Expenses

Operating Expenses			
	2013	2014	2015
Personnel	\$3,825,020	\$4,029,019	\$4,117,711
Materials, Supplies, Services	\$792,586	\$853,589	\$1,133,507
Inter-fund Transfer	\$2,425,000	\$2,337,885	\$2,552,082
Total	\$7,044,620	\$7,222,508	\$7,805,314
Capital			
	2013	2014	2015
Expenditures	\$1,369,897	\$2,466,267	\$615,740
Budgeted Amount	(\$2,505,262)	\$3,415,777	\$6,001,258

Source: Park City Municipal Corporation

Table 3-9: FY 2013 – 2015 Park City Transit Revenue

Revenue	2013	2014	2015
Mass Transit Sales Tax	\$2,014,354	\$2,100,451	\$2,166,227
Resort Tax Transportation	\$1,853,909	\$1,918,682	\$1,966,848
Business Licenses	\$805,951	\$811,606	\$905,481
Night Rent License Fee	\$145,526	\$140,107	\$134,533
Federal Assistance (Operating and Capital)	\$1,200,950	\$2,827,961	\$1,630,990
Sale Of Assets	-	-	\$3,420
Fare Revenue (Box Donations)	\$36,243	\$71,978	\$31,078
Bus Advertising	\$70,827	\$55,910	\$49,200
Regional Transit Revenue	\$1,578,128	\$1,479,268	\$1,691,820
Other Donations	\$65,988	\$60,913	\$60,912
Interest Earnings	\$105,732	\$80,657	\$80,000
Other Miscellaneous	\$23,202	\$14,639	\$4,225
Other Contributions -Real Estate Transfer Fee	\$266,456	\$391,814	\$348,059
Total	\$8,167,266	\$9,953,987	\$9,072,793

Source: Park City Municipal Corporation

Table 3-10 details operating costs and cost performance measures, which have remained stable over the past three years. Operating costs have increased due to corresponding increases in hours and miles. The bottom line cost per hour has gone up 5 percent in two years, a modest cost increase.

Table 3-10: Park City Transit Operating and Cost Performance Measures

Cost Performance Measure	2013	2014
Operating Costs	\$7,044,620	\$7,222,508
Ridership	1,929,659	1,832,160
Service Hours	73,202	71,423
Service Miles	1,074,753	1,056,676
Cost Per One-Way Trip	\$3.65	\$3.94
Cost Per Hour	\$96.24	\$101.12
Cost Per Mile	\$6.55	\$6.84

Source: Park City Municipal Corporation

SUMMARY OF EXISTING SERVICES

Park City Transit operates a vibrant system that adapts well to the constant change required of such a service. Highlights of the assessment include:

- **Park City Transit compares well to peers** – In the peer review, Park City Transit does well in terms of performance and costs, being securely within the peer's range of performance and in many cases performing better than peers.
- **Overall performance is stable** – Ridership is strongly related to the success of the winter season. Ridership has remained stable since the recovery from the Great Recession. The all- important productivity has remained high as well.
- **Unique service design** – Rather than the standard timed transfer approach, Park City Transit minimizes transfers by having many routes going on the same roads for significant period. Due to the desire to minimize transfers, there is considerable duplication of routes throughout much of the service area as routes from various locations all need to go downtown. This is part of the unique design to eliminate transfers.
- **Flexible/diverse funding base** – Park City Transit has a strong and diverse funding base making the system as secure as possible. Funding comes from a variety of sources and like Park City Transit's peers; most funding comes from the local level.
- **Strong local commitment to transit** – Park City and Summit County have a clear commitment to transit. The desire of the community to retain its small town atmosphere and reduce auto traffic through transit and other tools is clear and focused.

- **Vehicles** – Park City Transit has a number of older buses that will need replacement within the next five years. About 62 percent of the fleet may be eligible for replacement over the next five years.
- **Facilities** – Park City Transit has excellent facilities with a new transit facility being built at Kimball Junction. There are few park and ride facilities at this time. Park and ride lots should be critical to the success of a Bus Rapid Transit (BRT) style service on SR 224.

Chapter 4

Transit Demand Analysis

INTRODUCTION

Transit demand is defined as the potential use of transit given a particular set of services and circumstances. Demand is driven by the infrastructure, parking, demand management policies and the national and state economies. For example (this is for illustrative purposes only), in the winter, demand estimates would be increased with adequate remote/intercept parking and rapid express service on SR 224 and/or additional parking limitations at major destinations.

For the purposes of the identification of unmet needs and understanding demand this chapter reviews demand in a status quo environment, with ridership dependent visitor nights. Demand for specific improvements such as bus lanes and parking limitations are identified in the next Chapter when we present strategies. Following are the tasks that make up the demand estimates:

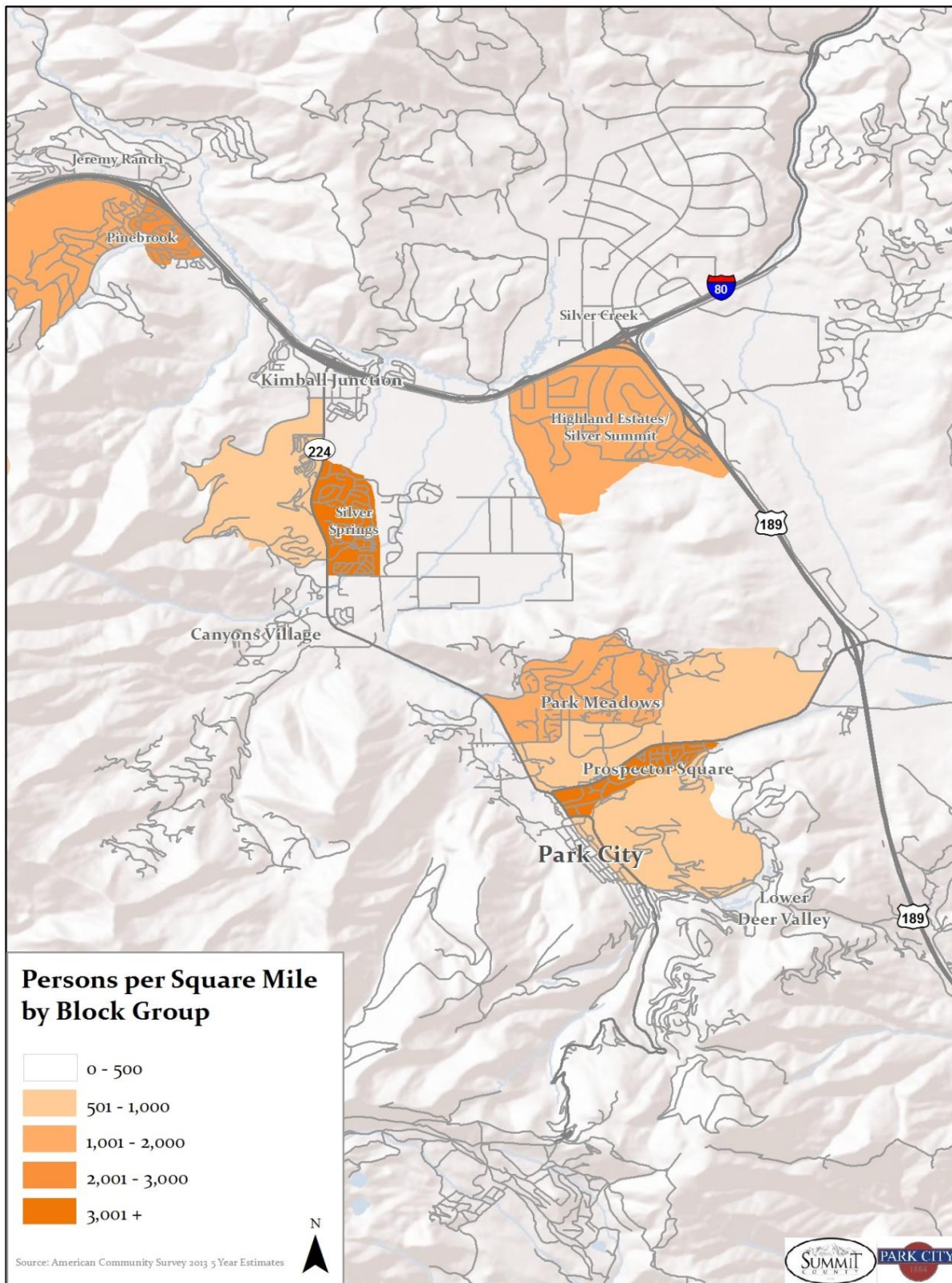
1. **Demographics and Land Uses** – This effort, critical to this demand analysis was completed as part of Technical Memorandum No. 1. It will be summarized as part of this analysis.
2. **Community Assessment of Transit Needs** – The second step in the demand analysis is the review of unmet transit needs. This effort utilizes the demographic and land use analysis coupled with the needs expressed in the outreach efforts.
3. **Potential Unmet Needs** – Based on the review of demographics and land uses, coupled with the community outreach efforts, unmet needs are based on: areas, types of riders and time of day.
4. **Demand Potential** – In this section the consultants review the various market segments and demand estimates for each segment.

As highlighted in the previous chapter, under the current structure, ridership/productivity at Park City Transit is excellent compared to peers. Based on the stress to the system (minimal back up vehicles) in the winter, the current winter season is close to capacity at this time. For a reader that would like greater detail, please see Appendix C – Transit Demand Analysis.

Population Density and Transit Dependent Index

Population density is an important indicator for transit service. As a general rule, areas with over 1,000 people per square mile (or major trip destinations) can support fixed route transit service. Population density in the greater Park City area varies by season. Figure 4-1 shows the resident population density, which can also be considered off-peak season density. Areas with

Figure 4-1: Park City Population Density



over 1,000 people per square mile include central Park City, including the neighborhoods of Prospector Square and Park Meadows, Silver Springs, Silver Summit/Highland Estates, and Pinebrook. Areas with the highest concentration of people are along Kearns Blvd and in Silver Springs.

The peak overnight visitor per block group depiction (Figure 4-2) was calculated by allocating peak visitors to block groups by the number of lodging units in each area. As a result we see block groups in Kimball Junction, Deer Valley, Park City Resort base area and Canyons Village exceed the 1,000 people per square mile threshold. These tourism based block groups are geographically large relative to other block groups in the service area. While shading of the full block group might lead one to believe that there is significant density throughout, this is not the case. For each overnight visitor based block groups shown, overnight visitor populations are located in close proximity to the SR 224 corridor.

Demographic Needs Summary

Within the service area, several patterns emerge from the demographic needs assessment. Areas that showed high concentration categories for population and transit dependence include:

- Kearns Boulevard Corridor
- Pinebrook
- Silver Springs
- Kimball Junction
- Silver Summit/Highland Estates
- Park Meadows

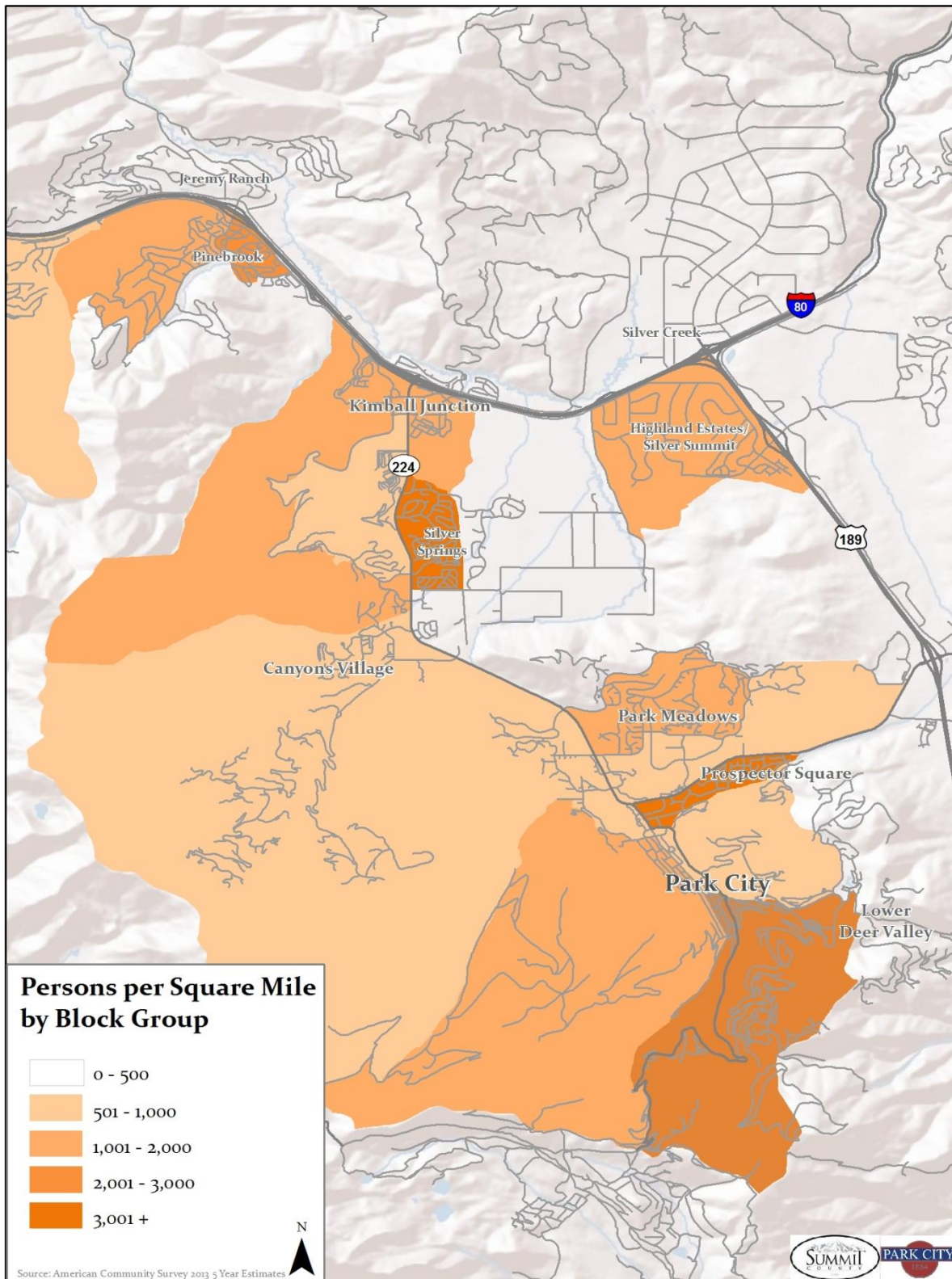
For the most part these areas are well served at this time. In regards to tourist populations, areas in Deer Valley, Park City Resort base area and Canyons Village have the highest amount of lodging and tourist visits. Park City Transit has developed a system that serves all of these geographic areas.

Park City has the most expensive housing in Summit County. As a result, many workers in Park City commute from other areas within the study area. In addition to Salt Lake City, analysis of the study area shows that the highest concentration of people and transit dependent populations outside of Park City area include:

- Heber City
- Coalville
- Kamas

Based on the demographic analysis Heber City, Coalville, and Kamas, all outside of the current Park City Transit service area, show a moderate need for public transportation

Figure 4-2: Park City Visitor and Local Population Density



service relative to the population as a whole. Actual numbers of people needing service should be low due to the relatively low population of the area.

Land Use Summary

Land uses often determine the level of need for transit. While an area may have few residents and low densities, it may have shopping, hospitals, hotels or other locations that attract large numbers of residents and/or visitors.

Park City has many tourism based attractions stemming from two ski resorts, Olympic training facilities, recreational areas and cultural areas. Included in this is the recreation center in Park Meadows and Kimball Junction. These locations are frequented by locals and tourists alike. Figure 4-3 depicts all of the major trip generators along with the Park City Transit fixed route coverage area (up to $\frac{3}{4}$ mile from the fixed route). The only major trip generators that fall outside of the $\frac{3}{4}$ mile corridor are: the medical facilities, recreational and human service destinations in Quinn's Junction which are served by a modified dial-a-ride service which only picks up passengers at a bus stop; the Utah Olympic Park; and the Summit County Justice Center in Silver Creek.

Overall Assessment Demographics and Land Uses

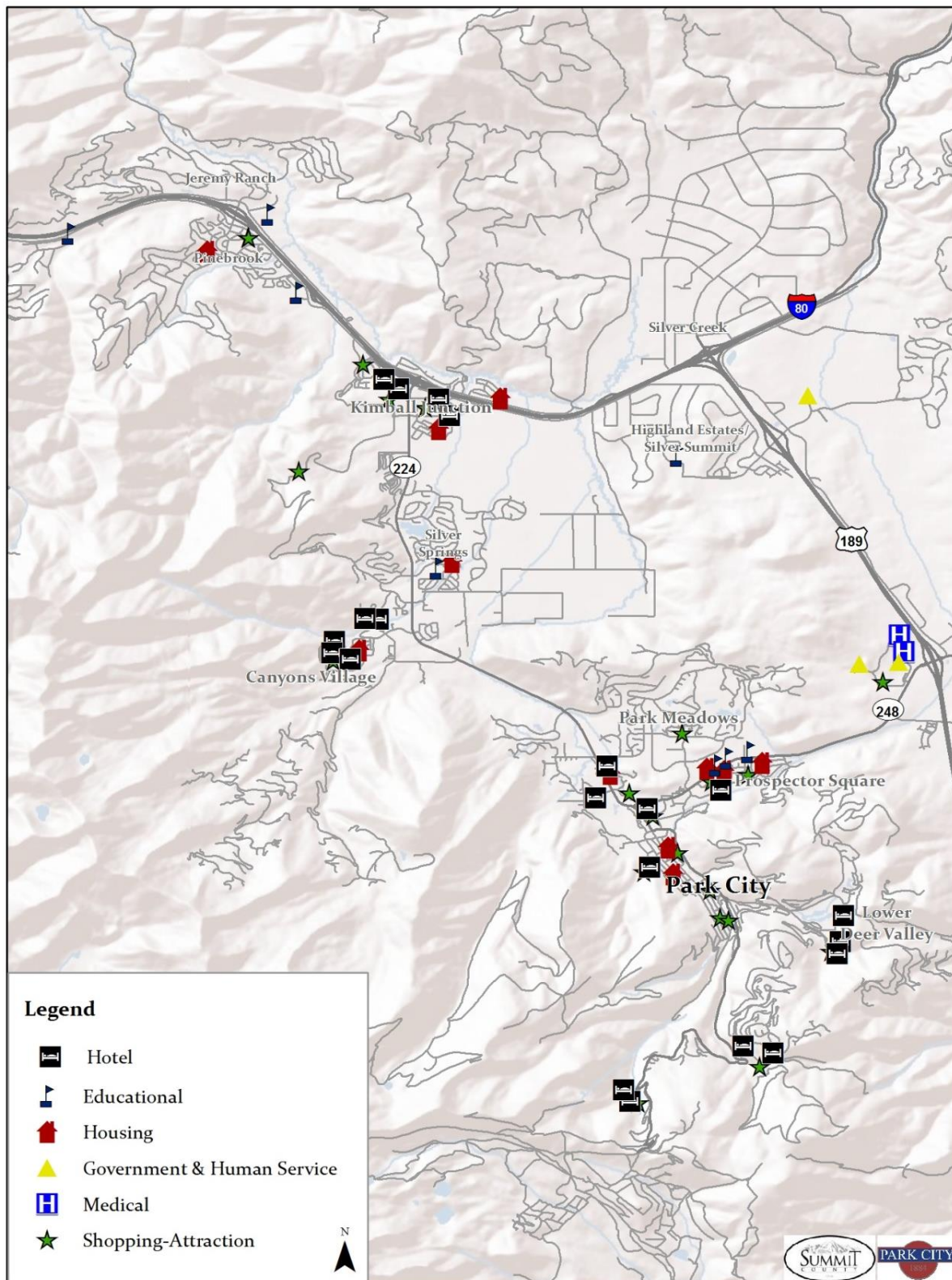
Park City Transit has done a good job in covering virtually all of the major origins and destinations within its service area. There is little need for expansion within the City, with the exception of the Quinn's Junction area. Communities on the edge of the current service area such as Jeremy Ranch and Summit Park are receiving little, if any service at this time. Further outside of the service area the communities in the Kamas Valley and Heber City which have relatively moderate needs, but at a very low level of potential ridership that probably cannot sustain an all-day fixed route service.

Community Assessment of Transportation Needs

This section provides a summary of the unmet transportation needs, gaps in current transit services, and improvements to current services expressed by Park City and Summit County residents through four public listening sessions. These sessions were conducted each evening from 6:00-8:00 p.m. on October 20-22 and December 7, 2015. A summary of needs expressed by a stakeholder group that met on October 21, 2015 is also included. This group included representatives from various resorts and other employers in the area. On-line comments are also taken into account.

The majority of each session was focused on obtaining input from participants on the transit needs and issues, and particularly improvements or changes that local stakeholders would like to see in regard to Park City Transit (Park City Transit) services. During each session local residents expressed their appreciation for the Park City Transit services and were

Figure 4-3: Park City Major Trip Generators



complimentary of the drivers and operations staff. They also provided their suggestions and ideas for improving services. Participants unable to attend the meeting were encouraged to submit comments online through a link on the Park City Transit page, through the Park City Transit app, or via email. The listening sessions were held as follows:

- Listening Session 1: Basin Recreation District Offices October 20, 2015
- Listening Session 2: Stakeholders – Park City Library October 21, 2015
- Listening Session 3: Park City Library October 21, 2015
- Listening Session 4: Summit County Field House October 22, 2015
- Listening Session 5: South Summit Middle School in Kamas December 7th, 2015
- Online Comments

Summary of Community Based Needs

Following is a summary of the key issues as expressed by participants of the outreach efforts. Full minutes and details from each meeting are in Attachment A to this document. The key issues revolved around:

- Where services or other improvements are needed,
- Who needs improved or expanded services,
- When expanded or improved services are needed,
- How these needs could best be met.
- Other needs

Where Needs Exist

The review of where needs exist as expressed in the community and stakeholder meetings are illustrated in two maps. Figure 4-4 shows the areas of need based on community input for Park City. The community identified areas of current and potential transportation needs in Silver Summit, Silver Creek and Quinn's Junction. The desire to see expanded services serving Pinebrook and Jeremy Ranch, Kimball Junction, Deep Park Meadows, Aspen Springs, Upper Deer Valley and Empire Pass is shown. Park City Transit has tested expanded service in many of these areas with mixed results. Figure 4-5 depicts the same data at the Study Area scale. As shown there was input on expanded service in the Kamas Valley, the portion of Wasatch County between Quinn's Junction and Kamas, and Heber City.

- Heber City
- Coalville
- Kamas

Based on the demographic analysis Heber City, Coalville, and Kamas, all outside of the current Park City Transit service area, show a moderate need for public transportation service relative to the population as a whole, although the actual numbers of people needing service

Figure 4-4: Local Needs Identified by Participants in Outreach Effort

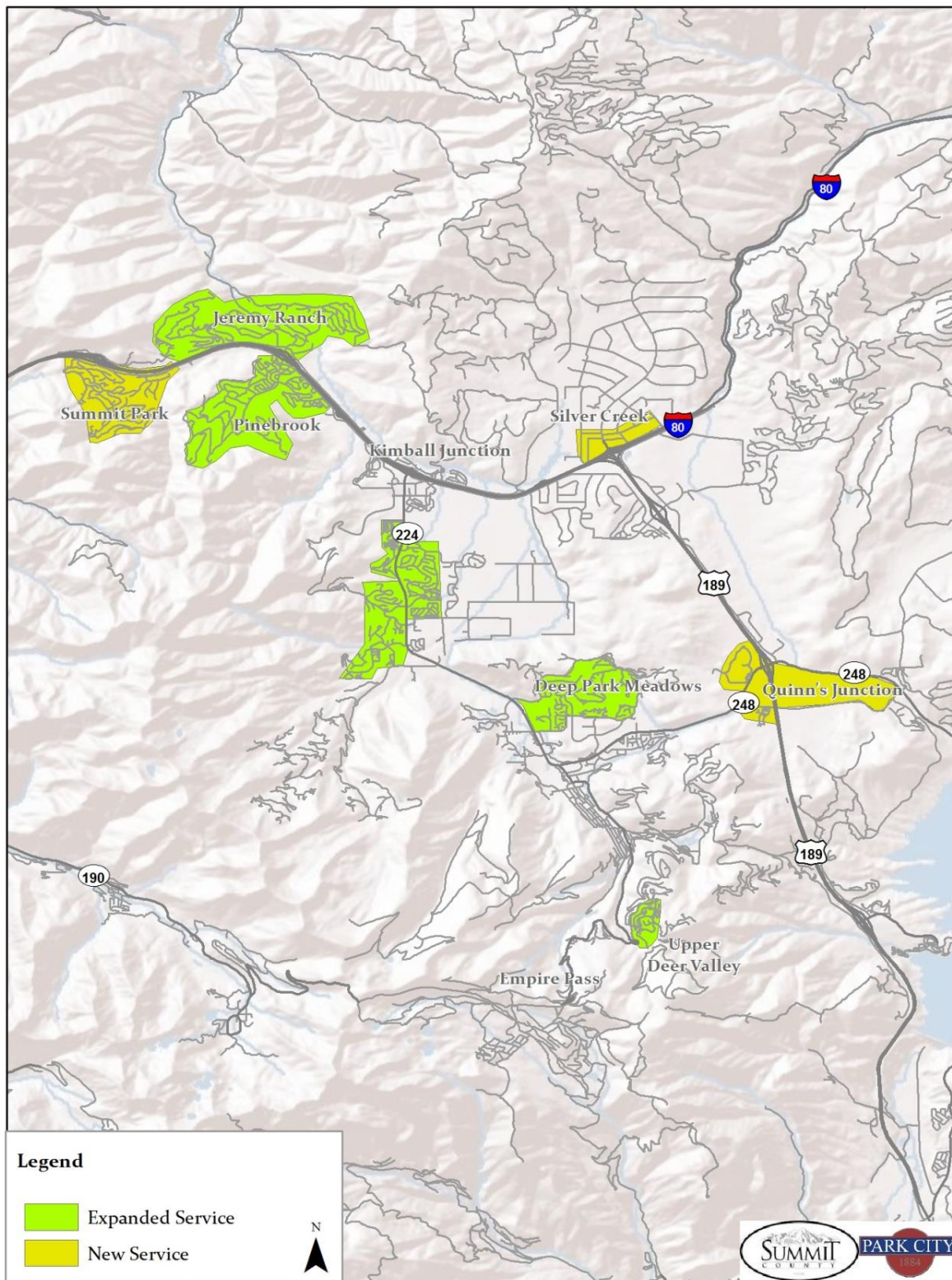
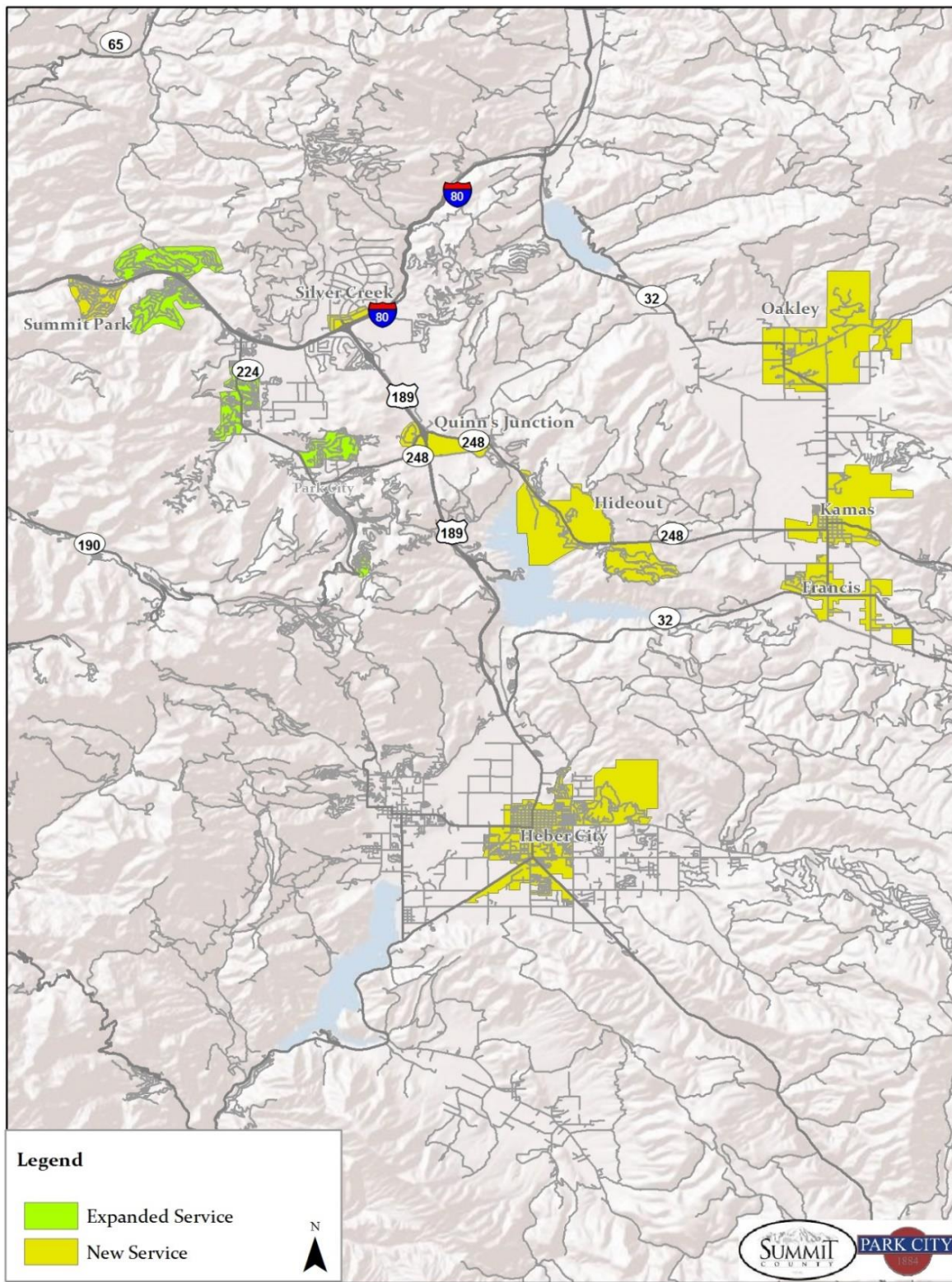


Figure 4-5: Regional Needs Identified by Participants in Outreach Effort



should be low due to the relatively low population of the area. The next chapter will discuss alternatives and strategies for addressing these needs.

New in Summit County, Wasatch County and Heber City

Comments included requests for new service in the following neighborhoods and communities:

- Silver Creek
- Silver Summit
- Summit Park
- Heber City
- Timberline and Summit Park Neighborhoods.
- Sun Peak just north of Canyons
- Willow Creek subdivision
- Employment services: Kamas and the Kamas Valley, Oakley, Francis. These areas include Hideout, Todd Hollow, Keetley, Jordanelle, and Deer Mountain
- Expanded park and ride capacity was requested in Kimball Junction to accommodate use of bus service into downtown Park City
- Expanded service is needed to Jeremy Ranch and Pinebrook
- Later service to Silver Lake and Empire Pass for service workers
- Expanded service to Salt Lake City, especially a midday trip. Weekend service and service to the airport was also recommended
- Expanded service in Spring Creek
- Service to Guardsman Pass during the recreation season was stated as a need

Who

- Commuters – from Summit County communities surrounding Park City and Wasatch County particularly both Heber City and Salt Lake City
- There is need to ensure bike riders can continue to use the transit service
- School aged children would benefit from services that allows them to reach recreational centers and extracurricular activities in the Kamas Valley

When

Service Hours

- More frequent service is needed on the Brown Route, especially during special events. Participants noted that often the bus is full at these times unless someone boards at the early portion of the route
- Extended service hours, both in the morning and evenings, are needed to accommodate early and late work shifts
- There is a need for earlier service to Deer Valley
- More frequent service is needed, especially during peak hours in the morning and afternoon

- Participants noted that sometimes the bus arrives/departs a stop before the stated time on the Park City Transit app.
- Safe late night shuttle service on Main Street for service workers

Seasonal Needs

- Many participants expressed the desire to see the Empire Pass and Silver Lake routes run beyond Labor Day
- The seasonal changes are confusing to the riders. There was an expressed need for more consistency throughout the year

How

- Reconfigure some of the service around Main Street and into the transit center.
- Intercept lots on the perimeter of Park City so that people can leave their cars there and ride into town.
- There is a need for more express routes as opposed to local service.
- Neighborhood feeders or dial a ride services are needed to connect riders with express routes.
- Residents expressed the desire to see more bus stops with benches and shelters.

Infrastructure Issues

- The Richardson Flat park and ride lot is not used. Participants noted that it would be great if it was a resort employee lot with non-stop service to the resorts.
- Information at bus stops should be in Spanish particularly the Bonanza/Prospector area.
- More trash cans are needed at bus stops. Sponsorship program to get more trash cans at stops should be explored.
- Bus stops should have more lighting or some way to signal drivers to stop in dark areas. A button with flashing bus stop signs was one idea mentioned.
- Residents expressed the desire to see more bus stops with benches and shelters.
- Improved signage for traffic to resorts and parking facilities
- Additional ski lockers can make using transit easier
- Bus Rapid Transit (BRT) lanes (morning and evening peak hours) could be an option in the center of SR 224, and SR 248.
- Improved signage for traffic to resorts and parking facilities is needed.

Routes

- A desire to see a reverse route into Park Meadows was expressed, as the current loop isn't convenient for many residents.

- Express park and ride service with direct links to the ski resorts is needed. Making stops along the way makes transit unattractive to many resort employees and skiers.
- Many participants want to see more park and rides throughout the service area that have express service to ski areas.
- A stronger partnership between Park City Transit and private industry was noted as an opportunity to expand services.
- There needs to be better marketing of the fact that Park City Transit services are fare free.
- Participants asked about the possibility of new racks that can accommodate more skis.

Other

- Additional bike racks on Park City Transit buses are needed to accommodate more non-motorized transportation. Electric bikes should also be considered.
- Enhanced shelters – “Hospitality stops” – are needed.
- Any new development should include construction of a bus shelter.
- Long term planning should include consideration of Maglev technology.
- One participant asked how this plan will dovetail with plans in Wasatch County.
- There is a need for a pedestrian/biking bridge over I-80 so that people can use the park and ride on the north side of the highway and walk or bike to Kimball Junction instead of driving.
- Concerns were expressed regarding road construction and the impact on maintaining on-time bus services.
- More marketing is needed by resorts to ensure visitors are aware of the Park City Transit services.

Assessment of Unmet Needs

As discussed previously the city is very well covered by an abundance of routes during expanded service hours. The one exception is the area around Quinn’s Junction. Additionally most of the more populated areas of the county are served. Most of the unmet needs were in the outer areas of the county – areas that are very difficult for fixed route to serve and should produce low ridership under any scenario. These areas included:

- Silver Creek Estates
- Silver Creek
- Silver Summit
- Summit Park
- Heber City, Wasatch County
- Kamas and the Kamas Valley including Oakley, Francis and Woodland

- Areas in Wasatch County between Kamas and Park City. These areas include Hideout, Todd Hollow, Keetley, Jordanelle, and Deer Mountain

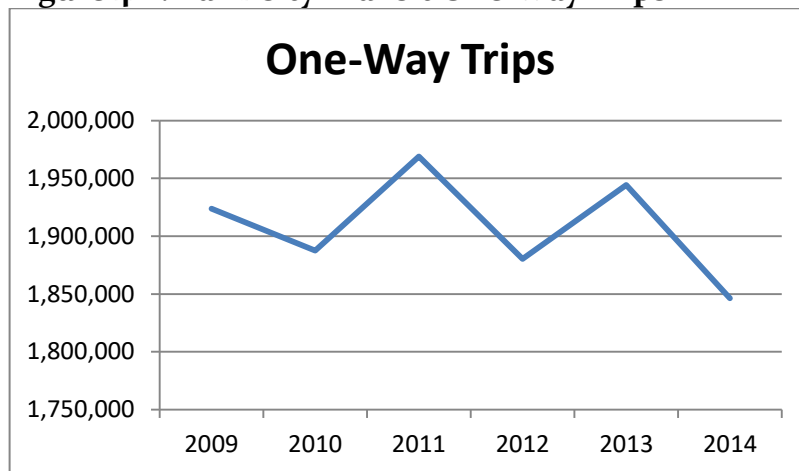
Transit Demand Analysis

This section assesses public transit demand by looking at existing transit usage and current transit mode split. Estimations of future transit demand are based on current transit demand and current transit service.

Trend Analysis

Park City Transit operates about 73,602 hours and 1,096,171 miles of fixed route and special events service annually (using 2014 data). Over 1.8 million one-way trips were completed in 2014. Figure 4-6 displays the transit ridership trends since 2009, which is used as the baseline as 2008 saw a decline in the economy in Park City and around the country. Current ridership is down four percent from 2009 due to changes in the economy and reductions in service hours. Over the six year span of 2009 to 2014 the system a six percent difference between the high of 1,968,933 (2012) one-way trips to a low of 1,846,383 one-way trips (2014). During that time there was a two percent decrease in service hours.

Figure 4-6: Park City Transit One-Way Trips



Source: Park City Municipal Corporation

If no major service changes are made and based on stable conditions, ridership may rise or fall about 5 percent annually depending on service adjustments and ridership should fluctuate accordingly as depicted in Table 4-1. As shown a five percent increase in ridership should result in an average of 5,270 trips per day or 1.92 million one way trips per year. This is consistent with year to year trends over the last six years.

Table 4-1 Potential Ridership Based on 5 percent changes from the Baseline

Season	Average One-Way Transit Trips Per Day	5% Increase	5 % Decrease
Peak	12,130	12,735	11,525
2014 Average	5,020	5,270	4,770

Source: Park City Municipal Corporation

Transit Mode Split

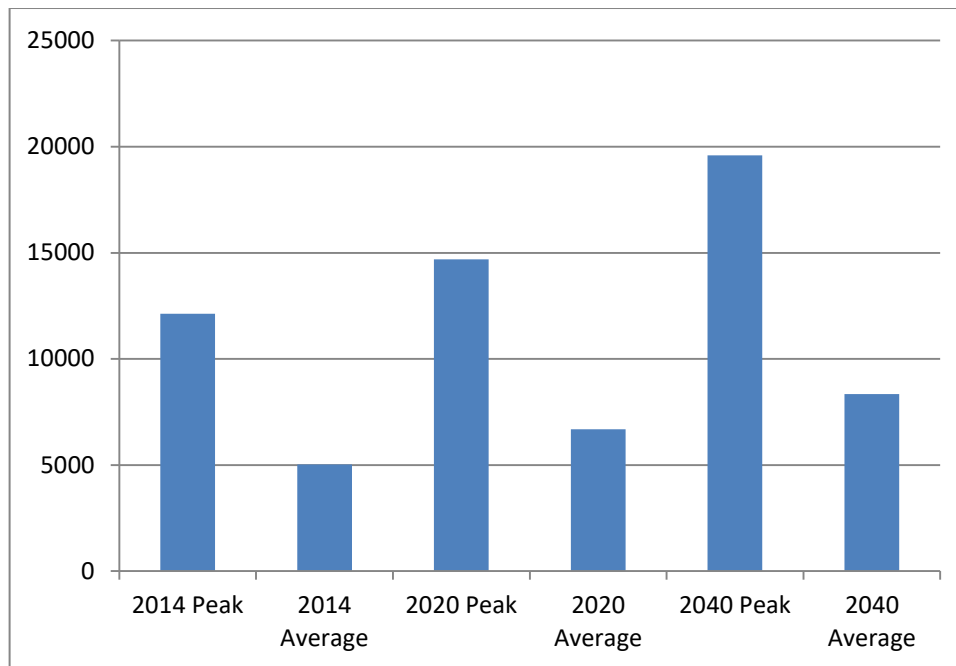
Transit mode split is the percentage of all trips in a service area that are taken on transit. Table 4-2 details the current number of all trips made in Park City and the transit mode split. As shown on average the transit mode split is 3.34 percent. During the peak season it is 4.9 percent. This table projects future ridership based on the growth in the number of trips taken in Park City. Projections by the city indicate a 50 percent increase in trips between 2014 and 2020 and a 100 percent increase from 2014 to 2040. Transit mode split should likely stay within three to 5 percent over the next five to seven years in a status quo scenario.

Assuming the transit mode split remains constant increases in one-way trips are depicted in Figure 4-7. As shown, average one-way transit trips per day should increase 33.3 percent by 2020 or to a total of 2,438,200 one-way trips per year. This level of increase should impact transit service and operations and should require additional service and resources to accommodate. Due to the fact that during the peak portions of the season the transit system is currently pushed to peak vehicle capacity additional capital resources including up to an additional eight additional vehicles in the overall fleet should be needed to accommodate such growth.

Table 4-2: Transit Mode Split Projections

Season	Average Daily Person Trips	Average One-Way Transit Trips Per Day	Transit Mode Split
2014 Peak	200,000	9,800	4.90%
2014 Average	150,000	5,020	3.34%
2020 Peak	300,000	14,700	4.90%
2020 Average	200,000	6,680	3.34%
2040 Peak	400,000	19,600	4.90%
2040 Average	250,000	8,350	3.34%

Source: Average Daily Trip Data. Park City Traffic & Transportation Masterplan 2011; Park City Transportation Demand Management Existing Conditions, Peer Research, and Markets & Opportunities. Park City Transit Ridership Data: Park City Municipal Corporation.

Figure 4-7: Park City Daily Ridership Projections Based on Transit Mode Split

Source: Average Daily Trip Data. Park City Traffic & Transportation Masterplan 2011; Park City Transportation Demand Management Existing Conditions, Peer Research, and Markets & Opportunities. Park City Transit Ridership Data: Park City Municipal Corporation.

Overall Assessment of Transit Demand

To assess the overall transit demand we first examine historical and current demand trends (Table 4-2). Over the last six years ridership has not fluctuated up or down more than 5% from one year to another. Assuming that this trend holds true Park City Transit can expect an average range of 4,770 daily one-way trips to 5,270 daily one way trips or between 1, 74 million to 1.92 million one-way trips per year.

Based on a consistent transit mode split and total daily trip projections outlined on the Park City Traffic & Transportation Masterplan average one-way transit trips per day should increase 33.3 percent by 2020 or to a total of 2,438,200 one-way trips per year.

Chapter 5

Development of Alternatives

INTRODUCTION

This chapter summarizes the alternatives developed to address the unmet and under met needs identified in the first three technical memoranda. For all of the detailed strategies please see Appendix D: Technical Memorandum No. 4 – Development of Alternatives. This was a working document designed to initiate a collaborative approach among the stakeholders to select and prioritize the alternatives and strategies that will guide the development of public transit in Park City and Summit County over the next 7 years.

The alternatives focused on the major and minor decision points for determining the ultimate direction of the study. These are not recommendations; rather they are potential strategies that can be employed to address an issue. Park City and Summit County management selected and prioritized (by year) the alternatives to be included in the plan. After development of alternatives, two public forums were held in the City and County.

The development of alternatives and options included the following components:

1. **Review of Existing Structure** – In this section the system structure will be discussed and an alternative timed transfer approach will be considered.
2. **Route Modifications** – As with every transit system, there are growing needs and modification alternatives.
3. **Express Bus/BRT/Fixed Guideway Corridors** – Most important will be to address the growing needs along the SR 224 and SR 248 corridors.
4. **New Service** – Park City Transit provides excellent fixed route coverage in the Park City area. Most new services should be beyond the current service area.



5. **Other Modifications and Recommendations** – Infrastructure, staffing, organizational and related issues will be discussed in this section.

Review of Existing Structure

Park City has an unusual service design in that the system eschews timed transfers and instead operates multiple routes over the same roads often at the same time with different ending locations. This unusual approach has a number of advantages over the traditional timed transfer structure for Park City's unique needs. As was stated by some stakeholders, Park City Transit was purposely designed to minimize transfers, especially for persons with skis and bicycles.

Service Modifications – Potential Changes

As stated above all systems need to fine tune their service on a regular basis to meet ever changing needs. The key for these route modifications is to ensure flexibility to make change on a regular basis. Further, when making these changes, in most circumstances the changes should usually stay in place for at least six months, but preferably one year and be well marketed and promoted before success or failure can be determined.

Replace Low Density Fixed Routes with Call a Bus

Demand response “call a bus” service may have a place in the Park City area (please note that the term “call a bus” is typically referred to as “dial a ride” across the country however that term is used in Park City for a different service model and we use the term “call a bus” for that reason⁵). Call a bus service has a person calling or activating an app shortly before the trip (typically within one hour) and having the vehicle pick them up at the door or a nearby corner and take them somewhere in the call a bus zone. In most urban cases the focus is on connections to nearby fixed route or rail.



These call a bus vehicles can also be used to provide ADA service at the same time. This is a documented practice in the transit industry called “co-mingling” is often used to reduce costs through economies of scale⁶. Technology can assist in the implementation of this approach.

For Park City and Summit County there are two sets of call a bus service alternatives. This first set, discussed here, identifies fixed route segments with low ridership where transit can eliminate the fixed route portion and substitute a call a bus vehicle. The second set of call a bus

⁵ The American Public Transit Association, the Transportation Research Board, the Federal Transit Administration and others all define dial a ride as an origin to destination service (curb to curb) service. Park City Transit's dial a ride requires riders to get to a bus stop.

⁶ TCRP REPORT 143: *Public Transportation Resource Guide for Co-Mingling ADA and Non-ADA Paratransit Riders*, Washington D.C., 2011

alternatives is for instituting call a bus in unserved areas. Figure 5-1 depicts potential replacement call a bus zones.

Quinn's Junction Fixed Route

Demand has increased in the Quinn's Junction area, specifically the Park City Medical Center, supporting facilities as well as the Park City Ice Arena and Sports Complex, to the point where a fixed route service and corresponding ADA paratransit is justified. It is a growing area that attracts both persons seeking medical care as well as commuters going to work at the medical facilities.

Route 6: Lime - Canyons

This route has undergone a number of changes since the project started. Park City Transit has begun expanded service and express service on this route as a winter 2015- 2016 pilot program. The pilot service operated late into the evenings and is an express during peak hours suspending the Kearns Boulevard portion of the route during these times as other routes can provide the same coverage. For example, a timed meet with Rt. 1 or a new Quinn's Junction route should give riders access across the system. The evening-night service has proven effective to this point.

The problem with this route however is the ridership during the shoulder seasons where productivity drops from 26 one way trips per hour in the winter and 16 trips per hour in the summer down to 3.5 one way trips per hour in the shoulder seasons. This is due in large part to few people at the Canyons in the shoulder season, duplication with other routes and the meandering nature of the route. Call a bus options were presented.

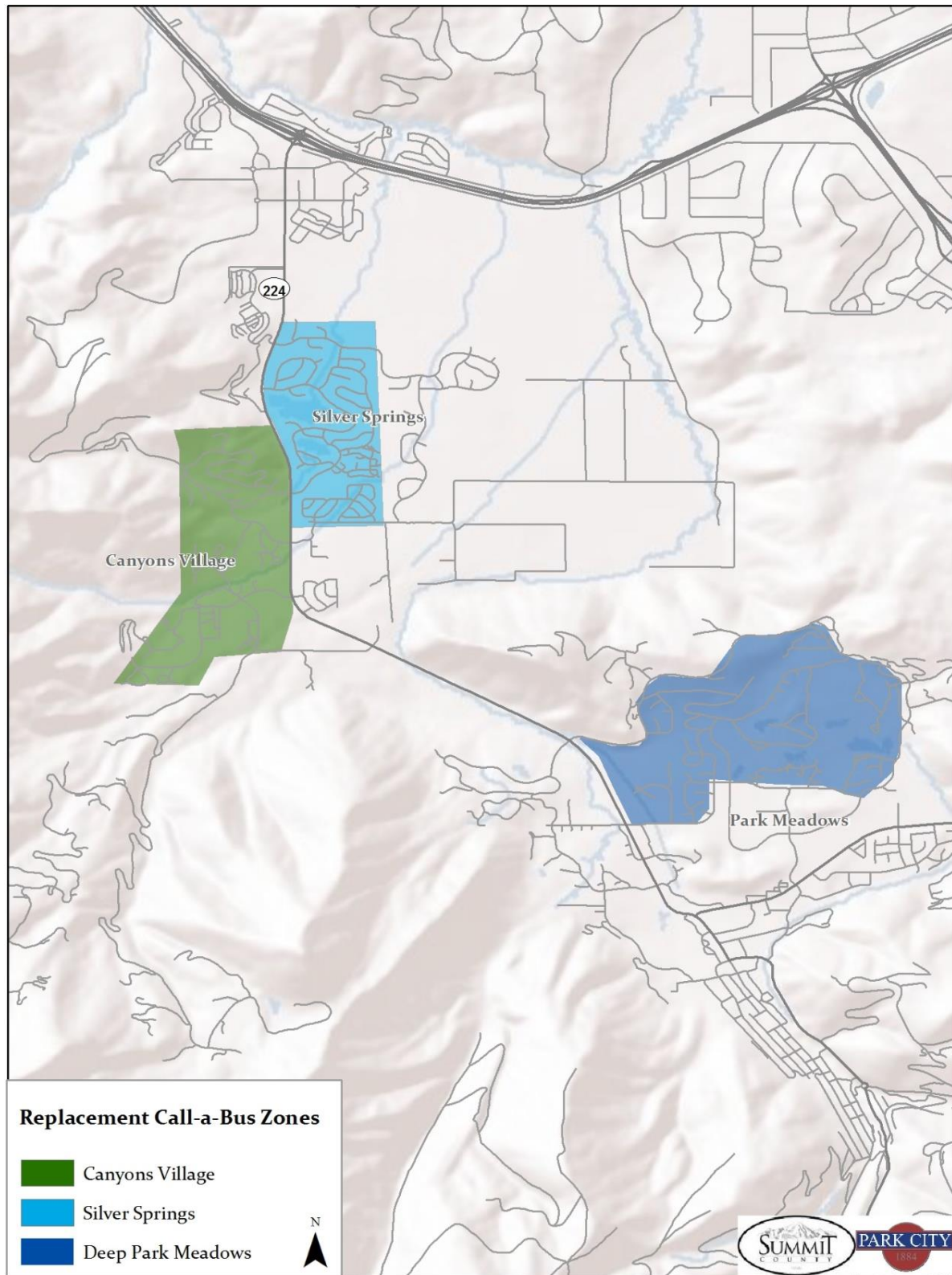
Rt. 4: Orange - Silver Lake and Rt. 9: Purple - Empire Pass Shoulder Extension

There were requests for service during the shoulders seasons. There are about 4 months when these routes do not operate. Each route operates 8 hours per day during the summer. This change proposed to operate the service year round, including operating during the shoulder season at the same hours as summer service.

Park City – Salt Lake City - Expansion

In this alternative, Park City – Salt Lake City service would add an earlier run in the winter and a mid-day run all year. There were a number of requests for earlier service during the outreach. Mid-day runs, while usually unproductive, do help the service generate additional ridership, just knowing they have a way home at mid-day. Under this alternative both 901 and 902 should have a later morning run. Mid-day service could either run separately or can serve both routes with one bus. The service would need to be well marketed and would be most effective if transit demand management techniques are in place related to parking and speed of the

Figure 5-1: Potential Dial-a-Ride Zones to Replace Low Density Fixed Routes



service. A guaranteed ride home program combined with a marketing effort has been known to improve ridership.

Future efforts once express service has been implemented in the SR 224 corridor, PC-SLC service can terminate at a park and ride lot by Interstate 80, where riders can seamlessly transfer to a waiting bus for the rest of the trip. This should allow UTA to double the number of trips and possibly destinations for the PC-SLC service.

Provide Service to the Salt Lake City Airport

Effectively serving the Salt Lake City airport requires regular service throughout the day to Park City, something that would be difficult for transit to accomplish in a cost effective manner. Typically airport service of this distance is provided by the private sector. There are two scenarios that can be applied. Operating the service as an extension of existing Salt Lake City service or develop a public private partnership to encourage the private sector to provide service at a reasonable cost.

Transportation Demand Management

Transportation demand management (TDM) techniques should be a necessity for a successful BRT, express service or other fixed guideway system. For each of these potential solutions to succeed a number of TDM conditions must first be met (in addition to financing). These conditions are as follows:

1. Expanded park and ride opportunities should be required north and/or west of Kimball Junction such as Jeremy Ranch-Pinebrook areas and for express service from the east, Richardson Flat should be made accessible to vehicles north or south on U.S. 40 with slip ramps to Richardson Flat Rd. Without significant intercept parking opportunities, these express or fixed guideway services will not be able to generate originating ridership
2. Constrained parking at the major resorts/employment sites and Old Town for: employees (required to park remotely and take a shuttle) and day trip visitors (recommended and marketed)
3. Fast moving service with few stops and little to no meandering at destinations. Service should be significantly faster than driving/parking time, which is difficult for the short distances involved
 - a. Very frequent service – at least every 15-20 minutes
 - b. Infrastructure – Real BRT or other fixed guideway solutions should need its own lanes/right of way, adequate signage, stations and signalization, for BRT, pull outs for local bus stops allowing BRT buses and perhaps vanpools to bypass local stops

- c. Some form of traffic signal control for BRT.
 - d. Vehicles – The existing 35 foot buses are adequate for the present time
4. Operating during all commuting hours – most services should start at about the same time. Many persons during the outreach stated they had to be at work by 7 – 7:30 a.m.
 5. Very strong marketing campaign to let visitors know they can get around town without a car.

In essence, at this time it is easier for most employees and day trip visitors to drive a car into Park City and park it than to park remotely and take a bus. Without resolution of the parking issue ridership will never be able to support BRT or fixed guideway solutions.

Future Fixed Guideway Services - Planning

As this planning effort is a short range plan, longer term efforts such as major investments in fixed guideway solutions including but not limited to BRT, gondolas and aerial tramways, will require a study specific to the long range (20 year) needs of the community. In most cases these modes would require major parking infrastructure for potential passengers before the system could start. Planning the feasibility of service, securing justification, gaining access to the land, approvals (environmental) and funding and then building the infrastructure along with ensuring all of the minimum transit demand management conditions are met may take many years.

New Services

The current service area is well served by Park City Transit. Almost all areas that can sustain fixed route have service (Quinn's Junction, the exception, is served by a demand activated route), therefore the majority of new services are focused on the County. The alternatives include the following.

Continuation of Pilot Services

Park City Transit and the County implemented new winter pilot service in the winter of 2015-16 to considerable success. These included:

- Revised Rt. 6 service after 3 p.m. express to Old Town and expanded hours until midnight
- Extend Route 7 and 8 until midnight

Kimball Junction Shuttle

The Kimball Junction shuttle would serve both sides of Kimball Junction, East and West as well as the Tanger Outlet Mall, all in the County. This route could operate starting at 7 a.m. and

ending at 7 p.m. (for example) and its purpose would be to allow people to go to multiple destinations while leaving their car parked at the first destination.

Service to Justice Center

The Justice Center is currently not served by fixed route, as the nearest route stops 0.9 miles from the Justice Center, making it too far to be accessed. Close to the Justice Center are a Home Depot and other businesses. Serving these locations can benefit employees in the area, shoppers as well as those needing to go to the Justice Center.

Service to Summit Park

The Summit Park area consists of a very low density community build along roads that are very difficult for buses to traverse. The consultants recommend that any fixed route service proposed remain on Kilby Rd. - Aspen Dr. Only smaller vehicles will be able to access the side roads. This service would connect the area from Summit Park to the Kimball Transit facility. All services are designed to serve peak hour and mid-day service.

New Call a Bus Zones

There are a number of communities within the Park City/Summit County area that should not be served by fixed route due to the very low density, lack of through streets and difficulty for buses to maneuver. An alternative to fixed route is a call a bus service where smaller buses or minivans are used and service is limited to the designated community and the nearest fixed route stop.

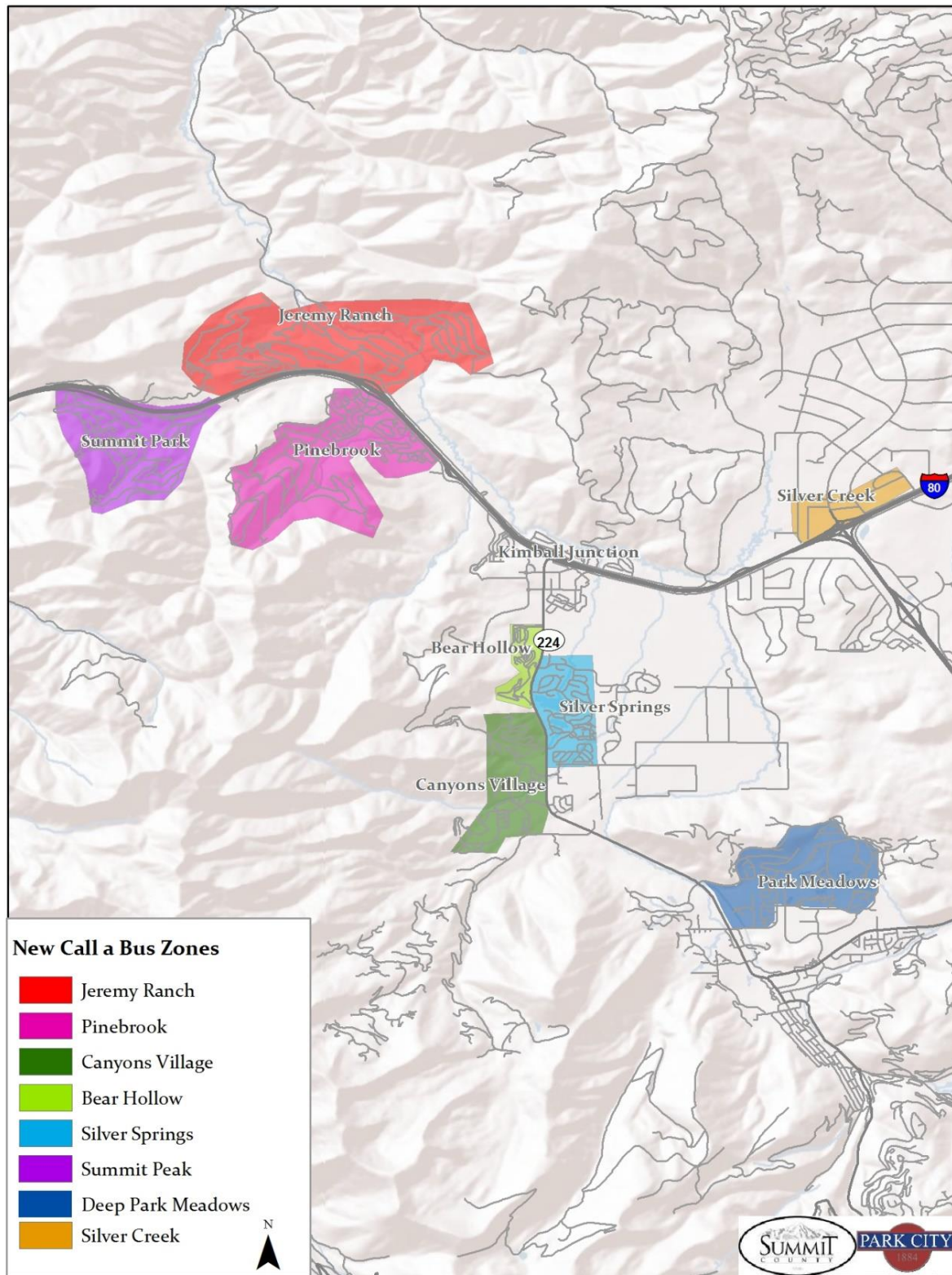
There are a number of opportunities to implement a call a bus service. In addition to the Silver Springs and Summit Park area discussed previously, call a bus is discussed for a number of potential call a bus zones. These areas are depicted in Figure 5-2.

Canyons Circulator

The Canyons Village is a tourism based area with access to Park City Resort (Canyons Village Base Area), several hotels, condominiums, and shopping. A circulator can serve two purposes: first and foremost to connect condo residents to the ski basin at Canyons. Second this service could provide service to Canyons Transit Hub for access to the entire service area. This service somewhat competes with Rt. 6 as well as the Cabriolet and the Waldorf Gondola, both designed to transport people to the ski basin. This circulator can also function as a call a bus.



Figure 5-2: Potential Call a Bus Zones



Rural and Out of Region Service

The Kamas area (including surrounding communities) has about 6,000 residents and was shown to have a relatively low level of need. However combined with communities around Deer Mountain and surrounding apartment complexes, there is potential for a fixed route service. The most probable service would be commuter service with vanpools or a commuter fixed route bus. Heber City was reviewed as well; however a new privately operated service to Park City has been initiated from Heber City and should be encouraged and provided marketing supported by the City and County.

While the potential ridership conclusions of this study mirrored recent county planning studies, this study team believes there are ways to potentially serve these areas in a cost effective, yet limited fashion:

1. Vanpools – Kamas and the communities along Rt. 248, Heber City, Coalville and other similar communities could support a modest vanpool program.
2. Commuter Bus – This fixed route service would start in the Kamas area and operate via Richardson Flat (once it is practical) into Old Town Transit Center. This service would have one a.m. and one p.m. run designed for commuters.
3. Nurture New Heber City to Park City service – There is currently a private for profit operator in this corridor.

Organization, Finance and Operational Issues

A variety of other alternatives were addressed, including organization and financial issues. The reader is directed to Appendix D - Development of Alternatives. Other issues related to:

- Bicycles on board buses – Guidelines should be developed to guide the customers and vehicle operators related to safety.
- Vehicles and alternative fuels – Currently Park City Transit uses biodiesel fuel. Alternative fuels should continue to be used for the short term. Future consideration should be given to electric buses as they continue to rapidly evolve.
- Facilities including bus stops and shelters – Shelters and pathways should be reviewed and facilities should constrain the flow of pedestrians.
- Staffing – Park City Transit is in need of key staff in marketing, administrative support, recruitment and training.

- Technology – Continue to apply technology as appropriate for customers and staff. Additional electronic real time signage should be placed at key stops and transfer points. As the service includes call a bus zones in the future, PCT should apply its paratransit software and other technology to allow a seamless combination of call a bus with ADA paratransit.

Chapter 6

Service, Organizational and Capital Activities

INTRODUCTION

The purpose of this short range transit plan is to serve as a guide for the future growth of Park City Transit over the next seven years. The plan includes recommendations related to service changes and modifications. Changes include incorporation of new express service, new park and ride lots, and the Kimball Junction Transit Center where new timed transfer services will be implemented. The changes also address growth in the county with a number of new services designed to connect low density communities to fixed route buses and the rest of the system.

The plan was built on the tasks completed previously, including extensive public engagement, demographic and land use analysis, analysis of needs, development of alternatives, and selection of alternatives by the study committee. This plan is consistent with existing city and county plans and associated policies. This plan was also developed to support current planning efforts.

This chapter details year-to-year changes in services, capital infrastructure and administration necessary to:

- Improve existing performance –Changes and modifications are based on shifting nature of needs and basic operations’ planning activities.
- Initiate new services –Services include expanded SR 224 and SR 248 corridor service, and addressing needs in under or unserved areas.
- Administrative/management support – The unique nature of Park City Transit as a seasonally based service places additional demands on management that most transit systems typically do not see. Recruiting for seasonal work and ensuring vehicle operators are trained and experienced to drive in difficult conditions makes the administrations functions of marketing, recruitment and training an ongoing set of activities.
- Vehicle and transit infrastructure improvements are critical to success and are detailed on a year-by-year basis.

For each change, costs and capital needs are identified, and suggested routing identified (although final decisions should rest with management staff and policymakers).

Plan Highlights

Park City and Summit County continue to stress the importance of transit through a “transit first” planning philosophy. In this seven year plan, there are a number of major changes being introduced that can have a significant impact on reducing the use of private automobiles in Park City, especially during peak travel times. Highlights of the plan include the following:

1. **Call a Bus** – These are services designed for low density communities that typically cannot be served effectively by fixed route service. Over the first five years of the plan, Call a Bus service will be set up in four defined zones where an individual can access a vehicle at their door or corner and receive a ride to a transfer point or express bus stop in close proximity to that zone. As these services grow, some zones could justify a fixed route. Ridership demand should be monitored and service changes from “Call a Bus” to fixed route service should be considered when warranted.
2. **Kimball Junction Transit Center and Timed Transfer** – As this transit center comes on line, services in this area will begin to evolve into a network of timed transfers to allow for seamless access across the service area and Salt Lake City. By 2018, it is anticipated that this area will have a network of circulators in Kimball Junction, neighborhood services east and west, express park and ride and commuter services. The KJTC will serve as a primary hub to connect to east/west routes from the north/south routes and vice versa.
3. **Express Service** - Expanded express service from park and ride lots to Old Town with 15 minute frequency of service.
4. **Continued Fine Tuning** – A number of modest service changes are proposed that may improve performance and increase ridership. Additional fine tuning will be needed after new routes are implemented.
5. **Preparing for Future Growth** – The plan emphasizes the need for building infrastructure and staff to support expanded service in the future. This plan works in concert with other plans recently completed or in process.
6. **Regular Service Review** – Park City Transit and policymakers should set targets for route performance – in particular pilot projects. This plan will review the processes that the city and county should use to determine reasonable goals.

Service Expansion – An Evolution of Services

A number of the services planned, are new to Park City. The Call a Bus demand response service and park and ride express services are newly recommended services that can grow, and in the case of Call a Bus, evolve into a fixed route if justified by ridership and operating cost.

Call a Bus

Call a Bus service is designed as a starter service for low density areas. It is recommended that this be first introduced in 2017 and expansion continues through 2020. As performance and ridership improve and riders accept the service, it should be monitored closely to see if a fixed route approach can better serve the area. Typically this type of zoned service with trips of limited distance, can manage about 6 one-way trips per hour, plus or minus 2. This can vary depending on each zone's characteristics.

If the Call a Bus service reaches that point an alternative should be made available. What makes this advantageous is that planners know exactly where and when existing passengers get on and off the vehicle so that planning a fixed route becomes a simpler, more predictable and dependable process.

The possibility that a Call a Bus service will not gain acceptance also exists. In the event that the service does not generate the lowest level of acceptable performance, the service should be evaluated and if after attempts to improve the performance fails, service can be eliminated and placed elsewhere.

Park and Ride Express Service

Another new strategy planned for 2018 is the Jeremy Phase 1 Park and Ride express service. A second park and ride service is planned to open in 2020 (Jeremy Phase 2) and a third in 2022 (Phase 3). Serving each route with full express service at 15 minute frequency (16 hours per day for each of the three vehicles) will cost over \$2 million per park and ride lot. When the second lot opens in 2020, if able, it should be served by the same route. This will also apply to the third route in 2022, unless demand dictates changes.

Service should be closely monitored for capacity constraints. If or when capacity is reached at a particular time or season, management should program an additional or "tripper" service to ensure all passengers are transported in a timely manner. A tripper bus is placed in service during peak times to meet the demand on a particular route. Once tripper service has reached capacity, consideration should be given to implementing a separate route for the busiest lot. This will be determined based on ridership patterns just prior to the time of implementation.

SERVICE MODIFICATIONS AND NEW SERVICES

This section details service modifications and new services called for in the plan. This should not interfere with Park City Transit making regular changes as need is manifested. Annual and semi-annual changes, modifications and fine tuning of existing services are routine in the transit industry and should continue to be introduced in this plan. It should also be noted that Park City has very distinct peak summer and winter seasons and routes and frequency should be adjusted accordingly to meet the respective summer and winter demand.

The Short Range Transit Development Plan is intended to provide guidance and ensure flexibility in planning and implementation of service:

- Routes detailed in this plan are a guide and should not be considered final until management conducts final operations planning, budgeting, and marketing prior to implementation. Exact routing and timings will be determined by management and policymakers prior to implementation.
- Call a Bus zones also serve as a guide for the plan. The actual zone will be determined by transit staff/planners at the point of implementation.
- Service hours are not exact and should ultimately be determined by needs and funding constraints at the time of potential implementation.
- Implementation timelines of the plan may vary due to a variety of circumstances that cannot be predicted.
- Implementation is always contingent on funding availability.

Transportation Demand Management

Transportation demand management (TDM) activities are critical to success for a variety of routes in the service area. Appropriate TDM techniques will be necessary for a successful express service, BRT “Lite,” or potential fixed guideway service in the future. For a potential solution to succeed, a number of TDM measures should first be implemented and/or coordinated (in addition to financing). These conditions are:

1. Expanded park and ride opportunities are required north and/or west of Kimball Junction such as the new Jeremy Ranch Park and Ride facilities for the SR 224 corridor. These facilities are in the planning stage and planned to be opened in conjunction with express service during the term of this plan. For express service from the east on SR 248,

Richardson Flat should be made accessible to vehicles travelling north or south on U.S. 40 with access improvements to Richardson Flat Rd via SR 248 and/or US 40.

2. Managed parking at major resorts/employment sites and Old Town for employees (incentivized to park remotely and take a shuttle) and day trip visitors (recommended and marketed). Additionally, ski lockers at Park City Resort will benefit transit.
3. Operating during commuting hours; services should start at about the same time. During the outreach many persons stated they had to be at work by 7 a.m. – 7:30 a.m.
4. Very strong marketing campaign to let visitors know they can get around town without a car.

ANNUAL SERVICE CHANGES

Service changes are detailed in this section in chronological order by calendar year and by season. For each service change, the following elements are discussed:

- Description of change
- Purpose of change
- Capital needs – vehicles and shelters
- Review of costs
- Impact on ridership and auto reduction

Winter 2016 – 2017

In the first year of the plan there will be initial changes with service. Just as important will be a number of internal activities that Park City Transit should initiate to ensure that the demands of future years can be met. Highlights of the recommended changes in the fall include:

1. Continue Winter Enhancements to Routes 6, 7 and 8 – In 2015-16 winter season, Park City Transit extended hours of all three routes and revised Route 6 as a direct link from Canyons to Park City Resort and Old Town. Implemented as a pilot it gained very significant ridership and has been deemed a significant success. Park City Transit should continue to work with private partners to fund and maintain this service.
2. Increase Frequency of Route 8 – One bus should be added to Route 8, increasing frequency from one bus per hour to 30 minute service.

Another key activity will be to seek funds and initiate a procurement for new buses to meet the requirement of the plan. Management should also initiate the hiring process for new staff discussed in detail in the section on Administration and Management, below.

Table 6-1 summarizes the costs associated with each recommendation listed in the first year of the plan. Costs for fixed route will be \$115 per hour in this period.

Table 6-1: Winter 2016 – 2017 Service Expansions

Service		Existing Service Hours	New Service Hours	Service Hour per Day Increase	Winter 2016 – 2017 Additional Costs	Potential Daily Ridership/ Reduction in Autos
1	Continue Prior Winter Service Levels (120 Days) and Enhancements: Rt. 6-Canyons, Rt. 7-Kimball Junction West and Rt. 8-Kimball Junction East Express	10,983	13,143	18	\$248,400	294 / 139
2	Increase Frequency of Rt. 8 Kimball Junction East to 30 mins	2,040	4,080	17	\$234,600	222 / 105
2016 - 2017 Totals		-	17,223	35	\$493,000	516 / 244

1. Continue Prior Winter Service Levels and Enhancements: Route 6-Canyons, Route 7-Kimball Junction West and Route 8-Kimball Junction East Express

Park City Transit operated expanded and express services on these routes as a winter 2015- 2016 pilot program. Pilot service on all three routes extended hours of service from 6:00 a.m. to midnight. Route 6 operated as an express service beginning at 2:30 until midnight and suspending the Kearns Blvd. portion of the route during these times as other routes provide the same coverage. For example, a timed meet with Route 1 or a new Quinn's Junction route should give riders access across the system.

The evening-night service has proven effective to this point with productivity at about 16.6 one way trips per hour, which is excellent for late night service. Ridership increased about 300 one way trips per day. This service gives residents and visitors an option to driving after dinner and reveling, a significant added benefit. Additionally, parking is very limited in Old Town during these peak times and this service helped alleviate parking demand in City owned and operated parking facilities.

These service extensions result in an increase of 18 service hours daily and over the five month period add \$248,400 costs to the system per winter, based on the cost figure of \$115 per hour for fixed route service. This service should continue as a regular winter service. Table 6-2 details the service expansion by route. Please note that the second Route 8 bus costs and ridership changes (see next service change) is included in the next table. No additional shelters or other facilities are necessary for this service.

The purpose of these changes is to provide options for passengers on these routes. This is particularly important for commuters using the Jeremy Ranch Park and Ride lot as service is limited before 8:30 a.m. One additional bus should be needed.

Table 6-2: Winter Service Expansions for County Routes (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Rt. 6 - Lime - Canyons	2	6	12	180 / 85
Rt. 7 - Pink - Kimball West	2	2	4	82 / 39
Rt. 8 - Brown - Kimball East	1	2	2	32 / 15

2. Increase Frequency of Route 8 Kimball Junction East

There are opportunities to start with a modest express service and a full detailed long range corridor analysis. As funding for infrastructure becomes available, the next steps toward full BRT or other fixed guideway mode can be implemented based on the future corridor analysis. Currently Route 8 operates as a direct service from Kimball Junction to Old Town on an hourly basis. With an additional bus, this service will operate every 30 minutes. It is a direct route because unlike Route 7 (30 minute headways) it does not meander into Silver Springs. These two routes when combined will offer four buses per hour between Kimball Junction and Canyons and two additional buses per hour from Canyons to the Bonanza Park/Prospector Square area for a total of six buses per hour in the winter.

This option calls for adding one bus to Route 8 and increasing service frequency to every 30 minutes. Service span is proposed to be 17 hours and cost approximately \$235,000 for the four month period (Table 6-3). One additional bus should be needed.

Table 6-3: Rt. 8 – Brown - Kimball East Expansion (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Rt. 8 - Brown - Kimball East	1	17	17	222 / 105

Using ridership elasticities to determine potential ridership, for every 10% increase in frequency is a corresponding increase of ridership of 5% (0.5 service increase elasticity). As service levels have increased 100%, ridership can be expected to increase 50%. Ridership on this route has averaged about 444 daily one way trips. This can increase by 222 to bring daily ridership to 666

one way trips. Using the average riders per vehicle figure of 1.9 yields a potential reduction of 105 daily vehicle trips.

2017

In 2017 a number of major activities are proposed to be implemented. However, the implementation of activities is dependent on funding availability for operations and vehicles. These activities include the following:

1. Introduction of Call a Bus services – The first Call a Bus service will be introduced at this time, allowing Route 7 to by-pass Silver Springs. This vehicle will serve Canyons Village, Sun Peak and Silver Springs. Service will be provided to destinations in the zone and the designated fixed route transfer point. Service can be activated by a call within one hour.
2. Extend summer and shoulder service – The County is seeking consistency of service hours between Routes 7 and 8 with the Park City service, which includes service both earlier and later than currently.
3. Initiation of Kimball Junction Circulator – With the completion of the new transit center at Kimball Junction, the first of many changes is the new circulator service, connecting both the east and west sides of the Kimball Junction commercial and residential areas.
4. Adjustments to Routes 1 and 5 to eliminate an unprotected left turn.
5. Quinn's Junction Fixed Route and ADA Paratransit – A fixed route is recommended to serve the hospital, National Ability Center, County Health Department, recreation facilities, and other land uses in the Quinn's Junction area. Complementary paratransit is required to be provided.
6. Consolidating Paratransit Services – At this time the ADA service area will expand as service will be available to the medical complex and County Health Department in Quinn's Junction. At the same time Call a Bus service will be initiated as well.

Table 6-4 summarizes the costs associated with each change listed in this year of the plan. Hourly costs for the second year will be \$117 per hour, in 2017 dollars.

Table 6-4: 2017 Service Expansions

Service		Existing Service Hours	New Service Hours	Service Hour per Day Increase	2017 Additional Costs	Potential Daily Ridership/Reduction in Autos
1	Canyons/Sun Peak/Silver Springs Call a Bus - New Service	0	4,745	13	\$450,775	55 / 26
2	Extend Rt. 8-Kimball Junction East and Rt. 7-Kimball Junction West Hours (Summer and Shoulders for 240 Days/Yr.)	8,160	9,600	6	\$168,480	113 / 36
3	Kimball Junction Circulator	0	3,120	26	\$365,040	192 / 91
4	Prospector Square Adjustment	-	0	0	\$0	0 / 0
5	Quinn's Junction ADA Paratransit	4,600	6,973	6.5	\$229,388	120 / 57
2017 Totals		-	27,985	49	\$1,209,683	480 / 210

1. Canyons/Bear Hollow/Silver Springs Call a Bus - New Service

Canyons Village is a resort center that provides with access to Park City Resort via the Canyons Village Base Area. The Canyons Village includes several hotels, condominiums, a golf course, dining, and shopping. Currently Route 6 is the only route that directly serves the resort center primarily connecting visitors and employees to Park City and the Park City Resort base area located in Park City.

A Call a Bus service is proposed for this area for 13 hours per day all year, to provide service to Canyons Transit Hub for access to the entire service area (Figure 6-1). Each of these communities together can support one call a bus vehicle. Trips can be provided anywhere in the zone including the Canyons Transit Hub. The short nature of trips allows for a much higher productivity as the bus should respond within one hour. Service should be tied into the software system currently used by Park City Transit. In the future, Park City Transit should invest in an app that will allow customers to request a vehicle from their smart phone.

Based on a 13 hour per day schedule, \$95 per hour as a cost for paratransit service and operating non-winter months, this service requires about 4,745 hours of service and should cost approximately \$450,775 in the first year (12 months) of service (Table 6-5). One bus should be able to serve each area and provide service to the nearest fixed route bus. All trips by their nature should be short.

Figure 6-1: Canyons/Bear Hollow/Silver Springs Call a Bus Areas

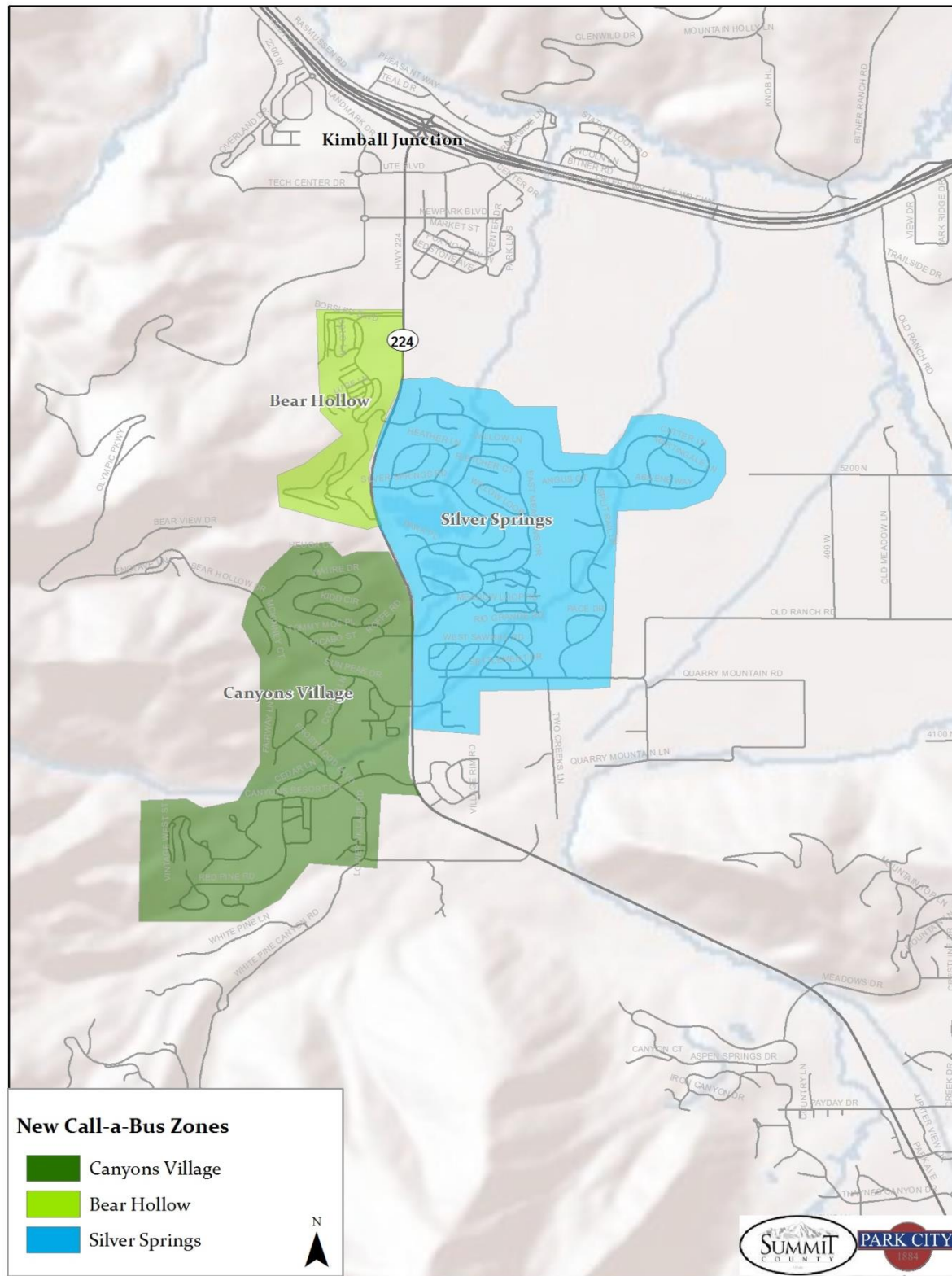


Table 6-5: Canyons/Bear Hollow/Silver Springs Call a Bus New Service (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Canyons/Bear Hollow/Silver Springs Call a Bus	1	13	13	55 / 26

As with all Call a Bus services, as ridership grows and Call a Bus reaches capacity, a fixed route can be implemented based on the origins, destinations and times of the call of bus riders. Capacity is different for different areas in paratransit service. Capacity is reached when the service can no longer keep up with demand (about 7 one way trips per hour).

Initially this service will generate 3 – 4 one way trips per hour – more during the winter and much less in the shoulder seasons. Initially this service can generate about 55 one way trips per day reducing auto traffic by about 26 vehicle trips when applying the occupancy rate of 1.9 passengers per personal vehicle.

2. Extend County Service Hours in Summer and Shoulder Seasons

Under this service extension, AM and PM enhancements are made to current Route 7 and Route 8 during summer and shoulder months (8 months) to match service hours in Park City. The objective is to provide consistent and seamless service in all parts of the service area. Each route is planned to be extended to operate from approximately 7:00 a.m. to 12:00 a.m. This should require an additional 6 hours of service per day, resulting in an increase in costs for service of approximately \$170,000. This service should not require any additional vehicles.

This service will mirror the service extension in the winter of 2015-16 discussed above. In order to determine potential ridership, the average seasonal ridership reduction system wide is about (based on 2014 reported ridership) 67% of winter service. Winter service averaged 82 daily trips on Route 7 from 9 p.m. to midnight and 31 on Route 8. Average shoulder and summer daily ridership between 9 p.m. and midnight should be about 55 trips (a reduction of 26 vehicle trips) on Route 7 and ridership should be approximately 21 on Route 8 (with a reduction of 10 vehicle trips). Table 6-6 details hours and ridership.

Table 6-6: Summer Service Expansions for County Routes (Daily) 2017

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Rt. 7 - Pink - Kimball West	2	2	4	55 / 26
Rt. 8 - Brown - Kimball East	1	2	2	21 / 10

3. Kimball Junction Transit Center – Circulator Service

The Kimball Junction Circulator is planned to be the first step in bringing a timed transfer network to the northern part of the service area. The plan calls for a variety of local circulators to have timed meets with express service. All services are planned to be in place by 2022.

1. Implement circulator 2017
2. Implement express from Jeremy Phase 1 Park and Ride (2018)
3. Implement modified Salt Lake City Commuter service (2018)
4. Implement Jeremy Phase 2 Express service (2020)
5. Implement third phase of new Jeremy Park and ride service (2022)

Circulator service should be implemented in the winter 2017 – 2018. The service level will include 15 minute frequency, using two buses.

The Kimball Junction circulator would serve both sides of Kimball Junction, East and West and Tanger Outlet Mall. Figure 6-2 depicts possible routing. The route would connect Tanger Outlet Mall on the west side with the Walmart area and Kimball Junction East (Redstone and Newpark). This route could operate starting at 9 a.m. and end at 9 p.m. and its purpose would be to allow people to go to multiple destinations while leaving their car parked at the first destination reinforcing the “park once” philosophy. It would also serve to connect the two sides of Kimball Junction. This route would have timed connections with Routes 7 and 8 and later, with express service, where feasible.

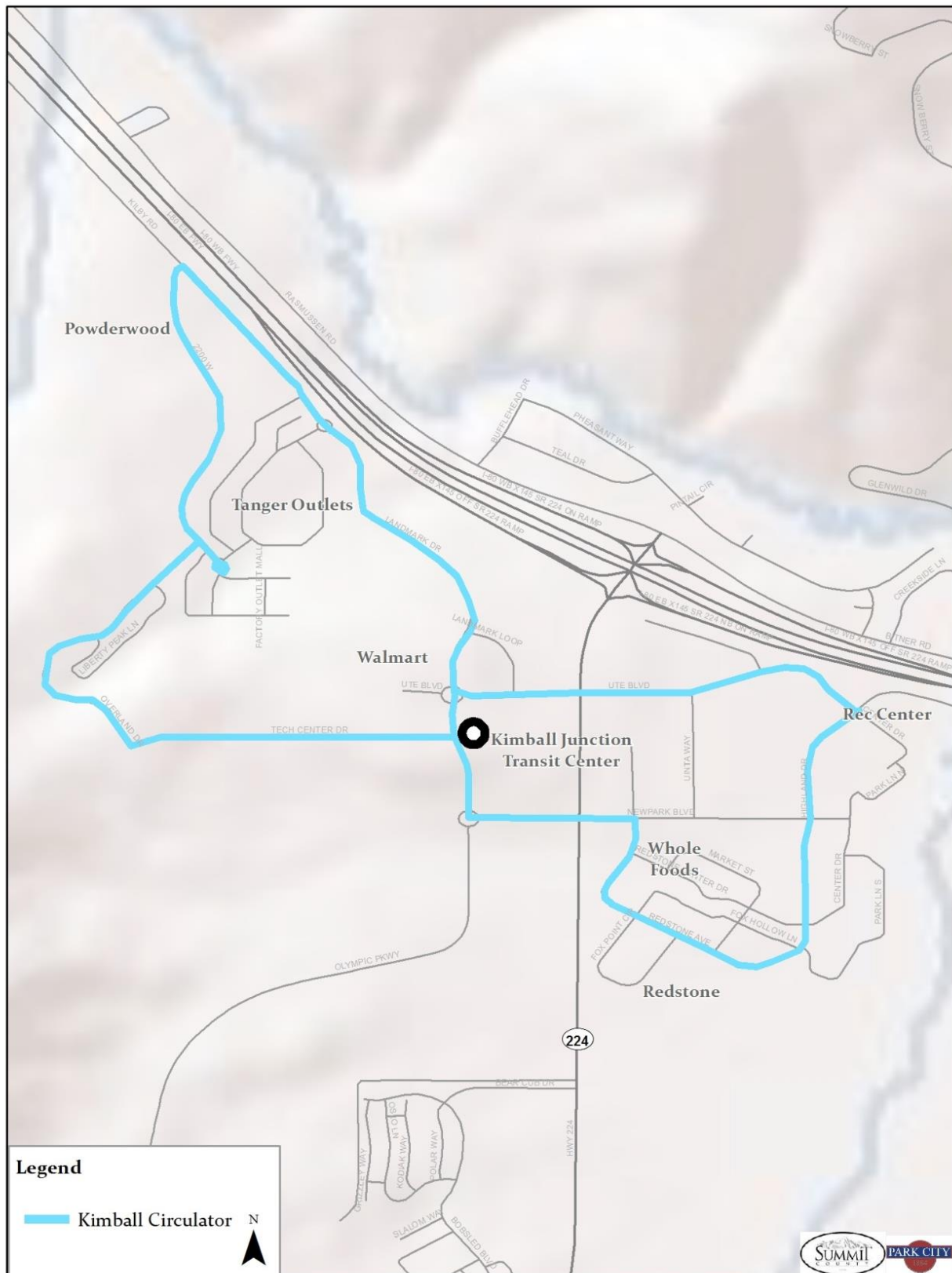
The service provides for 15 minute headways using two buses, 13 hours per day, 365 days per year. This high level of service will cost about \$1 million per year. This service should start in the fall costing \$365,040 in 2017. Ridership will initially generate about 8 one way trips per vehicle hour (16 trips per hour) should generate about 192 one way trips per day. This can reduce vehicle traffic by about 91 vehicle trips per day.

As this is a new service, three additional buses should be needed (including a spare vehicle). Park City Transit should use small buses (cutaway), as ridership should probably not fill a large bus. Small buses cost approximately \$180,000. As each trip is short in nature, ease and speed of boarding and alighting is important, small buses with two doors are ideal for this type of service in order to reduce dwell (vehicle sitting) time. Table 6-7 depicts this data.

Table 6-7: Kimball Circulator – New Route Fall 2017

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Kimball Circulator	2	13	26	192 / 91

Figure 6-2: Kimball Circulator Illustration



4. Revisions to Prospector Area Routes

The purpose of this route revision is to eliminate an unprotected left turn that often adds time to the trip (Figure 6-3) and creates an unsafe situation for both the bus driver and passengers as well as for traveling public. It is recommended that Routes 1 and 5 be adjusted to eliminate this movement. This change should not impact coverage or ridership, and should improve safety and running time. This is the type of change that should be done wherever issues such as this arise. There are no additional costs associated with this change.

5. Quinn's Junction Fixed Route

This route replaces the existing "Dial a Ride" service with a true fixed route and Americans with Disabilities Act (ADA) Complementary Paratransit service. The Quinn's Junction area is growing and attracting persons seeking medical care as well as commuters going to work at medical facilities. The existing demand activated service requires an individual to call and request a ride and then walk to the bus stop. This service generates very low ridership in its current form.

This route will provide access to Park City Medical Center and supporting medical facilities, Park City Ice Arena and Sports Complex, the County Health Department, and ultimately address the growing number of recreational facilities in the area. For the near future, this route should serve the west side of U.S. Route 40 as depicted in Figure 6-4.

The route proposes a shuttle style service between the medical complex and the intersection of Park Avenue and Kearns Blvd. where riders can transfer to go north or south. A timed transfer with Routes 6, 7 and/or 8 would be advantageous for riders. At about 7 miles per round trip, it may be possible to operate on ½ hour frequency with one bus during most days and times. A second option would have the route operate to Park City Resort and/or Old Town Transit Center, and expand the headway (40 minutes). An additional "tripper" bus may be added during peak hours on SR 248 based on demand.

ADA Paratransit

ADA paratransit coverage would have to expand to meet the need to the hospital and other facilities. It is anticipated that the National Ability Center may place some of its clients on this service, but in fact they may be more interested in fixed route service, which is closer to their mission. Park City Transit, working with National Ability Center, can develop protocols to maximize usage of fixed route for these riders and minimize ADA costs. This can apply to seniors or persons with disabilities as well.

In this approach every attempt is made to ensure ease of access on fixed route so that riders self-select fixed route for its convenience. Research and experience indicates that some ADA riders may opt out to fixed route where possible as it can be done spur of the moment and allows for greater independence for persons able to ride fixed route.

Figure 6-3: Winter Prospector Realignment

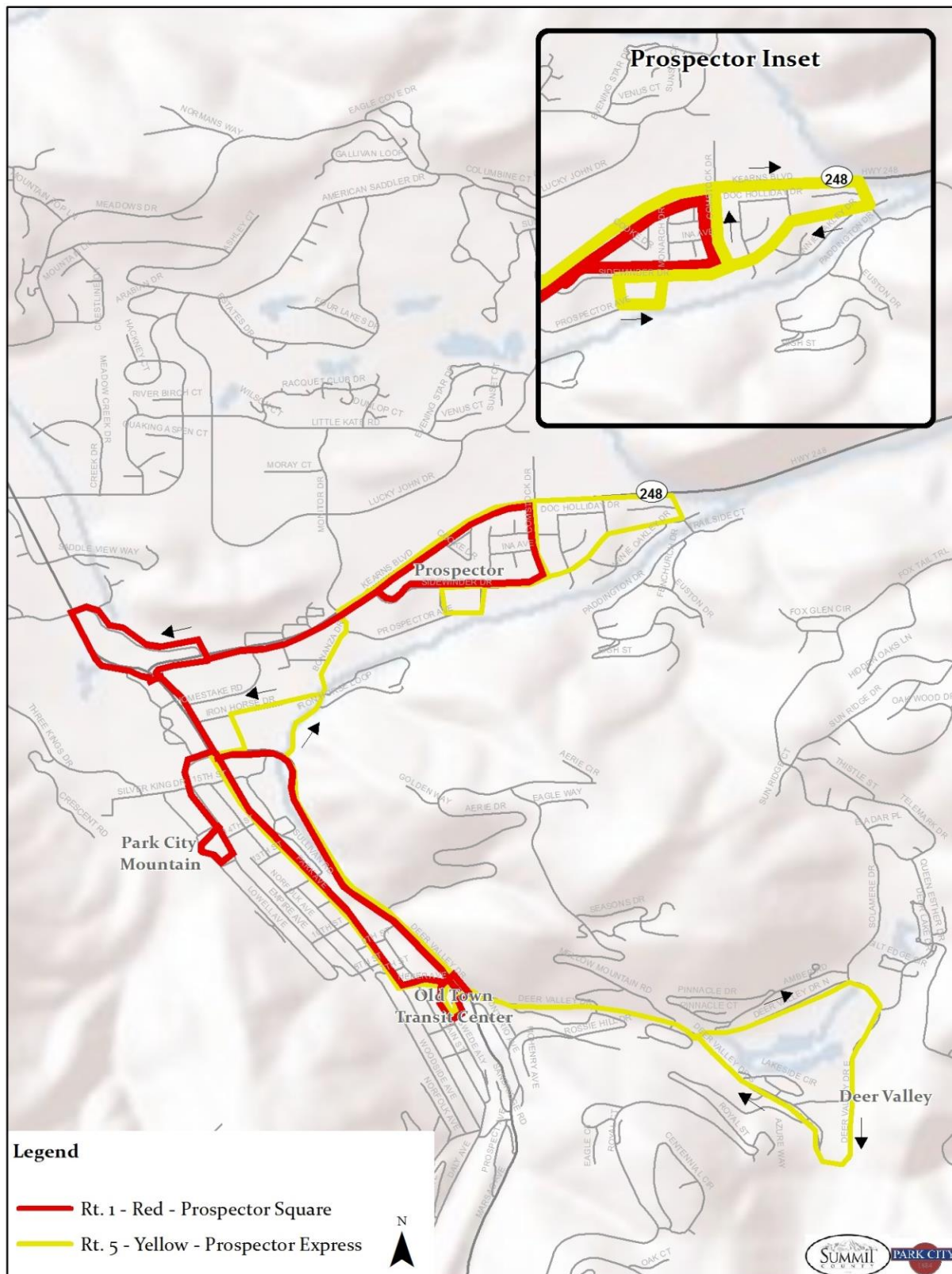
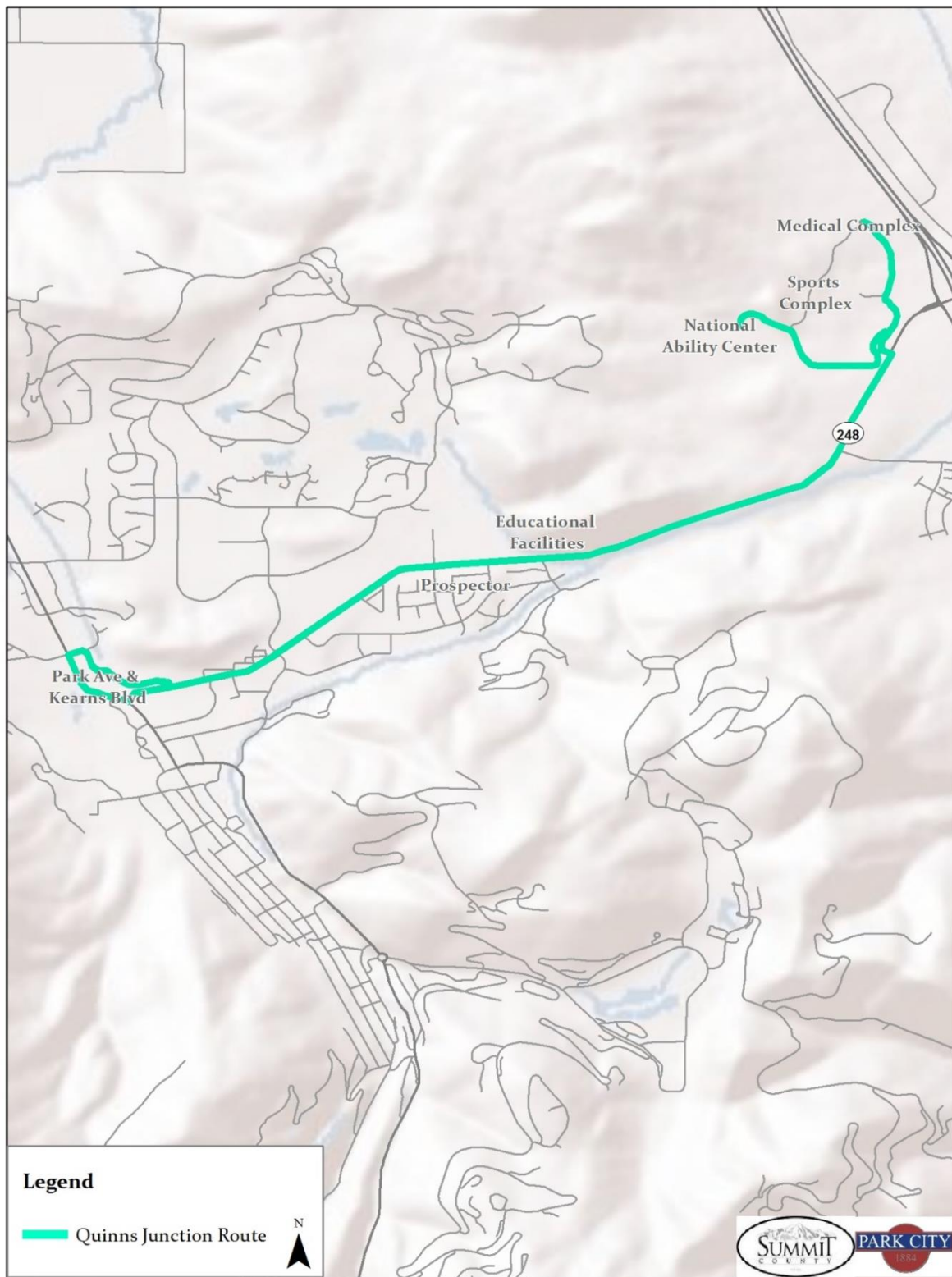


Figure 6-4: Quinn's Junction Fixed Route



Fixed route mobility training programs and a strong ADA certification program should ensure that riders get service based on need. This combined program is inexpensive to implement, if kept simple, and pays for itself (by diverting trips to fixed route) in less than one year.

Potential Cost and Ridership

The current Quinn's Junction service provides about 4,600 hours of service annually (based on Park City Transit data) or about 12 hours per day and generates 1.6 one way trips per hour. Operating a new service at 12 hours a day while eliminating existing service would result in no additional fixed route costs. Sixteen hours per day will require an additional 4 hours per day or 1,500 additional hours of service. Assuming a per hour cost of \$117 (adjusted for inflation), the cost to expand hours of service is \$170,820 annually. Table 6-8 depicts costs for ADA paratransit and assumes no expansion of fixed route.

Based on service to other parts of the service area, this route should initially generate about 10 one way trips per hour, or 120 one way trips per day (a reduction of about 57 auto trips daily). This should grow to about 20 one way trips per hour over the next 2 – 3 years.

Table 6-8: Quinn's Junction – New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Quinn's Junction Route ADA Paratransit	1	6.5	6.5	120 / 57

ADA service on the Quinn's Junction route may see 10-20 one way trips per day, depending on the eligibility and training process. This may require additional ADA service costs during peak hours. With the proper mobility training and eligibility certification processes, some ADA riders may be able to use fixed route.

Assuming an average productivity of 1.5 one way trips per hour, the cost for each trip would be \$63. At 10 one way trips per day (on average) the additional ADA costs should be \$228,000 annually.

Overall, leaving daily service hours at 12 will keep costs similar to the present dial-a-ride service. Additional costs associated with this service are ADA costs, at about \$228,000 annually. Ridership should increase significantly.

Vehicle needs include one heavy duty bus and a paratransit vehicle.

6. Consolidate Paratransit Operations

At this point in time, paratransit should be expanding, both as Call a Bus and as ADA paratransit in the Quinn's Junction area. While these are two different types of paratransit, there are more than enough commonalities to allow for sharing of resources and scheduling all trips together using the technology available to PCT. Vehicle operators of either service will be cross trained to handle any call.

Park City Transit has good software and accompanying technologies such as digital communication and automatic vehicle locator to go with the automated scheduling software. This software is capable of determining the service parameters of each type service and can prioritize ADA trips as necessary (or a trained dispatcher can over-rule the software). The Call a Bus service calls for dynamic dispatching of those "immediate response" trips while being able to identify any paratransit vehicle as an option for any trip. With properly trained dispatch staff, this kind of dynamic scheduling and assigning of trip to a vehicle in service can take place in a matter of seconds, without voice communication.

For example if an ADA rider is on board and the operator is dispatched to pick up a Silver Springs Call a Bus rider while on the way to a destination (as determined by the software system and the dispatcher), these riders can be comingled and reduce the overall cost and need for transit. The only requirement is that this does not interfere with the ADA rider's on-time performance or their ride time not to go over the system maximum.

To ensure this can happen, Park City Transit should provide staff with advanced training on the Strategen software to ensure the requirements of this new combination of services can be met and properly scheduled to maximize performance. This can allow for real time scheduling and service.

Eligibility Certification and Mobility Training

Park City Transit should institute a new eligibility process that identifies who can possibly use fixed route given the right set of circumstances. This process would place Park City Transit in the mainstream in terms of eligibility certification. A new eligibility process that requires all applicants to be interviewed in person should be implemented. The objective is to ensure that only those ADA riders that cannot use fixed route should be eligible for ADA. As part of this effort, Park City Transit with the county should set up a new eligibility process and a mobility training program that can pay for itself within 2 – 3 trips diverted to fixed route.

Trip by trip determination should be self-selection, that is, Park City Transit should strive to make it easy for persons with disabilities to ride fixed route through effective screening, mobility training, accessible pathways, bus stops and shelters.

The combination of activities can effectively reduce ADA paratransit use while ensuring all have a ride. Self-selection is effective and appropriate for Park City and can divert up to 10% paratransit trips in a city with as extensive a service level as Park City Transit.

2018

In 2018, a number of very important changes should take place, requiring significant effort on the part of management and staff. These include:

1. The Jeremy Phase 1 Park and Ride Facility to Open – Timed transfer will be initiated between the circulator, express, neighborhood routes and commuter buses where 5 – 6 buses will be meeting. Changes as a result of this new facility include:
 - a. Express service should be initiated from the Jeremy Ranch area. Buses will operate on 15 minute headways.
 - b. Truncate Salt Lake City – Park City Service – This service should end at Kimball Junction Transit Center with a seamless transfer to an express bus into Park City, allowing for considerable additional service to Salt Lake City.
2. Kamas Commuter Service – This new service should include two buses operating 3-4 hours in the morning and the evening.
3. Silver Creek Call a Bus – The Silver Creek should receive Call a Bus service that will be shared with other services.
4. Richardson Flat Shuttle – This service will operate from Richardson Flat Park and Ride to Old Town via Park City Resort. This service will operate 2 p.m. to 2 a.m.
5. Guaranteed Ride Home – This new program will be marketed and implemented to allow commuters (Salt Lake City and Kamas) to receive a mid-day ride home in the event of an emergency.

Table 6-9 summarizes costs associated with each change listed in this year of the plan. Costs for the third year will be \$120 per hour in 2018 dollars.

Table 6-9: 2018 Service Expansions

Service		Existing Service Hours	New Service Hours	Service Hour per Day Increase	2018 Additional Costs	Potential Daily Ridership Increase/Reduction in Autos
1A	Jeremy Phase 1 Express - Park and Ride 3 Months	0	4,380	48	\$525,600	960 / 455
2	Commuter Service Kamas Valley	0	1,920	16	\$690,000	80 / 38
3	Silver Creek Call-a-Bus – New Service	0	1,460	4	\$141,620	8 / 3
4	Richardson Flat Shuttle	0	8,760	24	\$1,051,200	120 / 57
5	Initiate ‘Guaranteed Ride Home’ Program – New Service	-	-	-	\$10,000	-
2018 Totals		-	16,520	92	\$2,418,420	1,168 / 595

1. Implement Full Express and Timed Transfer Service – SR 224 – New Service

In 2018, the second round of major changes will take place. These changes will focus on initiating new express service from the current Jeremy Ranch lot and new Jeremy Phase 1 and completing a timed transfer network in Kimball Junction:

- Express service should be initiated from Jeremy Phase 1. Buses will operate on 15 minute headways.
- Truncate Salt Lake City – Park City Service – This service should end at Kimball Junction Transit Center with a seamless transfer to an express bus into Park City, allowing for considerable additional service to Salt Lake City.

At this point, timed transfers will be initiated between the circulator, express, neighborhood routes and commuter buses where 5 – 6 buses will be meeting at the Kimball Junction Transit Center. Changes as a result of this new park and ride facility include:

1A. Implement Express Service Old Town to Jeremy Phase 1 Park and Ride

The Jeremy Phase 1 Park and Ride facility is planned to open in the fall of 2018. At this time a new express bus service will be initiated from the Jeremy Ranch area through Kimball Junction Transit Center and then make stops at Canyons, Kearns Boulevard/Park Avenue, PCR and Old Town. This route is depicted in Figure 6-5. It will require 4 buses (includes one spare) to maintain 15 minute headways. Operating 16 hours per day from 6 a.m. to 10 p.m. will require

17,500 hours and cost over \$2 million or over \$525,000 for service starting in the fall. Reducing service during early and late hours could reduce hours to 14,600 (or less) and this would cost \$1.75 million annually or \$438,000 for service starting in the fall. Table 6-10 summarizes the data.

Table 6-10: SR 224 Express – New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/Reduction in Autos
SR 224 Express	3	16	48	960 / 455

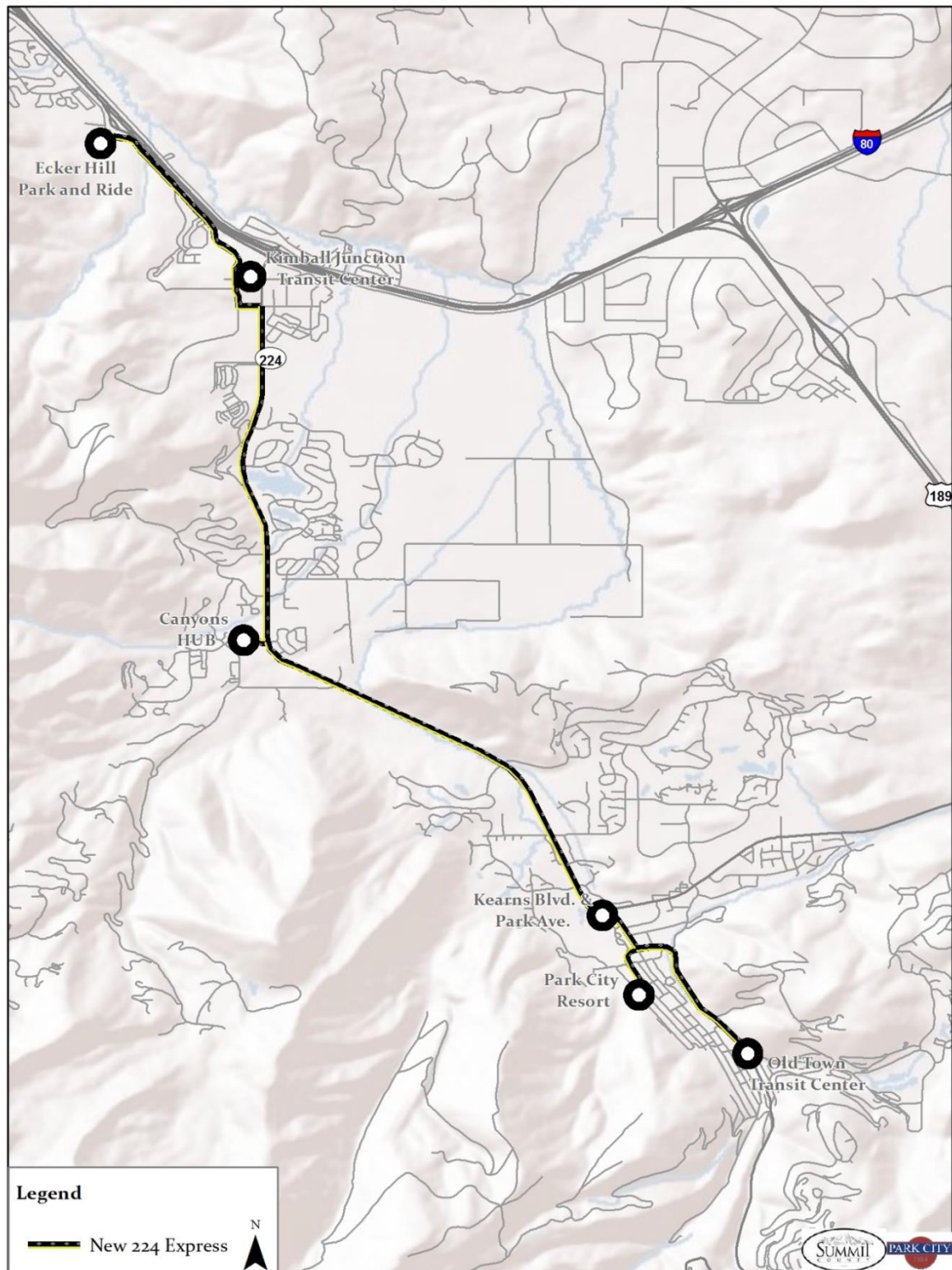
1B. Revise PC-SLC Connect Service

This is a two-step revision of service to increase service:

1. **Route Structure** - Change the route structure of the PC-SLC Connect Service to terminate service at Kimball Junction Transit Center and have a timed meet with the new express buses to allow for rapid, seamless service to destinations south. This should allow the second step to occur.
2. **Additional Round Trips** - The reduced route time allows for a number of additional trips to and from Salt Lake City in the morning and evening and/or a mid-day round trip as well for the same cost.

Increasing daily runs should allow every other bus to go to an alternative destination, choosing from the University of Utah, downtown, the airport, TRAX and light rail connections. These destinations should be determined collaboratively between Park City, Summit County and UTA. Market research should be conducted to determine most popular possible origins/destinations in Salt Lake City.

Figure 6-5: SR 224 Express Service – Example



2. Commuter Service Kamas Valley – Winter

The Kamas area (including surrounding communities) has about 6,000 residents and was shown to have a relatively low level of need due to the low population numbers and low density. There is potential, however, for a targeted fixed route commuter service when communities on SR 248 are included: Kamas, Hideout, Deer Mountain and surrounding apartment complexes.

This fixed route service would start in the Kamas area and operate on SR 248 via Richardson Flat (when the facility becomes functional) into Old Town Transit Center with north transfer options at Kearns Blvd. and Park Ave (Figure 6-6). This service distance from Kamas to Old Town via Park City Resort is 17 miles and would take 45 minutes to an hour, possibly longer if Richardson Flat Road is used. The return for a second trip would take about 30-45 minutes allowing each vehicle to make two trips both morning and evening for a total of four trips from the Kamas area in the morning and four trips returning in the evening.

In order to properly serve Oakley and/or Francis, a small park and ride facility in an existing parking lot (governmental, private retailer for example) should be needed in Kamas. There would be an option to have the vehicle operate to whichever of the two communities demonstrates the most ridership. This lot should be in place prior to service implementation. This route would benefit from transit demand management activities (TDM).

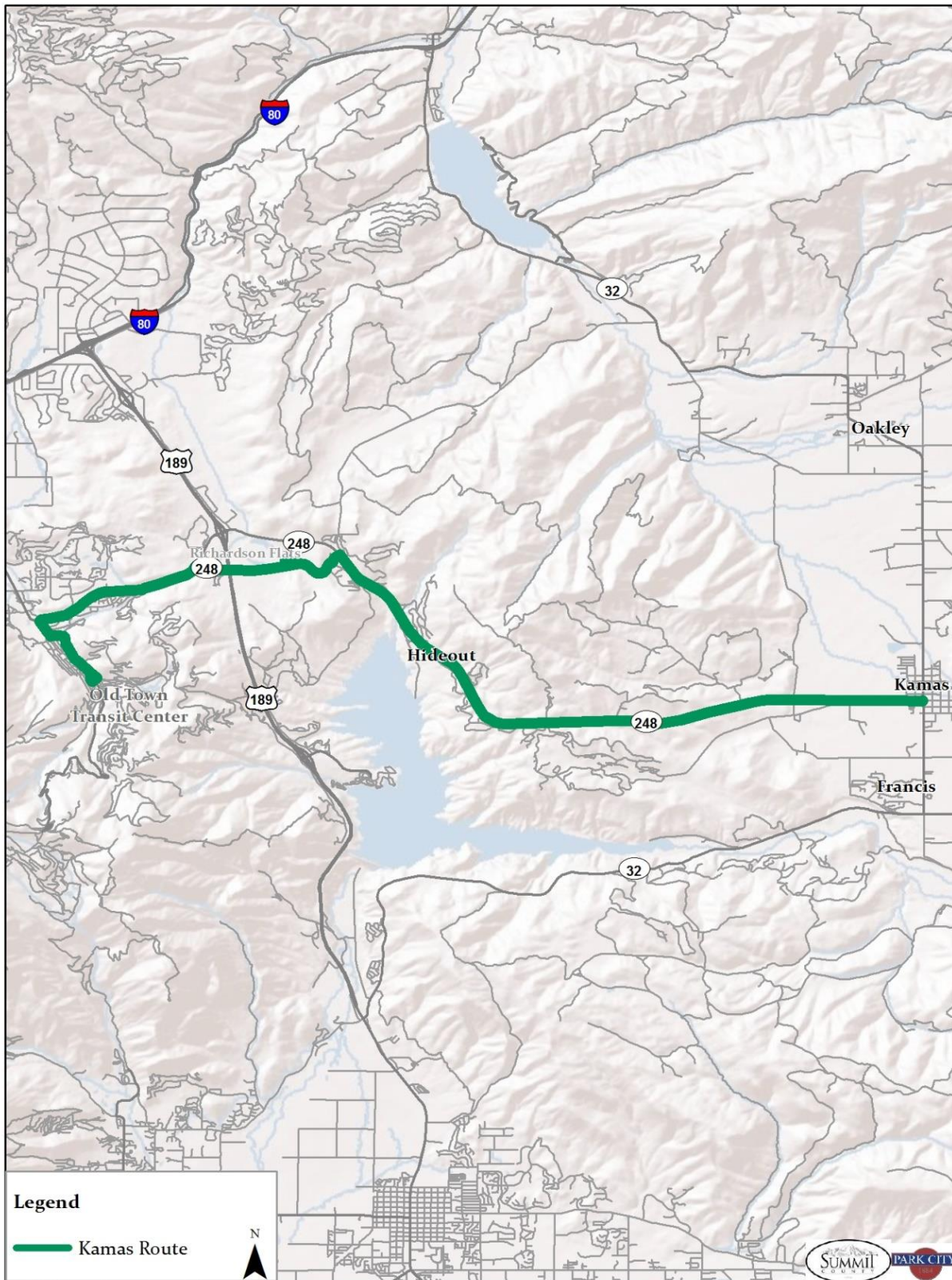
Operating two small (cutaway) buses, including deadheading to and from Kamas and Park City for three hours in the morning and evening, would require each vehicle to operate four hours in the morning and evening daily for two morning and two evening runs. Cost for this four month period would be about \$230,000. Annual costs are \$690,000. If vehicles are stationed in Kamas each night, costs can be reduced considerably (2 hours per day). Table 6-11 summarizes this data.

Table 6-11: Kamas Commuter – New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/Reduction in Autos
Kamas Commuter	2	8	16	80 / 38

This area can generate up to 10 one way trips per round trip. With four morning and four evening round trips up to 80 one way trips can be provided on this route, diverting about 38 trips per day. In the future this should be a more attractive option if parking is constrained and buses receive preferential HOV treatment on SR 248.

Figure 6-6: Kamas Route Illustration



There are fare issues on this route as some of the route is in Wasatch County (passengers in Hideout and Deer Mountain) requiring either a government contribution to the service (annually based on service levels), fare for persons wanting to go to or from Wasatch County, or operate in “closed door” service through those communities.

3. Silver Creek Call a Bus – New Service

The Silver Creek area (Figure 6-7) is a low density suburban community north of Interstate 80. The needs analysis determined that this area does not have sufficient density to support fixed route at this time. The area can support part of a Call a Bus vehicle, sharing resources with other Call a Bus services and ADA complementary paratransit service.

This Call a Bus route covers a small zone with a parking lot which can be used as a park and ride lot on Silver Creek Road and Valley Drive. This route should meet Route 8 (timed) at Silver Creek Drive and Highland Drive (or other location) and can give passengers access system-wide.

Cost structure allows for sharing costs among the Call a Bus services and ADA service. Cost for this service (\$97 per hour) assuming 365 days per year at four hours per day should be about \$141,000. One additional vehicle should be needed. This vehicle could be a small cutaway or a minivan/MV-1 type light duty vehicle would be appropriate. Table 6-12 summarizes the data.

Table 6-12: Silver Creek Call a Bus – New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/Reduction in Autos
Silver Creek Call a Bus	1	4	4	8 / 3

As a low density service area, ridership on this service should be low under any scenario. It is estimated that about 2 one way trips per hour will be provided by this service or 8 one way trips per day with a reduction of 3 vehicle trips daily. If ridership increases, service hours may have to be expanded to meet the growing need.

4. Implement Richardson Flat Shuttle – New Service

This shuttle service will operate 2 p.m. to 2 a.m. using two heavy duty coaches on 15 minute frequency (Figure 6-8). Potential parking management strategies in Old Town, including paid parking, may make this service more attractive. This route requires enhanced access from U.S. 40 and a controlled intersection at Richardson Flat Road and SR248/Kearns Boulevard. Table 6-13 summarizes the data.

Figure 6-7: Silver Creek Call a Bus

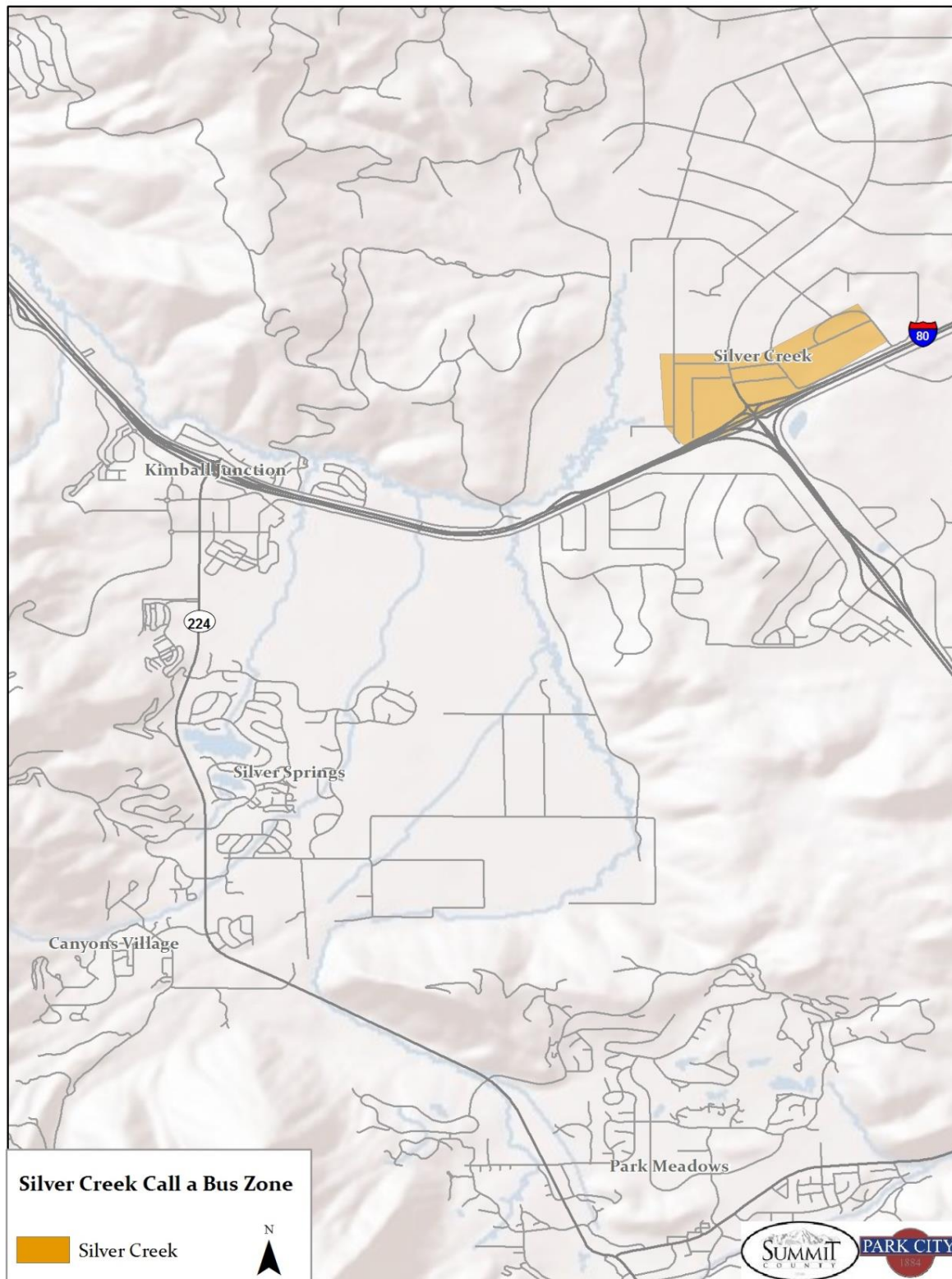
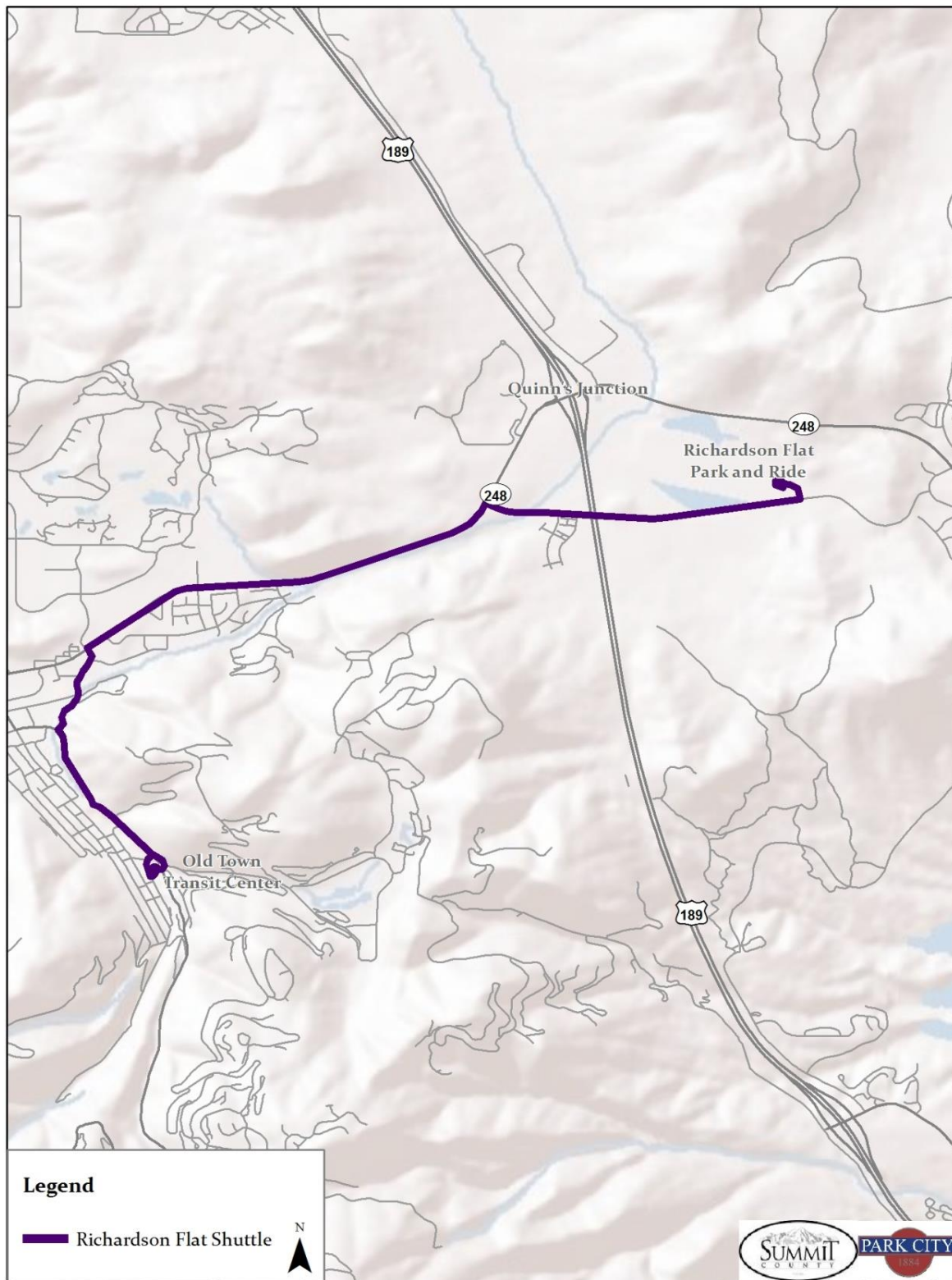


Figure 6-8: Richardson Flat Shuttle



This route travels much the same route as the new Quinn's Junction, Kamas routes and Route 1. Therefore new ridership will be restricted to Richardson Flat Park and Ride lot. This service requires 24 hours of service daily (8,760 hours annually), for an annual cost of \$1 million. This service can generate 5 one way trips per hour in initially or 120 one way trips per day, eliminating about 57 daily vehicle trips. As parking constraints are increased and access to the park and ride lot improves, that ridership could increase.

Table 6-13: Richardson Flat Shuttle – New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/Reduction in Autos
Richardson Flat Shuttle	2	12	24	120 / 57

5. Initiate ‘Guaranteed Ride Home’ Program – New Service

A guaranteed-ride-home program helps support transit use because it helps employees overcome the fear of being stranded in the event of unexpected overtime or family emergency that would require the employee to leave work during non-commute hours. On-site marketing, through transit fairs and other events, helps support a transit benefits program by making employees who may not have used transit in the past to be more aware of available transit services and how they operate. A recent Transit Cooperative Research Program (TCRP) report⁷ finds there is evidence that these two programs working together can increase the mode share of transit trips.

Many transit systems institute a guaranteed ride home program to support their commuter services such as SLC-PC service. The program would provide back-up for passengers that need to return during hours that the service is not operating. This service should be provided for commuters in each direction, with limitations on the number of trips provided per person. The cost is typically the fare. The service should utilize private providers under contract. Funds should support marketing of the program and paying for individual trips.

It is recommended that up to \$10,000 be allocated for marketing efforts and to pay for one way trips. After the first year, the budget should be reassessed.

⁷ TCRP Report No. 107: Analyzing the Effectiveness of Commuter Benefits Programs, Transportation Research Board, Washington D.C. 2005

2019

In 2019 there will be new services:

1. Summit Park/Jeremy Ranch and Pinebrook Call a Bus – New Call a Bus service will be implemented to Jeremy Park and Ride lot for access to local and express service to Kimball Junction, Park City and Salt Lake City.
2. Deep Park Meadows/Aspen Springs Call a Bus – A second new Call a Bus service to local fixed route service.
3. Salt Lake City Airport Service – This includes subsidizing the private sector and providing an airport lounge (in 2020) for waiting passengers

Table 6-14 summarizes costs associated with each change listed in this year of the plan. Costs for the fourth year will be \$122 in 2017 dollars.

Table 6-14: 2019 Service Expansions

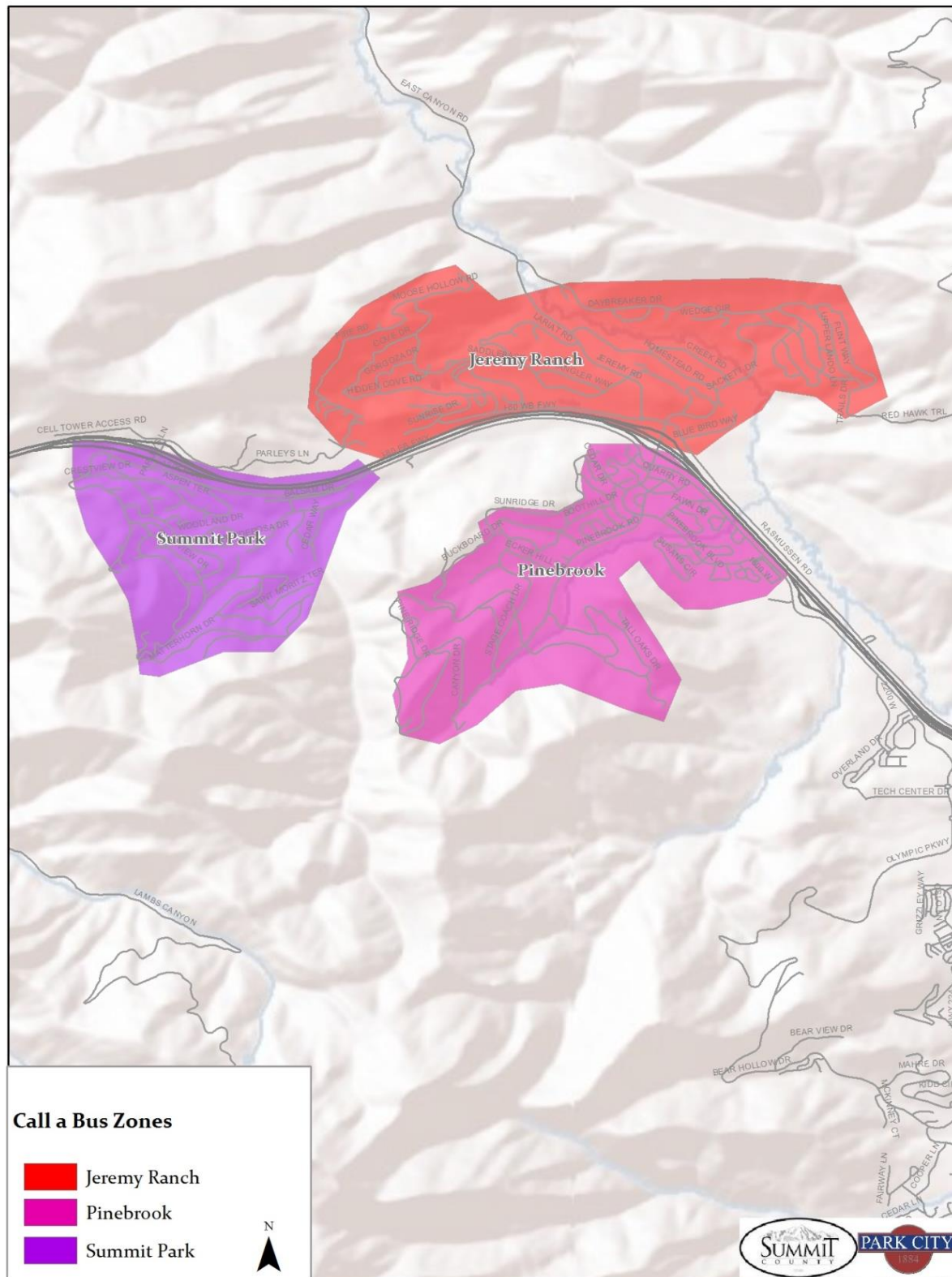
Service		Existing Service Hours	New Service Hours	Service Hour per Day Increase	2019 Additional Costs	Potential Daily Ridership Increase/Reduction in Autos
1	Summit Park/Jeremy Ranch and Pinebrook Call a Bus	0	1,460	4	\$178,120	8 / 3
2	Deep Park Meadows/Aspen Springs Call-a-Bus	0	2,900	8	\$287,100	16 / 7
3	SLC Airport Service	-	TBD	TBD	\$50,000	TBD
2019 Totals		-	4,360	12	\$515,220	24 / 10

1. Summit Park/Jeremy Ranch/Pinebrook Call a Bus

The Summit Park/Jeremy Ranch/Pinebrook area consists of low density communities built along roads that are difficult for buses to traverse. This area, depicted in Figure 6-9 will become a Call a Bus zone. Service will be provided to the Jeremy Ranch or Jeremy Phase 1 Park and Ride facilities where 15 minute express and 30 minute local service is available to Kimball Junction and Old Town. Table 6- 15 summarizes the data for this service.

As a low density service area, ridership on this service should be low under any scenario. It is estimated that about 2 one way trips per hour will be provided by this service or 8 one way trips per day with a reduction of 3 vehicle trips daily. If ridership increases, service hours may

Figure 6-9: Summit Park/Jeremy Ranch/Pinebrook Call a Bus



have to be expanded to meet the growing need. Four hours of service will be needed daily for an annual total of \$178,120. One small bus will be needed for this service.

Table 6-15: Summit Park/Jeremy Ranch/Pinebrook Call a Bus– New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Daily Hours	Potential Daily Ridership/ Reduction in Autos
Summit Park/Jeremy Ranch and Pinebrook Call a Bus	1	4	4	8 / 3

2. Deep Park Meadow/Aspen Springs Call a Bus

The second and larger, more populated Call a Bus zone should be Deep Park Meadows/Aspen Springs, starting ½ of a mile from Park Meadows fixed route. Passengers will be taken to the vicinity of Kearns Boulevard and Park Avenue for passengers to access the entire service area (Figure 6-10).

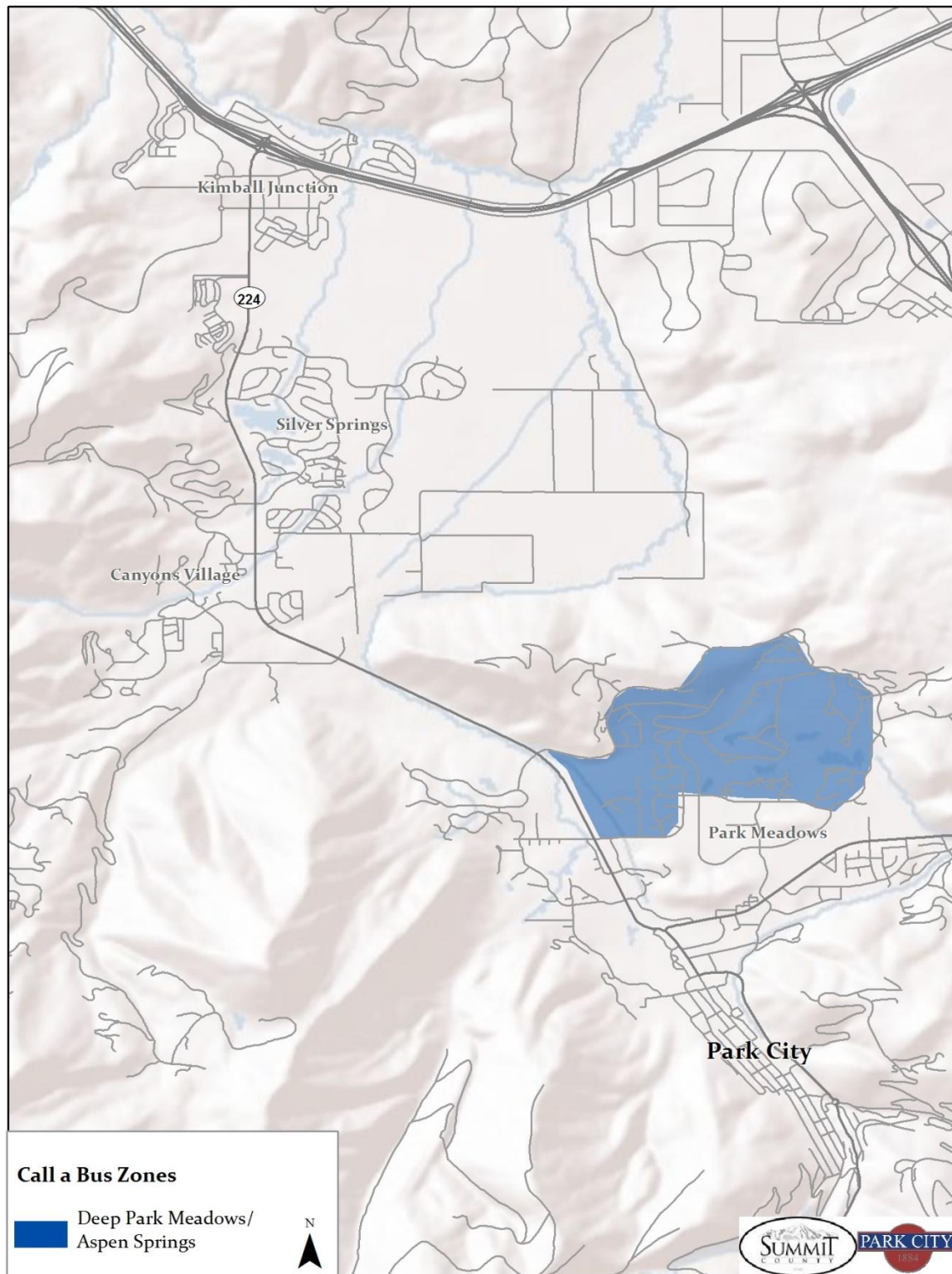
As a low density service area, ridership on this service should be low under any scenario. It is estimated that about 2 one way trips per hour will be provided by this service or 16 one way trips per day with a reduction of 7 vehicle trips daily. If ridership increases, service hours may have to be expanded to meet the growing need.

As with most of the other Call a Bus zones, this area may not need a full time vehicle. This approach calls for 2,900 hours at \$95 per hour of service (as adjusted for inflation) at an annual cost of \$350,000. Table 6-16 details the service increase. One small bus will be needed for this service.

Table 6-16: Deep Park Meadows/Aspen Springs Call a Bus – New Route (Daily)

Route	Vehicles	Additional Daily Hours per Vehicle	Total Additional Hours Daily	Potential Daily Ridership/ Reduction in Autos
Deep Park Meadows/Aspen Springs Call a Bus	1	8	8	16 / 7

Figure 6-10: Deep Park Meadows/Aspen Springs Call a Bus



3. Salt Lake City Airport Service

In reaching the goal of reducing auto traffic, the airport presents opportunities. While a certain percentage of visitors will always take their cars, many that are flying in or coming from Salt Lake City can have the option to spend their time in Park City carless. Working with the private sector, a regular airport service should be initiated. Park City and Summit County should participate in marketing and promotional activities designed to encourage visitors to eschew a private auto while visiting. To successfully implement this service, there may be a need to provide subsidies to support the private sector as they build service. Subsidies and promotional benefits to private operators will be a requirement for regularly scheduled service among as many private providers as can meet Park City Transit's requirements. These private sector providers would agree to be monitored to ensure the subsidy is only applied when necessary.

This private sector service should be a combination of scheduled service, hotel and airport service, limousine and shuttles. A web site and app should be developed and maintained where potential passengers can receive "one stop" information and ticket purchasing, not only for airport services but for Park City Transit as well to ensure seamless service.

While much of this service will be profitable with a reasonable fare, certain days, hours and shoulder seasons may require a subsidy to operate. The entity responsible for developing this program (city or county) will negotiate with private providers to determine the type of service, costs, fares and potential subsidy. It is estimated that up to \$50,000 in subsidies annually may be needed to ensure that timely service is available.

It is also recommended that the airport service provide a Park City Lounge at the Salt Lake City Airport to allow riders to wait for their bus to Park City. This lounge would be outside the security zone and provide a dedicated waiting area with passenger amenities and visitor information. The airport will be completing a new terminal in 2020 and at that time it is recommended the lounge be incorporated into the new terminal project – discussed in detail in 2020 below. Please note that planning for this lounge should begin through initial contact with appropriate airport management. A similar lounge currently exists at the Reno/Tahoe International Airport which provides airport service to the resorts and casinos located on the South Shore of Lake Tahoe.

2020

In 2020 additional services will be implemented:

1. Jeremy Ranch Phase 2 Park and Ride – The new facility is planned for completion in 2020 and should receive express service every 15 minutes.

2. Initiate Heber City Commuter Service – Providing peak hour commuter service for the Heber City area.
3. Airport Lounge - Open the Salt Lake City Airport Lounge for passengers waiting to take a bus to Park City. It could be made available to all persons taking a bus, limo, or shuttle to Park City. This will be predicated on the ability to gain access to space at the new terminal slated to open 2020.

Table 6-17 details the costs and potential ridership for these projects. Per hour costs are calculated at \$122 per hour (adjusted for inflation).

Table 6-17: 2020 Service Expansions

Service		Existing Service Hours	New Service Hours	Service Hour per Day Increase	2019 Additional Costs	Potential Daily Ridership Increase/Reduction in Autos
1	Jeremy Ranch Park and Ride	0	2,190	6	\$267,180	960 / 455
2	Heber City Commuter Service	0	2,190	6	\$267,180	40 / 18
3	SLC Airport Lounge	-	-	-	\$250,000	-
2020 Totals		-	4,380	12	\$784,360	1000/473

1. Jeremy Phase 2 Park and Ride Express

The new Jeremy Ranch Park and Ride facility will be opened in 2020 and will be served by transit. Initially it would be excessive to have a second set of express routes every 15 minutes, needing 8 buses an hour in addition to another four buses per hour on Routes 7 and 8.

The recommended approach uses the Jeremy Phase 1 buses in service to both lots. If the Jeremy Phase 1 Express is operating above 60% full during peak hours, an additional peak hour “tripper” bus should be deployed during peak hours (6 hours per day). As service continues to build through 2022, consideration should be made to adding another tripper bus or setting up a new route for Jeremy.

2. Heber City Commuter Service

Heber City in Wasatch County is a primary origin for commuters into the Park City area. If interest is shown from Heber City or Wasatch County a service can be implemented. In lieu of local government support a fare can be instituted, but the amount of the fare would have to be

high enough to meet costs. High fares would reduce ridership however, a fare based service may be more attractive when coupled with parking management strategies.

If interest is generated it is proposed to operate one small bus six hours a day yielding two round trips in the morning and two in the evening. Assuming a cost of \$122 per hour 365 days per year the annual cost should be \$267,000. Ridership should be modest at 10 trips per round trip. This could result in 40 trips per day and a reduction of 18 vehicle trips.

3. Secure Airport Lounge

To complement the expanded and subsidized airport service, Park City and Summit County will secure space near baggage claim, where passengers can wait for a bus. This process should start in 2017 by making contact with Salt Lake City Airport management to ensure they understand the need for this space.

Competition for space will be significant, with award going to the highest responsible bidder. County and city planners should monitor the construction and ultimately the procurement process starting immediately.

For purposes of this estimate, annual lease costs will be estimated at \$8,000 per month with restrooms. The facility will require a full time staff person to clean the space, stock refreshments and assist passengers. Large monitors will be required with information on the next bus to Park City. These may also be costs associated with the higher level of security found at the airport. Costs all together may be about \$200,000 - 250,000 annually.

2021 - 2022

The final years of the plan are purposely left flexible as adjustments may have to be made as conditions change. The most important activities to take place in the final 2 years include implementing the activities in the plan that were not implemented on time for reasons of funding, need and interest in the expanded service. Also important is the assessment of the service to ensure each route is performing as expected.

1. Implement Express Service from Jeremy Ranch Phase 3

Jeremy Ranch 3 is planned to open in 2022. The recommended approach will be to use Jeremy Phase 1 or Jeremy Phase 2 routes until such time as those routes operate above 60% of capacity. At that point decisions can be made to either operate tripper service or implement a new route at a high frequency. For that reason, a cost is not placed on this service at this time.

New Service Summary

Table 6-18 depicts the additional cost per year to implement new services. These services are included each year of the plan to show the cost of new service changes over the 7 years of the plan. Costs are increased two percent annually to adjust for inflation.

CAPITAL NEEDS

This section focuses on vehicle and shelter needs for Park City Transit.

Vehicle Needs

For the near term, Park City Transit should continue to purchase diesel fueled heavy duty transit coaches for fixed route service and continue to use a B-10 biodiesel mix to harmful emissions. These buses currently cost about \$700,000 each. ADA paratransit services and Call a Bus service can use small buses (typically cutaway buses) costing about \$180,000 and ramp equipped minivans or MV-1 type accessible vehicles (\$80,000).

Bus and paratransit vehicle technology is changing rapidly as battery technology is becoming more advanced. For the short term, Park City Transit should continue utilizing the existing technologies it is equipped to maintain and operate. Future bus procurements should be determined on a case by case basis at the time.

Table 6-19 details expansion vehicle needs by year for this project. Prior to a major change in vehicle technology, Park City Transit must secure infrastructure funding to ensure Park City Transit has facilities and equipment to maintain and operate these new vehicles. Table 6-20 details costs of vehicles by year. For purposes of this plan, all paratransit vehicles are cutaway vehicles rather than smaller minivan sized vehicles. This will allow management to determine at the time, if a smaller vehicle is warranted.

Shelters and Bus Stops

In 2017 a full bus stop assessment will be conducted to determine bus stop and shelter needs and to ensure all stops are attractive, safe and accessible. The inventory and capital plan coming from this review will prioritize shelters and other bus stop amenities including bike racks, trash receptacles, benches, and static and real time traveler information.

Shelters will be custom designed to fit in with the unique architecture of the area and are estimated by city and county management to cost \$50,000 each. Up to ten shelters will be placed at major stops currently without shelters or those in need of an additional shelter or an upgrade.

Table 6-18: 2017 – 2020 Cost Summary*

Service	2016-2017 Additional Cost	2017 Additional Cost	2018 Additional Cost	2019 Additional Cost	2020 Additional Cost	2016/2017 - 2020 Addition Cost
Continue Prior Winter Service Levels (120 Days) and Enhancements: Rt. 6-Canyons, Rt. 7-Kimball Junction West and Rt. 8-Kimball Junction East Express	\$248,400	\$252,720	\$259,200	\$263,520	\$267,840	\$1,291,680
Increase Frequency of Rt. 8 Kimball Junction East	\$234,600	\$238,680	\$244,800	\$248,880	\$252,960	\$1,219,920
Canyons/Sun Peak/Silver Springs Call a Bus - New Service	-	\$450,775	\$460,265	\$469,755	\$479,245	\$1,860,040
Extend Routes 8-Kimball Junction East and Rt. 7-Kimball Junction West Hours (Summer and Shoulders. 240 Days)	-	\$168,480	\$172,800	\$175,680	\$178,560	\$695,520
Kimball Junction Circulator	-	\$365,040	\$1,138,800	\$1,157,780	\$1,176,760	\$3,838,380
Quinn's Junction ADA Paratransit**	-	\$229,388	\$229,388	\$229,388	\$229,388	\$917,552
Jeremy Phase 1 Express - Park and Ride	-	-	\$525,600	\$2,137,440	\$2,172,480	\$4,835,520
Commuter Service Kamas Valley	-	-	\$690,000	\$702,720	\$714,240	\$2,106,960
Silver Creek Call-a-Bus – New Service	-	-	\$141,620	\$144,540	\$147,460	\$433,620
Richardson Flat Shuttle	-	-	\$1,051,200	\$1,068,720	\$1,086,240	\$3,206,160
Guaranteed Ride Home Program	-	-	\$10,000	\$10,000	\$10,000	\$30,000
Summit Park/Jeremy Ranch and Pinebrook Call a Bus	-	-	-	\$178,120	\$181,040	\$359,160
Deep Park Meadows/Aspen Springs Call-a-Bus	-	-	-	\$287,100	\$292,900	\$580,000
SLC Airport Service	-	-	-	\$50,000	\$50,000	\$100,000
Jeremy Ranch Park and Ride	-	-	-	-	\$267,180	\$267,180
Heber City commuter Service	-	-	-	-	\$267,180	\$267,180
SLC Airport Lounge	-	-	-	-	\$250,000	\$250,000
Yearly Totals	\$483,000	\$1,703,695	\$4,923,673	\$7,123,643	\$8,023,473	\$22,258,872

*Cost over and above 2015

** Productivity improvements will keep cost per trip lower

Major Infrastructure

Park and ride lots are being planned to make express/BRT successful. In the north, two new facilities are being proposed and planned for the 2018 – 2020 completion. The first lot is the Jeremy Phase 1 facility on the south side of I-80 along Kilby Road. The second facility, slated for 2020 is Jeremy Ranch Phase 2, with a Phase 3 expansion set for 2022.

In the case of the Richardson Flat facility, while certainly large enough, it's effective use is contingent on infrastructure improvements such as access improvements to U.S. 40 and a protected turn at SR 248 and Richardson Flat Rd. These activities are being planned through other efforts conducted by the city and county.

Capital Facilities Each Year

- Add new shelters in new service areas or as warranted by demand. The plan calls for adding ten shelters over four years.
- Vehicles will be needed in six of the seven years of the plan for expansion. The plan calls for the ordering of spare vehicles as appropriate.

2017

- Completion of Kimball Junction Transit Center - Completion of this transit center will initiate timed transfer at this facility.
- Reconfiguration of pedestrian pathways at Old Town Transit Center and Park City Resort –Requires accessible pathways and limits to pedestrian access on active bus ways.
- Paratransit Technology – Park City Transit should secure advanced training and ensure it is receiving the appropriate updates. Ensure technology (digital displays) is working as intended.
- Analyze and plan for signal pre-emption on SR 224.

2018

- Jeremy Ranch Phase 1 Park and Ride – This new facility is planned to open in the fall of 2018. Implement signal preemption as a pilot, if feasible.

2020

- Jeremy Ranch Phase 2 Park and Ride

2022

- Jeremy Ranch Phase 2 Park and Ride

Table 6-19: Additional Vehicle and Shelter Needs 2016-2022

Service	2016	2017	2018	2019	2020	2021	2022
Route 8 Expansion	1 Heavy Duty						
CAB - Canyons/Silver Springs		1 Cutaway					
Kimball Circulator		2 Heavy Duty					
Quinn's Junction Fixed Route and ADA		1 Heavy Duty 1 Cutaway					
Jeremy Ranch 1 Park and Ride			3 Heavy Duty				
Kamas Commuter			2 Cutaway				
Richardson Flat Park and Ride			2 Heavy Duty				
CAB - Silver Creek			1 Cutaway				
CAB - Summit Park/Jeremy/Pinebrook and Deep Park Meadow				1 Cutaway			
Jeremy Ranch 2 Park and Ride					1 Heavy Duty		
Heber City Commuter					1 Cutaway		
Jeremy Ranch 3 Park and Ride							Potential for 1 Heavy Duty
Spare Vehicles		1 Heavy Duty	1 Heavy Duty	1 Cutaway	1 Cutaway		
Total Vehicles	1 Heavy Duty	4 Heavy Duty 2 Cutaway	6 Heavy Duty 2 Cutaway	2 Cutaway	1 Heavy Duty 2 Cutaway		Optional
Shelters		3	3	2	2		

Table 6-20: Vehicle and Shelter Capital Costs by Year 2016-2022

Service	2016	2017	2018	2019	2020	2021	2022	Total Cost per Service
Route 8 Expansion	\$700,000							\$700,000
CAB - Canyons/Silver Springs		\$180,000						\$180,000
Kimball Circulator		\$1,400,000						\$1,400,000
Quinn's Junction Fixed Route and ADA		\$880,000						\$880,000
Jeremy Ranch 1 Park and Ride			\$2,100,000					\$2,100,000
Kamas Commuter			\$360,000					\$360,000
Richardson Flat Park and Ride			\$1,400,000					\$1,400,000
CAB - Silver Creek			\$180,000					\$180,000
CAB - Summit Park/Jeremy/Pinebrook and Deep Park Meadow				\$180,000				\$180,000
Jeremy Ranch 2 Park and Ride					\$700,000			\$700,000
Heber City Commuter					\$180,000			\$180,000
Jeremy Ranch 3 Park and Ride							\$700,000	\$700,000
Spare Vehicles		\$700,000	\$700,000	\$180,000	\$180,000			\$1,760,000
Total Vehicle Cost	\$700,000	\$3,160,000	\$4,560,000	\$360,000	\$1,060,000	\$0	\$700,000	\$10,540,000
Shelters		150,000	150,000	100,000	100,000			\$500,000
Total Cost Vehicles and Shelters	\$700,000	\$3,310,000	\$4,710,000	\$460,000	\$1,160,000	\$0	\$700,000	\$11,540,000

Administrative and Management Activities

There are administrative functions and activities that need to be carried out with each requiring support staff to meet the challenges.

Administrative and Management Activities by Year

In each year, management will regularly assess performance of each route in the system and make periodic adjustments to improve service. This includes adjusting Call a Bus and express service to keep up with the need.

2017

Studies and Planning

- Assess bus stops for safety and accessibility – Develop an inventory, and bus stop and pathway improvement priorities. This should be on an electronic database that can be accessed as part of a trip planner function.
- Conduct a focused corridor study for SR 224 and complete design for SR 248. This study should help determine the long-term future of transit and can be used as a guide for decision makers while the SR 248 design and construction should facilitate implementation of the recommendations contained in this plan.

Ensure Staffing Needs Are Met

As the service area continues to expand and the system prepares for growth, demands placed on management and staff increases in light of the need to gear up for winter service – an activity that is, in essence, a year round endeavor.

Critical to the continued success of Park City Transit is the need for additional management and administrative staffing to meet growing demands placed on the service. Specific needs include a recruitment and training manager, marketing specialist and administrative support.

- **Park City Transit - Recruitment and Training** – With the necessary seasonal adjustments and four month peak season, ensuring there are enough fully trained and experienced vehicle operators during the winter is a challenge. Challenges include difficult operating conditions of crowded buses, difficult weather conditions and operating a full bus with standees in harsh weather conditions. This position will cost \$90,000 for wages, fringe and overhead.
- **Park City Transit - Marketing** – A marketing specialist should be used to promote

service, begin a leave-your-car campaign and sell sponsorships and partnerships to businesses. This position can assume grant writing duties and ensure that Park City Transit applies for every appropriate grant opportunity. An additional function can include quarterly customer surveys to determine satisfaction, additional needs and demographics. This position will cost \$90,000 for wages, fringe and overhead.

- **Park City Transit - Administrative Support** – This position is needed to support management staff including the two new staff positions discussed above. The position should produce reports and provide a wide range of support for Park City Transit management. This position will cost \$90,000 for wages, fringe and overhead.
- **Park City Transit - Full Time IT Support** – An additional support staff person is needed to ensure the technology investment is working at peak efficiency. The position will cost the city, \$90,000.
- **County – Infrastructure Support** – The County needs an individual to maintain shelters and bus stops, including disposing of trash, fixing problems, cleaning and maintaining shelters. This will cost the county \$77,000.

Conduct Assessments of Services

Regular assessment and planning efforts are required to ensure the most efficient and effective service possible. Typical planning efforts include:

- Transit data analysis
- Route adjustments – Due to changes in traffic, construction and location of facilities;
- Timing adjustments –Due to traffic and other factors
- Changes in each route's hours of service
- Pilot projects to determine if a new route is warranted – These should typically be in place six months as a minimum.
- Continue exploration of service expansion into Wasatch County including Heber City

With the wide variety of new services planned for implementation over the next five years, it will be incumbent upon Park City Transit to set route goals, track performance and assess the route's performance. This monthly assessment calls for setting appropriate performance goals for Park City Transit and individual routes. Each route should be assessed individually.

With the introduction of two new types of service, Call a Bus and express service, it will be important to set performance goals and then adjust those goals based on performance for the first six months as well as focused marketing campaign. As a guide, we turn to the definitive transit Cooperative Research Program Report No. 136. *Guidebook for Rural Demand Response*

*Transportation: Measuring, Assessing and Improving Performance*⁸.

Key measures that should be benchmarked and tracked monthly include the following:

- **Ridership** – The bottom line for transit is one way trips.
- **One way passenger trips per hour** - This is the true measure of productivity and directly influences cost per trip. It is the key measure for performance.
- **Operating cost per vehicle hour/mile** – This is based on actual costs to operate the service. This includes all operating and administrative costs.
- **Operating cost per one way passenger trip** – This is a combination of the cost per hour and number of trips per hour. The higher the productivity, the lower the cost per trip.
- **Safety incidents per 100,000 vehicle miles** – This includes all accidents and incidents.
- **On-time performance** – On-time performance for paratransit can be measured at pick-up, drop-off, or both. Fixed route on-time performance can be measured at key timing points or at end points. This measure will be based on season as weather and traffic can severely impact on-time performance. Management should use on-time performance to adjust schedules and buses to better meet the actual performance the system is capable of.

Setting of Performance Benchmarks

Performance measures are vital tools for management's use in ensuring that service is meeting expectations. It is those expectations that form the basis for benchmarking performance. Setting benchmarks and performance goals is an on-going process: set by season, tracked monthly, assessed quarterly and adjusted as goals are met.

As agreed upon by stakeholders, rather than set goals in this plan, management should have the flexibility of setting realistic goals. This is a step by step process:

1. The first step is to establish a baseline of performance for existing services by season as was done in the analysis in Chapter 2. Using 2015 performance as the baseline, initial new benchmarks can be developed. These are modest improvements of about 5% over current performance.
2. For new services such as Call a Bus, new benchmarks will need to be set and then adjusted after the first six months to reflect the actual operating environment. Initially one way trips per hour can be set at two which will help set other benchmarks. Again seasonal adjustments are appropriate for Park City Transit.

⁸ TCRP Report No. 136 *Guidebook for Rural Demand Response Transportation: Measuring, Assessing and Improving Performance*, Transportation Research Board, 2009

3. Once benchmarks are set, management should track performance of new routes either daily or weekly. Established routes can be tracked monthly.
4. Once benchmarks have been developed, they will be posted for staff to see and work together to achieve. Management should post progress to the goal weekly and ensure the subcontractor is committed to these modest goals.
5. After achievement of a performance goal, staff can celebrate their achievement and then set a new modest goal for management and staff to achieve –an achievable/modest goal of about 5%.

2018

Management activities in 2018 include ongoing monitoring.

2019 - 2022

- Continue changes and modifications as necessary.
- Review park and ride for expanded service to Jeremy Ranch Phase 3
- Review Call a Bus activities and expand or modify as needed
- Conduct new short range plan.

SUMMARY

The plan is aggressive in that there are a number of new services and service designs that Park City Transit will be implementing. The core service remains intact as that continues to generate excellent ridership in all seasons. Much of the new services will be in lower density areas or express commuter service.

New facilities will be opening during the term of this project, including the Kimball Junction Transit Center where four or more buses will be having timed meets every 15 – 30 minutes, three park and ride lots alongside Interstate 80 and the Richardson Flat facility. Routes should be revised and added to serve these facilities.

All activities and the timing of implementation are dependent on the availability of Federal and local funding at the time of implementation. The final chapter addresses the financial projections.

Chapter 7

Financial Analysis and Projections

INTRODUCTION

Park City Transit has a diverse funding base that includes a variety of funding sources including: two dedicated sales taxes, funds from city and county licenses and fees and Federal funds. This diversity of funding gives Park City Transit a stable funding stream for the current level of service provided. While funding is stable for the present, if transit is going to continue to grow and contribute to the solution of transportation problems in the Park City area, new sources of funding must be identified to ensure sustainability of the existing service while planning for the continued growth of the overall system. Indeed, the plan (Chapter 6) sets forth an ambitious program of expansion to prepare for growth, meet the needs of the unserved, underserved and to reduce the traffic and auto usage in the service area. This will most certainly require additional capital and operating sources of funding.

This final chapter of the plan includes a review and projection of funding sources for public transit in Park City and Summit County including a discussion of future Federal Transit Administration (FTA) funding.

POTENTIAL REVENUE SOURCES

This section reviews funding sources and discusses their potential for the future. Projecting future funding sources is an imprecise effort at best. Fixing America's Surface Transportation (FAST) Act will allow for a steady source of funds for the next 3 years (2020). The funding from the state may change as more areas seek to use the limited rural Federal transit funds. Beyond that the vagaries of politics and the economy play an essential role in future funding sources. Efforts to predict the future of federal funding particularly presidential election year can be difficult.

There are trends however, that can be identified and projections can be made based on those trends. The first part of this section will discuss the myriad of funding sources, many of which Park City Transit already uses.

Existing Funding Sources

Park City Transit receives rural transit funding through Federal Transit Administration (FTA) grants that are administered through the UDOT. Current FTA funding programs that are appropriate for rural transit are discussed in the first section followed by a discussion of other funding sources. It is most likely that these funding sources will be in place through 2020.

FTA Grant Programs Administered by Utah Department of Transportation (UDOT) Public Transit Team (PTT)

Park City Transit does a good job of accessing Federal transit funds for rural areas:

- Section 5311 - Formula Grants for Rural Areas
- Section 5339 - Grants for Buses and Bus Facilities

Less directly applicable but still potentially feasible for partial funding include:

- Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities – potentially to support aspects of the service that are specifically enhanced to better serve seniors and people with disabilities

Section 5311 - Formula Grants for Rural Areas

The Section 5311 program provides formula funding for the purpose of supporting public transportation for people living in areas with populations less than 50,000. Park City Transit is currently a recipient of these funds and it is not likely that there will be additional 5311 funds available. Between 2013 and 2015 Park City Transit has received \$5.7 Million in operating and capital grants.

Section 5311 funds may be used for public transportation projects and intercity bus transportation projects in any area outside of an urbanized and small urban area. Rural transit funding has been in place for over 30 years. Hundreds of transit systems in every state use this funding for operations and capital. This funding in Utah and most states, is limited and must be distributed to a number of transit systems.

In Utah, the growth in rural and small urban areas raises the possibility that more rural areas will be seeking Section 5311 funding (particularly in the rapidly growing southwestern part of the state). While funding for 5311 will not be increasing, Park City could conceivably lose funding over the next seven years as unserved and growing rural areas in Utah seek to share in the limited funding.

Section 5339 - Grants for Buses and Bus Facilities

The Section 5339 program provides federal funding to support the continuation and expansion of public transportation through capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. UDOT PTT administers and provides Section 5339 funding for small urban and rural areas—areas with populations less than 200,000. UDOT PTT policy is to prioritize projects that replace existing vehicles or expand existing services as well as projects that include bus-related facilities.

Eligible subrecipients in Utah include public agencies or private non-profit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

With the passage of FAST Act, there are two new discretionary programs created under Section 5339 federal program described below:

- **Bus Program discretionary funding** – With at least 10% per fiscal year to be awarded to projects in rural areas.
- **Low & No Emissions Bus Program discretionary funding** – Which funds purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. A low or no-emission bus is defined as a passenger vehicle used to provide public transportation that significantly reduces energy consumption, air pollution, or direct carbon emissions, when compared to a standard vehicle.

At the federal policy level, the federal funding share for these vehicles can be up to 90%, and up to 95% for related “Low-No” equipment and facilities such as recharging or refueling facilities. UDOT may elect to limit the federal share to a lower level (such as 80%). Park city has been awarded as FTA 5339A grant for \$3.9 million for six rapid charge electric busses to be used on their main line service

Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 provides capital funding to improve mobility for seniors and individuals with disabilities by removing barriers to accessing transportation services and expanding available transportation mobility options. Eligible projects are limited to either:

- Public transportation capital projects that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities, or
- Additional public transportation projects that:
 - Exceed ADA minimum requirements, or
 - Improve access to fixed route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, or
 - Provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

In order to be eligible for Section 5310 program funding, a project must be included in the appropriate locally developed coordinated public transit - human service transportation plan.

Potential Sources - Other Federal Funds

FTA periodically announces new one-time or annual grant opportunities for targeted purposes, most of which could be applied to this corridor service due to the wide variety of needs it can serve. Most notable are TIGER grants. Since 2009, Congress has dedicated \$4.6 billion for seven rounds of TIGER to fund projects that have an impact on the nation, a region or a metropolitan area. See more information at:

<https://www.transportation.gov/tiger/about#sthash.KEixnxhN.dpuf>.

About 28% of this funding has gone to transit projects, including rural areas. This on-going grant process (if continued under the next administration) provides an excellent opportunity to procure vehicles, facilities and other capital needs.

There are regular grant opportunities for a variety of needs, such as serving job access (Ladders of Opportunity grants for example) or targeted funds for alternative fueled vehicles. These regular opportunities can help launch the service expansion with the capital support needed.

Local Funding Sources

Unlike most modest rural transit systems that use local funding as critical Federal match, the proposed service is typically more robust due to the visitor economy generating far more jobs in concentrated locations and bringing more people into the region than their population would otherwise suggest. Combined with the relatively small Section 5311 funding, this results in the bulk of operations funding for the long term to be local in nature, typical of similar systems that operate in resort communities.

Sales Tax - Sustainability

Unlike many rural transit systems, Park City Transit does not depend on Federal funds for the bulk of its funding. The most sustainable approach to funding Park City Transit is through sales taxes, some of which are already employed by Park City Transit. In Utah, there are a variety of sales taxes available for transit use. Park City Transit uses:

- Utah's Mass Transit Tax (\$4.1 million)
- A resort tax (\$4.1 million)

Two new taxes are recommended. These sales taxes also require voter approval by city, town or countywide. The advantage of a sales tax is that much of the cost for transit will be paid by visitors. There are two additional sales tax options that should be considered by Park City and Summit County. These include the Additional Mass Transit Tax available for operating service and a County Option Sales Tax available for capital expenses, each estimated to generate approximately \$4.1 million. This \$8.2 million will sustain much of the growth of the service.

Depending on the tax sought, some of these funds cannot be used to supplant existing funds and must be used for new or expanded service, however with all of the new services proposed, this should not be a problem.

Summary – Future Funding Projections

Park City continues to have a diverse funding base with a mix of local funds, dedicated tax revenue and Federal funding. Future projections are relatively stable at this time:

- **FTA Section 5311 and other Federal Grants** – These funding sources will remain available to Park City Transit through at least 2020. While the overall funding level nationally and in Utah will remain stable, the level of funding available to Park City may see changes as more cities are considering the application for Section 5311 funding, increasing the competition for these funds. For the near term, at best funding will remain stable.
- **Existing Local Tax Revenue** – Currently there are two taxes; a Mass Transit Tax and resort tax for transportation. It is estimated that these sources of funds will increase at two percent per year.
- **License Fees, Revenues and other funds** – This includes a variety of local sources and County funds. These sources should also increase at about two percent annually.
- **Potential Transit Sales Taxes** – Two additional taxes are proposed. An additional mass transit tax for operations and a county sales tax that would include funds for transit capital needs. Each should generate about \$4.1 Million annually. These will increase at two percent annually.

These funding sources are summarized in Table 7-1 Future Funding Projections.

PARK CITY SUMMIT COUNTY FUTURE TRANSIT NEED

This plan brings forward an ambitious set of new services to meet the needs of residents and visitors in Park City and Summit County. The FY 2015 operating budget (includes administration) according to Park City was \$7,805,000. This will serve as the budget baseline of existing services. Two percent per year is added in for each year to account for general increases in costs. This is reflected in Table 7-2 along with projected costs of each new or modified service. Table 7-3 taken from Chapter 6 summarizes costs by project, by year in an unconstrained environment.

The costs of operating new service will exceed the level of funding available if both of the Additional Mass Transit Tax proposals are not passed. Without the additional sales taxes, none of the services will be able to be implemented and the system will remain status quo for the foreseeable future. As can be seen, system costs are planned to double by 2019 due to the wide variety of new services implemented. Even if both tax proposals are passed there are

diminishing returns every year within the time frame of this planning horizon and capital expenses may consume some surplus in funding.

If all of the projected expansion projects are to be implemented, it will be incumbent on city and county management to find additional sources of funds to meet the demands of the plan. Lack of funds may require plans to be scaled back or postponed in the future, however if funds are made available, this plan can be implemented as recommended in this plan.

Capital funding for vehicles and shelters will require about \$11.5 million over 7 years less than will be available through sales taxes). Table 7-4 summarizes those costs.

Park City Transit is using a wide range of funds to operate service. There are two more promising sources of tax revenue that can yield \$4.1 Million a year each for both operations and capital needs. The passage of these taxes will provide sustainable funding to Park City Transit, however, it will be difficult to realize full implementation of this this plan. Finding additional ongoing sources of funds that are in the millions of dollars is a very difficult task. It is unlikely that the Federal government or the state government will provide additional on-going funds at the levels called for in the plan. The most likely source of significant additional funds on an on-going basis are local City and County funds.

Table 7-1: Future Funding Projections

Funding Source	2015	2016	2017	2018	2019	2020	2021	2022
FTA Grants	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000
Mass Transit Tax	\$2,166,227	\$2,209,552	\$2,253,743	\$2,298,817	\$2,344,794	\$2,391,690	\$2,439,523	\$2,488,314
Resort Tax	\$1,966,848	\$2,006,185	\$2,046,309	\$2,087,235	\$2,128,980	\$2,171,559	\$2,214,990	\$2,259,290
Licenses, fees, fund transfers	\$2,042,239	\$2,115,684	\$2,190,598	\$2,267,010	\$2,344,950	\$2,424,448	\$2,505,537	\$2,588,248
Total Current Sources	\$7,805,314	\$7,961,420	\$8,120,649	\$8,283,062	\$8,448,723	\$8,617,697	\$8,790,051	\$8,965,852
Additional Mass Transit Tax			\$4,100,000	\$4,182,000	\$4,265,640	\$4,350,953	\$4,437,972	\$4,526,731
Total Operating Revenue (Existing and potential)	\$7,805,314	\$7,961,420	\$12,220,649	\$12,465,062	\$12,714,363	\$12,968,650	\$13,228,023	\$13,492,583
County Tax			\$4,100,000	\$4,182,000	\$4,265,640	\$4,350,953	\$4,437,972	\$4,526,731

*Assumes 2 percent annual growth

Table 7-2: 2017 – 2020 Cost Summary*

Service	2016-2017 Additional Cost	2017 Additional Cost	2018 Additional Cost	2019 Additional Cost	2020 Additional Cost	2016/2017 - 2020 Addition Cost
Continue Prior Winter Service Levels (120 Days) and Enhancements: Rt. 6-Canyons, Rt. 7-Kimball Junction West and Rt. 8-Kimball Junction East Express	\$248,400	\$252,720	\$259,200	\$263,520	\$267,840	\$1,291,680
Increase Frequency of Rt. 8 Kimball Junction East	\$234,600	\$238,680	\$244,800	\$248,880	\$252,960	\$1,219,920
Canyons/Sun Peak/Silver Springs Call a Bus - New Service	-	\$450,775	\$460,265	\$469,755	\$479,245	\$1,860,040
Extend Routes 8-Kimball Junction East and Rt. 7-Kimball Junction West Hours (Summer and Shoulders. 240 Days)	-	\$168,480	\$172,800	\$175,680	\$178,560	\$695,520
Kimball Junction Circulator	-	\$365,040	\$1,138,800	\$1,157,780	\$1,176,760	\$3,838,380
Quinn's Junction ADA Paratransit**	-	\$229,388	\$229,388	\$229,388	\$229,388	\$917,552
Jeremy Phase 1 Express - Park and Ride	-	-	\$525,600	\$2,137,440	\$2,172,480	\$4,835,520
Commuter Service Kamas Valley	-	-	\$690,000	\$702,720	\$714,240	\$2,106,960
Silver Creek Call-a-Bus – New Service	-	-	\$141,620	\$144,540	\$147,460	\$433,620
Richardson Flat Shuttle	-	-	\$1,051,200	\$1,068,720	\$1,086,240	\$3,206,160
Guaranteed Ride Home Program	-	-	\$10,000	\$10,000	\$10,000	\$30,000
Summit Park/Jeremy Ranch and Pinebrook Call a Bus	-	-	-	\$178,120	\$181,040	\$359,160
Deep Park Meadows/Aspen Springs Call-a-Bus	-	-	-	\$287,100	\$292,900	\$580,000
SLC Airport Service	-	-	-	\$50,000	\$50,000	\$100,000
Jeremy Ranch Park and Ride	-	-	-	-	\$267,180	\$267,180
Heber City commuter Service	-	-	-	-	\$267,180	\$267,180
SLC Airport Lounge	-	-	-	-	\$250,000	\$250,000
Yearly Totals	\$483,000	\$1,703,695	\$4,923,673	\$7,123,643	\$8,023,473	\$22,258,872

*Cost over and above 2015

** Productivity improvements will keep cost per trip lower

Table 7-3: Annual Unconstrained Operating Cost of Service 2016 - 2022

Year	2015	2016	2017	2018	2019	2020	2021	2022	Totals 2016 - 2022
Cost of Existing Services	\$7,805,314	\$7,961,420	\$8,120,649	\$8,283,062	\$8,448,723	\$8,617,697	\$8,790,051	\$8,965,852	-
Expansion Costs Since 2015		\$483,000	\$1,703,695	\$4,464,073	\$6,655,163	\$7,547,313	\$7,698,259	\$7,852,224	-
Additional Staff**		\$270,000	\$275,400	\$280,908	\$286,526	\$292,257	\$298,102	\$304,064	-
Total Unconstrained Operating Budget	\$7,805,314	\$8,714,420	\$10,099,744	\$13,028,043	\$15,390,412	\$16,457,267	\$16,786,412	\$17,122,141	-
Additional Annual Operating Costs		\$753,000	\$1,979,095	\$4,744,981	\$6,941,689	\$7,839,570	\$7,996,361	\$8,156,289	\$38,410,985
Additional Mass Transit Tax Revenue			\$4,100,000	\$4,182,000	\$4,265,640	\$4,350,953	\$4,437,972	\$4,526,731	\$25,863,296
Additional Sales Tax Revenue			\$4,100,000	\$4,182,000	\$4,265,640	\$4,350,953	\$4,437,972	\$4,526,731	\$25,863,296

Table 7-4: Annual Unconstrained Capital Costs 2016-2022

Year	2016	2017	2018	2019	2020	2021	2022
Vehicles	\$700,000	\$3,310,000	\$4,710,000	\$460,000	\$1,160,000	\$0	\$700,000
Shelters		150,000	150,000	100,000	100,000		
Total Capital Costs	\$700,000	\$3,460,000	\$4,860,000	\$560,000	\$1,260,000	\$0	\$700,000



DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Consideration of Ordinance No. 2016-41. An Ordinance Approving the Thaynes Canyon Subdivision No. 6, First Amended - Amending Lot 2 located at 4 Thaynes Canyon Way, Pursuant to Findings of Fact, Conclusions of Law, and Conditions of Approval in a Form Approved by the City Attorney (A) Public Hearing (B) Action

On July 13, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (5-0).

Respectfully:

Makena Hawley, Planning Technician

City Council Staff Report



Subject: Thaynes Canyon Subdivision No. 6,
First Amended – Amending Lot 2
and Abandoning and Entering into an Easement Agreement
Author: Makena Hawley, City Planner
Project Number: PL-16-03196
Date: September 1, 2016
Type of Item: Legislative – Plat Amendment
Legislative - Easement

PLANNING DEPARTMENT

Summary Recommendations

Staff recommends the City Council hold a public hearing for the Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2 located at 4 Thaynes Canyon Way, based on the findings of fact, conclusions of law, and conditions of approval as found in the draft ordinance. Staff also recommends that the City Council abandon the existing temporary easement and enter into a new temporary easement.

Description

Applicant: James and Susan Ingram, owners
Marshall King, Alliance Engineering, representative
Location: 4 Thaynes Canyon Way
Zoning: Single Family (SF) District, Master Planned Development
Adjacent Land Uses: Single-family residential, golf course, open space
Reason for Review: Plat amendments require Planning Commission review and City Council review and action. Easements require City Council authorization.

Executive Summary/Proposal

The applicant is requesting a plat amendment for the purpose of abandoning the current temporary turnaround easement for a fire apparatus and creating a new temporary easement to serve as a turnaround for a fire apparatus. The easement would expire if the road is extended because the turnaround would no longer be needed.

Purpose

The purpose of the Single Family SF District is to:

- A. maintain existing predominately Single Family detached residential neighborhoods,
- B. allow for Single Family Development Compatible with existing Developments,
- C. maintain the character of mountain resort neighborhoods with Compatible residential design; and
- D. require Streetscape design that minimizes impacts on existing residents and reduces architectural impacts of the automobile.

Background

On May 26, 2016 the applicant submitted a complete application for the Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2. The property is located at 4 Thaynes Canyon Way in the Single Family (SF) District. This development is a neighboring property to the Park City Golf Course and is also at a current dead-end that has a protection strip to allow for the road to continue when development is proposed for the lots to the west of the property.

The Thaynes Canyon Subdivision No. 6 was approved by City Council and was recorded on January 9, 1981, as entry No. 175075. Lot 2 is at the dead-end of Thaynes Canyon Way, which is a dead end street, therefore a means for fire trucks to turn around must be provided. The plat was recorded with a note and an easement stating that Lot 2 shall have a turnaround for fire apparatus with a 20-foot setback from the top back of curve to define the building pad. The temporary turnaround easement shown on the current plat is the top back of curve from which the 20-foot setback is taken. The temporary turnaround easement is intended to be abandoned upon the extension of Thaynes Canyon Way. As of this date, Thaynes Canyon Way has not been extended and currently there are no plans for the extension of Thaynes Canyon Way, however the property to the west can be developed therefore the existing street, Thaynes Canyon Way may be extended one day. The existing residence is approximately 8 feet from this setback and does not comply with the plat note requirement of a 20-foot setback from the top back of curve. In addition, the owners have put landscaping on part of the turnaround thereby blocking part of the easement. The current property owners are in the process of remodeling their residence, and are required to bring the property into compliance.

In 2010 the City Engineer approved for the owners of 4 Thaynes Canyon Way to change the type of emergency turnaround and allowed for a hammerhead to replace the pavement area of the turnaround shown on the subdivision plat. At the time the applicant was notified that the Fire Marshal would not release the fire access easement. Therefore the easement was still in place. Both of the turnarounds met the code therefore the intent of the code was being met by allowing one of the approved International Fire Code layouts.

On July 13, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (5-0).

Analysis

The proposed plat amendment will allow for the abandonment of the existing temporary easement for a fire apparatus turnaround and replace it with a new temporary easement which will be recorded alongside this plat amendment which will have the required Acceptable Alternative to 120' Hammerhead (See exhibit H for "recommended Fire Turnarounds"). This will allow the property owners greater use of their property while still allowing for proper access in case of an emergency and for snow clearance.

The International Fire Code requires turnarounds acceptable for fire truck turning apparatus which the design chosen is referred to as Acceptable Alternative to 120'

Hammerhead which includes a twenty foot (20') width and a 70 foot (70') length to allow proper turn radius for fire trucks to use (Please see Exhibit G).

The new Acceptable Alternative to 120' Hammerhead turnaround and reflected in the new temporary easement shall be constructed to City standards before a building permit of the dwelling is issued. This is also specified in the easement agreement that will be signed between the owners of 4 Thaynes Canyon Way and the City if this plat amendment is approved. A public snow storage easement of five feet deep shall be provided at the north end of the Acceptable Alternative to 120' Hammerhead as well as a ten foot (10') snow storage easement along the ROW.

Before a building permit is issued, the City Engineer must qualify the Acceptable Alternative to 120' Hammerhead is constructed to meet Fire Code and City Standards. All plat notes from the original Thaynes Canyon Sub. No. 6 shall continue to apply. The proposed plat amendment does not create any new non-compliance. This plat amendment is consistent with the Park City LMC and applicable State law regarding subdivision plats.

Good Cause

Planning Staff finds there is good cause for this plat amendment. Memorializing the new easement will eliminate any issues with further use of the property in terms of building into platted setbacks. Additionally, the plat will help clear up the non-compliance with the current structure on the lot.

Department Review

This project has gone through interdepartmental review. The Fire District discussed recommended turnarounds to be used and the appropriate measurements were included for the new easement. In addition, the Park City Streets Department needed to address the maintenance and snow removal which was further addressed and mentioned in the analysis portion of this report. Other than these items there were no issues raised by any other departments or service providers regarding this proposal that have not been addressed by the drafted conditions of approval.

Notice

On June 29, 2016, the property was posted and notice was mailed to property owners within 300 feet in accordance with the requirements in the LMC. On June 29, 2016, legal notice was published in the Park Record and on the public notice website in accordance with the requirements of the LMC.

Public Input

Staff has only received written support from the neighbors of 4 Thaynes, whom are owners of the Lot 1 on the original Thaynes Canyon Subdivision plat. Public input may be taken at the regularly scheduled Planning Commission and City Council public hearings.

Process

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

Alternatives

- The City Council may approve the Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2 as conditioned or amended and abandon the existing temporary easement and enter into a new temporary easement; or
- The City Council may deny the plat amendment and direct staff to make findings for this decision and deny the request to abandon the existing temporary easement and enter into a new temporary easement ; or
- The City Council may continue the discussion on the plat amendment or the easements to a date certain and provide direction to the applicant and/or staff to provide additional information necessary to make a decision on this item.

Significant Impacts

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

Consequences of not taking the Suggested Recommendation

The proposed plat amendment would not be recorded and the existing plat and easements would remain as is. The site, 4 Thaynes Canyon Way, would remain non-complaint due to the built home into the plat required setbacks and would not be able to received building permits for future renovations within the plat required setbacks.

Recommendation

Staff recommends the City Council hold a public hearing for the Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2 located at 4 Thaynes Canyon Way, based on the findings of fact, conclusions of law, and conditions of approval as stated in the draft ordinance and that the City Council abandon the existing temporary easement and enter into a new temporary easement.

Exhibits

Exhibit A – Draft Ordinance with Proposed Plat
Exhibit B – Current Plat
Exhibit C – Aerial Photograph
Exhibit D – Project Intent Letter
Exhibit E – Neighbor consent letter
Exhibit F– Photos
Exhibit G – Recommended Turnarounds
Exhibit H – Meeting Minutes from July 13, 2016
Exhibit I – Proposed Easement (Draft)

Exhibit A – Draft Ordinance with Proposed Plat

Ordinance 2016-41

AN ORDINANCE APPROVING THE THAYNES CANYON SUBDIVISION NO. 6, FIRST AMENDED – AMENDING LOT 2 LOCATED AT 4 THAYNES CANYON WAY, PARK CITY, UTAH.

WHEREAS, the owners of the property known as the 4 Thaynes Canyon Way, have petitioned the City Council for approval of the Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2; and

WHEREAS, on June 29, 2016 proper legal notice was sent to all affected property owners according to the Land Management Code; and

WHEREAS, on June 29, 2016 the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on July 14, 2016 to receive input on the proposed plat amendment; and

WHEREAS, on July 13, 2016 the Planning Commission forwarded a positive recommendation to the City Council; and,

WHEREAS, on September 1, 2016 the City Council held a public hearing on the proposed Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2; and

WHEREAS, it is in the best interest of Park City, Utah to approve the proposed Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2.

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 Thaynes Canyon Subdivision No. 6, First Amended – Amending Lot 2, 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 4 Thaynes Canyon Way within the Single Family (SF) District.
2. The Current structure on 4 Thaynes Canyon Way does not comply with the 20 foot setback per the plat and lies 8 feet into the 20 foot setback.

3. The existing easement for 4 Thaynes Canyon Way will be abandoned and replaced with a new easement for the proposed Acceptable Alternative to 120' Hammerhead turnaround if this plat amendment is approved.
4. The Thaynes Canyon Subdivision No. 6 was originally approved by City Council and was recorded on January 9, 1981 as entry No. 175075.
5. The total area of the Lot 2 Thaynes Canyon Subdivision No. 6 is 24,952 square feet.
6. On May 26, 2016, the applicant submitted an application to amend the existing Thaynes Canyon Subdivision No. 6 Plat.
7. The application was deemed complete on May 26, 2016.
8. The proposed plat amendment would memorialize the new Acceptable Alternative to 120' Hammerhead easement for the fire apparatus turnaround.
9. At the time the plat amendment is recorded, an abandonment of the existing temporary easement and a new temporary easement reflecting the hammerhead will be recorded.

Conclusions of Law:

1. There is good cause for this plat amendment.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivisions and condominium plats.
3. Neither the public nor any person will be materially injured by the proposed condominium plat amendment.
4. Approval of the condominium plat amendment, 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 plat amendment 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 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 for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. All notes and conditions of approval of Thaynes Canyon Subdivision No. 6, recorded January 9, 1981, as Entry No. 175075 in the office of the Summit County Recorder shall continue to apply.
4. The Acceptable Alternative to 120' Hammerhead turnaround shall be approved and constructed to Fire Code and City Standards and shall meet the requirements of Appendix D Fire Apparatus Access Road from the international fire code prior to building permit issuance.
5. The final easement will be adjusted to meet IFC requirements. Physical adjustments (length, width, squaring of turnaround, pavement standards) to the existing turnaround will be required to be completed by the owner.
6. The turnaround space shall not be used for parking, is for public use, and shall not be signed as private.

7. A public snow storage easement of five feet deep shall be provided at the north end of the turnaround..
8. At the time the plat amendment is recorded, an abandonment of the existing temporary easement and a new temporary easement reflecting the hammerhead will be recorded.

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

PASSED AND ADOPTED this 1st day of September, 2016

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

EXHIBIT B -Current Plat

SURVEYOR'S CERTIFICATE

I, JAMES G. WEST, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 3082 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, HEREAFTER TO BE KNOWN AS THAYNES CANYON SUBDIVISION No. 6 AND THAT SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

BEGINNING AT A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THAYNES CANYON DRIVE, SAID POINT BEING SOUTH 13°49' 41" EAST 1892.00 FEET FROM THE NORTH QUARTER CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE SOUTH 28° 03' 20" EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE 185.85 FEET; THENCE SOUTH 61°56'40" WEST 15.00 FEET TO THE POINT OF A 195.35 FOOT RADIUS CURVE TO THE RIGHT; RADIUS POINT BEARS NORTH 28°03'20" WEST 195.35 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 96.60 FEET; THENCE NORTH 89°43'20" WEST 177.82 FEET TO A POINT OF A 547.82 FOOT RADIUS CURVE TO THE RIGHT, THE CENTER BEARS NORTH 0°16'40" EAST 547.82 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE 109.74 FEET; THENCE NORTH 1°57'50" WEST 171.10 FEET, THENCE NORTH 88°02'10" EAST 311.47 FEET TO THE POINT OF BEGINNING. ALSO TOGETHER WITH A 25 FOOT WIDE STREAM EASEMENT THROUGH LOTS 1 AND 2, THE CENTER LINE OF SAID EASEMENT IS DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHICH IS NORTH 88° 02'10" EAST 42.453 FEET FROM THE NORTHWEST CORNER OF LOT 1 AND RUNNING THENCE SOUTH 35°00' WEST 82.990 FEET; THENCE SOUTH 25°00' WEST 80.151 FEET TO A POINT WHICH IS NORTH 89°43'20" WEST 38.371 FEET FROM THE SOUTHWEST CORNER OF LOT 2. CONTAINS 1.523 ACRES IN SUBDIVISION.

BUILDING PADS WITHIN THE LOTS WILL BE THOSE AREAS OUTSIDE OF THE CITY'S SETBACK REQUIREMENTS IN THE RD ZONE EXCEPT FOR A 20' SETBACK FROM TOP BACK OF CURVE IN LOT # 2 AND OUTSIDE OF THE STREAM AND DRAINAGE EASEMENTS.

James G. West Aug 11, 1980
JAMES G. WEST - LICENSE No. 3082 DATE

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT I THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS AND STREETS TO BE HEREAFTER KNOWN AS THAYNES CANYON SUBDIVISION No. 6 DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND THIS 26th DAY OF NOVEMBER A.D., 19 80.

Vincent D. Donile
VINCENT D. DONILE
William Melbourne Armstrong
WILLIAM MELBOURNE ARMSTRONG
Herbert S. Armstrong
HERBERT S. ARMSTRONG

ACKNOWLEDGEMENT

STATE OF UTAH }
COUNTY OF SUMMIT }

ON THE 26th DAY OF November A.D., 19 80 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF SUMMIT IN SAID STATE OF UTAH, THE SIGNERS OF THE ABOVE OWNERS DEDICATION, THREE IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE USES AND PURPOSES THEREIN MENTIONED.

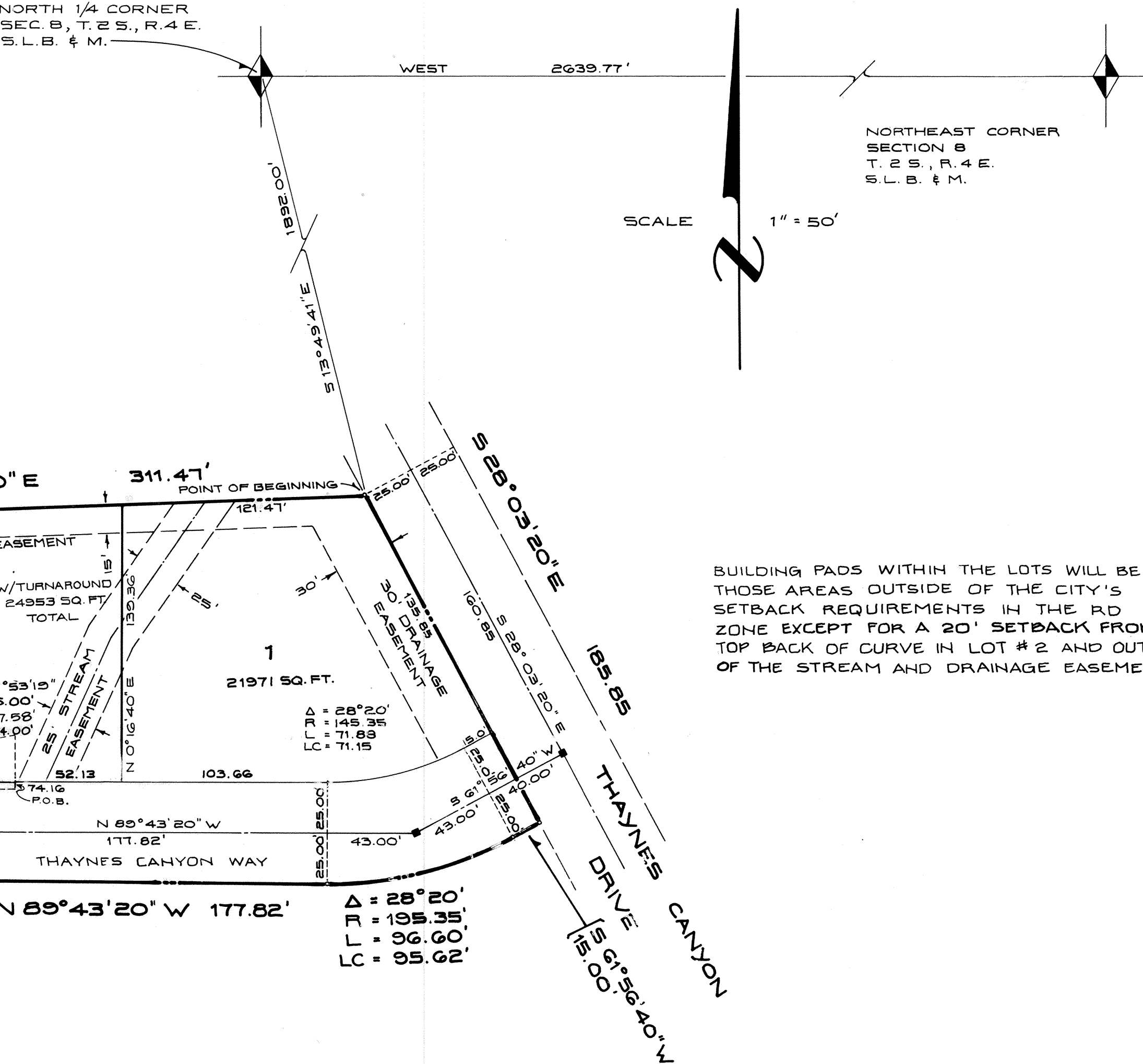
MY COMMISSION EXPIRES Jan 26, 1981 NOTARY PUBLIC Carol Spencer
RESIDING IN Salt Lake

THAYNES CANYON
SUBDIVISION No. 6

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8
TOWNSHIP 2 SOUTH, RANGE 4 EAST, S.L.B. & M.

LEGEND

- ① 15' DRAINAGE EASEMENT ON BACK LOT LINE AS SHOWN.
- ② 30' DRAINAGE EASEMENT ON SIDE LOT LINE OF LOT 1 AS SHOWN.
- ③ 25' DRAINAGE EASEMENT AS SHOWN
- ④ FIRE HYDRANT
- ⑤ EXISTING MONUMENT
- ⑥ MONUMENT TO BE SET



DESCRIPTION FOR A TEMPORARY TURNAROUND EASEMENT TO BE ABANDONED ON EXTENSION OF THAYNES CANYON WAY.

BEGINNING AT THE P.C. OF LOT 2 OF THAYNES CANYON NO. 6 SUBDIVISION, SAID POINT MORE SPECIFICALLY DESCRIBED AS BEING DUE SOUTH 1980.433 FEET, AND DUE EAST 278.00 FEET FROM THE N⁴ CORNER OF SECTION 8, T2S, R4E, S.L.B. & M, AND RUNNING THENCE S 0° 16' 40" W 10.00 FEET TO A POINT ON A 35.00 RADIUS CURVE TO THE RIGHT, (CENTER BEARS N 0° 16' 40" E 35.00 FEET); THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 47.58 FEET TO A POINT OF A 45.00 FOOT RADIUS REVERSE CURVE TO THE LEFT, (CENTER BEARS S 78° 09' 59" W 45.00 FEET); THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 129.668 FEET TO A POINT ON A 497.82 FOOT RADIUS CURVE TO THE LEFT, (CENTER BEARS N 12° 00' 50" E 497.82 FEET); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, 106.797 FEET TO A POINT OF TANGENCY; THENCE S 89° 43' 20" E 22.02 FEET TO THE P.O.B.

Prepared By: J.J. Johnson & Associates Civil Engineering Planning Surveying 1700 Park Avenue P.O. Box 1661 Park City, Utah 84060	City Planning Commission Approved & Accepted by the Park City Planning Commission this <u>26</u> Day of <u>Nov</u> A.D. 19 <u>80</u> <u>Burnis Watts</u> Chairman	Engineers Certificate Approved & Accepted by the Park City Engineering Department this <u>1st</u> Day of <u>Oct</u> A.D. 19 <u>80</u> <u>John Prohaska</u> Park City Engineer	Approval as to Form Approved as to Form this <u>6</u> Day of <u>Jan</u> A.D. 19 <u>81</u> <u>William M. Armstrong</u> Park City Attorney	Certificate of Attest Attest this <u>8th</u> Day of <u>Jan</u> A.D. 19 <u>81</u> <u>Ken Lober</u> Park City Recorder	Council Approval & Acceptance Approved & Accepted by the Park City Council this <u>24</u> Day of <u>Jan</u> A.D. 19 <u>81</u> <u>John A. Greed</u> Mayor	No. <u>175075</u> Recorded State of Utah, County of Summit, Recorded and Filed at the request of: <u>Summit County Title</u> Date <u>1-9-81</u> Time <u>4:10</u> Fee <u>\$12.00</u> Summit County Recorder
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EXHIBIT C - Aerial Photograph

SUBJECT
PROPERTY



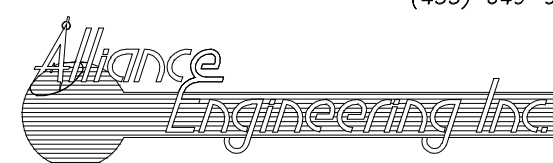
 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	(435) 649-9467	STAFF: MARSHALL KING JESSE MORENO	AERIAL PHOTOGRAPH THAYNES CANYON NO. 6, LOT 2 4 THAYNES CANYON WAY FOR: OTTO-WALKER ARCHITECTS JOB NO.: 7-3-16 FILE: X:\ThaynesCanyon\dwg\exhibits\Thaynes Canyon No6 Lot 2-ortho.dwg	SHEET 1 OF 1
DATE: 4/26/16				

EXHIBIT D - Project Intent Letter

First Amended Thaynes Canyon Subdivision No. 6, Lot 2

(4 Thaynes Canyon Way)

Project Intent and Scope of Work

Thaynes Canyon Subdivision No. 6 is a two-lot subdivision recorded January 9, 1981, as Entry No. 175075. Lot 2 is at the dead-end of Thaynes Canyon Way and therefore requires a turnaround for fire apparatus. This plat was recorded with a note stating that Lot 2 shall have a 20-foot setback from the top back of curve to define the building pad. The temporary turnaround easement shown on the current plat is the top back of curve from which the 20-foot setback is taken. The temporary turnaround easement was intended to be abandoned on the extension of Thaynes Canyon Way. As of this date, Thaynes Canyon Way has not been extended and there are no current plans for the extension of Thaynes Canyon Way. The existing residence is approximately 8 feet from this setback and does not comply with the 20-foot setback note.

The owners are in the process of remodeling the residence, and to bring the property into compliance, wish to amend the plat by abandoning the the current temporary turnaround easement and create a new easement to serve as a turnaround for fire apparatus.



EXHIBIT E- Neighbor consent letter

From: Leonard & Carol Raizin <raizin54@icloud.com>
To: captainji <captainji@aol.com>
Sent: Wed, May 25, 2016 6:39 pm
Subject: Plat Amendment application

City of Park City, Planning Commission or other Agency

To Whom it May Concern:

Leonard and Carol Raizin, trustees of the Raizin Family Trust, owner of 2 Thaynes Canyon Way, are aware of the Plat Amendment Application by James and Susan Ingram for 4 Thaynes Canyon Way and have no objection to it.

Furthermore, we hope this application can be approved as soon as possible so their construction can be completed without delay.

Sincerely,

Leonard H Raizin
Carol A Raizin

Leonard & Carol Raizin
raizin54@icloud.com

EXHIBIT F - Photos



Thaynes Canyon No. 6, Lot 2 – Looking north



Thaynes Canyon No. 6, Lot 2 – Looking northeasterly



Thaynes Canyon No. 6, Lot 2 – Looking northwesterly



Thaynes Canyon No. 6, Lot 2 – Looking southeasterly



Thaynes Canyon No. 6, Lot 2 – Looking northeasterly



Thaynes Canyon No. 6, Lot 2 – Looking north



Thaynes Canyon No. 6, Lot 2 – Looking northwesterly



Thaynes Canyon No. 6, Lot 2 – Looking southeasterly

EXHIBIT G - Recommended Turnarounds

From: [Amanda Monsen](#)
To: [Makena Hawley](#)
Subject: Recommended Turnarounds for 4 Thaynes Canyon Way
Date: Tuesday, June 14, 2016 12:00:21 PM
Attachments: [1373_001.pdf](#)

Hi Makena,

I've attached our recommended turnarounds for the 4 Thaynes Canyon Way, request to abandon the current easement, from the DRC Meeting today.

Please let me know if you have any questions.

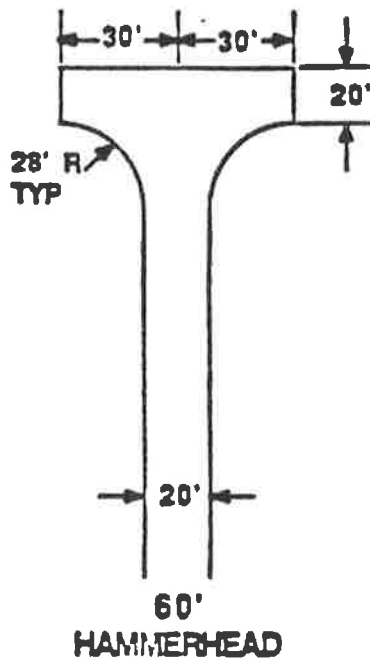
Thanks,

Amanda Monsen

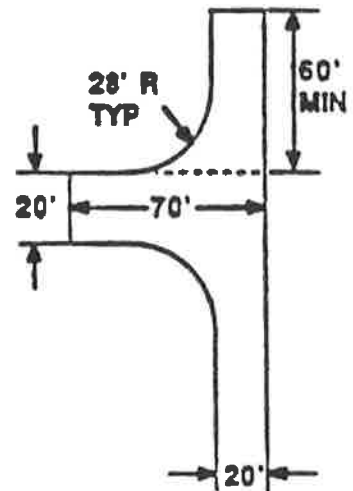
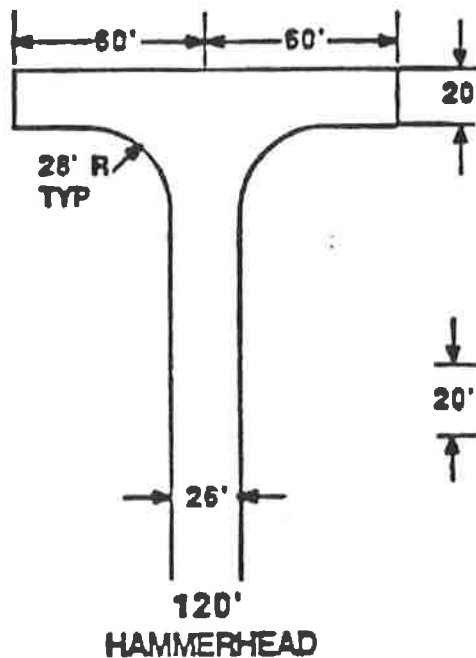
Fire Prevention Specialist
(435) 940.2532 Reception
(435) 940.2462 Office
www.pcfcd.org



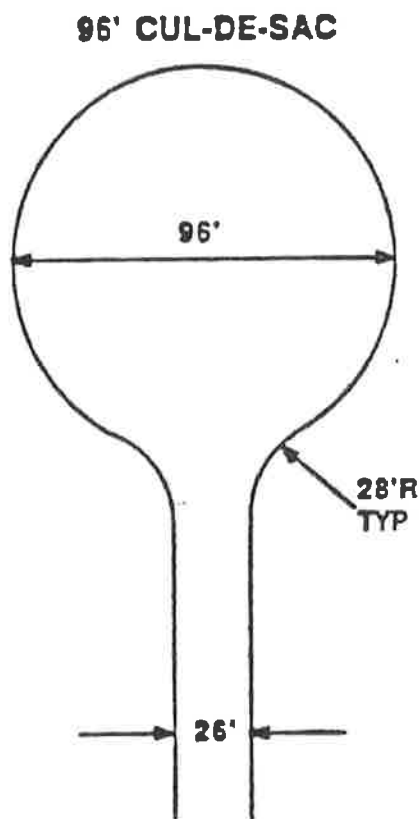
RECOMMENDED TURNAROUNDS



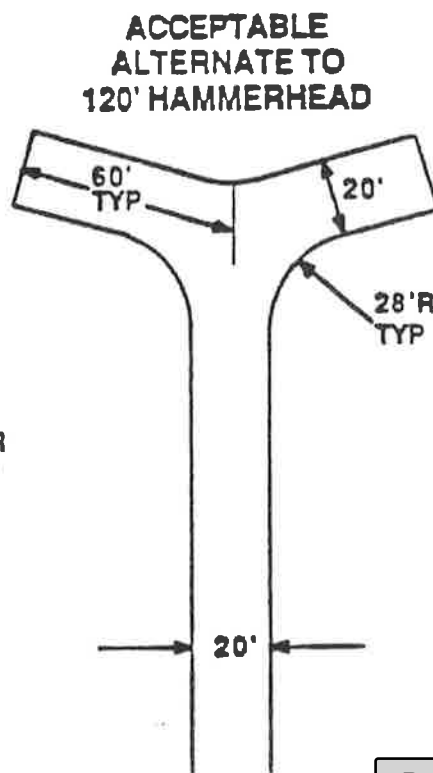
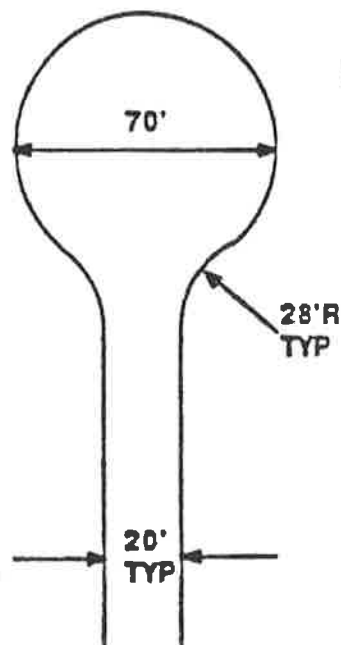
Residential



**ACCEPTABLE
ALTERNATIVE TO
120' HAMMERHEAD**



Residential
70' CUL-DE-SAC



**ACCEPTABLE
ALTERNATE TO
120' HAMMERHEAD**

Planning Commission Meeting
July 13, 2016
Page 75

delineator and approved by the US Army Corps of Engineers. During construction, the edge of the wetlands shall be lined with silt fence so the contractor does not impact the wetlands.

5. Any development shall adhere to all requirements of the Sensitive Lands Overlay Zone.

11. 4 Thayne's Canyon Way – Plat amendment of Lot 2 of the Thayne's Canyon Subdivision No. 6 to abandon the current temporary turnaround easement and create a new easement to serve as a turnaround for fire apparatus.
(Application PL-16-03196)

Planning Tech Hawley reviewed the application for a plat amendment at 4 Thaynes Canyon Road. She reported that when the plat was recorded in 1981 a turnaround easement was approved for fire apparatus. This applicant was requesting a plat amendment to abandon the current easement and to create a new turnaround easement to allow proper turnaround for fire apparatus, as well as additional use of their property.

Planner Hawley stated that the Internal Development Community reviewed and approved this application. She noted that the requested plat amendment only affects this lot. It does not affect the other lot or the road that has the protection strip.

Chair Strachan opened the public hearing.

Director Erickson reported that the adjacent property owner, Herb Armstrong, was in attendance earlier in the evening and indicated to Mr. Erickson that he had no concerns as long as the protection strip remained in place.

Chair Strachan closed the public hearing.

MOTION: Commission Band moved to APPROVE 4 Thaynes Canyon Way plat amendment of Lot 2 of the Thaynes Canyon Subdivision No. 6 to abandon the current temporary turnaround easement and create a new easement to serve as turnaround for fire apparatus, in accordance with the Findings of Fact, Conclusions of Law and Conditions of Approval found in the Staff report. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – Thaynes Canyon- Subdivision No. 6

1. The property is located at 4 Thaynes Canyon Way within the Single Family (SF)

District.

2. The Current structure on 4 Thaynes Canyon Way does not comply with the 20 foot setback per the plat and lies 8 feet into the 20 foot setback.
3. The existing easement for 4 Thaynes Canyon Way will be abandoned and replaced with a new easement for the proposed Acceptable Alternative to 120' Hammerhead turnaround if this plat amendment is approved.
4. The Thaynes Canyon Subdivision No. 6 was originally approved by City Council and was recorded on January 9, 1981 as entry No. 175075.
5. The total area of the Lot 2 Thaynes Canyon Subdivision No. 6 is 24,952 square feet.
6. On May 26, 2016, the applicant submitted an application to amend the existing Thaynes Canyon Subdivision No. 6 Plat.
7. The application was deemed complete on May 26, 2016.
8. The proposed plat amendment would memorialize the new Acceptable Alternative to 120' Hammerhead easement for the fire apparatus turnaround.
9. At the time the plat amendment is recorded, an abandonment of the existing temporary easement and a new temporary easement reflecting the hammerhead will be recorded.

Conclusions of Law – Thaynes Canyon Subdivision No. 6

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

Conditions of Approval – Thaynes Canyon Subdivision No. 6

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment 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 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 for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.

3. All notes and conditions of approval of Thaynes Canyon Subdivision No. 6, recorded January 9, 1981, as Entry No. 175075 in the office of the Summit County Recorder shall continue to apply.
4. The Acceptable Alternative to 120' Hammerhead turnaround shall be approved and constructed to Fire Code and City Standards and shall meet the requirements of Appendix D Fire Apparatus Access Road from the international fire code prior to building permit issuance.
5. The final easement will be adjusted to meet IFC requirements. Physical adjustments (length, width, squaring of turnaround, pavement standards) to the existing turnaround will be required to be completed by the owner.
6. The turnaround space shall not be used for parking and shall not be signed as private.
7. A public snow storage easement of five feet deep shall be provided at the north end of the turnaround.
8. Once completed, turnaround will be maintained by the City.
9. At the time the plat amendment is recorded, an abandonment of the existing temporary easement and a new temporary easement reflecting the hammerhead will be recorded.

The Park City Planning Commission Meeting adjourned at 11:45 p.m.

Approved by Planning Commission: _____

Exhibit I - Proposed Easment (Draft)

When Recorded, Mail To:

Park City Municipal Corporation
Attn: City Engineer
P.O. Box 1480
Park City, UT 84060

Tax Parcel ID Number: TH-6-2

(Space above for Recorder's use only)

EASEMENT ABANDONMENT AND GRANT AGREEMENT

This EASEMENT ABANDONMENT AND GRANT AGREEMENT (this "Agreement") is entered into as of the ____ day of September, 2016, by and between JAMES A. INGRAM and SUSAN INGRAM ("Grantors"), and PARK CITY MUNICIPAL CORPORATION ("City").

RECITALS:

A. Grantors own certain real property located in Park City, County of Summit, State of Utah that is more particularly described on Exhibit A attached hereto and incorporated herein by this reference (the Grantors Property").

B. Grantors Property is subject to a temporary turnaround easement in favor of City (the "Old Turnaround Easement"). The Old Turnaround Easement is shown on the Official Plat of Thaynes Canyon Subdivision No. 6 recorded in the Office of the County Recorder of Summit County, Utah on January 9, 1981 as Instrument No. 175075, and is more particularly described in the legal description on Exhibit B, attached hereto and incorporated herein by this reference.

C. Grantors and City desire to change the size and location of the temporary turnaround easement by having City abandon the Old Turnaround Easement and having Grantors grant to City a new temporary turnaround easement.

AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and based upon the mutual promises and subject to the conditions set forth below, the parties agree as follows:

1. Abandonment of Old Turnaround Easement. Effective as of the date of this Agreement, City hereby abandons the Old Turnaround Easement as more particularly described on Exhibit B and quit-claims and conveys to Grantors all of the rights and interests of City in and to the Old Turnaround Easement.

2. Grant of New Turnaround Easement. Effective as of the date of this Agreement, Grantors hereby convey to City a new temporary turnaround easement as more particularly described on Exhibit C and depicted in Exhibit D attached hereto and incorporated herein by this reference (the "New Turnaround Easement").

3. Condition. The New Turnaround Easement shall meet all City Standards and requirements of the Fire District. Grantors will maintain the New Turnaround Easement in good order and condition. The New Turnaround Easement shall be free of obstructions and landscaping.

4. Public Use. The New Turnaround Easement shall be for public use. No signage may be erected to the contrary.

5. Abandonment of Easement. The New Turnaround Easement shall be abandoned upon extension of Thaynes Canyon Way.

6. Miscellaneous. Subject to the terms and conditions of this Agreement, the New Turnaround Easement granted herein shall run with the land, and the terms and conditions of this Agreement shall inure to the benefit of and be binding upon the parties, their successors and assigns.

[Signature Page Follows]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

GRANTORS:

JAMES A. INGRAM, an individual

SUSAN INGRAM, an individual

STATE OF UTAH)
 : ss
COUNTY OF SUMMIT)

On this _____ day of May, 2016, before me personally appeared JAMES A. INGRAM, known or satisfactory proved to me to be the person whose name is subscribed to this instrument, and acknowledged to me that he executed the same.

Notary Public

STATE OF UTAH)
 : ss.
COUNTY OF SUMMIT)

On this _____ day of May, 2016, before me personally appeared SUSAN INGRAM, known or satisfactory proved to me to be the person whose name is subscribed to this instrument, and acknowledged to me that she executed the same.

Notary Public

CITY:

PARK CITY MUNICIPAL CORPORATION

By: _____

Name: Jack Thomas

Title: Mayor

Attest:

City Recorder's Office

Approved as to form:

City Attorney's Office

STATE OF UTAH)
 : ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 2016 before me personally appeared _____, who being by me duly sworn, acknowledged to me that he/she signed the foregoing instrument, as the duly appointed and authorized Mayor of PARK CITY MUNICIPAL CORPORATION.

Notary Public
My Commission Expires: _____

EXHIBIT A

(Legal Description of the Grantors Property)

The real property situated in the County of Summit, State of Utah, specifically described as follows:

LOT 2, THAYNES CANYON SUBDIVISION NO. 6, ACCORDING TO THE
OFFICIAL PLAT THEREOF, RECORDED IN THE OFFICE OF THE COUNTY
RECORDER OF SUMMIT COUNTY, UTAH.

EXHIBIT B

(Legal Description of the Old Turnaround Easement)

The real property situated in the County of Summit, State of Utah, specifically described as follows:

DESCRIPTION FOR A TEMPORARY TURNAROUND EASEMENT TO BE
ABANDONED ON EXTENSION OF THAYNES CANYON WAY.

BEGINNING AT THE P.C. OF LOT 2 OF THAYNES CANYON NO. 6
SUBDIVISION, SAID POINT MORE SPECIFICALLY DESCRIBED AS BEING DUE
SOUTH 1980.433 FEET AND DUE EAST 278.00 FEET FROM THE N4 CORNER OF
SECTION 8, T2S, R4E, S.L.B.&M., AND RUNNING THENCE S 0° 16' 40" W 10.00
FEET TO A POINT ON A 35.00 RADIUS CURVE TO THE RIGHT, (CENTER
BEARS N 0° 16' 40" E 35.00 FEET); THENCE NORTHWESTERLY ALONG THE
ARC OF SAID CURVE 47.58 FEET TO A POINT OF A 45.00 FOOT RADIUS
REVERSE CURVE TO THE LEFT, (CENTR BEARS S 78° 09' 59" W 45.00 FEET);
THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 129.668 FEET
TO A POINT ON A 497.82 FOOT RADIUS CURVE TO THE LEFT, (CENTER
BEARS N 12° 00' 50" E 497.82 FEET), THENCE SOUTHWESTERLY ALONG THE
ARC OF SAID CURVE, 106.797 FEET TO A POINT OF TANGENCY; THENCE S
89° 43' 20" E 22.02 FEET TO THE P.O.B.

EXHIBIT C

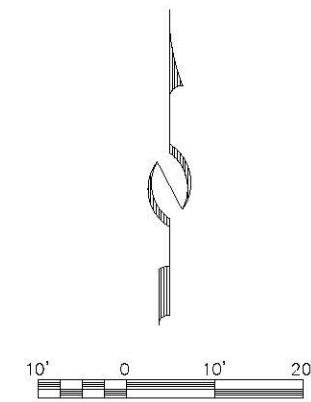
(Legal Description of the New Turnaround Easement)

The real property situated in the County of Summit, State of Utah, specifically described as follows:

DESCRIPTION FOR A TEMPORARY TURNAROUND EASEMENT TO BE ABANDONED
ON EXTENSION OF THAYNES CANYON WAY.

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 2
SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID PARCEL BEING MORE
PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT NORTH 89°34'47" WEST 89.02 FEET FROM THE SOUTHEAST
CORNER OF LOT 2, THAYNES CANYON SUBDIVISION NO.6, RECORDED JANUARY 9, 1981,
AS ENTRY NO. 175075 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH, SAID
POINT BEING ON THE SOUTH BOUNDARY OF SAID LOT 2 AND ALSO BEING ON A CURVE
TO THE RIGHT HAVING A RADIUS OF 497.82 FEET, OF WHICH THE RADIUS POINT BEARS
NORTH 01°59'14" EAST; AND RUNNING THENCE WESTERLY ALONG THE SOUTH
BOUNDARY OF LOT 2 AND ALONG THE ARC OF SAID CURVE 26.36 FEET THROUGH A
CENTRAL ANGLE OF 03°02'00" TO A POINT ON A NON TANGENT CURVE TO THE LEFT
HAVING A RADIUS OF 27.00 FEET, OF WHICH THE RADIUS POINT BEARS NORTH 63°19'56"
WEST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE 10.92 FEET THROUGH A
CENTRAL ANGLE OF 23°09'49"; THENCE NORTH 03°30'15" EAST 19.63 FEET; THENCE SOUTH
86°29'45" EAST 22.00 FEET; THENCE SOUTH 03°30'15" WEST 19.63 FEET TO A POINT ON A
CURVE TO THE LEFT HAVING A RADIUS OF 27.00 FEET, OF WHICH THE RADIUS POINT
BEARS SOUTH 86°29'45" EAST; THENCE ALONG THE ARC OF SAID CURVE 10.92 FEET
THROUGH A CENTRAL ANGLE OF 23°09'49" TO THE POINT OF BEGINNING.





DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Lot 10 of the Morning Star Estates Subdivision designates a majority of the lot as Recreation Open Space (ROS) and the building pad is designated as Estate (E). To accommodate the design of a proposed new house at 3776 Rising Star Lane, the applicant is requesting a plat amendment and zone amendment to alter the platted building pad and change the zone designation in certain areas. The request is to change a portion of the Estate zone in the front of the lot to Recreation Open Space and to change portion of Recreation Open Space at the rear of the lot to Estate zone. Should the requested rezone be approved, approximately 3,474 square feet around the buildable area would become Estate Zone (buildable) and 3,483 square feet towards the south east corner of the lot would become Recreation Open Space (ROS) (unbuildable) (Exhibit F). A net change of 9 square feet would be added to ROS.

On August 10, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (6-0).

Respectfully:

Makena Hawley, Planning Technician

City Council Staff Report

Subject: Zoning Map Amendment Request
Author: Makena Hawley, Planner
Project Number: PL-16-03156
Date: 1 September, 2016
Type of Item: Legislative – Zoning Map Amendment

Summary Recommendations

Staff recommends the City Council hold a public hearing for the Zoning Map Amendment Request from Recreation Open Space (ROS) District to Estate (E) District (and vice versa, amending Estate (E) District to Recreation Open Space (ROS) District) at 3776 Rising Star Lane and consider approving this application, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Applicant: Rising Star Lane, LLC,
represented by Marshall King, Alliance Engineering, Inc.
Location: 3776 Rising Star Lane
Existing Zoning: Recreation and Open Space (ROS) District and Estate (E)
Proposed Zoning: Estate (E) District and Recreation Open Space (ROS)
Adjacent Land Uses: Residential
Reason for Review: Zoning Map Amendment applications require a Planning Commission recommendation and City Council review and action

Executive Summary/Proposal

Lot 10 of the Morning Star Estates Subdivision designates a majority of the lot as Recreation Open Space (ROS) and the building pad is designated as Estate (E). To accommodate the design of a proposed new house at 3776 Rising Star Lane, the applicant is requesting a plat amendment and zone amendment to alter the platted building pad and change the zone designation in certain areas. The request is to change a portion of the Estate zone in the front of the lot to Recreation Open Space and to change portion of Recreation Open Space at the rear of the lot to Estate zone. Should the requested rezone be approved, approximately 3,474 square feet around the buildable area would become Estate Zone (buildable) and 3,483 square feet towards the south east corner of the lot would become Recreation Open Space (ROS) (unbuildable) (Exhibit F). A net change of 9 square feet would be added to ROS.

On August 10, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (6-0).

Background

On May 10, 2016, the City received a completed Zoning Map Amendment application

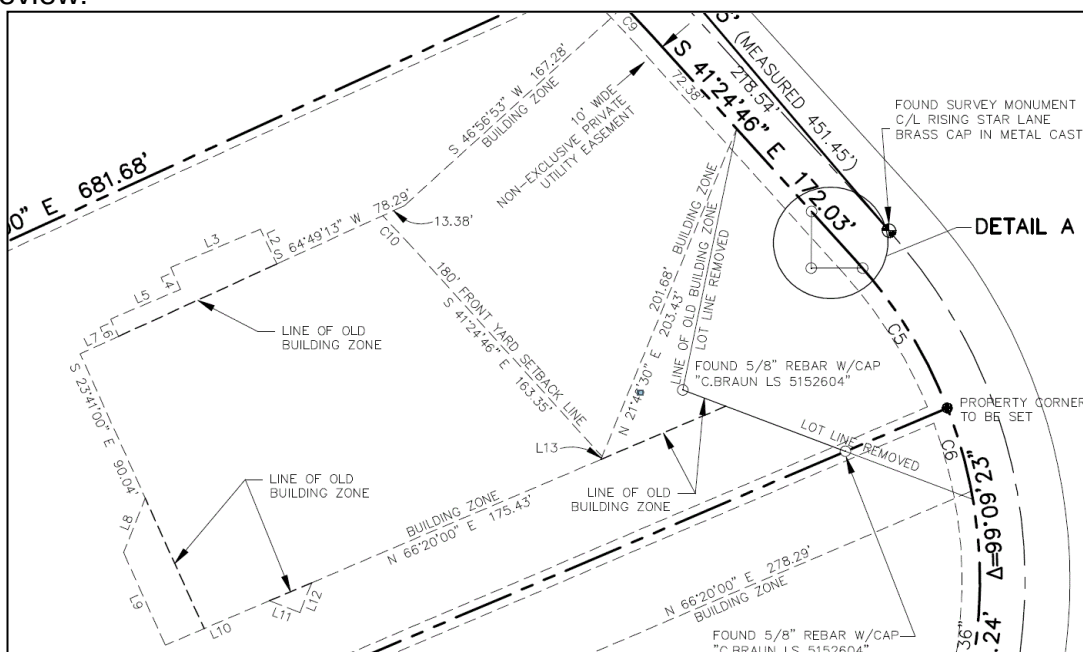
requesting to change the zoning from E to ROS and vice versa from ROS to E. The property of the Zone Change is located at 3776 Rising Star Lane, a recorded 11.543 acre parcel (Parcel MSTE-10) which is Lot 10 of the Morning Star Estates Subdivision. The property consists of two zones (for a total of 516,768.88 square feet), namely, the majority zone is Recreation Open Space (451,301.28 square feet total) and the Estate zone (65, 467.6 square feet) designated for building.

The Morning Star property was officially annexed into Park City on June 18, 1992, and the original plat recorded March 31, 1993, as Entry No. 376621. The original subdivision, which was processed as a Master Planned Development (MPD), consisted of 12 lots on 178.36 acres, and four (4) "exception" parcels and one (1) Water Tank parcel. The building envelopes for each lot are zoned Estate (E), and the non-buildable areas are zoned "Recreation Open Space" (ROS) as originally approved by the MPD. When the plat was being recorded there were 4 "Exception Parcels" noted on the plat that belonged to The Bureau of Land Management (See Exhibit H). These parcels were later sold from the BLM to the developer of Morning Star Estates and then to the property owners of each respective adjacent lots, namely Lots 5, 6, 9 and 10. Title reports show the owners of Lots 9 and 10 have owned these separate parcels since 1998.

The old residence (built in 1994) at 3776 Rising Star Lane was demolished in 2015 and a new residence is currently under construction on Lot 10, Morning Star Estates. The current house design conforms to the existing platted buildable area, however if the Zone Change and Plat Amendment are approved, the applicant would submit revised plans based on these approvals.

Concurrently with this application there is a Plat Amendment request to amend the building pad as well as the Lot Line that is being separated by Parcel 3 on Lot 10.

Preview:



On August 10, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (6-0). See Exhibit L - August 10, 2016 Planning Commission Meeting Minutes.

Plat Amendment Analysis (Pending)

This application is a request to amend the Morning Star Estates Subdivision as follows:

1. Re-configure the building pad of lot ten.
2. Remove the lot lines of "Exception Parcel 3" that sits upon Lots 9 and 10.
3. Replace the removed lot lines with a new lot line that continues from the current dividing line between lots, down to the road (Rising Star Lane).
(Please see Preview above or Exhibit J).

The proposed Plat Amendment reconfigures two (2) lots of record. Lot 10 is currently 11.543 acres, Lot 9 is currently 9.579 acres, if the amendment is approved Lot 10 will be 11.863 acres; Lot 9 is will be 9.618 acres. When the "Exception parcel 3", that is 15,638.04 square feet was sold to the appropriate Lot owners, that land became theirs.

Lot 10 is currently under construction building a new single family dwelling. The current building plans reflect a conforming house within the building pad of Lot 10. A single-family dwelling is an allowed use in the Estate District. The minimum lot area for any Use in the Estate zone is 3 acres (except that a duplex dwelling requires a minimum Lot size of six (6) acres). Proposed Lot 9 is 9.618 acres. Proposed Lot 10 is 11.863 acres. The proposed lots meet the minimum lot area for single-family dwellings within the Estate District.

The table below shows applicable development parameters in the Estate District:

LMC Regulation	Requirement:
Front & Rear Yard	The minimum Front, Side and Rear Yard for all Structures is thirty feet (30').
Side Yard	The minimum Front, Side and Rear Yard for all Structures is thirty feet (30').
Building (Zone) Height	No Structure may be erected to a height greater than twenty-eight feet (28') from Existing Grade.
Architectural Review	Prior to issuance of a Building Permit for any Conditional or Allowed Use, the Planning Department must review the proposed plans for compliance with the Architectural Design Guidelines, LMC Chapter 15-5.
Roof Pitch	Gable, hip, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.

Purpose

The purpose of the Estate (E) District is to:

B. allow very low density, environmentally sensitive residential Development which:

1. preserves ridge tops, meadows, and visible hillsides,
2. preserves large, cohesive, unbroken Areas of Open Space and undeveloped land,
3. preserves and incorporates wetlands, drainage ways, and intermittent streams as amenities of Development,
4. mitigates geologic and flood hazards,
5. protects views along the City's entry corridors, and
6. decreases fire risk by keeping Development out of sensitive wild land interface Areas.

C. incorporate pedestrian trail linkages between and through neighborhoods; and

D. encourage comprehensive, efficient, Compatible Development which results in distinct and cohesive neighborhoods through application of the Sensitive Lands Ordinance.

The purpose of the Recreation Open Space (ROS) District is to:

- A. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
- B. permit recreational Uses and preserve recreational Open Space land,
- C. encourage parks, golf courses, trails and other Compatible public or private recreational Uses, and
- D. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
- E. encourage sustainability, conservation, and renewable energy.

Zoning Map Amendment Analysis

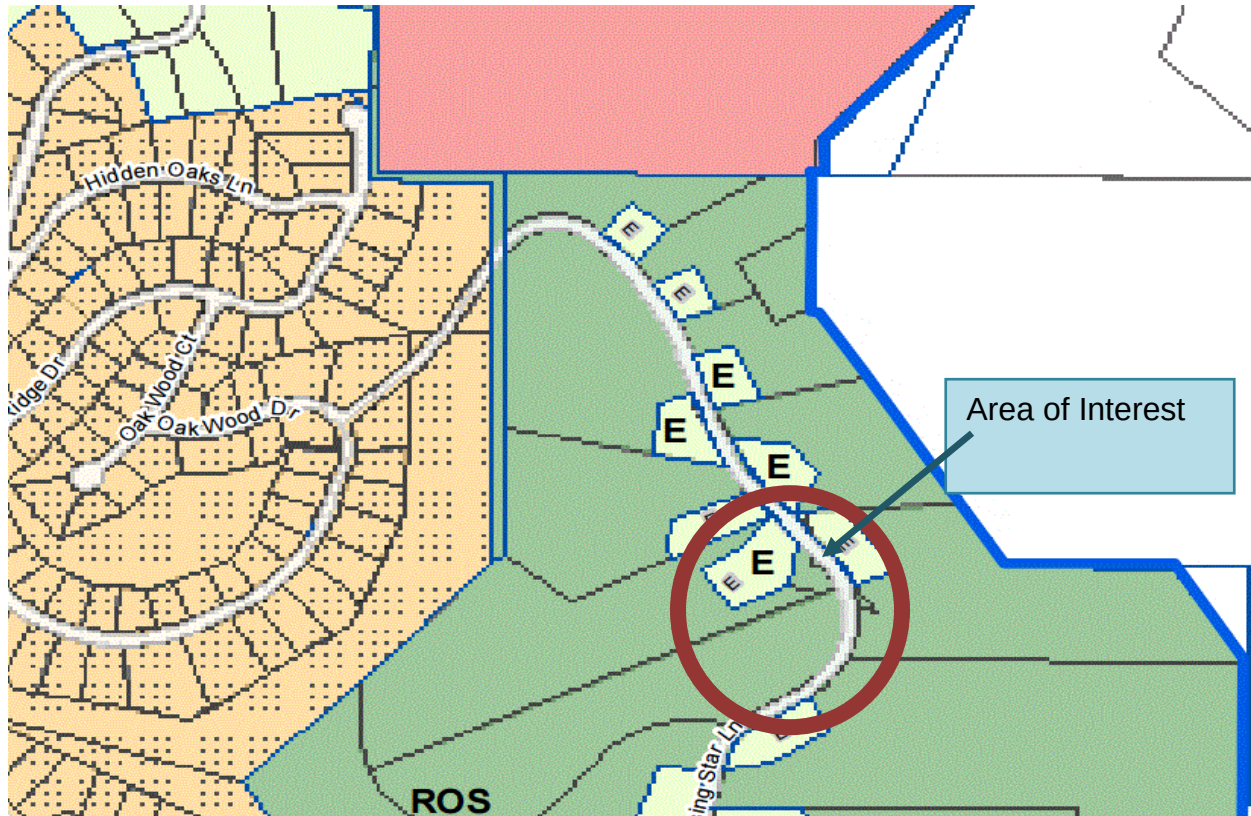
To accommodate the proposed design of the new residence, this Zone Change application is necessary to rezone non-buildable open space ROS portions to buildable Estate portions, and vice versa. The applicant also proposes to revise the existing building envelope to accommodate a corner of a swimming pool, retaining walls, a portion of a 4 car garage, and a portion of a driveway area/retaining walls. The current building envelope is also a zone line delineating between two zoning districts as currently depicted on the plat which would therefore not only require a plat amendment but also a zone change.

The area inside of the building envelope is zoned Estate (E) District while the area outside the building envelope is zoned Recreation Open Space (ROS) District. The identified issue is that the future improvements are not allowed in the ROS District. While the building envelope would be amended to allow these, the governing zone would not. If the Zone Change request is approved the requested improvements are allowed in this zone.

By reconfiguring the Lot with give and take from each area, specifically enlarging the front ROS portion and enlarging pieces at the rear of the buildable area. The proposed

amendment has a net change of 9 square feet increase to the ROS zone on the lot

The subject site is currently in the E District. As indicated on the current zoning map below, the buildable area is surrounded to the north, south, west and portions of the east by the ROS zone. The access to the site is through the E zone off Rising Star Lane. The entire subdivision consists of lots that are similarly zoned with majority ROS and E regulated buildable areas.



Regarding allowed/conditional uses, see the following table below, any use not listed as an allowed or conditional use is prohibited. Any spaces left blank on this table would indicate that the use is not allowed in this district.

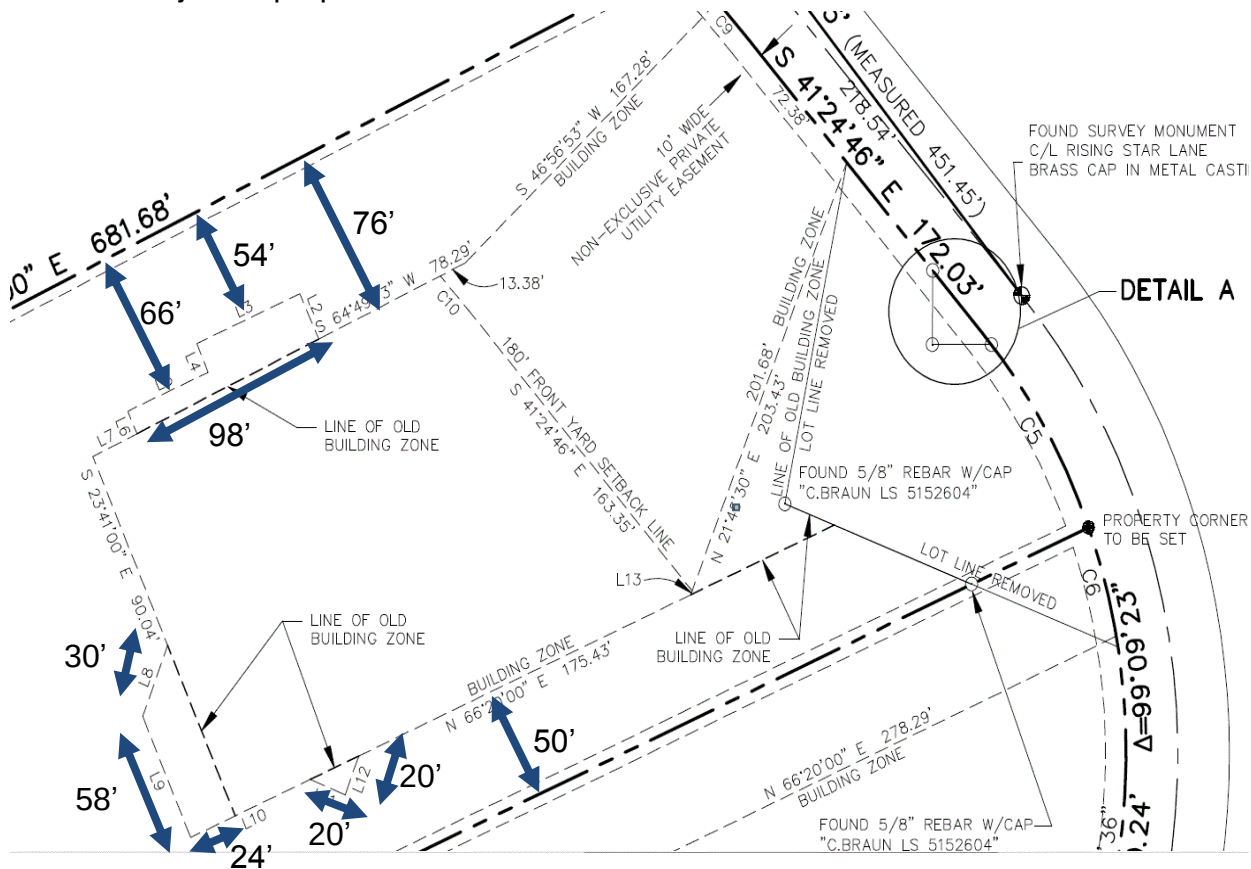
Zone Allowance:	Recreation Open Space	Estate
Conservation Activity	Allowed	Allowed
Agriculture	CUP	Allowed
Raising, grazing of horses	Admin CUP	Allowed
Parking Area or Structure with four (4) or fewer spaces	Admin CUP	Allowed
Accessory Buildings and Uses	Admin CUP	Allowed
Child Care Center ⁴	CUP	CUP
Public and Quasi-Public Institution, Church and School	CUP	CUP
Essential Municipal Public Utility Use, Facility, Services, and Structure	CUP	CUP
Plant and Nursery stock products and sales	CUP	CUP
Raising, grazing of livestock	Admin CUP	CUP

Cemetery	CUP	CUP
Mines and Mine Exploration	CUP	CUP
Vehicle Control Gates ¹⁰	CUP	CUP
Fences greater than six feet (6') in height from Final Grade ⁸	CUP	Admin CUP
Commercial Stables, Riding Academy	CUP	CUP
Outdoor Event ⁷	CUP	CUP
Parking Area or Structure with five (5) or more spaces	CUP	CUP
Temporary Improvement ⁸	Admin CUP	Admin CUP
Telecommunication Antenna ⁵	CUP	CUP
Ski Tow Rope, Ski Run, Ski Lift, and Ski Bridge	CUP	CUP
Recreation Facility, Public and Private	CUP	CUP
Recreation Facility, Commercial	CUP	CUP
Outdoor Event, Outdoor Music	Admin CUP	CUP
Temporary Construction Improvement	Admin CUP	CUP
Passenger Tramway Station and Ski Base Facility	CUP	CUP
Single Family Dwelling		Allowed
Duplex Dwelling		Allowed
Secondary Living Quarters		Allowed
Lockout Unit ¹		Allowed
Accessory Apartment ²		Allowed
Nightly Rental ^{1,3}		Allowed
Home Occupation		Allowed
Child Care, In-Home Babysitting ⁴		Allowed
Child Care, Family ⁴		Allowed
Child Care, Family Group ⁴		Allowed
Guest House		CUP
Group Care Facility		CUP
Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter ⁶		CUP
Bed & Breakfast Inn		CUP
Hotel, Minor ⁷		CUP
Hotel, Major ⁷		CUP
Master Planned Development with moderate income housing density bonus ⁷		CUP
Master Planned Development with residential and transient lodging Uses only ⁷		CUP
Master Planned Development with Support Retail and Minor Service Commercial ⁷		CUP
Trail and Trailhead Improvement	Admin CUP	
Outdoor Recreation Equipment	Admin CUP	
Essential Municipal Public Utility Use, Service, or Structure, less than 600 sq. ft.	Admin CUP	
Accessory Building, less than 600 sq. ft.	Admin CUP	
Ski-related Accessory Building, less than 600 sq. ft.	CUP	
Anemometer and Anemometer Towers	Admin CUP	
Recreational Outdoor and Trail Lighting	CUP	

Golf Course	CUP	
Recreational Sports Field	CUP	
Skating Rink	CUP	
Skateboard Park	CUP	
Accessory Building, greater than 600 sq. ft.	CUP	
Resort Support, Commercial	CUP	
Small Wind Energy Systems	CUP	

The allowed/conditional use difference lies within the amount/kind of development allowed. The major difference between the E and ROS District is the ROS District has one allowed use which is "Conservation Activity" and is generally intended to keep land "substantially free from Structures, Streets and Parking Lots." In the E zone, the District seeks to preserve land while also allowing low density development. Should the portions of this site be re-zoned to match the proposal, 3,474 square feet around the buildable area would now become Estate Zone (buildable) and 3,483 square feet towards the south east corner would become unbuildable (Exhibit F). For a net change of 9 square feet added to ROS. The applicant would be able to move forward with development in the configuration of choice while keeping the same amount of undevelopable square footage on the lot. In addition, the portion of land proposed to change from E to ROS has not been developed previously and still contains undisturbed native grasses and shrubs in a natural state so no re-vegetation will be necessary.

Below is a preview to show how much closer the additions of building pad will come to the adjacent properties.



The subject site contributes to preserving present land uses and character of the E and ROS Districts of Morning Star Estates and Park City. There are no Sensitive Lands, trails, or significant ridge tops, meadows or hillsides that will be disturbed with the proposed zone change area.

Staff finds that the requested Zoning Map Amendment from E to ROS and vice versa ROS to E is appropriate based on the fact that this site will hold a net square footage zone change of 9 square feet (an increase to the ROS zone). The same amount of buildable area will remain and the same amount of open space will be protected with an addition of 9 square feet.

General Plan Compliance

Volume I of the General Plan contains goals, objectives, and strategies for each of the four (4) Core Values: Small Town, Natural Setting, Sense of Community, and Historic Character. The General Plan goals are copied below in *italics* below:

Small Town

- Goal 1: Park City will protect undeveloped lands; discourage sprawl, and direct growth inward to strengthen existing neighborhoods. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood while saving the same amount of undevelopable square footage.
- Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake County regions through regional land use and transportation planning. Not applicable.
- Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character. Not applicable.

Natural Setting

- Goal 4: Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting. The proposed zoning change will continue to respect the ROS and it will redistribute 9 square feet from the Estate zone to the Recreation Open Space zone which has been undisturbed and remains in it's natural state.
- Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020. The current plat already conditions a max house size of 10,000 sq. feet, a max footprint of 10,000 sq. feet, an additional max area of irrigated landscape disturbance of 10,000 sq. a front yard setback of 180 feet, in addition to
- Goal 6: Climate Adaptation: Park City will implement climate adaptation strategies to enhance the City's resilience to the future impacts of climate

change. Not applicable.

Sense of Community

- Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents. Not applicable.
- Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the work force of Park City. Not applicable.
- Goal 9: Parks & Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors. Not applicable.
- Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community. Not applicable.
- Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience. Not applicable.
- Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City. Not applicable.
- Goal 13: Arts & Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression. Not applicable.
- Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region. Not applicable.

Historic Character

- Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations. Not Applicable.
- Goal 16: Maintain the Historic Main Street District as the heart of the City for residents and encourage tourism in the district for visitors. The proposed Zone Changes does not affect the "heart" of the City, Main Street.

Good Cause

Planning Staff finds that there is Good Cause for this Zone Amendment as the amendment will not cause undo harm to adjacent property owners and all requirements of the Land Management Code can be met. In addition, the portion of land proposed to change from E to ROS has not been developed previously and still contains undisturbed

native grasses and shrubs in a natural state so no re-vegetation will be necessary and satisfies the requirements of the Zone.

Process

The approval of the proposed rezoning application by the Planning Commission constitutes Final Action that may be appealed following the procedures found in LMC § 1-8

Department Review

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

Notice

On July 27, 2016, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on July 13, 2016, according to requirements of the Land Management Code. The application was continued at the July 13, 2016 meeting to August 10, 2016.

On August 15, 2016 the property was posted and notice was mailed to property owners within 300 feet for the City Council public hearing. Legal Notice was published in the Park Record August 18, 2016, according to requirements of the Land Management Code.

Public Input

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

Alternatives

- The City Council may approve the Zoning Map Amendment; or
- The City Council may deny the Zoning Map Amendment and direct staff to make Findings for this decision; or
- The City Council may continue the discussion on the Zoning Map Amendment; or
- The City Council may remand the item back to the Planning Commission for specific discussion on topics and/or findings.

Significant Impacts

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

Consequences of not taking the Planning Department's Recommendation

The zoning designation would remain as is.

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing and consider forwarding a positive recommendation to City Council to approve the Zoning Map Amendment Request from Recreation Open Space (ROS) District to Estate (E) District (and vice versa, amending Estate (E) District to Recreation Open Space (ROS) District) at 3776 Rising Star Lane 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 – Zoning Map Amendment Draft Ordinance and draft amended zoning map (attachment 1) with blow up of area (attachment 2 – Zone Change Exhibit)

Exhibit B – Applicant's Project Description

Exhibit C – Current Park City Zoning Map (without change)

Exhibit D – Existing Zoning Exhibit (Aerial Photograph)

Exhibit E – Proposed Zoning Exhibit (Aerial Photograph)

Exhibit F – Existing Conditions and Topo Map of Lot 10

Exhibit G – Morning Star Estates Annexation Plat

Exhibit H – Morning Star Estates Subdivision

Exhibit I – Proposed Plat Amendment

Exhibit J – Site Photographs

Exhibit A1: Zoning Map Amendment Draft Ordinance

Ordinance No. 2016-42

AN ORDINANCE APPROVING A ZONING MAP AMENDMENT CHANGING 3,483 SF FROM ESTATE (E) DISTRICT TO RECREATION OPEN SPACE (ROS) DISTRICT AND 3,474 SF FROM RECREATION OPEN SPACE (ROS) TO ESTATE (E) LOCATED AT 3776 RISING STAR LANE, PARK CITY, UTAH.

WHEREAS, the owner of the property located at 3776 Rising Star Lane has petitioned the City Council for approval of a Zoning Map Amendment; and

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

WHEREAS, on July 27, 2016 the property was posted and notice was mailed to property owners within 300 feet; and

WHEREAS, legal notice was published in the Park Record on July 13, 2016 according to requirements of the Land Management Code. The application was continued at the July 13, 2016 meeting to August 10, 2016; and

WHEREAS, the Planning Commission held a public hearing on August 10, 2016 to receive input on Zoning Map Amendment; and

WHEREAS, the Planning Commission, on August 10, 2016, forwarded a positive recommendation to the City Council; and,

WHEREAS, on August 15, 2016 the property was posted and notice was mailed to property owners within 300 feet; and

WHEREAS, legal notice was published in the Park Record on August 18, 2016 according to requirements of the Land Management Code; and

WHEREAS, on September 1, 2016, the City Council held a public hearing to receive input on the Zoning Map Amendment; and

WHEREAS, there is good cause and it is in the best interest of Park City, Utah to approve Amend the Zoning Map.

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

SECTION 1. APPROVAL. Zoning Map Amendment from Estate (E) District to Recreation Open Space (ROS) District and from Recreation Open Space (ROS) to

Estate (E) as shown in Attachment 1 and Attachment 2 is approved subject to the following Findings of Facts, and Conclusions of Law.

Findings of Fact:

1. The property is located at 3776 Rising Star Lane.
2. The property is located in two Zoning Districts a 65,467.6 square foot buildable area designated as Estate Zone and a 451,301.28 square foot non-buildable area designated as Recreation Open Space.
3. The subject property consists of Lot 10 of the Morning Star Estates Subdivision.
4. Lot 10 is currently under construction for a single family dwelling with the building permit BD-15-22064 approved on 10/23/15.
5. The Morning Star Estate subdivision contains other similar lots with E regulated buildable areas surrounded by ROS zoning designations.
6. The access to the site is through the E zone off Rising Star Lane.
7. The allowed/conditional use differences lay within the amount and type of development allowed. Single family homes are allowed within the Estate Zone.
8. The ROS District lists Conservation Activity as the only allowed use.
9. The E District lists Conservation Activity as an allowed use in addition to low density development.
10. 3,474 square feet will be changed from ROS to E and 3,483 square feet will be changed from E to ROS with an overall net change of 9 square feet difference added to ROS.
11. The requested Zoning Map Amendment from ROS to E and E to ROS is appropriate in that the same amount of buildable area will remain and the same amount of open space will be protected with an addition of 9 square feet. The E zone that is being changed to ROS is also undisturbed and will not require re-vegetation.
12. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood.
13. The same amount of buildable area will remain and the same amount of open space will be protected with an addition of 9 square feet.

Conclusions of Law:

1. There is Good Cause for this Zoning Map Amendment.
2. The Zoning Map Amendment request is consistent with the Park City General Plan and the Park City Land Management Code.
3. The Zoning Map Amendment is consistent with applicable State law.
4. Neither the public nor any person will be materially injured by the proposed Zoning Map Amendment.
5. Approval of the Zoning Map Amendment does not adversely affect the health, safety and welfare of the citizens of Park City.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication and when the revised Official Zoning Map is signed by the City upon final review by the City Attorney.

PASSED AND ADOPTED this 1st day of September, 2016.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 & 2 – Proposed Zoning Map Amendment

Attachment 2 - Zone Change Exhibit

MORNING STAR ESTATES, LOT 10

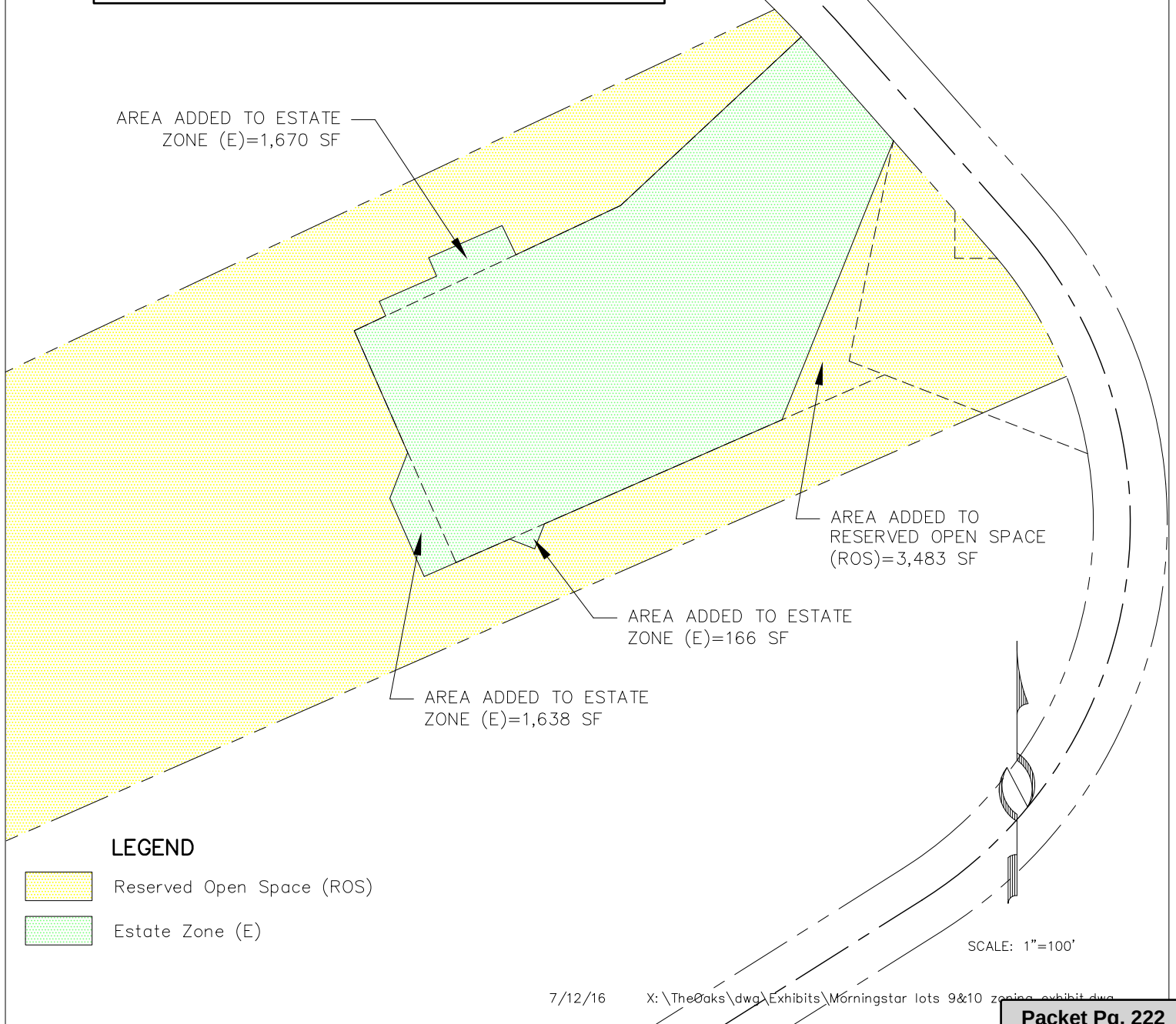
$$\begin{array}{r} 1,670 \\ 1,638 \\ + 166 \\ \hline 3,474 \end{array}$$

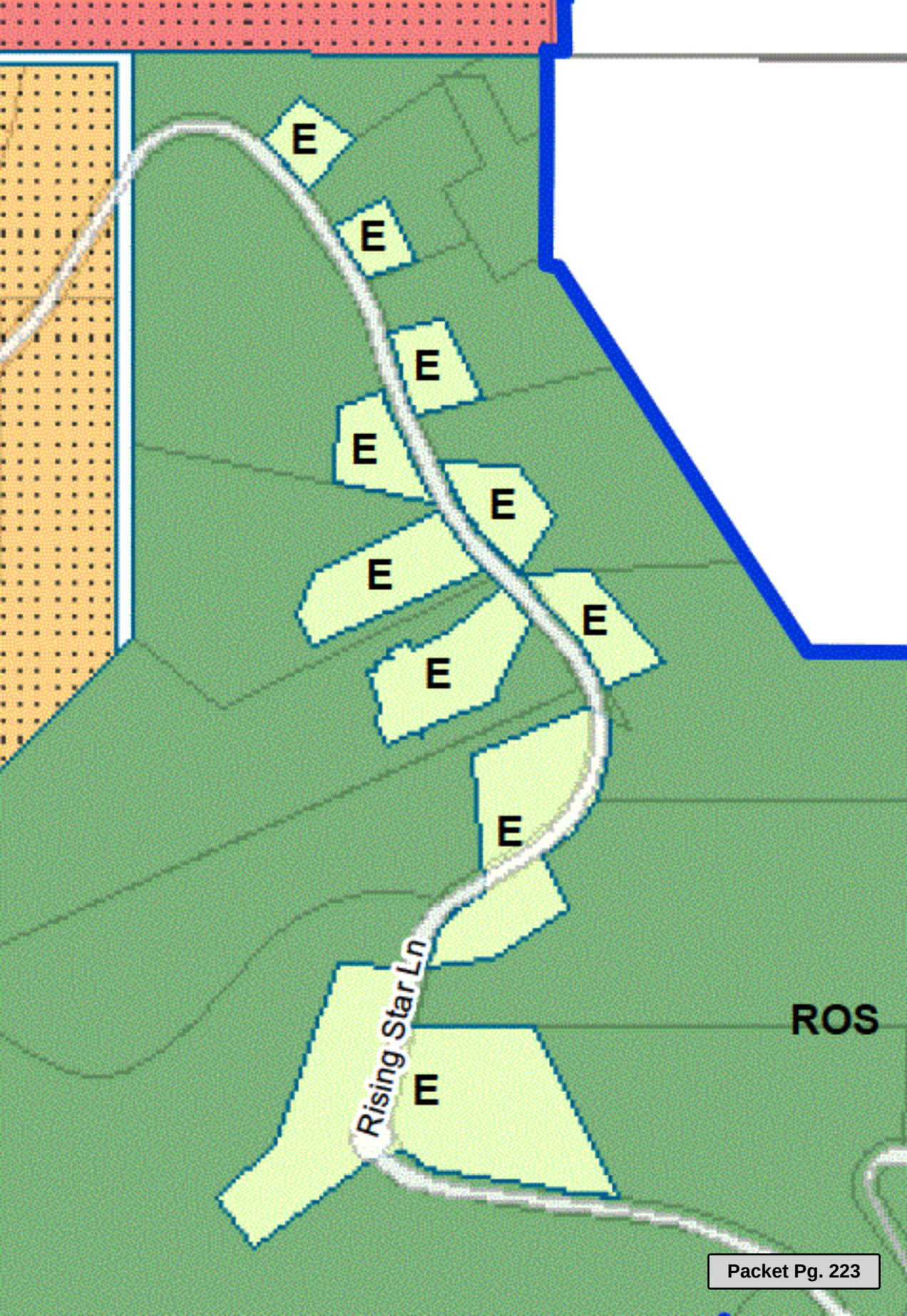
3,474 SF = TOTAL ADDED TO ESTATE ZONE (E)

3,483 SF = TOTAL ADDED TO RESERVED OPEN SPACE (ROS)

$$\begin{array}{r} 3,483 \\ - 3,474 \\ \hline \end{array}$$

9 SF = NET AREA ADDED TO RESERVED OPEN SPACE (ROS)





Rising Star Ln

ROS

EXHIBIT B- Applicant's Project Description

MORNING STAR ESTATES, LOT 10
APPLICATION FOR ZONE CHANGE
April 22, 2016

PROJECT INTENT

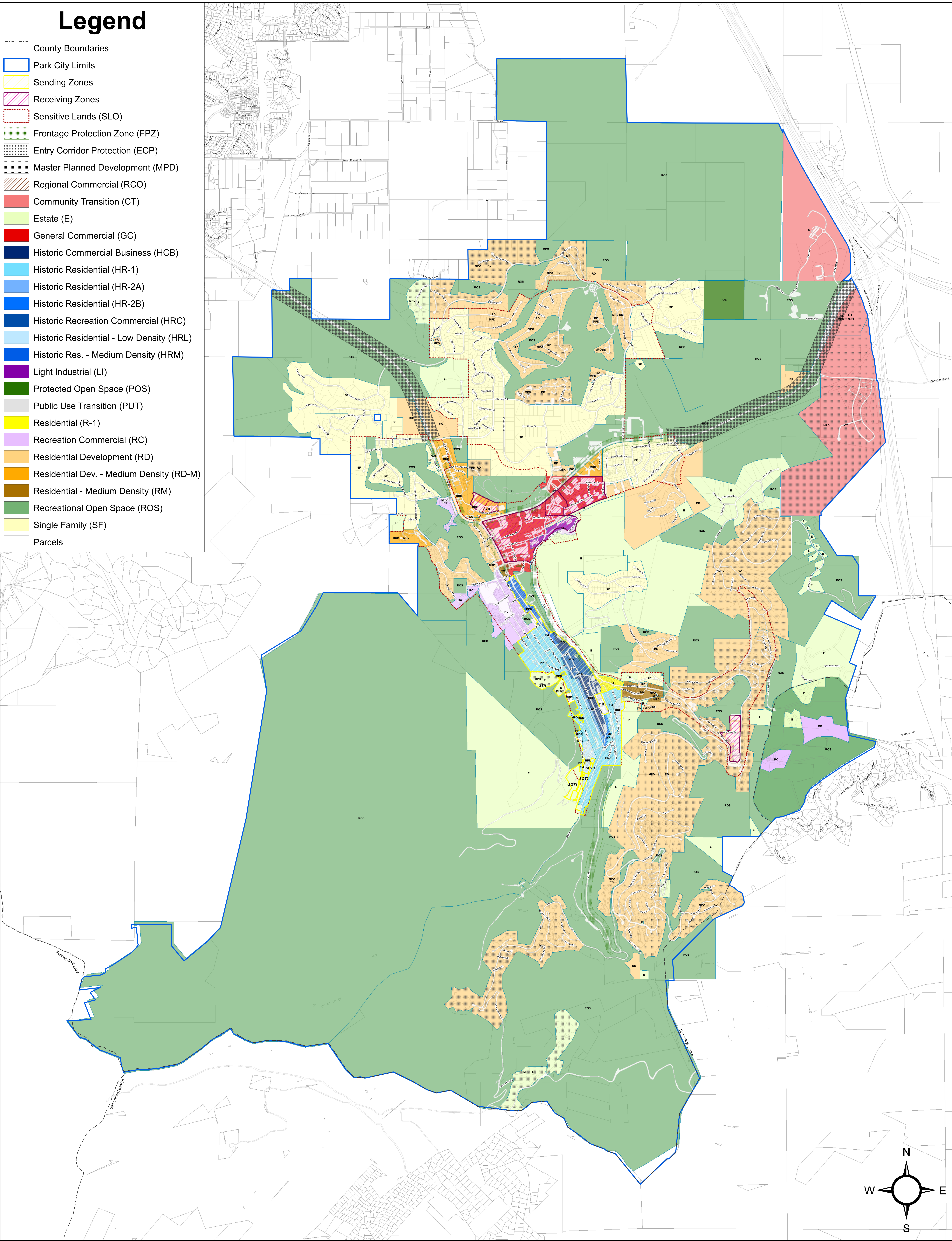
A new residence is currently under construction on Lot 10, Morning Star Estates. To accommodate the design of the new residence, this Zone Change application is proposing to make an alteration to the existing building envelope. The original plat recorded March 31, 1993, as Entry No. 376621, shows the majority of the lot as Reserved Open Space and the building envelope designated as Estate zone. The owner is proposing to alter the building envelope at the rear of the lot and the front of the lot. It is proposed that a portion of the building envelope currently designated as Estate zone at the front of the lot be changed to Reserved Open Space and a portion of Reserved Open Space at the rear of the lot be changed to Estate zone. The proposed change maintains the same square footage of Estate zone and the same square footage of Reserved Open Space as originally platted.

MAY 02 2016

Proposed Zoning Map

Legend

- County Boundaries
- Park City Limits
- Sending Zones
- Receiving Zones
- Sensitive Lands (SLO)
- Frontage Protection Zone (FPZ)
- Entry Corridor Protection (ECP)
- Master Planned Development (MPD)
- Regional Commercial (RCO)
- Community Transition (CT)
- Estate (E)
- General Commercial (GC)
- Historic Commercial Business (HCB)
- Historic Residential (HR-1)
- Historic Residential (HR-2A)
- Historic Residential (HR-2B)
- Historic Recreation Commercial (HRC)
- Historic Residential - Low Density (HRL)
- Historic Res. - Medium Density (HRM)
- Light Industrial (LI)
- Protected Open Space (POS)
- Public Use Transition (PUT)
- Residential (R-1)
- Recreation Commercial (RC)
- Residential Development (RD)
- Residential Dev. - Medium Density (RD-M)
- Residential - Medium Density (RM)
- Recreational Open Space (ROS)
- Single Family (SF)
- Parcels



This map is a graphic illustration of Park City's zoning districts and is not intended to establish precise dimensions and/or surveyed boundaries of each zone. Interpretation of the Zoning Map is governed by the standards in LMO Section 15-1-6. For complete information relating to the specific boundaries of any of the zoning designation shown on this map, please contact the Park City Planning Department.



 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2054 Park City, Utah 84060-2054	(435) 649-9467	STAFF: MARSHALL KING JESSE MORENO	ZONING EXHIBIT		SHEET 1 OF 1
	MORNING STAR ESTATES SUBDIVISION				
	EXISTING ZONING				
	FOR: RISING STAR LANE, LLC				
	DATE: 4/25/16		JOB NO.: 10-5-15		
			FILE: X:\TheOaks\dwg\Exhibits\Morningstar lots 9&10 zoning exhibit.dwg		

EXHIBIT E -Proposed Zoning Exhibit



MAY 02 2016

PARK CITY
PLANNING DEPT.

(435) 649-9467 Alliance Engineering Inc. CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street, P.O. Box 2064 Park City, Utah 84060-2064	STAFF: MARSHALL KING JESSE MORENO DATE: 4/22/16	ZONING EXHIBIT MORNING STAR ESTATES SUBDIVISION PROPOSED ZONING FOR: RISING STAR LANE, LLC JOB NO.: 10-5-15 FILE: X:\TheOaks\dwg\Exhibits\Morningstar lots 9&10 zoning exhibit.dwg	SHEET 1 OF 1
--	---	--	--

EXHIBIT F - Existing Conditions and Topo of Lot 10

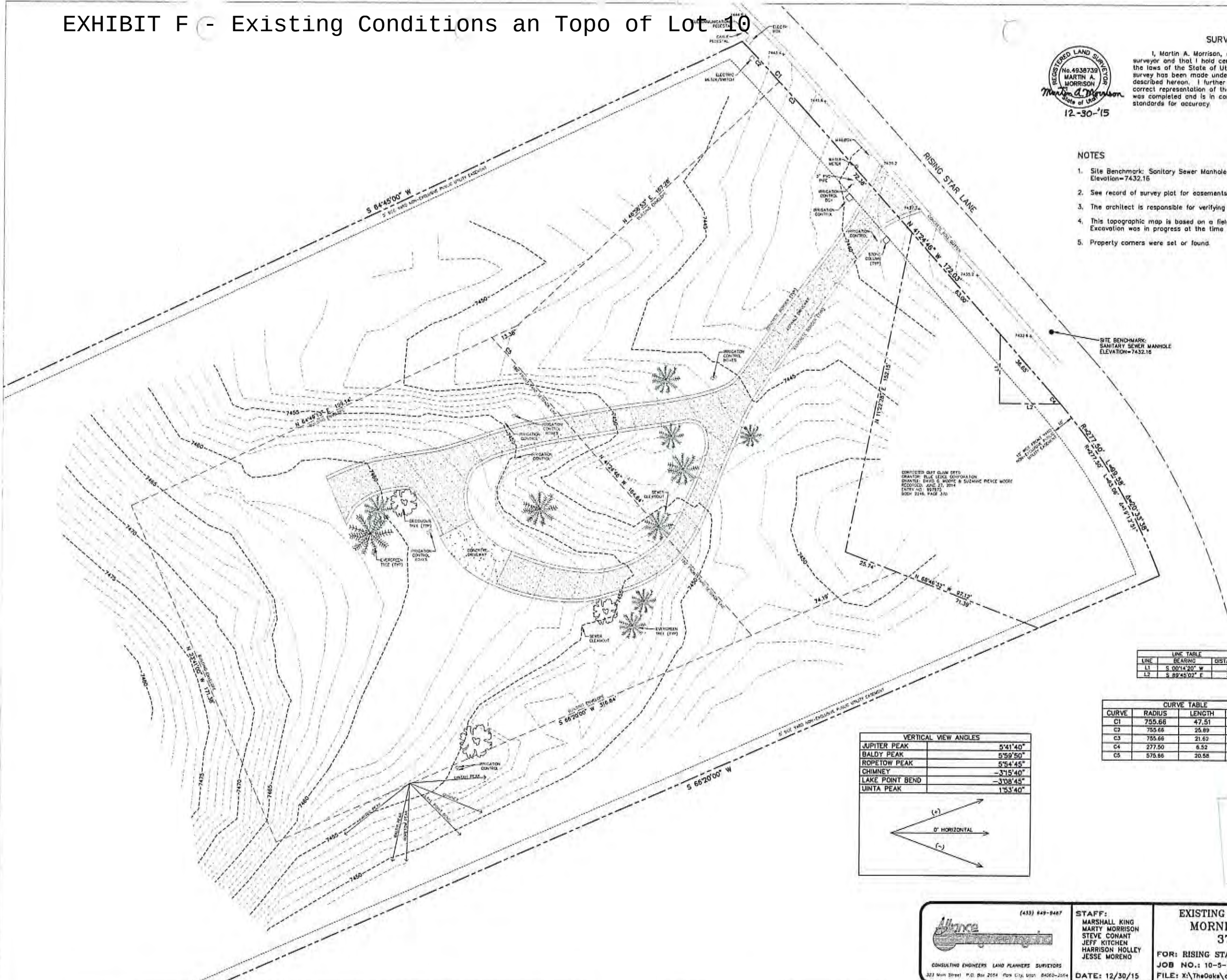


SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 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.

NOTES

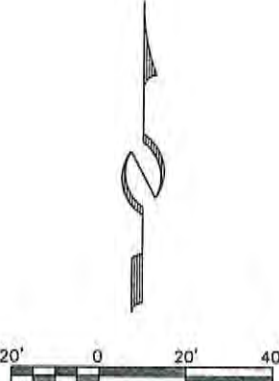
- 1. Site Benchmark: Sanitary Sewer Manhole Elevation=7432.16
- 2. See record of survey plot for easements and restrictions.
- 3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
- 4. This topographic map is based on a field survey completed on June 9, 2015 and updated December 30, 2015. Excavation was in progress at the time of the update.
- 5. Property corners were set or found.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 02°14'20" W	32.30
L2	S 89°45'02" E	28.63

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	755.66	47.51	3°36'08"
C2	755.66	25.89	1°57'46"
C3	755.66	21.62	1°38'22"
C4	277.50	6.52	1°20'47"
C5	575.66	20.58	2°02'53"

VERTICAL VIEW ANGLES	
JUPITER PEAK	5°41'40"
BALDY PEAK	5°59'50"
ROPE TOW PEAK	5°54'45"
CHIMNEY	3°15'40"
LAKE POINT BEND	3°08'45"
UINTA PEAK	1°53'40"



MAY 02 2016

(435) 949-9487
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2054 Park City, UT 84060-2054

STAFF:
MARSHALL KING
MARTY MORRISON
STEVE CONANT
JEFF KITCHEN
HARRISON HOLLEY
JESSE MORENO

DATE: 12/30/15

EXISTING CONDITIONS & TOPOGRAPHIC MAP
MORNING STAR ESTATES, LOT 10
3776 RISING STAR LANE

FOR: RISING STAR LANE, LLC
JOB NO.: 10-5-15
FILE: X:\TheOake\dwg\srvt\topo2015\100515-updated.dwg

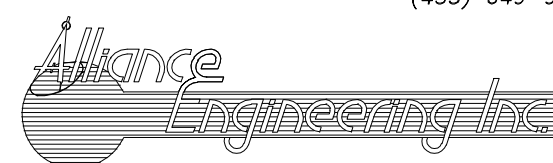
SHEET
1
OF
1

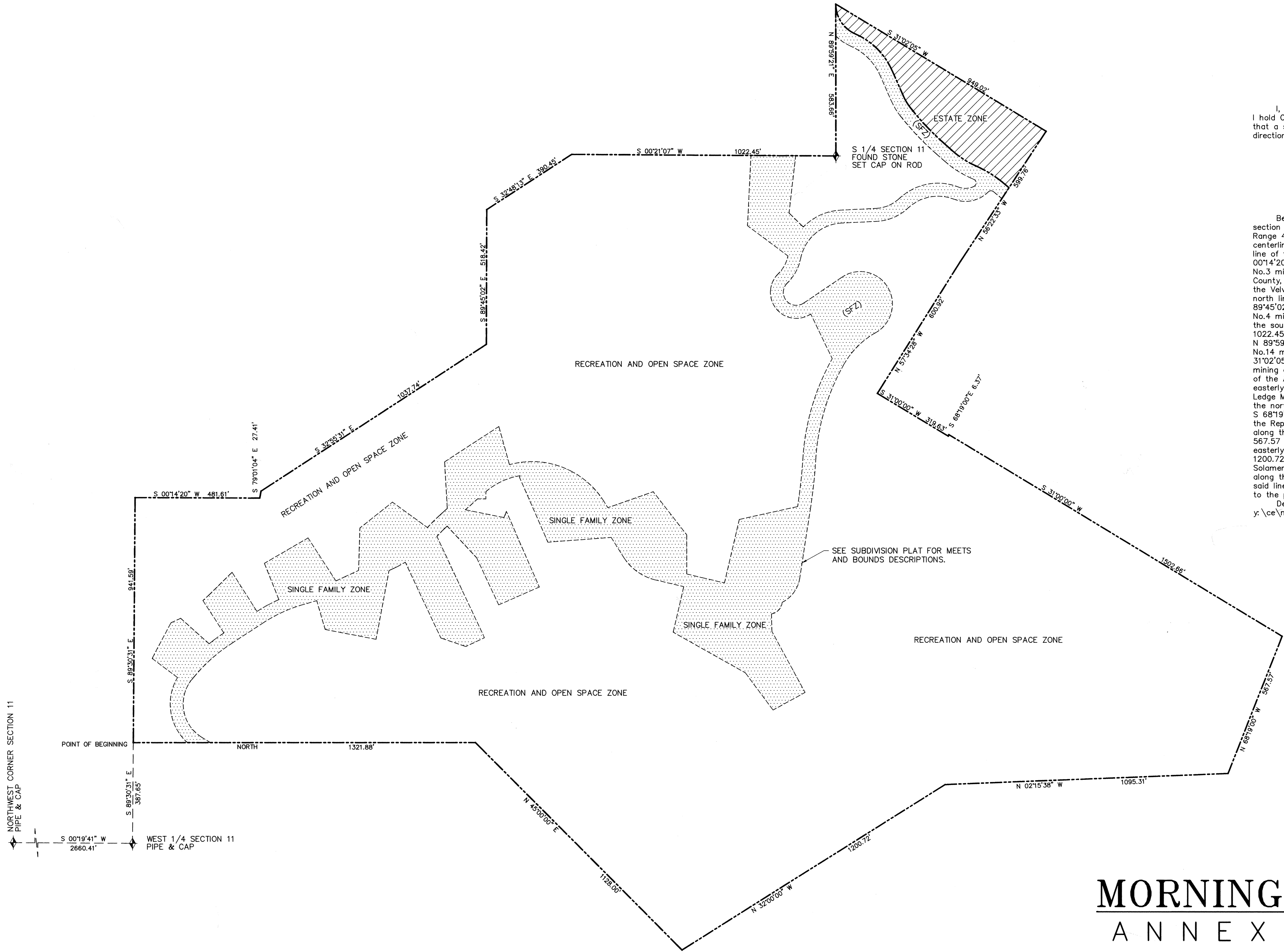


EXHIBIT G- Existing Conditions

SPECIAL WARRANTY DEED
GRANTOR: GEORGE L. MAZANEC
GRANTEES: ROBERT ANDREW MAZANEC & JOHN CHARLES MAZANEC
RECORDED: SEPTEMBER 6, 2006
ENTRY NO: 790101
BOOK: 1815, PAGE 788



 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	(435) 649-9467	STAFF: MARSHALL KING JESSE MORENO	EXISTING CONDITIONS MORNING STAR ESTATES, LOT 9 3800 RISING STAR LANE	SHEET 1 OF 1
			FOR: RISING STAR LANE, LLC	
			JOB NO.: 10-5-15	
			FILE: X:\TheOaks\dwg\Exhibits\Morningstar lot 10-photo.dwg	
		DATE: 5/2/16		



SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 6164, as prescribed by the laws of the State of Utah, and that a survey of the following described property was performed under my direction of the parcel described below.

John Demkowicz 2-10-93
John Demkowicz, L.S. No. 6164 Date



PROPERTY DESCRIPTION

Beginning at a point S 89°30'31" E 387.65 feet along the center of section line from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the centerline of section 11, S 89°30'31" E 941.59 feet; thence along the east line of the northwest quarter of the southwest quarter of section 11, S 00°14'20" W 481.61 feet; thence along the northerly end line of the Velvet No.3 mining claim (Mineral Survey No. 6842, Blue Ledge Mining District, Summit County, Utah) S 79°01'04" E 27.41 feet; thence along the easterly side line of the Velvet No.3 mining claim S 32°55'31" E 1037.74 feet; thence along the north line of the southeast quarter of the southwest quarter of section 11, S 89°45'02" E 518.42 feet; thence along the easterly side line of the Velvet No.4 mining claim S 32°48'13" E 390.45 feet; thence along the east line of the southeast quarter of the southwest quarter of section 11, S 00°21'07" W 1022.45 feet; thence along the south line of the southeast quarter of section 11, N 89°59'21" E 583.66 feet; thence along the easterly side line of the Ajo No.14 mining claim (Mineral Survey No.6989, Blue Ledge Mining District) S 31°02'05" W 949.02 feet; thence along the southerly end line of the Ajo No.14 mining claim N 56°22'33" W 599.76 feet; thence along the southerly end line of the Ajo No.15 mining claim N 57°34'28" W 600.92 feet; thence along the easterly side line of The Postmistress mining claim (Mineral Survey No.4981, Blue Ledge Mining District) S 31°00'00" W 319.63 feet more or less; thence along the northerly end line of the Republican mining claim (Mineral Survey No.4981) S 68°19'00" E 6.37 feet more or less; thence along the easterly side line of the Republican mining claim S 31°00'00" W 1502.66 feet more or less; thence along the southerly end line of the Republican mining claim N 68°19'00" W 567.57 feet more or less; thence N 02°15'38" W 1095.31 feet along the easterly line of Solamere Subdivision No. 1 as recorded; thence N 32°00'00" W 1200.72 feet along the easterly boundary line of Solamere Subdivision No.1 and Solamere Subdivision No.2A, as recorded; thence N 45°00'00" E 1128.00 feet along the easterly boundary line of The Oaks at Deer Valley, as recorded and said line projected beyond The Oaks at Deer Valley; Thence North 1321.88 feet to the point of beginning.

Description contains 178.36 acres.
y:\ce\msel

MORNING STAR ESTATES
ANNEXATION PLAT



ALLIANCE ENGINEERING INC.

P.O. BOX 2664
323 MAIN STREET
PARK CITY, UTAH 84060
(801) 649-9467

PLANNING COMMISSION

APPROVED BY THE PARK CITY
PLANNING COMMISSION THIS 12th DAY OF March, 1993 A.D.

BY *B. W. L.*
CHAIRMAN

ENGINEERS CERTIFICATE

I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 22nd DAY OF MARCH, 1993 A.D.

BY *Eric W. Dehaan*
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 14th DAY OF March, 1993 A.D.

BY *Jason L. ...*
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY
MAP WAS APPROVED BY PARK CITY
COUNCIL THIS 18TH DAY OF JUNE, 1993 A.D.

BY *Anita S. Sheldon*
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS 18TH DAY OF JUNE, 1993 A.D.

BY *Barry L. ...*
MAYOR

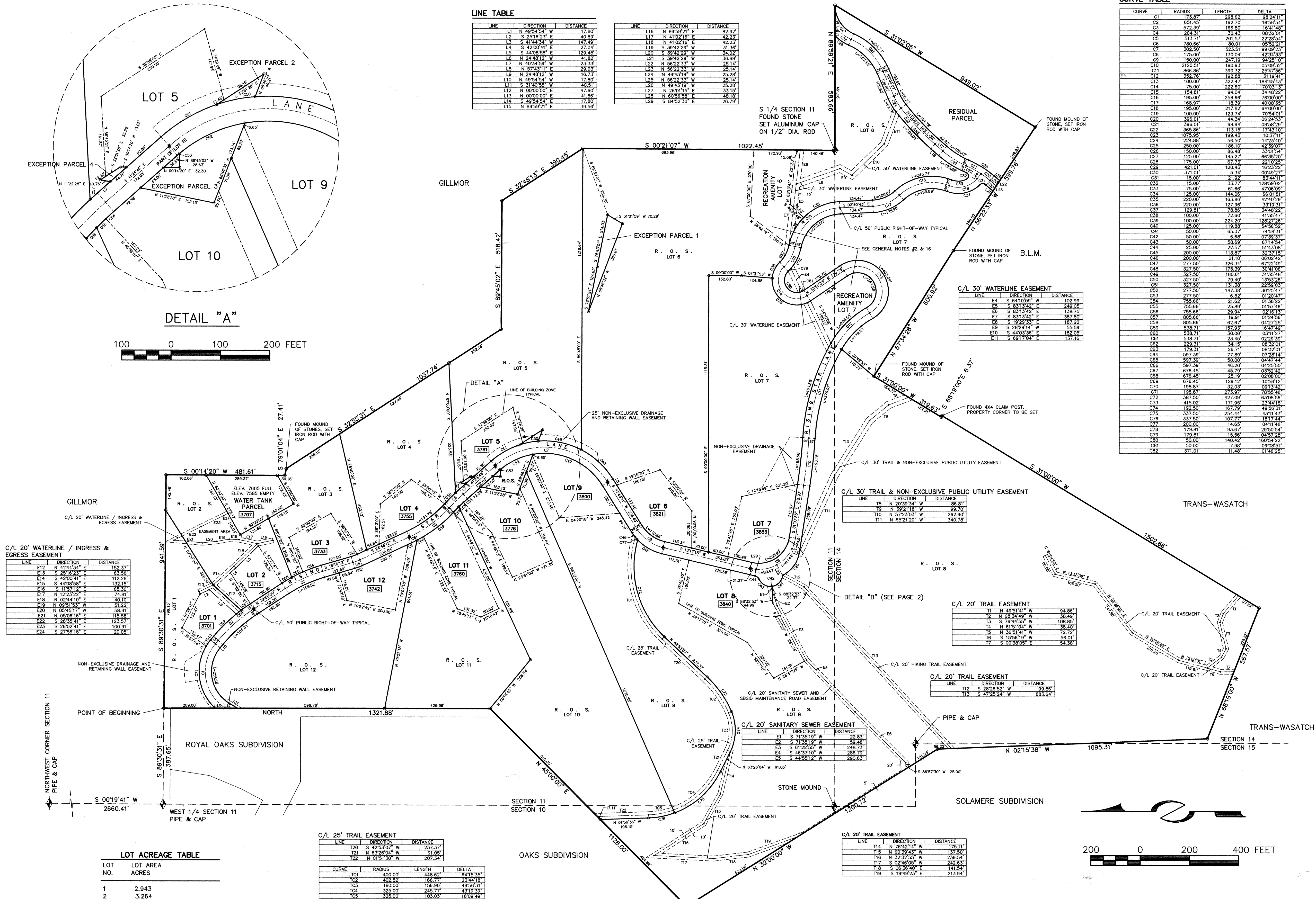
376611

RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF *Coalition Title Co.*
DATE 03-31-93 TIME 02:04 BOOK PAGE

BY *NC* *Alan Spriggs*
FEE RECORDER

EXHIBIT H- Morning Star Estates Subdivision Plat



CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	73.87	139.27	89.41
C2	651.45	139.70	16.56
C3	572.99	166.80	16.41
C4	204.31	10.43	08.52
C5	513.71	201.57	22.28
C6	280.68	80.01	08.52
C7	302.59	523.51	99.99
C8	175.00	230.04	42.34
C9	150.00	24.19	14.25
C10	2120.51	190.93	05.99
C11	866.86	360.32	23.74
C12	352.78	192.89	31.94
C13	100.00	10.00	08.52
C14	75.00	225.60	170.33
C15	154.81	94.04	34.42
C16	150.00	248.68	78.30
C17	168.57	118.39	40.98
C18	150.00	21.82	08.52
C19	100.00	123.74	70.54
C20	175.00	67.73	23.95
C21	386.01	88.94	08.52
C22	655.88	113.15	17.43
C23	1076.95	188.43	10.71
C24	224.88	56.50	14.23
C25	250.00	186.10	42.30
C26	150.00	86.48	33.01
C27	125.00	145.27	88.35
C28	175.00	67.73	23.95
C29	421.01	120.43	18.32
C30	15.00	21.92	03.44
C31	15.00	33.77	08.52
C32	15.00	61.66	14.23
C33	15.00	119.86	23.95
C34	125.00	144.06	88.35
C35	200.00	42.90	08.52
C36	220.00	127.96	33.93
C37	128.81	78.86	14.48
C38	100.00	72.60	41.98
C39	100.00	224.20	128.77
C40	125.00	119.86	23.95
C41	50.00	65.37	07.58
C42	50.00	6.88	07.58
C43	50.00	22.57	07.58
C44	200.00	113.87	32.79
C45	175.00	21.10	08.52
C46	277.50	326.34	67.28
C47	327.50	175.39	30.10
C48	327.50	180.61	31.46
C49	327.50	79.40	13.53
C50	327.50	135.38	23.95
C51	277.50	147.38	30.25
C52	277.50	147.38	30.25
C53	277.50	147.38	30.25
C54	277.50	147.38	30.25
C55	277.50	147.38	30.25
C56	277.50	147.38	30.25
C57	277.50	147.38	30.25
C58	277.50	147.38	30.25
C59	277.50	147.38	30.25
C60	277.50	147.38	30.25
C61	277.50	147.38	30.25
C62	277.50	147.38	30.25
C63	277.50	147.38	30.25
C64	277.50	147.38	30.25
C65	277.50	147.38	30.25
C66	277.50	147.38	30.25
C67	277.50	147.38	30.25
C68	277.50	147.38	30.25
C69	277.50	147.38	30.25
C70	277.50	147.38	30.25
C71	277.50	147.38	30.25
C72	277.50	147.38	30.25
C73	277.50	147.38	30.25
C74	277.50	147.38	30.25
C75	277.50	147.38	30.25
C76	277.50	147.38	30.25
C77	277.50	147.38	30.25
C78	277.50	147.38	30.25
C79	277.50	147.38	30.25
C80	277.50	147.38	30.25
C81	277.50	147.38	30.25
C82	277.50	147.38	30.25

SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 6164, as prescribed by the laws of the State of Utah, and that a survey of the following described property was performed under my direction of the parcel described below.

John Demkowicz, L.S. No. 6164 2-10-93 Date



PROPERTY DESCRIPTION

Beginning at a point S 89°30'31" E 387.65 feet along the center of section line from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the centerline of Section 11, S 89°30'31" E 941.59 feet; thence along the east line of the northwest quarter of the southwest quarter of Section 11, S 00°14'20" W 481.61 feet; thence along the northerly end line of the Velvet No.3 mining claim (Mineral Survey No. 6842, Blue Ledge Mining District, Summit County, Utah) S 79°01'04" E 27.41 feet; thence along the easterly side line of the Velvet No.3 mining claim S 32°51'28" E 1037.74 feet; thence along the north line of the southeast quarter of the southwest quarter of Section 11, S 89°45'02" E 518.42 feet; thence along the easterly side line of the Velvet No.4 mining claim S 32°48'13" E 390.45 feet; thence along the east line of the southeast quarter of the southwest quarter of Section 11, S 00°21'07" W 1022.45 feet; thence along the south line of the southeast quarter of Section 11, N 89°59'21" E 583.66 feet; thence along the easterly side line of the Ajo No.14 mining claim (Mineral Survey No.6989, Blue Ledge Mining District) S 31°02'05" W 949.02 feet; thence along the southerly end line of the Ajo No.14 mining claim N 57°34'28" W 600.92 feet; thence along the easterly side line of the Postmistress mining claim (Mineral Survey No.4981, Blue Ledge Mining District) S 31°00'00" W 319.63 feet more or less; thence along the northerly end line of the Republican mining claim (Mineral Survey No.4981) S 68°19'00" E 6.37 feet more or less; thence along the easterly side line of the Republican mining claim S 31°00'00" W 1502.66 feet more or less; thence along the southerly end line of the Republican mining claim N 68°19'00" W 567.57 feet more or less; thence N 02°15'38" W 1095.31 feet along the easterly line of Solamere Subdivision No. 1 as recorded; thence N 32°00'00" W 1200.72 feet along the easterly boundary line of Solamere Subdivision No.1 and Solamere Subdivision No.2A, as recorded; thence N 45°00'00" E 1128.00 feet along the easterly boundary line of The Oaks at Deer Valley, as recorded and said line projected beyond The Oaks at Deer Valley; thence N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

Excepting therefrom the following 4 parcels:

EXCEPTION PARCEL 1

Beginning at Corner No. 3 of the Postmistress mining claim, Mineral Survey No. 4981, said point is located South 1860.25 feet and East 2343.61 feet more or less from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the northerly end line of the Postmistress mining claim N 68°46'32" W 380.61 feet more or less; thence along the southerly end line of the Velvet No.3 mining claim (Mineral Survey No. 6842) S 78°51'24" E 184.62 feet; thence along the southerly end line of the Velvet No.4 mining claim S 78°43'01" E 214.03 feet; thence along the westerly side line of the Ajo No.15 mining claim (MS 6989) S 31°01'59" W 70.29 feet to the point of beginning. Description contains 0.30 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

EXCEPTION PARCEL 2

Beginning at the intersection of the northerly end line of the Postmaster mining claim (MS 4981) and the westerly side line of the Velvet No.3 mining claim (MS 6842), said point is located South 1537.35 feet and East 1512.15 feet from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the northerly end line of the Postmaster mining claim N 68°46'32" W 49.21 feet to a point on a 327.50 foot radius curve to the left, whose radius point bears S 85°27'43" W; thence along the arc of said curve 79.40 feet thru a central angle of 13°53'26"; thence along the westerly side line of the Velvet No.3 mining claim S 32°51'28" E 113.61 feet to the point of beginning. Description contains 0.035 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

EXCEPTION PARCEL 3

Beginning at the Northwest Corner of the Postmaster mining claim (MS 4981) said point is located South 1436.31 feet and East 1252.00 feet from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the easterly side line of the Arabian mining claim (MS 4981) N 11°22'28" E 152.15 feet; thence S 41°24'46" E 63.00 feet; thence along the east line of the northwest quarter of the southwest quarter of section 11 S 0°14'20" W 32.30 feet; thence along the north line of the Southeast Quarter of the Southwest Quarter of Section 11, S 89°45'02" E 28.63 feet to a point on a 277.50 foot radius curve to the right, whose radius point bears S 49°56'01" W; thence along the arc of said curve 147.38 feet thru a central angle of 30°25'47"; thence along the northerly end line of the Postmaster mining claim N 68°46'32" W 173.14 feet the point of beginning. Description contains 0.360 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

EXCEPTION PARCEL 4

Beginning at the intersection of the easterly end line of the Arabian mining claim (MS 4981) and the westerly side line of the Velvet No.3 mining claim (MS 6842), said point is located South 1208.22 feet and East 1298.28 feet from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the westerly side line of the Velvet No. 3 mining claim S 32°51'28" E 47.49 feet; thence along the east line of the Northwest Quarter of the Southwest Quarter of Section 11, S 0°14'20" W 13.05 feet; thence N 41°24'46" W 44.76 feet; thence along the easterly side line of the Arabian mining claim N 11°22'28" E 19.76 feet to the point of beginning. Description contains 0.012 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

MORNING STAR ESTATES

A SUBDIVISION LOCATED IN SECTIONS 11 AND SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.



ALLIANCE ENGINEERING INC.

P.O. BOX 2664
323 MAIN STREET
PARK CITY, UTAH 84060
(801) 649-9467

PLANNING COMMISSION

APPROVED BY THE PARK CITY
PLANNING COMMISSION THIS 12th
DAY OF MARCH, 1993 A.D.

BY [Signature]
CHAIRMAN

ENGINEERS CERTIFICATE

I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 22nd
DAY OF MARCH, 1993 A.D.

BY [Signature] PE
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 15th
DAY OF MARCH, 1993 A.D.

BY [Signature]
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY
MAP WAS APPROVED BY PARK CITY
COUNCIL THIS 2ND DAY
OF JULY, 1993 A.D.

BY [Signature]
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS 2ND DAY OF JULY,
1993 A.D.

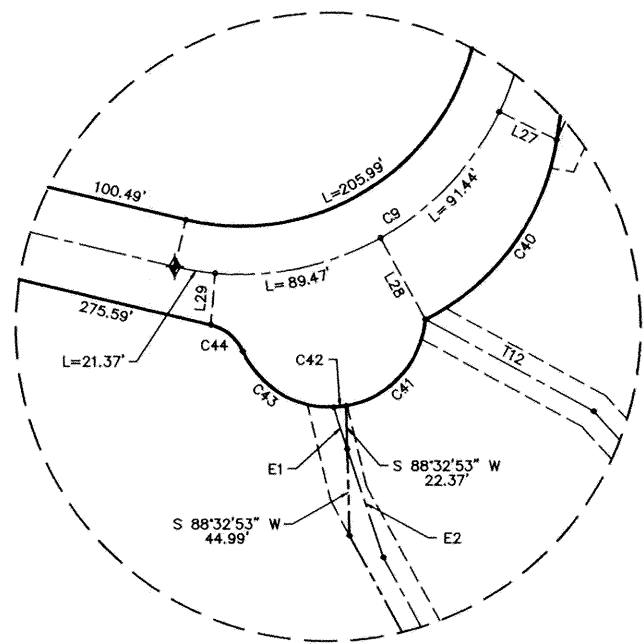
BY [Signature]
MAYOR

376621

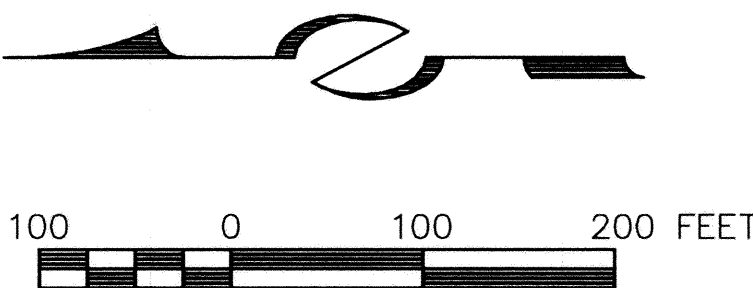
RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Realities Title Co
DATE 03-31-93 TIME 10:02 AM BOOK 11-7-93 PAGE 1

FEE 47c RECORDER [Signature]



DETAIL "B"



OWNER'S CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is a owner of a portion of the land herein described and further to the extent of it's interest consent to the recordation of this Record of Survey Plat in accordance with Utah Law.

IN WITNESS WHEREOF, the undersigned set his hand this 26th day of MARCH, 1993

PARK CITY MUNICIPAL

Bradley A. Olch
Bradley A. Olch
MAYOR

Anita L. Sheldon
Anita L. Sheldon
RECORDER



ACKNOWLEDGEMENT

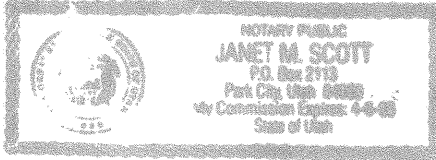
STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On the 26th day of March, 1993, Bradley A. Olch and Anita L. Sheldon appeared before me and acknowledged that he is the MAYOR and she is the RECORDER of Park City Municipal respectively and that they executed the same on behalf of said Park City Municipal.

Janet M. Scott
NOTARY PUBLIC

Residing at: Park City, UT

Commission Expires: 4/6/96



GENERAL NOTES:

1. A Declaration of Covenants, Conditions and Restrictions is recorded concurrently herewith. All development within the Morning Star Estates Subdivision is subject to said Declaration and the Land Management Code of Park City Municipal Corporation.

2. Double dashed outlined areas shown within each Lot indicates the "Building Zone". Within each building zone the maximum area of house, caretaker's house, footprint of main house, footprint of caretaker's house, irrigated landscape disturbance, and barn footprint is determined by the Table shown hereon. A minimum required front setback is also determined by said table. See Covenants, Conditions and Restrictions for more complete descriptions. Dotted outlined areas shown on Lots #6 and 7 and noted "Recreation Amenity Site" are for the purpose of constructing barns, paddocks, tennis courts, swimming pools, or similar recreation amenities on the designated site. No dwelling may be constructed on the Recreation Amenity Site.

3. The Declaration of Covenants, Conditions, and Restrictions create an "Architectural Committee". No improvements of any kind, including without limitation the construction of any Dwelling Unit, Caretaker Unit, barn, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag pole, trampolines, satellite dishes or antenna, solar panels or any other permanent structure may be constructed, erected, or installed in the Subdivision without written approval of the Morning Star Estates "Architectural Committee".

4. Driveway access from the public way to the Building Zone must be specifically approved by the Morning Star Estates Architectural Committee. Each Lot Owner, at his/her sole expense shall construct the driveway/sidewalk/curb intersection to comply with applicable Park City Municipal Corporation specifications.

5. A 10' wide non-exclusive public utility easement is hereby dedicated along all front and rear Lot lines. A 5' wide non-exclusively public utility and drainage easement is hereby dedicated along all side Lot lines.

6. The Recreation Open Space Zone Line shown on all Lots indicates a non-disturbance zone which expressly prohibits the construction of pools, tennis courts, gazebos, or any other structures or facilities, provided that on Lot 8, the owner may construct a private, non-commercial ski tow and ski run subject to the conditions set forth in the Conditions, Covenants, and Restrictions of the Subdivision and applicable city ordinances.

7. Park City ordinances in effect at the time of approval of Morning Star Estates Subdivision require payment of substantial water development and water connection fees at the time of building permit issuance. Park City does not plow snow until such time as 6 of 12 lots have legally occupied single family dwellings. The total cost of snow removal until that time shall be exclusively born by the Morning Star Estates Homeowner's Association.

8. Owners of downhill Lots may encounter difficulty in designing a home with gravity flow to the sanitary sewer lateral. Owner's of such lots at their sole expense will be required to install private individual ejector systems. Lots #1 and #7 will probably require such ejectors.

9. The Lot owner shall be required to identify and maintain historic drainage channels (if any) in conjunction with construction on the property.

10. The maximum Floor Area for Dwellings in the Subdivision, including the area of any Accessory Dwelling Unit, is set forth in the Declaration of Covenants, Conditions, and Restrictions and on the table herein. A maximum floor area of 10,000 square feet is allowed on Lot #1 thru 5 and #9 thru 12. A maximum floor area of 15,000 square feet is allowed on Lot #6 thru 7. A maximum floor area of 25,000 square feet is allowed on Lot #8.

11. The City requires that a modified type 13D fire sprinkler system as per Park City's Modifications be installed in all residences constructed in the Morning Star Estates Subdivision.

12. Because of water pressure limitations, no residential structure may be constructed with a habitable floor elevation higher than 7537 feet above sea level. Depending on the positioning and floor elevations of the dwellings constructed on Lots #1, 2, 3, 4, and 12 the owners may be required at their expense to augment the resultant water pressure within the structure to a level, acceptable to the chief building official for the modified type 13D fire sprinkler system. No home construction, footing and foundation or building permits shall be issued until operable water system and hydrants and a graded gravel road base sufficient to accommodate emergency vehicles have been installed, further no Certificate of Occupancy shall be issued until a paved roadway has been completed.

13. Lot owner/s constructing dwellings with any portion of the structure greater than 150 feet from the public way may be required by the City to install and connect a dry stand pipe from the edge of the public roadway (Rising Star Lane) to the fire sprinkler system within the dwelling. The residences shall be constructed to conform to the Park City's "modified 13D" fire protection standards including but not limited to interior and exterior sprinkler heads, and a fire retardant roof.

14. The 20' wide back lot public sewer easement shown on Lot #8 provides Snyderville Basin Sewer Improvement District with a right-of-access to said back lot sewer including ingress or egress along any reasonable route of access for the purpose of maintenance, operation, repair, or eventual replacement.

15. Horses and cattle which are collectively referred to as "livestock" may be kept on Lots #6, 7, and 8. No more than a total of 4 head of livestock may be kept on the Lot at any time.

16. The "Recreation Amenity" areas shown on Lots 6 and 7 are not provided with sanitary sewer laterals. Depending upon the owner's desired amenity use and wastewater disposal needs, the owner's of said lots at their sole expense shall be required to install the appropriate waste disposal system conforming to applicable provisions of the Utah Uniform Plumbing Code, most recent edition, Summit County Health Department requirements, and Snyderville Basin Sewer Improvement District rules and regulations.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT: That the undersigned is the owner or holder of perpetual easement of the herein described tract of land, having caused the same to be subdivided into lots, public right-of-ways, together with easements as set forth on this Record of Survey Plat to be known hereafter as, MORNING STAR ESTATES does hereby dedicate for the perpetual use of the public use all parcels of land shown on this plat as intended for public use and further consent to the recordation of this Record of Survey Plat in accordance with Utah Law. ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Sewer Improvement District, Park City Fire Protection District, and Summit County a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use and eventual replacement.

IN WITNESS WHEREOF, the undersigned set his hand this 16th day of FEBRUARY, 1993

BLUE LEDGE CORPORATION
A Utah Corporation

Hank Rothwell
Hank Rothwell
Its President

ACKNOWLEDGEMENT

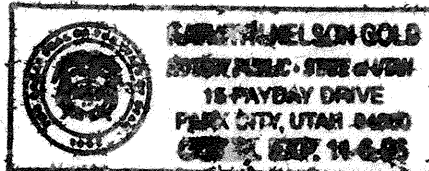
STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On the 16th day of February, 1993, Hank Rothwell, appeared before me and acknowledged that he is the President of Blue Ledge Corporation, A Utah Corporation, and that he executed the same on behalf of the Corporation with proper authority.

Barbara Nelson Gold
Notary Public

Residing at: Park City, UT
Commission Expires:

11-6-96



MORNING STAR ESTATES

Lot #	Maximum House Size Main House	Maximum Detached Caretaker's House Size	Maximum Area of Footprint Main House (B)	Maximum Area of Footprint Caretaker's House (B)	Additional Maximum Area of Irrigated Landscape Disturbance	Front Yard Setback from Rising Star right-of-way	Maximum Barn Footprint if Located Near Main House	Maximum Barn Size on Recreation Amenity Site
1.	10,000	-0-	10,000	-0-	10,000	40	-0-	n/a
2.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a
3.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a
4.	10,000	-0-	10,000	-0-	10,000	30	-0-	n/a
5.	10,000	-0-	10,000	-0-	10,000	30	-0-	n/a
6.	15,000	1,500	20,000 (C)	900	10,000	40	720	2,000
7.	15,000	1,500	20,000 (C)	900	10,000	25	720	2,000
8.	25,000	1,500	30,000 (C)	900	10,000	50	720	n/a
9.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a
10.	10,000	1,500	10,000	900	10,000	180	-0-	n/a
11.	10,000	-0-	10,000	-0-	10,000	200	-0-	n/a
12.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a

Notes:

- A) All quantities are in square feet.
- B) Quantities do not include main driveways. Quantities do not include other internal circulation within the lots, those internal drives are limited to a ten foot width of surface or paving.
- C) Quantities include area of disturbance for barns allowed on these lots only. Lots 6 and 7 have separate remote recreation amenity alternative locations shown on the plat. If these remote locations are used instead of a location near the Main house the barns shall be limited to 400 square feet in size, unless fire hydrants have been installed, then see CC&R's.
- D) Livestock allowed on Lots 6, 7, & 8 only, see CC&R's. On Lot 8 any stock fencing constructed across the sewer maintenance road easement must provide vehicle gates.
- E) On lots 6, 7, 8, & 10, if caretaker's space is located within the Main house the maximum Main house size shall not be increased.

MORNING STAR ESTATES

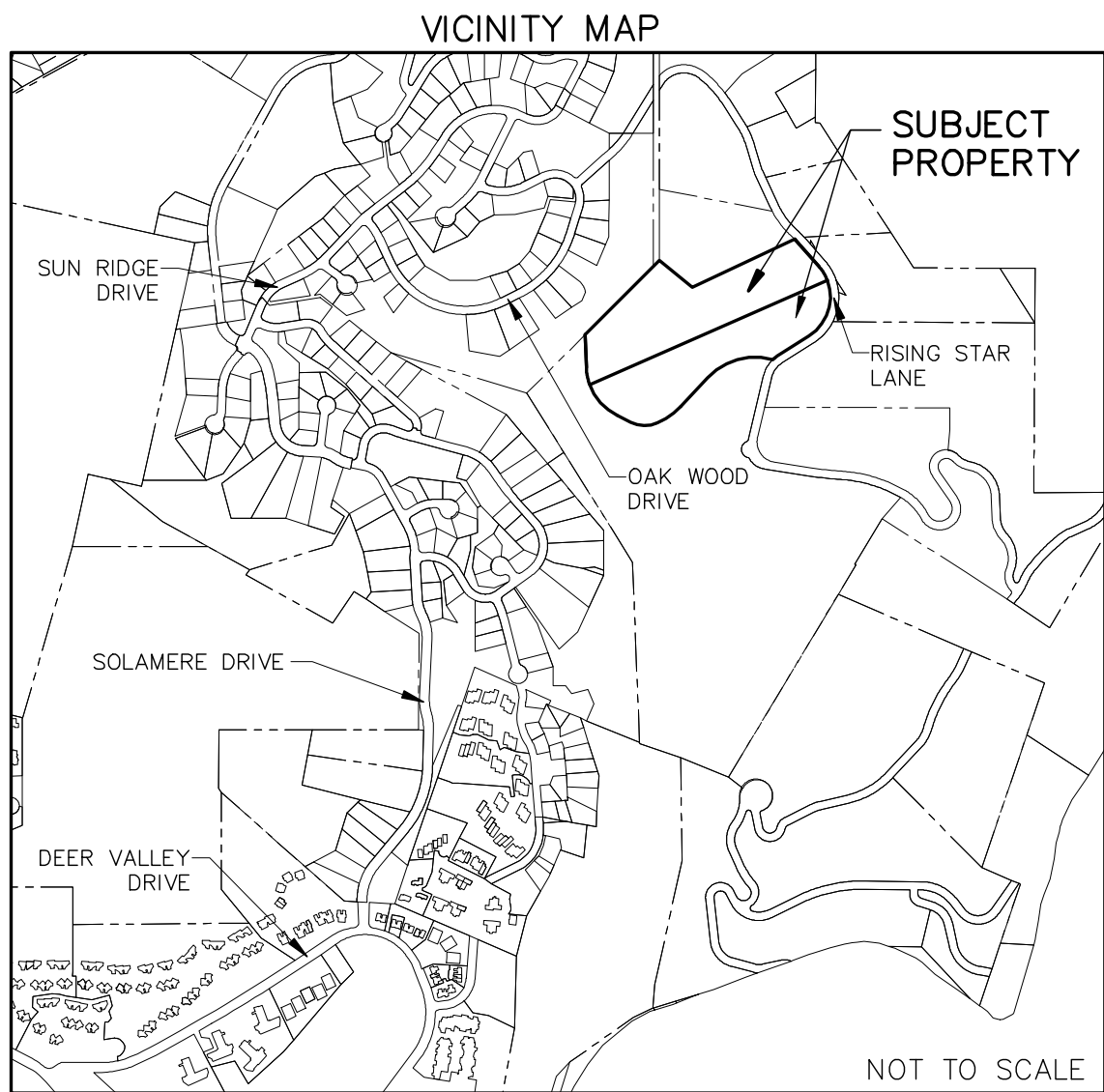
A SUBDIVISION LOCATED IN SECTIONS 11 AND SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

376621

RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title Co.
DATE 23-31-93 TIME 10:42 AM BOOK _____ PAGE _____

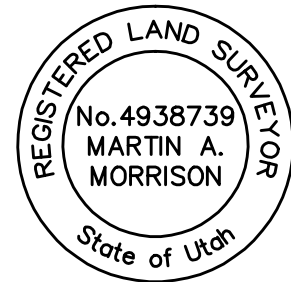
47
FEE Alan Spriggs
RECORDER



CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	755.66	47.51	03°36'08"
C2	200.00	36.24	10°22'57"
C3	415.02	171.95	23°44'18"
C4	192.50	167.79	49°56'31"
C5	277.50	99.58	20°33'38"
C6	277.50	49.49	10°13'09"
C7	337.50	107.77	18°17'45"
C8	755.66	25.89	01°57'46"
C9	755.66	21.62	01°38'22"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 63°26'04" W	91.05
L2	N 29°11'53" W	21.84
L3	S 66°22'37" W	54.34
L4	S 23°37'23" E	13.62
L5	S 66°22'37" W	42.40
L6	S 23°37'23" E	10.85
L7	S 64°49'13" W	23.48
L8	S 21°21'02" W	33.28
L9	S 23°42'05" E	57.82
L10	N 66°20'00" E	63.17
L11	S 68°38'58" E	18.20
L12	N 21°21'02" E	18.21
L13	N 21°46'30" E	1.75

EXHIBIT I- Proposed Plat



SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, certify that I am a Registered Land Surveyor and that I hold Certificate No. 4938739, as prescribed by the laws of the State of Utah, and that by authority of the owners, I have prepared this plat map of FIRST AMENDED LOTS 9 AND 10, MORNING STAR ESTATES and that the same has been or will be monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

BOUNDARY DESCRIPTION, LOT 9

Parcel 1

Lot No. 9, Morning Star Estates Subdivision, according to the official plat thereof on file and of record in the Office of the Summit County Recorder, as Entry Number 376621

Parcel 2

Beginning at point on the northerly end line of Postmaster Mining Claim, Mineral Survey No. 4981, and on the westerly right-of-way line of Rising Star Lane, said point is located south 1436.59 feet and east 1413.99 feet from the west quarter corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly end line of the Postmaster Mining Claim North 66°46'32" West 76.02 feet; thence North 66°20'00" East 61.80 feet to a point on a 277.50 foot curve to the right, whose radius point bears South 69°08'52" West; thence along the arc of said curve and along the westerly right-of-way line of Rising Star Lane 54.32 feet thru a central angle of 11°12'56" to the point of beginning.

The basis of bearing for the description is North 00°19'41" East between the west quarter corner and the northwest corner of Section 11.

BOUNDARY DESCRIPTION, LOT 10

PARCEL 1:

All of Lot No. 10, Morning Star Estates Subdivision, according to the official plat filed in the official records of the Summit County Recorder.

PARCEL 2:

Beginning at Corner No. 2 of the Arabian Mining Claim and Corner No. 4 of the Postmaster Mining Claim, Mineral Survey No. 4981, said point is located South 1436.31 feet and East 1252.00 feet from the west quarter corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the easterly sideline of the Arabian Mining Claim North 11°22'28" East 152.15 feet; thence along the westerly right-of-way line of Rising Star Lane, South 41°24'46" East 63.00 feet; thence along the east line of the northwest quarter of the southwest quarter of Section 11, South 0°14'20" West 32.30 feet; thence along the north line of the southeast quarter of the southwest quarter of Section 11, South 89°45'02" East 28.53 feet to a point on a 277.50 foot curve to the right, whose radius point bears South 49°56'01" West; thence along the westerly right-of-way line of Rising Star Lane and along the arc of said curve 93.06 feet thru a central angle of 19°12'51"; thence South 66°20'00" West 61.80 feet; thence North 68°46'32" West 97.12 feet to the point of beginning.

The basis of bearing for the description is North 0°19'41" East between the west quarter corner and the northwest corner of Section 11.

NOTES:

- This subdivision is subject to the Conditions of Approval in Ordinance 16-_____.
- All conditions of approval of Morning Star Estates, recorded March 31, 1993, as Entry No. 376621 remain in full force and effect.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that Robert Andrew Mazanec and John Charles Mazanec, in equal shares as tenants in common and as the separate property of each who is married, as to Lot 9, do hereby certify that they have caused this plat amendment to be prepared, and do hereby consent to the recordation of this FIRST AMENDED LOTS 9 AND 10, MORNING STAR ESTATES plat amendment.

In witness whereof, the undersigned set his hand this ____ day of _____, 2016

By: Robert Andrew Mazanec

By: John Charles Mazanec

ACKNOWLEDGMENT

State of _____ ss.
County of _____

On this ____ day of _____, 2016, Robert Andrew Mazanec personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Robert Andrew Mazanec acknowledged to me that he is an owner of the herein described tract of land and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

ACKNOWLEDGMENT

State of _____ ss.
County of _____

On this ____ day of _____, 2016, John Charles Mazanec personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Robert Andrew Mazanec acknowledged to me that he is an owner of the herein described tract of land and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that Rising Star Lane, LLC, a Utah limited liability company, as to Lot 10, does hereby certify that it has caused this plat amendment to be prepared, and does hereby consent to the recordation of this FIRST AMENDED LOTS 9 AND 10, MORNING STAR ESTATES plat amendment.

In witness whereof, the undersigned set his hand this ____ day of _____, 2016.

By: Alan Franklin Airth, Manager
Rising Star Lane, LLC, a Utah limited liability company

ACKNOWLEDGMENT

State of _____ ss.
County of _____

On this ____ day of _____, 2016, Alan Franklin Airth personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Alan Franklin Airth acknowledged to me that he is the managing member of Rising Star Lane, LLC, a Utah limited liability company, and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

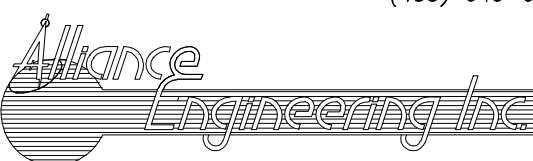
FIRST AMENDED

LOTS 9 AND 10, MORNING STAR ESTATES

A PARCEL COMBINATION PLAT & AN AMENDMENT OF THE BUILDING ZONE FOR LOT 10 OF MORNING STAR ESTATES
A SUBDIVISION LOCATED IN SECTION 11 AND SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

5/2/16 JOB NO.: 10-5-15 FILE: X:\TheOaks\dwg\sr\plat2015\100515_lots 9 and 10.dwg



CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____

DAY OF _____, 2016

BY _____
S.B.W.R.D.

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____

DAY OF _____, 2016

BY _____
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____

DAY OF _____, 2016

BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____

DAY OF _____, 2016

BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY

COUNCIL THIS _____ DAY OF _____, 2016

BY _____
MAYOR

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY

COUNCIL THIS _____ DAY

OF _____, 2016

BY _____
PARK CITY RECORDER

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED

AT THE REQUEST OF _____

DATE _____ TIME _____ ENTRY NO. _____

_____ FEE _____
_____ RECORDER

EXHIBIT J - Site Photographs



Morning Star Estates, Lots 9 and 10 – Looking east



Morning Star Estates, Lots 9 and 10 – Looking southwesterly



Morning Star Estates, Lot 9 – Looking west



Morning Star Estates, Lot 10 – Looking east



Morning Star Estates, Lots 9 and 10 – Looking easterly



Morning Star Estates, Lot 9 – Looking north



DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Lots 9 and 10 of the Morning Star Estates Subdivision are owned by John and Robert Mazanec (Lot 9) and Rising Star Lane, LLC (Lot 10). The property owner of Lot 10 is requesting to reconfigure the platted building pad, and both owners are requesting the removal of existing lots lines of "exception parcel 3" (See Exhibit L) so each lot may incorporate that portion of the parcel into their existing lots. The property owners of Lot 10 are also requesting a Zone Change concurrent with this application.

On August 10, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (6-0).

Respectfully:

Makena Hawley, Planning Technician



City Council Staff Report

PLANNING DEPARTMENT

Subject: Morning Star Estates, First Amended Subdivision, amending Lots 9 and 10
Author: Makena Hawley, Planner
Project Number: PL-16-03051
Date: September 1, 2016
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the City Council hold a public hearing for the Morning Star Estates, First Amended Subdivision, amending Lots 9 and 10 at 3776 Rising Star Lane and 3800 Rising Star Lane and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Applicant: Rising Star Lane, LLC (Lot 10), & Robert and John Mazanec (Lot 9) represented by Marshall King, Alliance Engineering, Inc.
Location: 3776 Rising Star Lane & 3800 Rising Star Lane
Existing Zoning: Recreation and Open Space (ROS) and Estate (E)
Proposed Zoning: Estate (E) and Recreation Open Space (ROS)
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments and Re-zoning applications require Planning Commission review and City Council review and action

Executive Summary/Proposal

Lots 9 and 10 of the Morning Star Estates Subdivision are owned by John and Robert Mazanec (Lot 9) and Rising Star Lane, LLC (Lot 10). The property owner of Lot 10 is requesting to reconfigure the platted building pad, and both owners are requesting the removal of existing lots lines of "exception parcel 3" (See Exhibit L) so each lot may incorporate that portion of the parcel into their existing lots. The property owners of Lot 10 are also requesting a Zone Change concurrent with this application.

On August 10, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (6-0).

Background

On January 12, 2016, the City received a completed Plat Amendment application for the Morning Star Estate, First Amended Subdivision, amending Lots 9 and 10. The properties are located at 3776 Rising Star Lane and 3800 Rising Star Lane. The

subject property consists of Lots 9 and 10 of the Morning Star Estates Subdivision and consists of the property in both the Estate zone and the Recreation Open Space zone. Lot 9 is recognized by Summit County as Parcel MSTE-9 (Tax ID). Lot 10 is recognized by Summit County as Parcel MSTE-10 (Tax ID).

Currently, Lot 9 contains a single-family dwelling. The single-family dwelling was built in 1995, after the property owner was able to obtain the proper building permits with the City. Currently Lot 10 is under construction with an approved building permit.

On August 10, 2016, the Planning Commission reviewed the requested application and held a public hearing. The Commission forwarded a positive recommendation to the City Council; the vote was unanimous (6-0). See Exhibit M - August 10, 2016 Planning Commission Meeting Minutes.

Plat Amendment History

In June 1992 the City Council approved the Morning Star Estates Annexation. In March 1993, the City Council approved the Morning Star Estates Subdivision. The original subdivision, which was processed as a Master Planned Development (MPD), consisted of 12 lots on 178.36 acres, and four (4) "exception" parcels and one (1) Water Tank parcel. The building envelopes for each parcel are zoned Estate (E), and the non-buildable areas are zoned "Recreation Open Space" (ROS) as originally approved by the MPD. When the plat was being recorded there were 4 "Exception Parcels" noted on the plat that belonged to The Bureau of Land Management (See Exhibit D – Morning Star Estates Subdivision). These parcels were later sold from the BLM to the developer of Morning Star Estates and then to the property owners of the adjacent lots: 5, 6, 9 and 10. Title reports show the owners of Lots 9 and 10 to have owned these separate parcels since 1998.

In 1996, Lot 5 of Morning Star Estates was amended to reflect a reconfigured building pad. In 2002, Lot 1 was amended to modify the building pad. In 2012, Lots 1 and 2 of Morning Star Estates were additionally amended to correct an error in the plat to properly show a parcel of City owned property with an easement going through it for the benefit of the property owner. The current proposal is similar to the 1996 and 2002 Plat Amendments, with the addition of removing the existing lines that separated the Lots from the "Exception parcel".

Purpose

The buildable pads are zoned Estate and all the building pads in the subdivision are surrounded by Recreation Open Space.

The purpose of the Estate (E) District is to:

- A. allow very low density, environmentally sensitive residential Development which:
 - 1. preserves ridge tops, meadows, and visible hillsides,
 - 2. preserves large, cohesive, unbroken Areas of Open Space and undeveloped land,

3. preserves and incorporates wetlands, drainage ways, and intermittent streams as amenities of Development,
 4. mitigates geologic and flood hazards,
 5. protects views along the City's entry corridors, and
 6. decreases fire risk by keeping Development out of sensitive wild land interface Areas.
- B. incorporate pedestrian trail linkages between and through neighborhoods; and
- C. encourage comprehensive, efficient, Compatible Development which results in distinct and cohesive neighborhoods through application of the Sensitive Lands Ordinance.

The purpose of the Recreation Open Space (ROS) District is to:

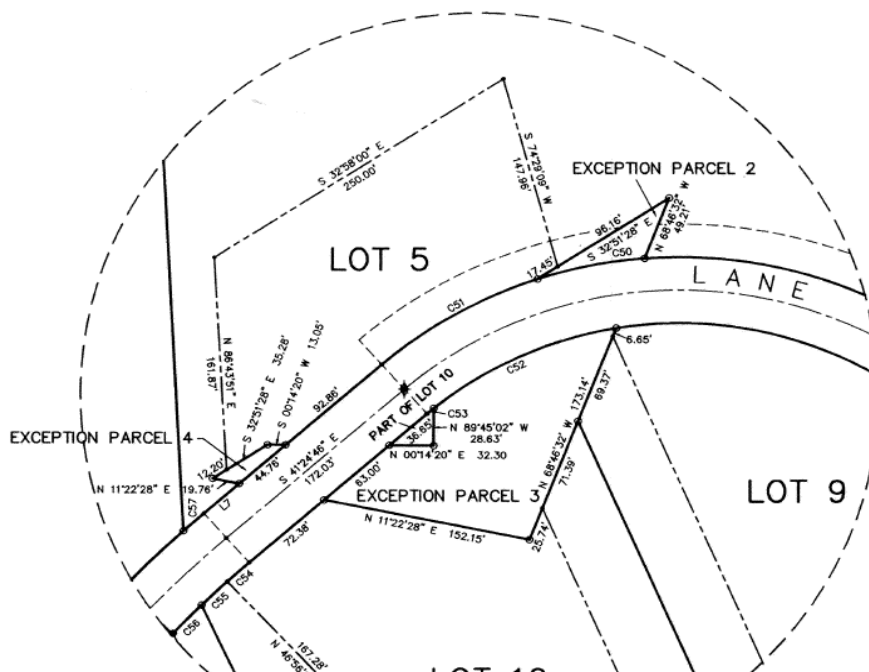
- A. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
- B. permit recreational Uses and preserve recreational Open Space land,
- C. encourage parks, golf courses, trails and other Compatible public or private recreational Uses,
- D. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
- E. encourage sustainability, conservation, and renewable energy.

Plat Amendment Analysis

This application is a request to amend the Morning Star Estates Subdivision as follows:

1. Re-configure the building pad of Lot 10.
2. Remove the lot lines of "Exception Parcel 3" that sits upon Lots 9 and 10.
3. Replace the removed lot lines with a new lot line that continues from the current dividing line between lots, down to the road (Rising Star Lane).

The proposed Plat Amendment reconfigures two (2) lots of record. Lot 10 is currently 11.543 acres, Lot 9 is currently 9.579 acres, if the amendment is approved Lot 10 will be 11.863 acres; Lot 9 will be 9.618 acres. When the "Exception parcel 3", that is 15,638.04 square feet was sold to the appropriate Lot owners, that land became theirs.

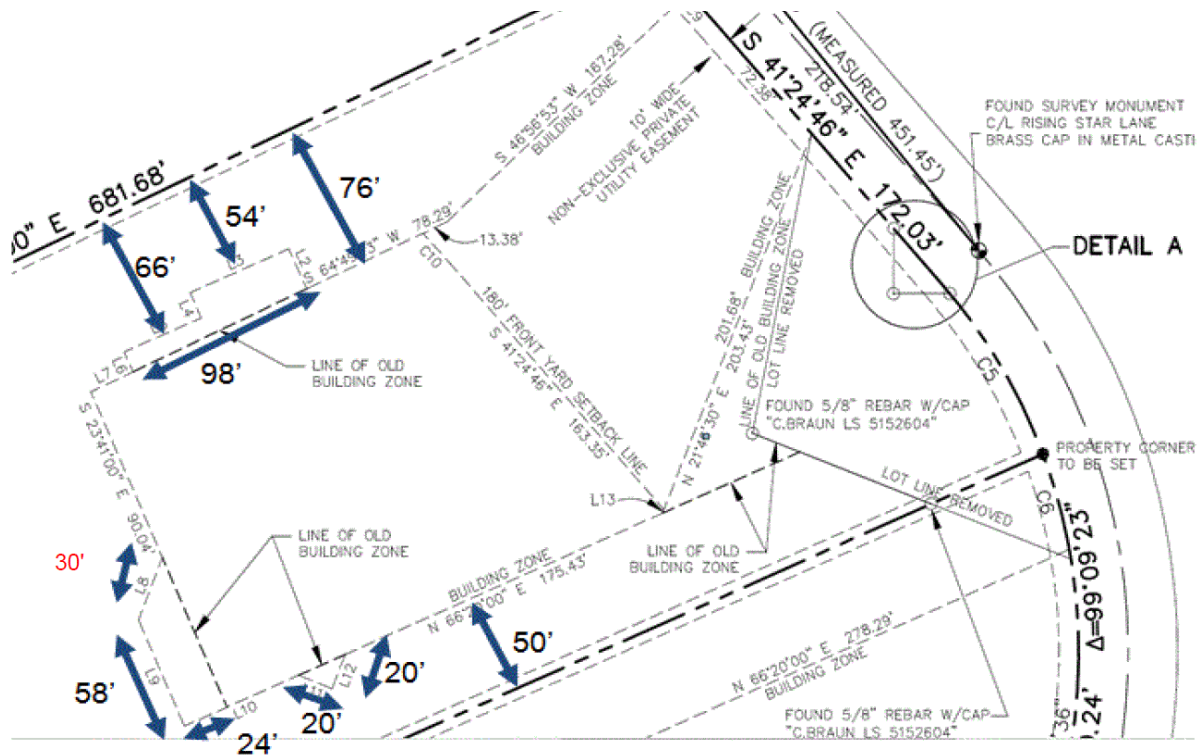


Lot 10 previously had a house on the lot until it was demolished in 2015, and is now currently under construction building a new single family dwelling. The current building plans reflect a conforming house within the building pad of Lot 10. A single-family dwelling is an allowed use in the Estate District. The minimum lot area for any Use in the Estate zone is 3 acres (except that a duplex dwelling requires a minimum Lot size of six (6) acres). Proposed Lot 9 is 9.618 acres. Proposed Lot 10 is 11.863 acres. The proposed lots meet the minimum lot area for single-family dwellings within the Estate District.

The table below shows applicable development parameters in the Estate District:

LMC Regulation	Requirement:
Front & Rear Yard	The minimum Front, Side and Rear Yard for all Structures is thirty feet (30').
Side Yard	The minimum Front, Side and Rear Yard for all Structures is thirty feet (30').
Building (Zone) Height	No Structure may be erected to a height greater than twenty-eight feet (28') from Existing Grade.
Architectural Review	Prior to issuance of a Building Permit for any Conditional or Allowed Use, the Planning Department must review the proposed plans for compliance with the Architectural Design Guidelines, LMC Chapter 15-5.
Roof Pitch	Gable, hip, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.

The proposed building area will meet all the requirements of the above table. On the North side of the lot, the current building pad holds a general 76' setback. For a length of 54 feet, the building pad will decrease this setback to 54 feet from the property line and just west, for a length of 44 feet the setback will decrease from 76 feet to 66 feet.



The existing plat notes include items such as max house size, max landscape disturbance and the requirement of any exterior building to be approved by the Morning Star Estates Architectural Committee. These will all be requirements in order to gain approval of a building permit and do not affect the changes proposed within this plat amendment. All the existing plat notes and conditions of the original plat will continue to apply. Easements mentioned on the original plat (10' wide non-exclusive public utility easement is hereby dedicated along all front and rear Lot Lines. A 5' wide non-exclusively public utility and drainage easement is hereby dedicated along all side Lot lines) will still apply and are also noted on this plat.

Nothing within the Annexation Ordinance is being affected by this application.

Good Cause

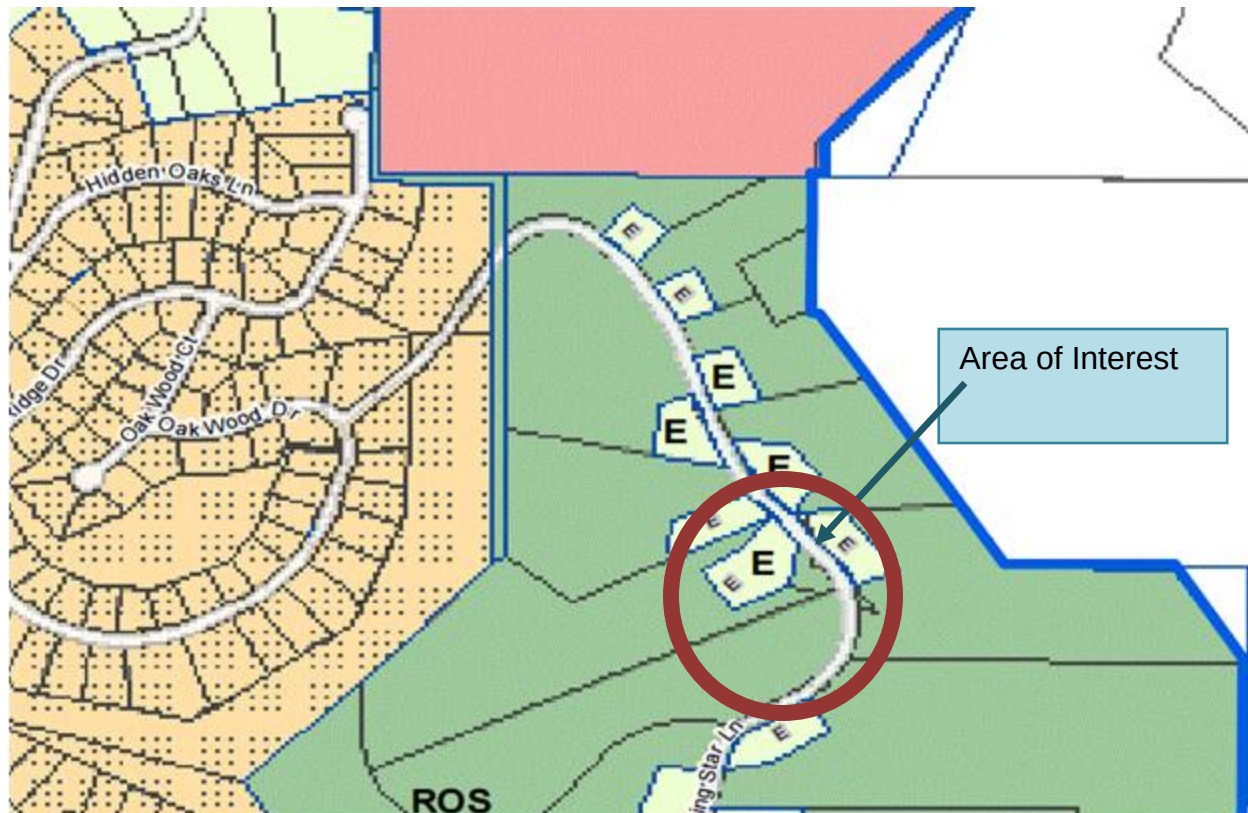
Planning Staff finds that there is Good Cause for this Plat Amendment as the amendment will not cause undo harm to adjacent property owners and all requirements of the Land Management Code can be met. In addition, the portion of land proposed to change from E to ROS has not been developed previously and still contains undisturbed native grasses and shrubs in a natural state so no re-vegetation will be necessary.

Zoning Map Amendment Analysis (Pending)

By reconfiguring the Lot, specifically changing the front E portion to ROS and

concurrently changing pieces in the rear of the buildable area from ROS to E, the proposed amendment has a net change of 9 square feet increase to the ROS zone on the lot.

The subject site is currently in the E District. As indicated on the current zoning map below, the buildable area is surrounded to the north, south, west and portions of the east by the ROS zone. The access to the site is through the E zone off Rising Star Lane. The entire subdivision consists of lots that are similarly zoned with majority ROS and E regulated buildable areas.



Process

The approval of this Plat Amendment application and approval of the proposed rezoning application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC § 1-8

Department Review

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

Notice

On July 27, 2016, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on July 13, 2016,

according to requirements of the Land Management Code. The application was continued at the July 13, 2016, meeting to August 10, 2016.

Public Input

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

Alternatives

- The City Council may approve the Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10 as conditioned or amended; or
- The City Council may deny the Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10 and direct staff to make Findings for this decision; or
- The City Council may continue the discussion on Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10; or
- The City Council may remand the item back to the Planning Commission for specific discussion on topics and/or findings.

Significant Impacts

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

Consequences of not taking the Planning Department's Recommendation

The lots and zoning designation would remain as is.

Summary Recommendations

Staff recommends the City Council hold a public hearing for the Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10 located at 3776 and 3800 Rising Star Lane and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Exhibits

Exhibit A – Plat Amendment Draft Ordinance with Proposed Plat
Exhibit B – Applicant's Project Description
Exhibit C – Morning Star Estates Annexation Plat
Exhibit D – Morning Star Estates Subdivision Plat
Exhibit E – Aerial Photograph
Exhibit F – Existing Conditions and Topo Map of Lot 10
Exhibit G – Proposed Park City Zoning Map
Exhibit H – Existing Zoning Exhibit (Aerial Photograph)
Exhibit I – Proposed Zoning Exhibit (Aerial Photograph)
Exhibit J – Square Footage Zone Change Exhibit
Exhibit K – Site Photographs
Exhibit L – Close up of Exception Parcel 3
Exhibit M – August 10, 2016 Planning Commission Meeting Minutes

Exhibit A1: Plat Amendment Draft Ordinance

Ordinance No. 2016-43

AN ORDINANCE APPROVING MORNING STAR ESTATES, FIRST AMENDED SUBDIVISION, AMENDING LOTS 9 AND 10, PARK CITY, UTAH.

WHEREAS, the owners of the properties located at 3776 and 3800 Rising Star Lane have petitioned the City Council for approval of the Plat Amendment; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code and legal notice was published in the Park Record; and

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

WHEREAS, the Planning Commission held a public hearing on August 10, 2016, to receive input on Plat Amendment; and

WHEREAS, the Planning Commission, on August 10, 2016, forwarded a positive recommendation to the City Council; and,

WHEREAS, on September 1, 2016, the City Council held a public hearing to receive input on the plat amendment; and

WHEREAS, there is good cause and it is in the best interest of Park City, Utah to approve Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10.

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

SECTION 1. APPROVAL. Morning Star Estates, First Amended Subdivision, Amending Lots 9 and 10 as shown in Attachment 1 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 3776 and 3800 Rising Star Lane.
2. The property is comprised of two zones, a buildable area designated as Estate Zone and a non-buildable area designated as Recreation Open Space Zone.
3. The Morning Star Estate subdivision consists of similar lots with E regulated buildable areas surrounded by ROS zoning designations.
4. The subject property consists of Lots 9 and 10, of the Morning Star Estates Subdivision and "Exception Parcel 3".
5. The access to the site is through the E zone off Rising Star Lane.
6. The Morning Star Estates Subdivision consists of buildable pads within the

Estate zone and all the building pads in the subdivision are surrounded by Recreation Open Space.

7. Lot 9 contains a single-family dwelling, built in 1995.
8. Lot 10 has a single family dwelling under construction, approved under building permit BD-15-22064 on 10/23/15.
9. In March 1993, the City Council approved the Morning Star Estates Subdivision which created 12 lots on 178.36 acres, four (4) "exception" parcels and one (1) Water Tank parcel.
10. The proposed Plat Amendment application is a request to reconfigure the platted building pad of Lot 10. Both owners of Lots 9 and 10 are requesting the removal of existing lot lines of "exception parcel 3" which crosses onto both lots and to add a lot line continuing between the two lots reaching the road (Rising Star Lane).
11. A single-family dwelling is an allowed use in the Estate District.
12. The minimum lot area for a single-family dwelling is 3 acres.
13. Existing Lot 9 contains 9.579 acres. The addition of the "Exception Parcel 3" proposes an increase to the lot totaling 9.618 acres.
14. Existing Lot 10 contains 11.543 acres. The addition of the "Exception Parcel 3" proposes an increase to the lot totaling 11.863.
15. The proposed lots meet the minimum lot area for single-family dwellings within the E District.
16. The plat amendment does not create additional density on the platted lots.
17. The minimum lot width allowed in the E District one hundred feet (100'). The width of Lot 9 is approximately 219 feet at the lowest width (due to oddly shaped lots).
18. The width of Lot 10 is approximately 320 feet at the lowest width (due to oddly shaped lots).
19. The proposed lots meet the minimum lot width required in the E District.
20. The E District does not restrict the Building Footprint.
21. The property owner of Lot 10 is also requesting a Zone Change concurrent with this application.
22. The proposed Plat Amendment directs complimentary development into an existing neighborhood.
23. The portion of land proposed to change from E to ROS has not been developed previously and still contains undisturbed native grasses and shrubs.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Subdivisions.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, 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 plat 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 plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. All Conditions of Approval of the existing plat continue to apply.
4. Fire sprinklers shall be required for all new construction or substantial renovations, as determined by the Park City Building Department during building permit review.
5. A ten foot public snow storage easement will be required along the front property line.

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

PASSED AND ADOPTED this 1st day of September, 2016.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

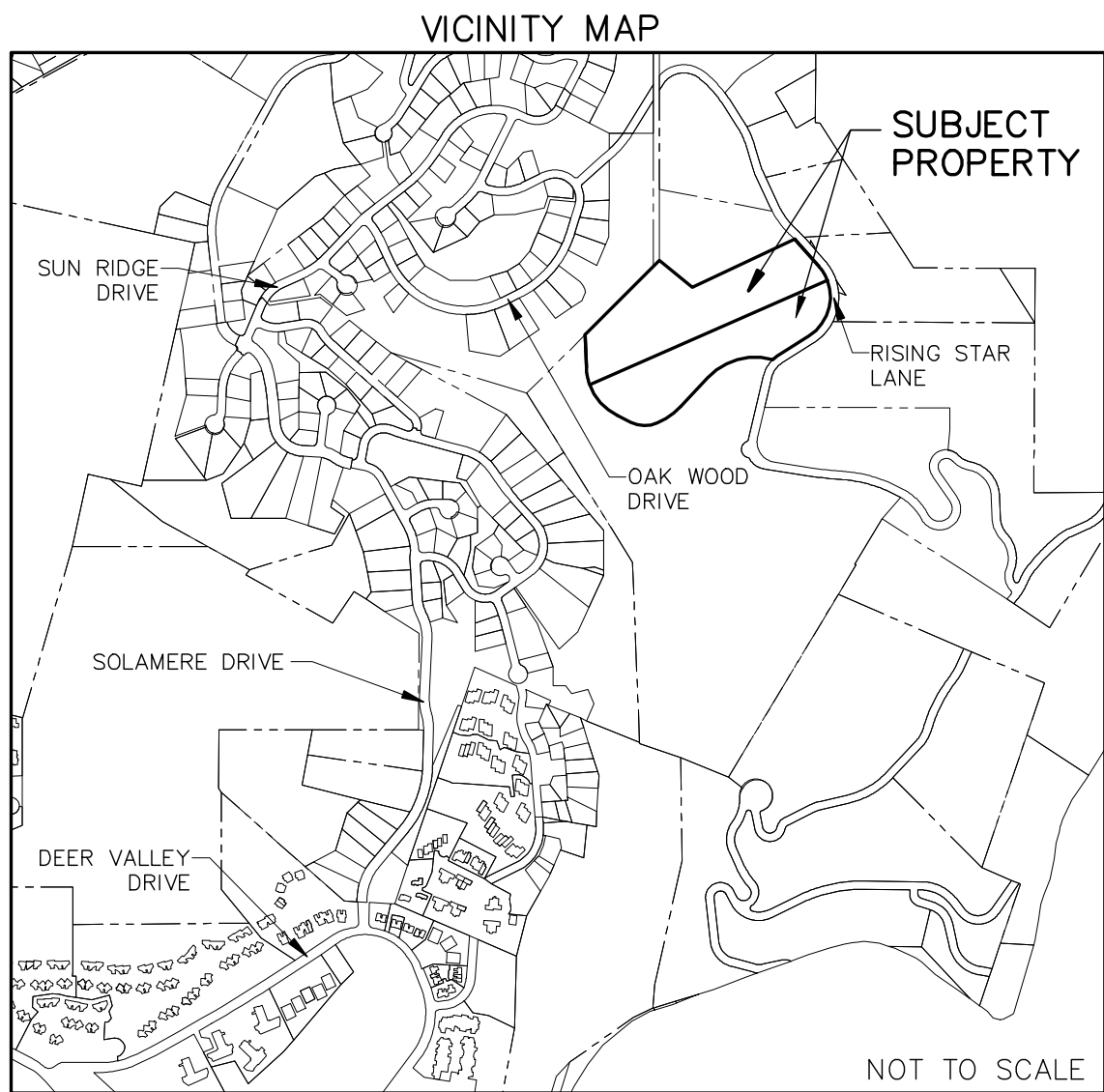
ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

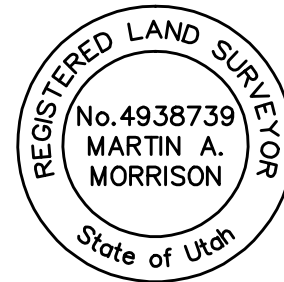
Attachment 1 – Proposed Plat



CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	755.66	47.51	03°36'08"
C2	200.00	36.24	10°22'57"
C3	415.02	171.95	23°44'18"
C4	192.50	167.79	49°56'31"
C5	277.50	99.58	20°33'38"
C6	277.50	49.49	10°13'09"
C7	337.50	107.77	18°17'45"
C8	755.66	25.89	01°57'46"
C9	755.66	21.62	01°38'22"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 63°26'04" W	91.05
L2	N 29°11'53" W	21.84
L3	S 66°22'37" W	54.34
L4	S 23°37'23" E	13.62
L5	S 66°22'37" W	42.40
L6	S 23°37'23" E	10.85
L7	S 64°49'13" W	23.48
L8	S 21°21'02" W	33.28
L9	S 23°42'05" E	57.82
L10	N 66°20'00" E	63.17
L11	S 68°38'58" E	18.20
L12	N 21°21'02" E	18.21
L13	N 21°46'30" E	1.75

EXHIBIT A-Proposed Plat



SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, certify that I am a Registered Land Surveyor and that I hold Certificate No. 4938739, as prescribed by the laws of the State of Utah, and that by authority of the owners, I have prepared this plat map of FIRST AMENDED LOTS 9 AND 10, MORNING STAR ESTATES and that the same has been or will be monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

BOUNDARY DESCRIPTION, LOT 9

Parcel 1

Lot No. 9, Morning Star Estates Subdivision, according to the official plat thereof on file and of record in the Office of the Summit County Recorder, as Entry Number 376621

Parcel 2

Beginning at point on the northerly end line of Postmaster Mining Claim, Mineral Survey No. 4981, and on the westerly right-of-way line of Rising Star Lane, said point is located south 1436.59 feet and east 1413.99 feet from the west quarter corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly end line of the Postmaster Mining Claim North 66°46'32" West 76.02 feet; thence North 66°20'00" East 61.80 feet to a point on a 277.50 foot curve to the right, whose radius point bears South 69°08'52" West; thence along the arc of said curve and along the westerly right-of-way line of Rising Star Lane 54.32 feet thru a central angle of 11°12'56" to the point of beginning.

The basis of bearing for the description is North 00°19'41" East between the west quarter corner and the northwest corner of Section 11.

BOUNDARY DESCRIPTION, LOT 10

PARCEL 1:

All of Lot No. 10, Morning Star Estates Subdivision, according to the official plat filed in the official records of the Summit County Recorder.

PARCEL 2:

Beginning at Corner No. 2 of the Arabian Mining Claim and Corner No. 4 of the Postmaster Mining Claim, Mineral Survey No. 4981, said point is located South 1436.31 feet and East 1252.00 feet from the west quarter corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the easterly sideline of the Arabian Mining Claim North 11°22'28" East 152.15 feet; thence along the westerly right-of-way line of Rising Star Lane, South 41°24'46" East 63.00 feet; thence along the east line of the northwest quarter of the southwest quarter of Section 11, South 0°14'20" West 32.30 feet; thence along the north line of the southeast quarter of the southwest quarter of Section 11, South 89°45'02" East 28.53 feet to a point on a 277.50 foot curve to the right, whose radius point bears South 49°56'01" West; thence along the westerly right-of-way line of Rising Star Lane and along the arc of said curve 93.06 feet thru a central angle of 19°12'51"; thence South 66°20'00" West 61.80 feet; thence North 68°46'32" West 97.12 feet to the point of beginning.

The basis of bearing for the description is North 0°19'41" East between the west quarter corner and the northwest corner of Section 11.

NOTES:

- This subdivision is subject to the Conditions of Approval in Ordinance 16-_____.
- All conditions of approval of Morning Star Estates, recorded March 31, 1993, as Entry No. 376621 remain in full force and effect.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that Robert Andrew Mazanec and John Charles Mazanec, in equal shares as tenants in common and as the separate property of each who is married, as to Lot 9, do hereby certify that they have caused this plat amendment to be prepared, and do hereby consent to the recordation of this FIRST AMENDED LOTS 9 AND 10, MORNING STAR ESTATES plat amendment.

In witness whereof, the undersigned set his hand this ____ day of _____, 2016

By: Robert Andrew Mazanec

By: John Charles Mazanec

ACKNOWLEDGMENT

State of _____ ss.
County of _____

On this ____ day of _____, 2016, Robert Andrew Mazanec personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Robert Andrew Mazanec acknowledged to me that he is an owner of the herein described tract of land and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

ACKNOWLEDGMENT

State of _____ ss.
County of _____

On this ____ day of _____, 2016, John Charles Mazanec personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Robert Andrew Mazanec acknowledged to me that he is an owner of the herein described tract of land and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that Rising Star Lane, LLC, a Utah limited liability company, as to Lot 10, does hereby certify that it has caused this plat amendment to be prepared, and does hereby consent to the recordation of this FIRST AMENDED LOTS 9 AND 10, MORNING STAR ESTATES plat amendment.

In witness whereof, the undersigned set his hand this ____ day of _____, 2016.

By: Alan Franklin Airth, Manager
Rising Star Lane, LLC, a Utah limited liability company

ACKNOWLEDGMENT

State of _____ ss.
County of _____

On this ____ day of _____, 2016, Alan Franklin Airth personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Alan Franklin Airth acknowledged to me that he is the managing member of Rising Star Lane, LLC, a Utah limited liability company, and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

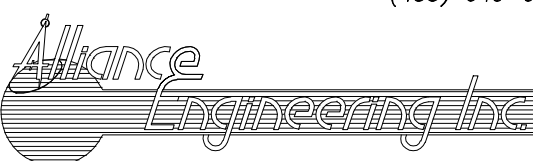
FIRST AMENDED

LOTS 9 AND 10, MORNING STAR ESTATES

A PARCEL COMBINATION PLAT & AN AMENDMENT OF THE BUILDING ZONE FOR LOT 10 OF MORNING STAR ESTATES
A SUBDIVISION LOCATED IN SECTION 11 AND SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

5/2/16 JOB NO.: 10-5-15 FILE: X:\TheOaks\dwg\sr\plat2015\100515_lots 9 and 10.dwg



CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

(435) 649-9467

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____

DAY OF _____, 2016

BY _____
S.B.W.R.D.

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____

DAY OF _____, 2016

BY _____
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____

DAY OF _____, 2016

BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____

DAY OF _____, 2016

BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY

COUNCIL THIS ____ DAY OF _____, 2016

BY _____
MAYOR

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY

OF _____, 2016

BY _____
PARK CITY RECORDER

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED

AT THE REQUEST OF _____

DATE _____ TIME _____ ENTRY NO. _____

FEE RECORDER

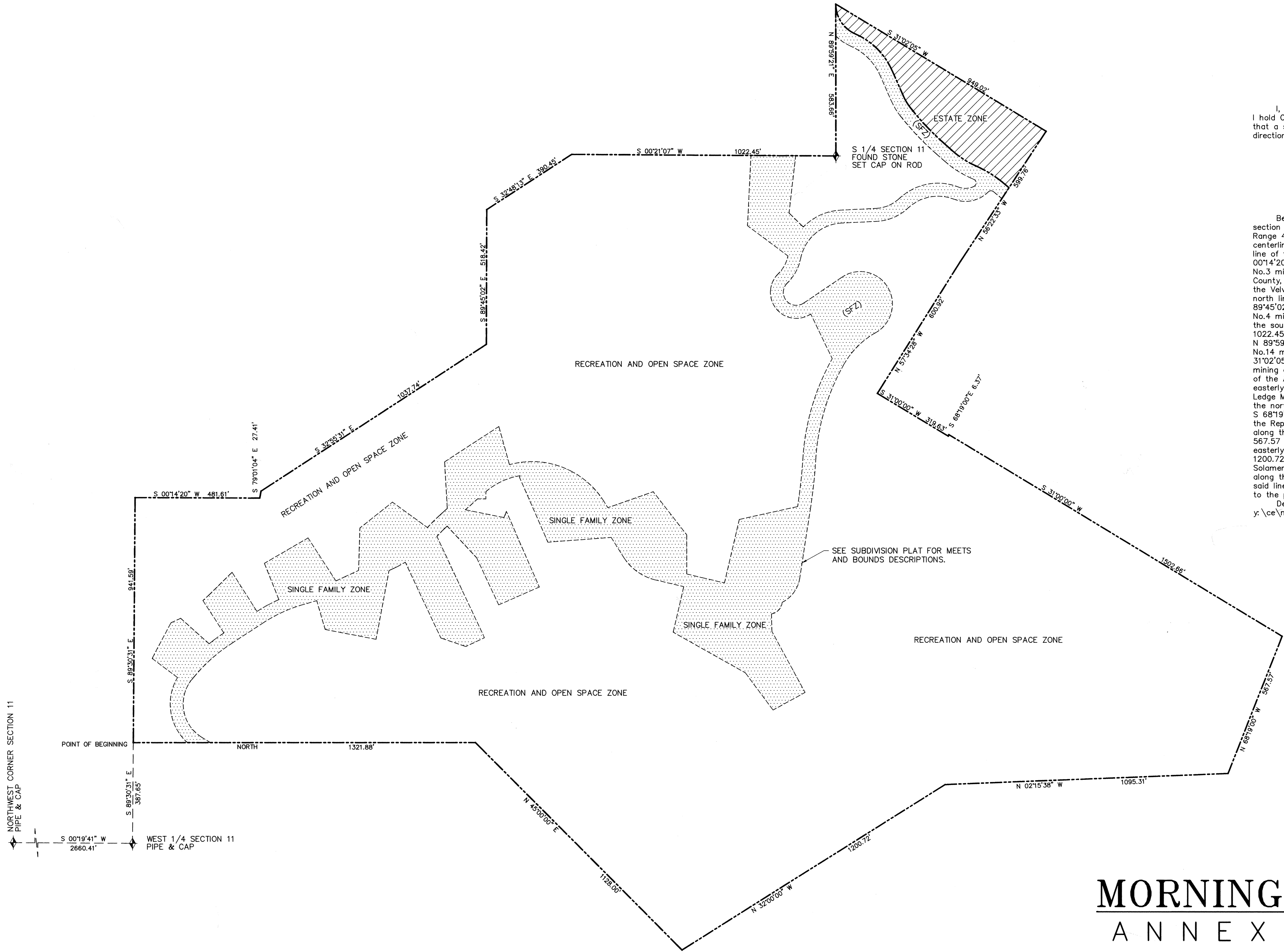
EXHIBIT B - Project Intent

MORNING STAR ESTATES, LOTS 9 & 10
April 27, 2016

PROJECT INTENT

Lot 9, Morning Star Estates, is occupied by an existing residence. Lot 10, Morning Star Estates, is currently under construction. This plat amendment will address the Recreational Open Space at the front of the lots. It is purported that this area was a Bureau of Land Management fraction at the time of the recording of the original plat recorded March 31, 1993, as Entry No. 376621. Since that time, quitclaim deeds of the BLM land were recorded, with the owners of Lot 9 and Lot 10 being the grantees. The bearing of the line in the descriptions in the quitclaim deeds common to Lots 9 and 10 are identical and are the same as the boundary line between Lots 9 and 10 on the currently recorded plat. The goal of this plat amendment is to remove the lot lines created by the former BLM fractions within each lot as well as creating a lot line between Lots 9 and 10 over the currently existing deed line in the quitclaim deeds between Lots 9 and 10. This plat amendment does not alter the area of ownership of either property as currently recorded in the Office of the Summit County recorder.

In conjunction with this plat amendment, a separate application will be submitted for a zone change to alter the building envelope to accommodate the new construction on Lot 10.



SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 6164, as prescribed by the laws of the State of Utah, and that a survey of the following described property was performed under my direction of the parcel described below.

John Demkowicz 2-10-93
John Demkowicz, L.S. No. 6164 Date

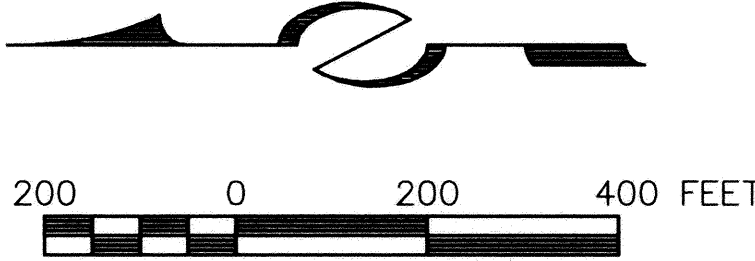


PROPERTY DESCRIPTION

Beginning at a point S 89°30'31" E 387.65 feet along the center of section line from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the centerline of section 11, S 89°30'31" E 941.59 feet; thence along the east line of the northwest quarter of the southwest quarter of section 11, S 00°14'20" W 481.61 feet; thence along the northerly end line of the Velvet No.3 mining claim (Mineral Survey No. 6842, Blue Ledge Mining District, Summit County, Utah) S 79°01'04" E 27.41 feet; thence along the easterly side line of the Velvet No.3 mining claim S 32°55'31" E 1037.74 feet; thence along the north line of the southeast quarter of the southwest quarter of section 11, S 89°45'02" E 518.42 feet; thence along the easterly side line of the Velvet No.4 mining claim S 32°48'13" E 390.45 feet; thence along the east line of the southeast quarter of the southwest quarter of section 11, S 00°21'07" W 1022.45 feet; thence along the south line of the southeast quarter of section 11, N 89°59'21" E 583.66 feet; thence along the easterly side line of the Ajo No.14 mining claim (Mineral Survey No.6989, Blue Ledge Mining District) S 31°02'05" W 949.02 feet; thence along the southerly end line of the Ajo No.14 mining claim N 56°22'33" W 599.76 feet; thence along the southerly end line of the Ajo No.15 mining claim N 57°34'28" W 600.92 feet; thence along the easterly side line of The Postmistress mining claim (Mineral Survey No.4981, Blue Ledge Mining District) S 31°00'00" W 319.63 feet more or less; thence along the northerly end line of the Republican mining claim (mineral Survey No.4981) S 68°19'00" E 6.37 feet more or less; thence along the easterly side line of the Republican mining claim S 31°00'00" W 1502.66 feet more or less; thence along the southerly end line of the Republican mining claim N 68°19'00" W 567.57 feet more or less; thence N 02°15'38" W 1095.31 feet along the easterly line of Solamere Subdivision No. 1 as recorded; thence N 32°00'00" W 1200.72 feet along the easterly boundary line of Solamere Subdivision No.1 and Solamere Subdivision No.2A, as recorded; thence N 45°00'00" E 1128.00 feet along the easterly boundary line of The Oaks at Deer Valley, as recorded and said line projected beyond The Oaks at Deer Valley; Thence North 1321.88 feet to the point of beginning.

Description contains 178.36 acres.

y:\ce\msel



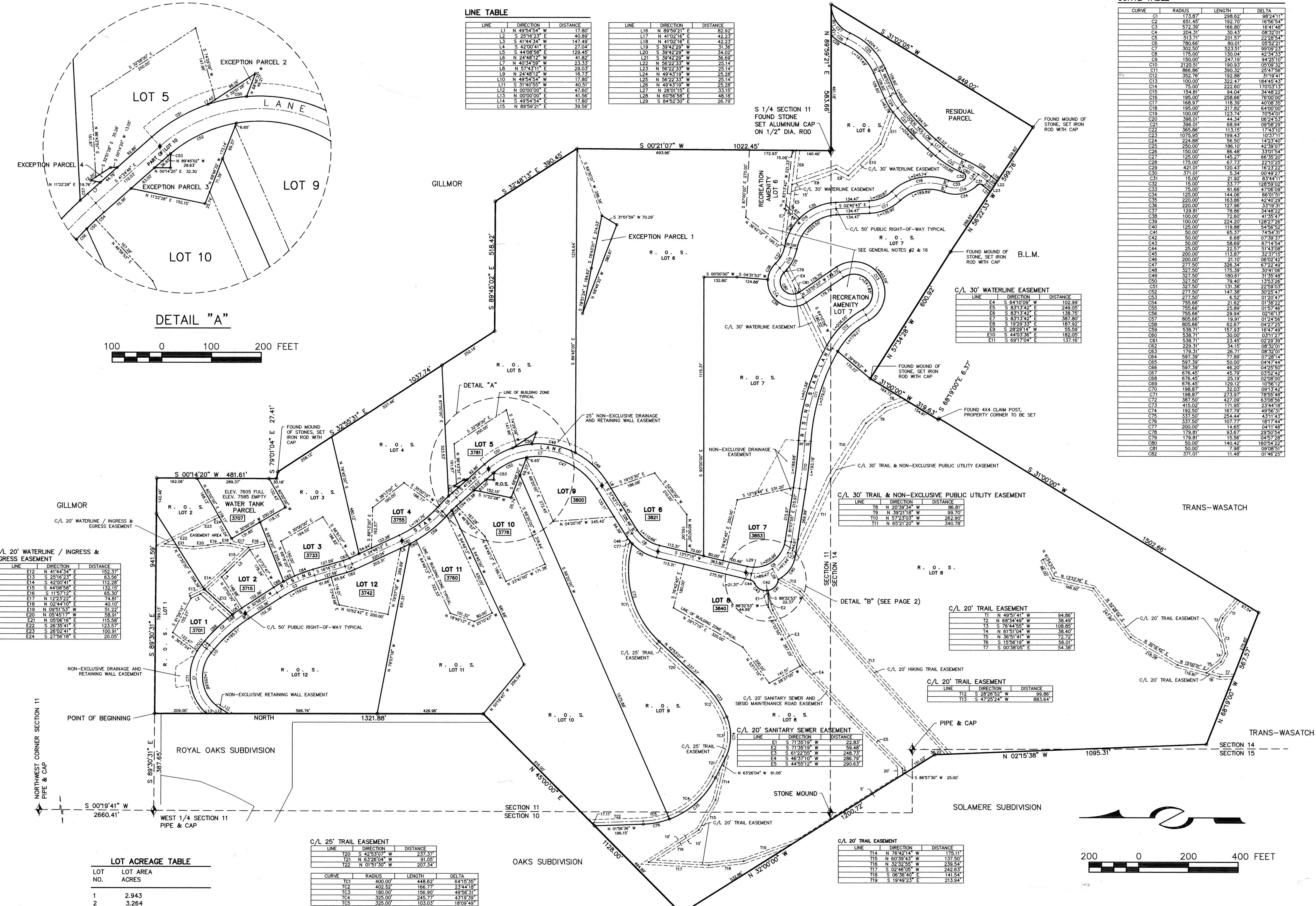
MORNING STAR ESTATES

ANNEXATION PLAT



ALLIANCE ENGINEERING INC. P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	PLANNING COMMISSION APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 12 th DAY OF March, 1993 A.D. BY <i>B. W. L.</i> CHAIRMAN	ENGINEERS CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 22 nd DAY OF MARCH, 1993 A.D. BY <i>Eric W. Deban</i> PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS 14 th DAY OF March, 1993 A.D. BY <i>John A. Deban</i> PARK CITY ATTORNEY	CERTIFICATE OF ATTEST I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 18 TH DAY OF JUNE, 1993 A.D. BY <i>Anita S. Sheldon</i> PARK CITY RECORDER	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 18 TH DAY OF JUNE, 1993 A.D. BY <i>Paul A. Deban</i> MAYOR	# 376611 STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF <i>Coalition Title Co.</i> DATE 03-31-93 TIME 02:04 BOOK PAGE FEE RECORDER	RECORDED East Morning Star 25 4-9-93-CPJ
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EXHIBIT D - Morning Star Estates Subdivision Plat



CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	73.87	139.27	166.54
C2	651.45	139.27	166.54
C3	572.99	166.80	164.48
C4	204.31	10.43	08.52
C5	513.71	201.57	222.84
C6	280.68	80.01	08.52
C7	302.59	523.51	999.93
C8	175.00	230.04	424.33
C9	150.00	44.19	34.25
C10	2120.51	190.93	0509.39
C11	866.86	360.32	257.56
C12	352.76	192.89	311.94
C13	100.00	10.00	08.52
C14	75.00	225.60	1703.31
C15	154.81	94.04	344.22
C16	125.00	248.68	783.02
C17	168.57	118.39	4038.38
C18	150.00	21.82	04.90
C19	100.00	123.74	705.40
C20	125.00	145.27	88.35
C21	175.00	67.73	23.95
C22	421.01	120.43	183.22
C23	15.00	21.92	03.44
C24	150.00	33.77	128.90
C25	75.00	61.66	4708.09
C26	125.00	144.06	860.51
C27	200.00	42.96	42.96
C28	220.00	127.96	331.93
C29	128.81	78.86	144.82
C30	100.00	72.60	41.98
C31	100.00	224.20	1287.79
C32	125.00	119.86	545.55
C33	50.00	65.37	07.39
C34	50.00	6.68	07.39
C35	50.00	22.57	01.00
C36	200.00	113.87	327.12
C37	175.00	21.10	06.92
C38	277.50	326.34	672.28
C39	327.50	180.61	31.46
C40	327.50	79.40	133.28
C41	327.50	135.35	236.93
C42	277.50	147.38	302.23
C43	277.50	5.72	01.01
C44	277.50	21.82	03.92
C45	755.68	25.89	01.97
C46	260.00	28.84	02.01
C47	805.68	19.91	01.94
C48	805.68	63.87	04.72
C49	538.71	157.33	184.49
C50	538.71	30.00	03.12
C51	175.00	23.45	08.52
C52	229.31	34.15	08.52
C53	175.00	21.10	06.92
C54	497.39	77.89	07.38
C55	497.39	24.44	03.12
C56	497.39	46.20	04.72
C57	676.45	45.79	03.92
C58	676.45	29.19	02.01
C59	676.45	129.12	10.96
C60	198.17	31.03	08.52
C61	198.17	273.97	783.48
C62	415.02	42.29	03.12
C63	415.02	171.95	234.41
C64	192.50	167.79	495.31
C65	337.50	24.44	03.12
C66	337.50	14.65	01.74
C67	178.81	93.67	23.90
C68	178.81	16.50	01.74
C69	25.00	140.42	160.42
C70	50.00	7.98	00.85
C71	371.01	11.48	01.96

SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 6164, as prescribed by the laws of the State of Utah, and that a survey of the following described property was performed under my direction of the parcel described below.

John Demkowicz, L.S. No. 6164 Date 2-10-93



PROPERTY DESCRIPTION

Beginning at a point S 89°30'31" E 387.65 feet along the center of section line from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the centerline of Section 11, S 89°30'31" E 941.59 feet; thence along the east line of the northwest quarter of the southwest quarter of Section 11, S 00°14'20" W 481.61 feet; thence along the northerly end line of the Velvet No.3 mining claim (Mineral Survey No. 6842, Blue Ledge Mining District, Summit County, Utah) S 79°01'04" E 27.41 feet; thence along the easterly side line of the Velvet No.3 mining claim S 32°51'28" E 1037.74 feet; thence along the north line of the southeast quarter of the southwest quarter of Section 11, S 89°45'02" E 518.42 feet; thence along the easterly side line of the Velvet No.4 mining claim S 32°48'13" E 390.45 feet; thence along the east line of the southeast quarter of the southwest quarter of Section 11, S 00°21'07" W 1022.45 feet; thence along the south line of the southeast quarter of Section 11, N 89°59'21" E 583.66 feet; thence along the easterly side line of the Ajo No.14 mining claim (Mineral Survey No.6989, Blue Ledge Mining District) S 31°02'05" W 949.02 feet; thence along the southerly end line of the Ajo No.14 mining claim N 57°34'28" W 600.92 feet; thence along the easterly side line of the Postmistress mining claim (Mineral Survey No.4981, Blue Ledge Mining District) S 31°00'00" W 319.63 feet more or less; thence along the northerly end line of the Republican mining claim (Mineral Survey No.4981) S 68°19'00" E 6.37 feet more or less; thence along the easterly side line of the Republican mining claim S 31°00'00" W 1502.66 feet more or less; thence along the southerly end line of the Republican mining claim N 68°19'00" W 567.57 feet more or less; thence N 02°15'38" W 1095.31 feet along the easterly line of Solamere Subdivision No. 1 as recorded; thence N 32°00'00" W 1200.72 feet along the easterly boundary line of Solamere Subdivision No.1 and Solamere Subdivision No.2A, as recorded; thence N 45°00'00" E 1128.00 feet along the easterly boundary line of The Oaks at Deer Valley, as recorded and said line projected beyond The Oaks at Deer Valley; thence North 132.88 feet to the point of beginning.

Excepting therefrom the following 4 parcels:

EXCEPTION PARCEL 1

Beginning at Corner No. 3 of the Postmistress mining claim, Mineral Survey No. 4981, said point is located South 1860.25 feet and East 2343.61 feet more or less from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the northerly end line of the Postmistress mining claim N 68°46'32" W 380.61 feet more or less; thence along the southerly end line of the Velvet No.3 mining claim (Mineral Survey No. 6842) S 78°51'24" E 184.62 feet; thence along the southerly end line of the Velvet No.4 mining claim S 78°43'01" E 214.03 feet; thence along the westerly side line of the Ajo No.15 mining claim (MS 6989) S 31°01'59" W 70.29 feet to the point of beginning. Description contains 0.30 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

EXCEPTION PARCEL 2

Beginning at the intersection of the northerly end line of the Postmaster mining claim (MS 4981) and the westerly side line of the Velvet No.3 mining claim (MS 6842), said point is located South 1537.35 feet and East 1512.15 feet from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the northerly end line of the Postmaster mining claim N 68°46'32" W 49.21 feet to a point on a 327.50 foot radius curve to the left, whose radius point bears S 85°27'43" W; thence along the arc of said curve 79.40 feet thru a central angle of 13°53'26"; thence along the westerly side line of the Velvet No.3 mining claim S 32°51'28" E 113.61 feet to the point of beginning. Description contains 0.035 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

EXCEPTION PARCEL 3

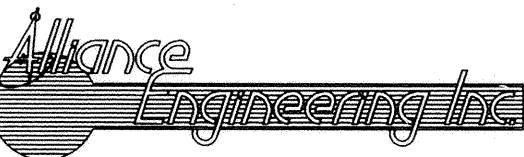
Beginning at the Northwest Corner of the Postmaster mining claim (MS 4981) said point is located South 1436.31 feet and East 1252.00 feet from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the easterly side line of the Arabian mining claim (MS 4981) N 11°22'28" E 152.15 feet; thence S 41°24'46" E 63.00 feet; thence along the east line of the northwest quarter of the southwest quarter of section 11 S 0°14'20" W 32.30 feet; thence along the north line of the Southeast Quarter of the Southwest Quarter of Section 11, S 89°45'02" E 28.63 feet to a point on a 277.50 foot radius curve to the right, whose radius point bears S 49°56'01" W; thence along the arc 147.38 feet thru a central angle of 30°25'47"; thence along the northerly end line of the Postmaster mining claim N 68°46'32" W 173.14 feet the point of beginning. Description contains 0.360 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

EXCEPTION PARCEL 4

Beginning at the intersection of the easterly end line of the Arabian mining claim (MS 4981) and the westerly side line of the Velvet No.3 mining claim (MS 6842), said point is located South 1208.22 feet and East 1298.28 feet from the West Quarter Corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the westerly side line of the Velvet No. 3 mining claim S 32°51'28" E 47.49 feet; thence along the east line of the Northwest Quarter of the Southwest Quarter of Section 11, S 0°14'20" W 13.05 feet; thence N 41°24'46" W 44.76 feet; thence along the easterly side line of the Arabian mining claim N 11°22'28" E 19.76 feet to the point of beginning. Description contains 0.012 acres. The basis of bearing for the description is N 00°19'41" E between the West Quarter Corner and the Northwest Corner of Section 11.

MORNING STAR ESTATES

A SUBDIVISION LOCATED IN SECTIONS 11 AND SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.



ALLIANCE ENGINEERING INC.

P.O. BOX 2664
323 MAIN STREET
PARK CITY, UTAH 84060
(801) 649-9467

PLANNING COMMISSION

APPROVED BY THE PARK CITY
PLANNING COMMISSION THIS 12th
DAY OF MARCH, 1993 A.D.

BY [Signature]
CHAIRMAN

ENGINEERS CERTIFICATE

I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 22nd
DAY OF MARCH, 1993 A.D.

BY [Signature]
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 15th
DAY OF MARCH, 1993 A.D.

BY [Signature]
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY
MAP WAS APPROVED BY PARK CITY
COUNCIL THIS 2ND DAY
OF JULY, 1993 A.D.

BY [Signature]
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS 2ND DAY OF JULY,
1993 A.D.

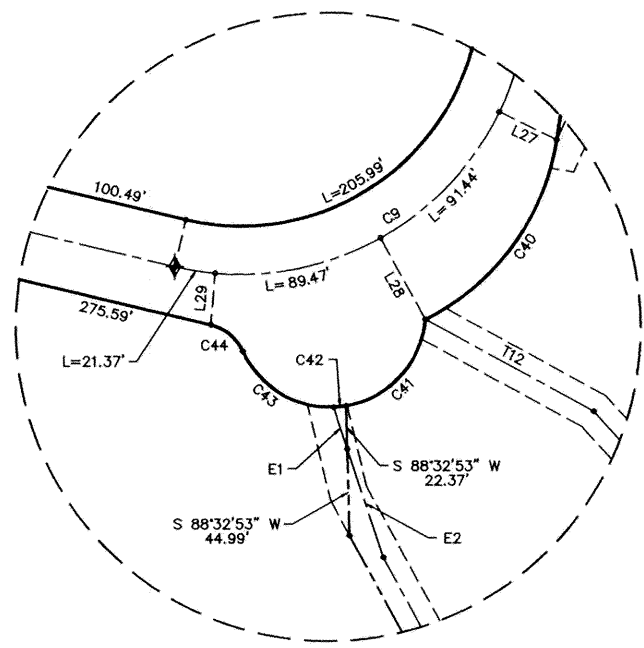
BY [Signature]
MAYOR

376621

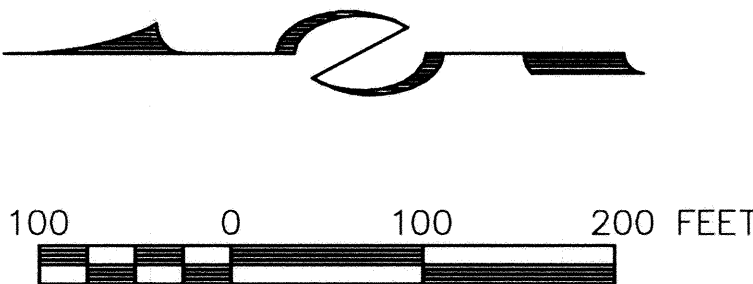
RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF [Signature]
DATE 03-31-93 TIME 10:02 AM BOOK PAGE

FEE [Signature]
RECORDER



DETAIL "B"



OWNER'S CONSENT TO RECORD

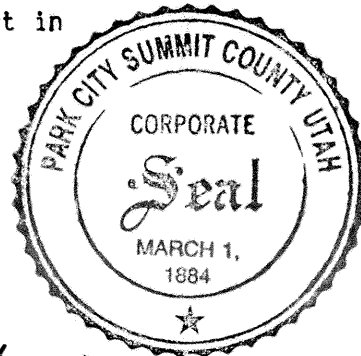
KNOW ALL MEN BY THESE PRESENTS: That the undersigned is a owner of a portion of the land herein described and further to the extent of it's interest consent to the recordation of this Record of Survey Plat in accordance with Utah Law.

IN WITNESS WHEREOF, the undersigned set his hand this 26th day of MARCH, 1993

PARK CITY MUNICIPAL

Bradley A. Olch
Bradley A. Olch
MAYOR

Anita L. Sheldon
Anita L. Sheldon
RECORDER



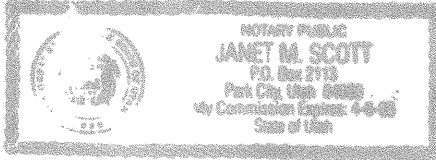
ACKNOWLEDGEMENT

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On the 26th day of March, 1993, Bradley A. Olch and Anita L. Sheldon appeared before me and acknowledged that he is the MAYOR and she is the RECORDER of Park City Municipal respectively and that they executed the same on behalf of said Park City Municipal.

Janet M. Scott
NOTARY PUBLIC

Residing at: Park City, UT.
Commission Expires: 4/6/96



GENERAL NOTES:

1. A Declaration of Covenants, Conditions and Restrictions is recorded concurrently herewith. All development within the Morning Star Estates Subdivision is subject to said Declaration and the Land Management Code of Park City Municipal Corporation.

2. Double dashed outlined areas shown within each Lot indicates the "Building Zone". Within each building zone the maximum area of house, caretaker's house, footprint of main house, footprint of caretaker's house, irrigated landscape disturbance, and barn footprint is determined by the Table shown hereon. A minimum required front setback is also determined by said table. See Covenants, Conditions and Restrictions for more complete descriptions. Dotted outlined areas shown on Lots #6 and 7 and noted "Recreation Amenity Site" are for the purpose of constructing barns, paddocks, tennis courts, swimming pools, or similar recreation amenities on the designated site. No dwelling may be constructed on the Recreation Amenity Site.

3. The Declaration of Covenants, Conditions, and Restrictions create an "Architectural Committee". No improvements of any kind, including without limitation the construction of any Dwelling Unit, Caretaker Unit, barn, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag pole, trampolines, satellite dishes or antenna, solar panels or any other permanent structure may be constructed, erected, or installed in the Subdivision without written approval of the Morning Star Estates "Architectural Committee".

4. Driveway access from the public way to the Building Zone must be specifically approved by the Morning Star Estates Architectural Committee. Each Lot Owner, at his/her sole expense shall construct the driveway/sidewalk/curb intersection to comply with applicable Park City Municipal Corporation specifications.

5. A 10' wide non-exclusive public utility easement is hereby dedicated along all front and rear Lot lines. A 5' wide non-exclusively public utility and drainage easement is hereby dedicated along all side Lot lines.

6. The Recreation Open Space Zone Line shown on all Lots indicates a non-disturbance zone which expressly prohibits the construction of pools, tennis courts, gazebos, or any other structures or facilities, provided that on Lot 8, the owner may construct a private, non-commercial ski tow and ski run subject to the conditions set forth in the Conditions, Covenants, and Restrictions of the Subdivision and applicable city ordinances.

7. Park City ordinances in effect at the time of approval of Morning Star Estates Subdivision require payment of substantial water development and water connection fees at the time of building permit issuance. Park City does not plow snow until such time as 6 of 12 lots have legally occupied single family dwellings. The total cost of snow removal until that time shall be exclusively born by the Morning Star Estates Homeowner's Association.

8. Owners of downhill Lots may encounter difficulty in designing a home with gravity flow to the sanitary sewer lateral. Owner's of such lots at their sole expense will be required to install private individual ejector systems. Lots #1 and #7 will probably require such ejectors.

9. The Lot owner shall be required to identify and maintain historic drainage channels (if any) in conjunction with construction on the property.

10. The maximum Floor Area for Dwellings in the Subdivision, including the area of any Accessory Dwelling Unit, is set forth in the Declaration of Covenants, Conditions, and Restrictions and on the table herein. A maximum floor area of 10,000 square feet is allowed on Lot #1 thru 5 and #9 thru 12. A maximum floor area of 15,000 square feet is allowed on Lot #6 thru 7. A maximum floor area of 25,000 square feet is allowed on Lot #8.

11. The City requires that a modified type 13D fire sprinkler system as per Park City's Modifications be installed in all residences constructed in the Morning Star Estates Subdivision.

12. Because of water pressure limitations, no residential structure may be constructed with a habitable floor elevation higher than 7537 feet above sea level. Depending on the positioning and floor elevations of the dwellings constructed on Lots #1, 2, 3, 4, and 12 the owners may be required at their expense to augment the resultant water pressure within the structure to a level, acceptable to the chief building official for the modified type 13D fire sprinkler system. No home construction, footing and foundation or building permits shall be issued until operable water system and hydrants and a graded gravel road base sufficient to accommodate emergency vehicles have been installed, further no Certificate of Occupancy shall be issued until a paved roadway has been completed.

13. Lot owner/s constructing dwellings with any portion of the structure greater than 150 feet from the public way may be required by the City to install and connect a dry stand pipe from the edge of the public roadway (Rising Star Lane) to the fire sprinkler system within the dwelling. The residences shall be constructed to conform to the Park City's "modified 13D" fire protection standards including but not limited to interior and exterior sprinkler heads, and a fire retardant roof.

14. The 20' wide back lot public sewer easement shown on Lot #8 provides Snyderville Basin Sewer Improvement District with a right-of-access to said back lot sewer including ingress or egress along any reasonable route of access for the purpose of maintenance, operation, repair, or eventual replacement.

15. Horses and cattle which are collectively referred to as "livestock" may be kept on Lots #6, 7, and 8. No more than a total of 4 head of livestock may be kept on the Lot at any time.

16. The "Recreation Amenity" areas shown on Lots 6 and 7 are not provided with sanitary sewer laterals. Depending upon the owner's desired amenity use and wastewater disposal needs, the owner's of said lots at their sole expense shall be required to install the appropriate waste disposal system conforming to applicable provisions of the Utah Uniform Plumbing Code, most recent edition, Summit County Health Department requirements, and Snyderville Basin Sewer Improvement District rules and regulations.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT: That the undersigned is the owner or holder of perpetual easement of the herein described tract of land, having caused the same to be subdivided into lots, public right-of-ways, together with easements as set forth on this Record of Survey Plat to be known hereafter as, MORNING STAR ESTATES does hereby dedicate for the perpetual use of the public use all parcels of land shown on this plat as intended for public use and further consent to the recordation of this Record of Survey Plat in accordance with Utah Law. ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Sewer Improvement District, Park City Fire Protection District, and Summit County a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use and eventual replacement.

IN WITNESS WHEREOF, the undersigned set his hand this 16th day of FEBRUARY, 1993

BLUE LEDGE CORPORATION
A Utah Corporation

Hank Rothwell
Hank Rothwell
Its President

ACKNOWLEDGEMENT

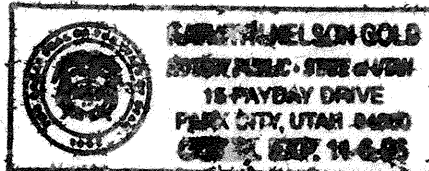
STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On the 16th day of February, 1993, Hank Rothwell, appeared before me and acknowledged that he is the President of Blue Ledge Corporation, A Utah Corporation, and that he executed the same on behalf of the Corporation with proper authority.

Barbara Nelson Gold
Notary Public

Residing at: Park City, UT
Commission Expires:

11-6-96



MORNING STAR ESTATES

Lot #	Maximum House Size Main House	Maximum Detached Caretaker's House Size	Maximum Area of Footprint Main House (B)	Maximum Area of Footprint Caretaker's House (B)	Additional Maximum Area of Irrigated Landscape Disturbance	Front Yard Setback from Rising Star right-of-way	Maximum Barn Footprint if Located Near Main House	Maximum Barn Size on Recreation Amenity Site
1.	10,000	-0-	10,000	-0-	10,000	40	-0-	n/a
2.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a
3.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a
4.	10,000	-0-	10,000	-0-	10,000	30	-0-	n/a
5.	10,000	-0-	10,000	-0-	10,000	30	-0-	n/a
6.	15,000	1,500	20,000 (C)	900	10,000	40	720	2,000
7.	15,000	1,500	20,000 (C)	900	10,000	25	720	2,000
8.	25,000	1,500	30,000 (C)	900	10,000	50	720	n/a
9.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a
10.	10,000	1,500	10,000	900	10,000	180	-0-	n/a
11.	10,000	-0-	10,000	-0-	10,000	200	-0-	n/a
12.	10,000	-0-	10,000	-0-	10,000	25	-0-	n/a

Notes:

- A) All quantities are in square feet.
- B) Quantities do not include main driveways. Quantities do not include other internal circulation within the lots, those internal drives are limited to a ten foot width of surface or paving.
- C) Quantities include area of disturbance for barns allowed on these lots only. Lots 6 and 7 have separate remote recreation amenity alternative locations shown on the plat. If these remote locations are used instead of a location near the Main house the barns shall be limited to 400 square feet in size, unless fire hydrants have been installed, then see CC&R's.
- D) Livestock allowed on Lots 6, 7, & 8 only, see CC&R's. On Lot 8 any stock fencing constructed across the sewer maintenance road easement must provide vehicle gates.
- E) On lots 6, 7, 8, & 10, if caretaker's space is located within the Main house the maximum Main house size shall not be increased.

MORNING STAR ESTATES

A SUBDIVISION LOCATED IN SECTIONS 11 AND SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

376621

RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title Co.
DATE 23-31-93 TIME 10:02 AM BOOK PAGE

47
FEE RECORDER Alan Spriggs



RECEIVED
MAY 02 2016
PARK CITY
PLANNING DEPT.

 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2604 Park City, Utah 84060-2604	(435) 648-9467	STAFF: MARSHALL KING JEFF KITCHEN HARRISON HOLLEY JESSE MORENO	AERIAL PHOTOGRAPH MORNING STAR ESTATES, LOTS 9 & 10 3800 & 3776 RISING STAR LANE FOR: RISING STAR LANE, LLC JOB NO.: 10-5-15 FILE: X:\TheOaks\dwg\Exhibits\Morningstar lot 10-photo.dwg	SHEET 1 OF 1
	DATE: 4/22/16			



SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 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.

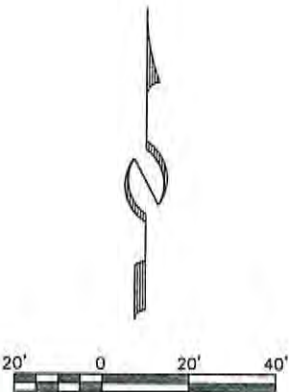
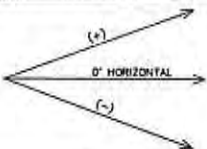
NOTES

- 1. Site Benchmark: Sanitary Sewer Manhole Elevation=7432.16
- 2. See record of survey plot for easements and restrictions.
- 3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
- 4. This topographic map is based on a field survey completed on June 9, 2015 and updated December 30, 2015. Excavation was in progress at the time of the update.
- 5. Property corners were set or found.

LINK TABLE		
LINE	BEARING	DISTANCE
L1	S 02°14'20" W	32.30
L2	S 89°45'02" E	28.63

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	755.66	47.51	3°36'08"
C2	755.66	25.89	1°57'46"
C3	755.66	21.62	1°38'22"
C4	277.50	6.52	1°20'47"
C5	575.66	20.58	2°02'53"

VERTICAL VIEW ANGLES	
JUPITER PEAK	5°41'40"
BALDY PEAK	5°59'50"
ROPETOW PEAK	5°54'45"
CHIMNEY	3°15'40"
LAKE POINT BEND	3°08'45"
UINTA PEAK	1°53'40"



MAY 02 2016



(435) 949-9487
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2054 Park City, UT 84060-2054

STAFF:
MARSHALL KING
MARTY MORRISON
STEVE CONANT
JEFF KITCHEN
HARRISON HOLLEY
JESSE MORENO

DATE: 12/30/15

EXISTING CONDITIONS & TOPOGRAPHIC MAP
MORNING STAR ESTATES, LOT 10
3776 RISING STAR LANE

FOR: RISING STAR LANE, LLC
JOB NO.: 10-5-15
FILE: X:\TheOaka\dwg\srvt\topo2015\100515-updated.dwg

SHEET
1
OF
1

SPECIAL WARRANTY DEED
GRANTOR: GEORGE L. MAZANEC
GRANTEES: ROBERT ANDREW MAZANEC & JOHN CHARLES MAZANEC
RECORDED: SEPTEMBER 6, 2008
ENTRY NO: 790101
BOOK: 1815, PAGE 78B



MAY 02 2016
PARK CITY
PLANNING DEPT.

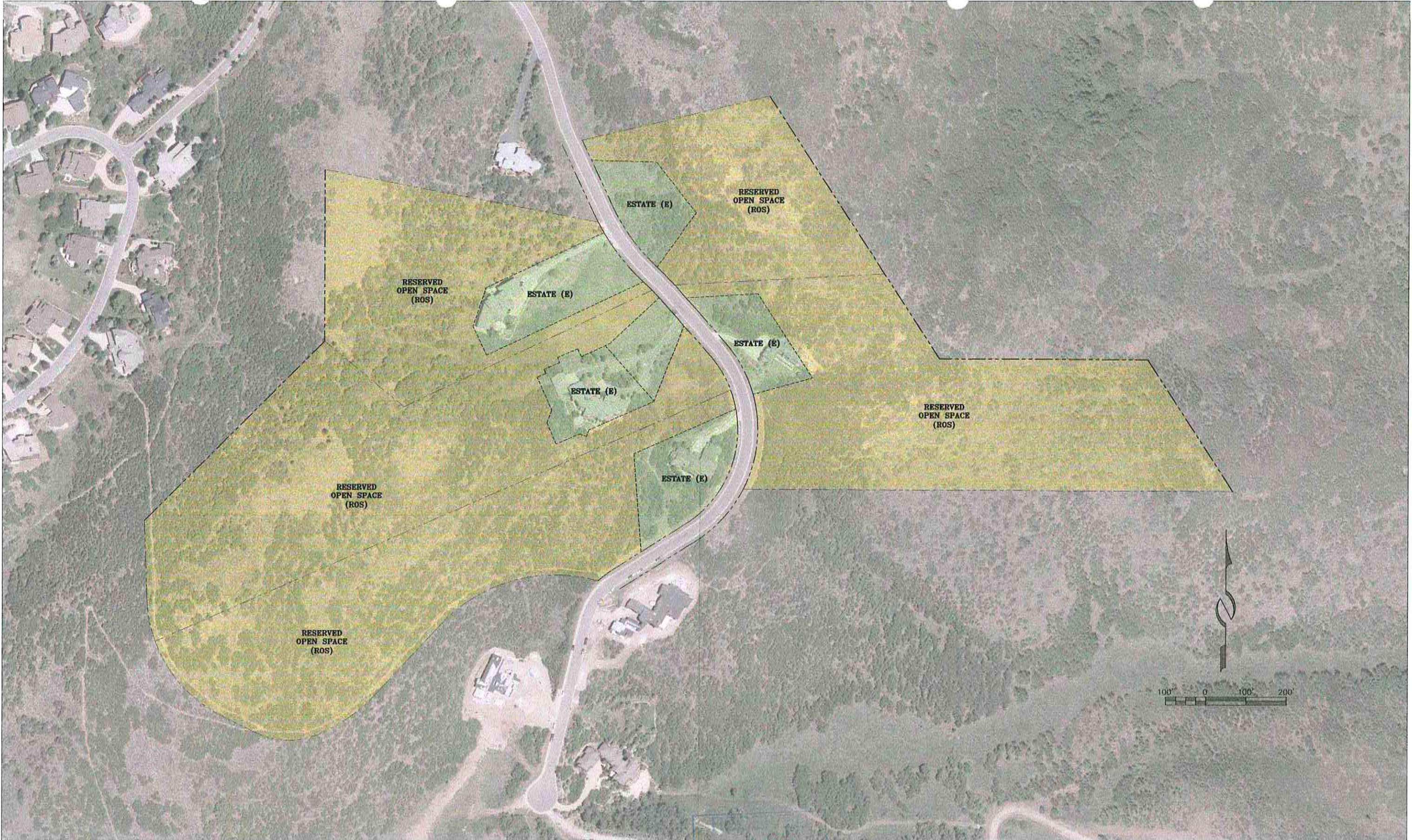
Alliance Engineering Inc.
(435) 643-9487
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2884 Park City, Utah 84002-2884

STAFF:
MARSHALL KING
JEFF KITCHEN
HARRISON HOLLEY
JESSE MORENO
DATE: 3/21/16

EXISTING CONDITIONS
MORNING STAR ESTATES, LOT 9
3800 RISING STAR LANE
FOR: RISING STAR LANE, LLC
JOB NO.: 10-5-15
FILE: X:\TheDaks\dwg\Exhibits\Morningstar lot 10-photo.dwg

SHEET
1
OF
1





MAY 02 2016
PARK CITY
PLANNING DEPT.

 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street, P.O. Box 2064 Park City, Utah 84060-2064	(435) 649-9467	STAFF: MARSHALL KING JESSE MORENO	ZONING EXHIBIT MORNING STAR ESTATES SUBDIVISION PROPOSED ZONING FOR: RISING STAR LANE, LLC JOB NO.: 10-5-15 FILE: X:\TheOaks\dwg\Exhibits\Morningstar lots 9&10 zoning exhibit.dwg	SHEET 1 OF 1
		DATE: 4/22/16		

EXHIBIT J - Sq Ft. Zone Change Exhibit

MORNING STAR ESTATES, LOT 10

$$\begin{array}{r} 1,670 \\ 1,638 \\ + 166 \\ \hline 3,474 \text{ SF} = \text{TOTAL ADDED TO ESTATE ZONE (E)} \end{array}$$

3,483 SF = TOTAL ADDED TO RESERVED OPEN SPACE (ROS)

$$\begin{array}{r} 3,483 \\ - 3,474 \\ \hline \end{array}$$

9 SF = NET AREA ADDED TO RESERVED OPEN SPACE (ROS)

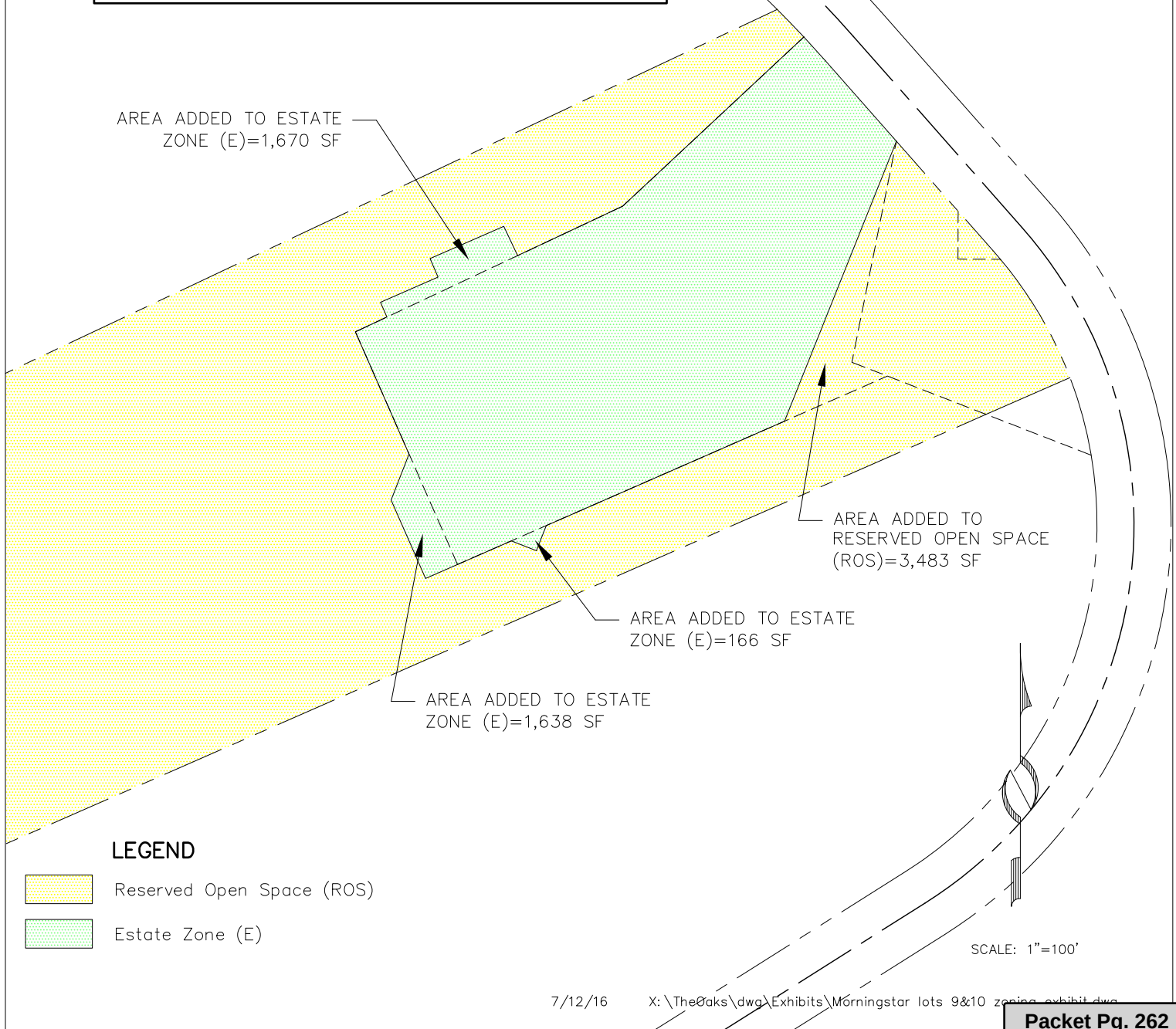


EXHIBIT K- Site photos

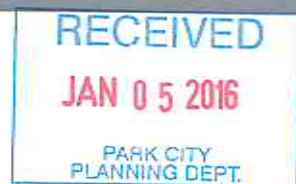


3776 Rising Star Lane - Looking northwesterly





3776 Rising Star Lane - Looking southeasterly





3776 Rising Star Lane - Looking northeasterly





3776 Rising Star Lane - Looking southwesterly





Morning Star Estates, Lots 9 and 10 – Looking east



Morning Star Estates, Lots 9 and 10 – Looking southwesterly



Morning Star Estates, Lot 9 – Looking west



Morning Star Estates, Lot 10 – Looking east

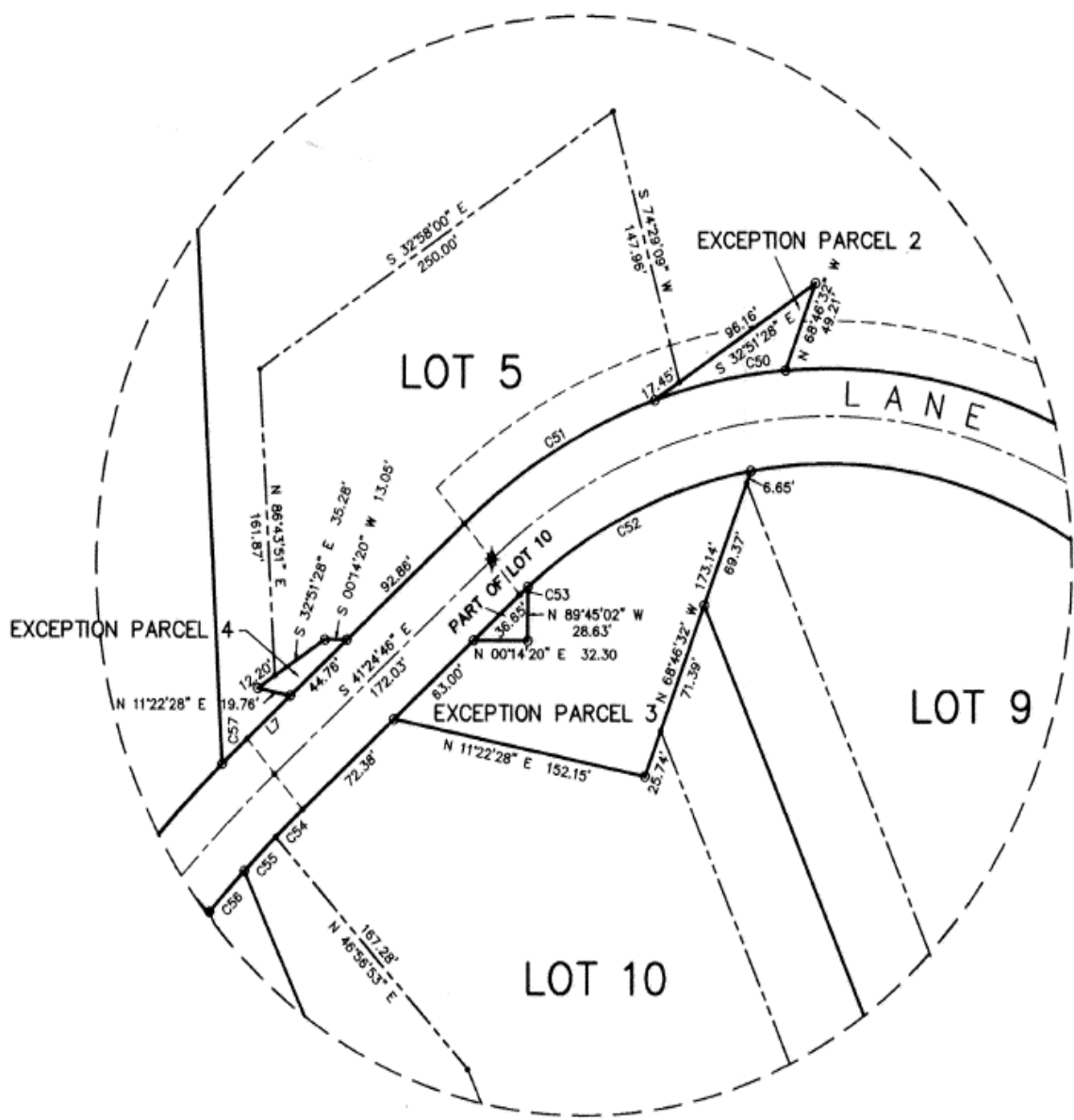


Morning Star Estates, Lots 9 and 10 – Looking easterly



Morning Star Estates, Lot 9 – Looking north

EXHIBIT L - Close up of Exception Parcel 3





DATE: September 1, 2016

TO HONORABLE MAYOR AND COUNCIL

Staff requests that the City Council review the appeal of the Upper Norfolk Subdivision Conditional Use Permit for Construction in Platted, un-built City Right-of-Way and consider upholding the Planning Commission's approval of the Conditional Use Permit.

Respectfully:

Makena Hawley, Planning Technician

City Council Staff Report



PLANNING DEPARTMENT

Subject: Appeal of Upper Norfolk Subdivision
Conditional Use Permit for Construction in Platted, un-built City Right-of-Way

Application: PL-16-03250

Author: Makena Hawley, City Planner

Date: September 1, 2016

Type of Item: Quasi-Judicial - Appeal of Planning Commission's Approval

Summary Recommendation

Staff requests that the City Council review the appeal of the Upper Norfolk Subdivision Conditional Use Permit (CUP) for Construction in Platted, un-built City Right-of-Way and consider upholding the Planning Commission's approval of the Conditional Use Permit.

Topic

Appellant(s): Teresa and Dr. Lynn Loriaux Property Owners at 245 Norfolk Avenue

Location: Upper Norfolk 259, LLC, Mike Meza
261 Upper Norfolk, LLC, Jerry Fiat
Upper Norfolk 263, LLC, Mike Meza
Represented by Michael Demkowitz, PE, Alliance Engineering, Inc.

Zoning: Historic Residential-1 District

Adjacent Land Use: Residential

Reason for review: Appeals of Planning Commission's decisions are reviewed by the City Council

Acronyms found in the staff Report

CUP	Conditional Use Permit
LMC	Land Management Code
ROW	Right-Of-Way

Burden of Proof and Standard of Review

The City Council is acting in a quasi-judicial manner. Therefore, like with a judge, all contact by the parties with the Council related to the appeal should be at the hearing. No "ex-parte" or one on one contact should occur.

Pursuant to LMC 15-1-18(G), the City Council "shall review the factual matters de novo and it shall determine the correctness of a decision of the [Planning Commission] in its interpretation of the application of the land Use ordinance."

This means that the City Council will review the evidence presented to the Planning Commission anew and will not give any deference to the Planning Commission's decisions on how to apply the facts to the law. City Council review of petitions of appeal shall be limited to consideration of only those matters raised by the petition, unless City Council, by motion, enlarges the scope of the appeal to accept information on other matters. The burden is on the appellant to prove that the Planning Commission erred.

Background

The Planning Commission approved a CUP for Construction in Platted, un-built City Right-of-Way for a shared driveway for three single family homes for the addresses at 259, 261, and 263 Upper Norfolk Avenue on July 13, 2016. The decision was appealed to the City Council on July 26, 2016 by Teresa and Dr. Lynn Loriaux a neighboring property owner at 245 Norfolk Avenue.

On July 13, 2016, the Planning Commission reviewed the submitted comments by the neighbors, held a public hearing, and approved the CUP according to the findings of fact, conclusions of law, and conditions of approval (7/13/16 meeting minutes - Exhibit B). The Planning Commission voted unanimously 4-0 for a positive recommendation. The Planning Commission Chair does not vote (unless there is a tie, one (1) commissioner was absent, and another commissioner recused himself from the application).

The Land Management Code (LMC) section 15-1-18 requires that final action by the Planning Commission on CUPs be appealed to the City Council within ten calendar days of the final action. The appellant submitted a complete appeal to the Planning Department which was then in turn submitted to the City Recorder on July 26, 2016 of the Conditional Use Permit (CUP) approval of 259, 261, 263 Norfolk Avenue Shared Driveway. (Exhibit A – Appeal). This was the first business day after ten calendar days of final action.

A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the Conditional Use may be denied

The Planning Commission reviewed fifteen criteria and determined that all the impacts of this application were mitigated (See findings of fact, conclusions of law and conditions of approval on page 69 of Exhibit B).

The subject property exists as three vacant lots located at 259, 261, & 263 Norfolk Avenue. The Subdivision Plat Amendment was approved by City Council on July 27, 2006.

Appeal

The appellants are requesting the Conditional Use Permit for the Project be denied on the following reasons:

(Summarized from the appellants appeal letter, Exhibit A - The criteria being challenged are #2, #4, #6, #7, #11, and #15)

1. *Traffic Considerations.*
2. *Emergency Vehicle Access.*
3. *Internal vehicular and pedestrian circulation system.*
4. *Landscaping to separate the Use from adjoining properties.*
5. *Physical design and compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing.*
6. *Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.*

Appeal Item #1: *Traffic considerations on Norfolk Avenue: [city has failed to address traffic problems on Upper Norfolk which is often impassable and is attached to the Norfolk Access Trail, part of the ski resort utilized by the public.*

Staff Response: Staff finds this appeal claim to be unrelated to the CUP application. The density of three (3) lots was approved by the City in 2006 through the subdivision process. The sharing of a drive by three lots in Upper Norfolk will have no impact on the traffic on Upper Norfolk and in fact may decrease impacts to traffic as there will only be one entrance for three homes. The shared drive allows for less landscaping to be removed due to 3 separate drives and will separate the cars from Norfolk Avenue for the new lots.

Norfolk Avenue is a narrow road that is the public access for many single-family and duplex dwellings along Upper Norfolk. The driveway will provide an emergency access route connecting the two upper driveways so emergency vehicles can better maneuver in this tight section of Upper Norfolk. This connection will be for emergency access only and will be gated for emergency vehicles to remove only.

Appeal Item #2: *Emergency vehicle access to Norfolk Ave and the 3 homes on our driveway owned by Loriaux, Murphy, and Pike: as noted in previous communications with the city, emergency vehicles have been unable to reach us during emergencies. The city must enable emergency vehicle access to residents on upper Norfolk, specifically 245, 233, and 221. As residents for nearly 20 years, the city has continued to disregard the safety and value of these properties. The city's previous decision to allow 226 Norfolk to eliminate their*

garage and build on street parking contributed to the narrowness of Norfolk Ave road access and caused our driveway to erode making it impossible for any fire truck to safely make it up our driveway now. This decision will exacerbate the problems and further degrade these properties.

Staff Response:

The proposed connection of the two driveways will improve emergency access for 245, 233 and 221 Upper Norfolk. Through traffic will be stopped by a gate between the middle of Upper Norfolk Avenue which will be controlled by the Fire District and the City. The on street parking for 226 Norfolk was a compromise which 226 Norfolk granted the City an easement across the front of their property to allow emergency vehicles to utilize so the north end of Upper Norfolk could be reached during an event (approximately five years ago, a heart attack victim could not be reached at the north end of Upper Norfolk, so the emergency personnel had to hike in with their equipment).

Please see the Staff Report Exhibits (Exhibit A) to see the proposed shared driveway and connection to Norfolk design. The Design of the Shared driveway and connection shows existing building and driveway of appellant at 245 Norfolk Avenue).

Appeal Item #3: *Internal vehicular and pedestrian circulation system (on Norfolk Ave and our driveway) [Norfolk Access trail is utilized by the public to access ski resort; pedestrians and vehicles using Norfolk Ave are unsuspecting of the hazardous condition and do not know they are in jeopardy of having a vehicle slide off our driveway onto pedestrians and vehicles below. This has been brought to the city's attention in meetings with Matt Cassel.*

Staff Response: If the existing driveway for 245, 233 and 221 Upper Norfolk is in hazardous condition, the owners of 245, 233 and 221 Upper Norfolk need to address that concern. Neither of these concerns are relevant to the connection of the two driveways for emergency vehicle use.

Staff also finds that, though the existing shared driveway for the existing residences at 245, 233, and 221 Norfolk Avenue is within the City ROW, the maintenance of the drive belongs to the owners of these three residences, specifically per plat note of the Tyrone F Pike Re-Plat, approved in 1999. This is standard for all Park City home owners that have shared driveways that only benefit the owners of the properties the shared drive leads to.

Appeal Item #4: *Landscaping to separate the Use from adjoining properties: proposed landscaping will prevent safe access to my garage and parking pad in front of my house; our 3 homes will also lose ability to plow snow and have no place for snow storage Due to the already hazardous slope and erosion of the driveway, frequent attention to snow removal is required and we will now lose the ability to have snow removed by plow. Removal by hand will be necessary and costly to us since the city requires us to manage the drive and pay for snow removal. The city is giving the easement directly in front of my house to the*

developers to build their driveway and “connector”. We need time to develop a plan that will NOT impact the current residents so negatively.

Staff Response: Specific issues cited by the Appellants include:

- a) *The proposed landscaping will prevent safe access to my garage:*
The proposed project will not impact any part of the appellants drive or the parking pad. The connection is located right below the appellants drive and parking spot where currently there exists a vegetated downhill slope. The stabilizing of the proposed connector piece will, in turn, further stabilize the appellant’s parking pad.
- b) *Our 3 homes will also lose ability to plow snow and have no place for snow storage:*
The driveway that 245 Norfolk uses is a City owned road, built in the Right of Way that is maintained by the property owners that utilize this road. Per 14-4-5 of the municipal code: “It shall be unlawful for any person to deposit, haul, push, blow, or otherwise deposit snow accumulated on private property within the traveled portion of any public street.” All of Upper Norfolk struggle with finding places to store their snow. Even with the proposed connection of the two driveways, staff believes there is still space available for snow storage in the non-travelled portions of Upper Norfolk.
- c) *Due to the already hazardous slope and erosion of the driveway, frequent attention to snow removal is required and we will now lose the ability to have snow removed by plow. Removal by hand will be necessary and costly to us since the city requires us to manage the drive and pay for snow removal:*
Staff does not find that the proposed project will require the existing home owners to change their methodology for snow removal.
- d) *The city is giving the easement directly in front of my house to the developers to build their driveway and “connector”. We need time to develop a plan that will NOT impact the current residents so negatively.*
All 6 homes (245, 233, 221, 259, 261, and 263 Norfolk) have been given permission by the City to build in the Right of Way in front of their homes. There is no easement given by the City.

The applicants of 259, 261, and 263 Norfolk Avenue have agreed to build the connector piece of drive for Emergency Access only at the request of the City. Staff finds the connector piece to benefit the neighbors, in terms of stabilizing portions of the road that the connector affects and providing additional access for emergency vehicles.

Appeal Item #5: *Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing; [as stated above, a connector with bolsters (bollards, sic.) will be installed directly in front of my front door and may prevent me from accessing my own garage safely. I object to the bolsters.*

Staff Response: The proposal is not going to affect any existing area the appellant uses for garage or parking access. The bollards are going to be placed on the connector to dis-allow through traffic and allow for emergency access only. Staff finds that the City Council could consider a gate or different blockade to disallow traffic but still allow for emergency access. The City Council could condition the project to move the bollards further back on the connection, away from the appellant's property. The purpose is only that the bollards exist and are able to allow emergency traffic but stop public traffic.

Appeal Item #6: *Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site. [the steepness of the slope in front of our homes has become an erosion problem which I have reported to the city in annual meetings with Matt Cassel since 2012, without any response or action from the city. The plan proposed does nothing to stabilize the eroding slope in front of the existing homes and may actually destabilize the hillside made of shale, thus causing further erosion and destabilizing our entire driveway. We already had this occur when the city allowed the investor across the street to eliminate a house's (226) garage for more interior footage, and dig into the hillside in front of the south end of our drive to install a parking pad. We contacted the city and Matt Cassel inspected the deterioration. The Fire Marshall also suspended the project when the hillside began to cave in endangering workers. NOW the city is making decisions on the north end of our driveway and we mistrust this decision which will lead to another dangerous outcome for us, the residents. We are disappointed that our tax dollars are not supporting our own street improvements via The OTIS plan which conveniently did not include Upper Norfolk Ave - - yet we pay significant taxes and deserve as much attention as the other residents in Park City regarding road maintenance and improvements, and most importantly, the availability of emergency vehicles (which as pointed out in our previous letters has been a significant problem with failure to access us during several past emergencies.)]*

Staff Response: The proposed driveway is located above an existing retaining wall which is buffered with trees and other vegetation. The proposed driveway is not located in the section of the hillside above 226 Norfolk nor in the section described above.

The existing driveway servicing 245, 233 and 221 Norfolk is a private drive that was built sub-standard (the asphalt is no more than 1" thick in places). This driveway has held up well, being substandard, but has started to subside over the years and is failing. As noted above, the City has no responsibility for this private driveway, it is the responsibility of 245, 233, 221 Norfolk to maintain. The concern that the retaining wall for 226 Norfolk is exasperating the failure of the existing driveway for 245, 233 and 221 Norfolk has no relevance to connecting the proposed driveway to the existing driveway.

Overall Staff Response:

Staff finds there are no unmitigated impacts regarding the following CUP criteria:

1. *Traffic Considerations.*
2. *Emergency Vehicle Access.*
3. *Internal vehicular and pedestrian circulation system.*
4. *Landscaping to separate the Use from adjoining properties.*
5. *Physical design and compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing.*

Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.

Notice

Property owners who received mailed notice for the original Planning Commission hearing were sent a courtesy mailing on August 16, 2016, 16 days prior to the appeal hearing. The property was properly posted and legally noticed on August 16, 2016 as well, 16 days prior to the appeal hearing.

Public Input

Staff has not received any additional public input concerning the appeal at the time of writing this staff report.

Alternatives

- The City Council may affirm the Planning Commissions decision to approve in whole or in part the Upper Norfolk Subdivision Conditional Use Permit for Construction in Platted, un-built City Right-of-Way as conditioned or amended; or
- The City Council may reverse the Planning Commission decision and deny the Upper Norfolk Subdivision Conditional Use Permit for Construction in Platted, un-built City Right-of-Way in whole or in part and direct staff to make Findings for this decision; or
- The City Council may remand the matter to the Planning Commission with direction on specific items; or
- The City Council may continue the discussion on the appeal of the Upper Norfolk Subdivision Conditional Use Permit for Construction in Platted, un-built City Right-of-Way.

Recommendation

Staff recommends the City Council review the appeal and consider affirming the Planning Commission decision to approve the Upper Norfolk Subdivision Conditional Use Permit for Construction in Platted, un-built City Right-of-Way according to the draft findings of fact, conclusions of law, conditions of approval and order.

Findings of Fact

1. The subject property is located at 259, 261, and 263 Norfolk Avenue.

2. The zoning is Historic Residential – One (HR-1).
3. The approved plat is Upper Norfolk Subdivision.
4. There is one amendment to the plat which is in the process of being recorded as Ordinance 15-56.
5. The driveway is 14 feet wide. The right-of-way ranges from 13 feet to 17 feet between the proposed private drive and the existing Norfolk Avenue.
6. The driveway is approximately 155 feet in length with the connection.
7. There will be a maximum slope of 10% for the private driveway.
8. The slope will rise to a maximum of 18% for the section of driveway located south of the last lot to connect the proposed drive to the existing private drive above Upper Norfolk Avenue.
9. The proposed driveway will be paved in concrete.
10. The Planning Commission approved a Conditional Use Permit (CUP) for Construction in Platted, un-built City Right-of-Way at 259, 261, and 263 Upper Norfolk Avenue on July 13, 2016.
11. The CUP was appealed by adjacent owners Teresa and Dr. Lynn Loriaux at 245 Norfolk Avenue on July 26, 2016 which was the first business day after ten calendar days of final action.
12. All impacts from Conditional Use Permit review criteria #2 *traffic considerations including capacity of the existing Streets in the Area* are mitigated. The density for the lots were allocated in the 2006 platting process and the shared drive allows for less interference with the road and won't increase traffic.
13. The shared drive allows for less landscaping to be removed due to 3 separate drives and will separate the cars from Norfolk Avenue for the new lots.
14. The proposed emergency access is to take place through the requested shared driveway AND emergency access connection will allow an additional route for emergency vehicles to reach these six homes at 245, 233, and 221 Norfolk Avenue and proposed homes at 259, 261 and 263 Norfolk.
15. The proposed project will only increase the possibility of emergency vehicles to reach these 3 existing homes.
16. Through traffic will be stopped by a closed gate which will be controlled by the Fire District and the City.
17. The connection of the shared driveways does not add impacts that need to be mitigated in terms of *internal vehicular and pedestrian circulation system* because there will be no through traffic allowed and bollards are proposed to alleviate this issue.
18. Conditional Use Permit review criteria #7 Fencing, Screening and landscaping to separate the Use from adjoining Uses has been mitigated by landscaping on all sides of the property,
19. The proposed driveway will be separated from Norfolk Avenue primarily with a berm that will be planted with native vegetation to match existing. Four retaining walls are going to be proposed for the shared driveway, all the retaining walls will be between twenty four inches (24") and forty eight inches (48") from existing grade.

20. There will be one wall placed on the downhill side of the shared driveway; it will be sixty feet long along the shared drive. This wall will not be visible from existing Norfolk Avenue as it will be hidden by the berm.
21. There will be three walls on the uphill side of the shared driveway; each wall will be separated by the driveway entering each house. Each of these walls will be no longer than twenty feet long along the shared driveway with a five foot return on each side. These walls will be setback thirty feet from the existing Norfolk Avenue. At the connection point to upper Norfolk, a retaining wall is proposed to begin as southerly as possible to retain the maximum 18% grade change.
22. The proposed shared asphalt, heated driveway is proposed to connect to existing shared asphalt driveway.
23. A retaining wall is going to be required on the east side of the driveway, with a length of 50 feet and a height between 24"-48" (max), anything above four feet will need to be approved by the Planning Director and City Engineer (Condition of Approval #5).
24. The proposal meets LMC 15-5 Architectural Review and is compatible with the shared driveway that currently exists in front of 245, 233, & 221 Norfolk Avenue.
25. One existing 8" caliper Colorado Spruce tree is being proposed to be removed in order to complete the connection. Per LMC 15-5-5 (M) the applicant is proposing to plant four 4" fir trees.
26. The proposal is not going to affect any existing area the appellant uses for garage or parking access. The bolsters are going to be placed on the connector to dis-allow through traffic and allow for emergency access only. Staff finds that the City Council could consider a gate or different blockade to disallow traffic but still allow for emergency access. The City Council could condition the project to move the bollards further back on the connection, away from the appellant's property.
27. The site is not within the Sensitive Lands Overlay zone.
28. The retaining walls will be minimized to the extent possible with low retaining walls and re-vegetation per the landscape plan provided by the applicants.
29. The Planning Department finds that construction in front of 226 Norfolk is not relevant to the appeal at hand. The proposed retaining walls that are being placed to support the connection drive are going to go above the existing retaining wall that currently supports the area in front of 245 Norfolk Avenue. Finally, the proposed CUP will improve emergency vehicle access for all of the Upper Norfolk area.

Conclusions of Law

1. The CUP, as conditioned, is consistent with the Park City Land Management Code.
2. The CUP, as conditioned, is consistent with the Park City General Plan.
3. The proposed use will be compatible with the surrounding structures in use, scale, mass and circulation.
4. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The plan shall include a phasing, timing, staging, and coordination of construction with adjacent projects to address mitigation of neighborhood impacts due to the volume of construction in this neighborhood.
3. City Engineer review and approval of all construction, including grading, utility installation, public improvements and storm drainage plans, and all construction within the ROW, for compliance with City and Fire District standards, is a condition precedent to building permit issuance.
4. The City Engineer will review the transition slopes to the 18% grade before building permit issuance.
5. Planning Director and City Engineer will review the final design and materials for the proposed road and any necessary retaining walls. No retaining wall shall exceed four (4) feet unless approved by the Planning Director and City Engineer.
6. Snyderville Basin Water Reclamation District review and approval of the utility plans for compliance with SBWRD standards and procedures, is a condition precedent to building permit issuance.
7. A final utility plan is required to be approved by the City Engineer prior to issuance of a building permit.
8. An Encroachment Permit for the driveway, snow melt, landscaping and any retaining walls will be approved with the City Engineer and recorded.
9. A building permit will be required to build the road and retaining walls.
10. The City Engineer will review the final construction documents and confirm that all existing utilities will not be impacted and anticipated utilities will be located in accordance with the plans as submitted.
11. The landscaping shall be complete prior to issuance of a final certificate of occupancy for the lots. The landscape plan shall provide mitigation of the visual impacts of the driveway and any retaining walls and mitigation for removal of any existing Significant Vegetation. Prior to removal of any trees, an arborist report shall be provided to the Planning Department for review. The arborist report shall include a recommendation regarding any Significant Vegetation proposed to be removed and appropriate mitigation for replacement vegetation.
12. Parking is restricted to the private driveways of each lot. No parking shall be allowed on the shared drive.
13. All conditions of approval of the Upper Norfolk Subdivision Plat (Ordinance No. 06-55) and the 2015 Plat Amendment (15-56) which includes the Construction Mitigation Plan must be adhered to.
14. The Conditional Use Permit will expire on September 1, 2017 if a building permit has not been granted.
15. The Planning Department and City Engineer will review any proposed guardrail and lighting considerations at time of final design

Order

The appeal is denied and the Conditional Use Permit for a shared driveway over platted unbuilt Right-of-Way is approved.

Exhibits

A. Appeal

B. July 13, 2016 Planning Commission Meeting Minutes and Findings of Fact, Conclusions of Law and Conditions of Approval.

C. CUP Staff Report and Exhibits from July 13, 2016 Planning Commission Meeting

D. Public Input hand delivered at July 13, 2016 Planning Commission Meeting

EXHIBIT A- Appeal

Begin forwarded message:

From: Terri Loriaux <terriloriaux@gmail.com>

Date: July 25, 2016 at 8:12:23 PM PDT

To: Louis.rodriguez@parkcity.org

Subject: Request to File Appeal: CUP for the shared driveway and the connection at 259, 261, and 263 Upper Norfolk

Dear Mr. Rodriguez,

As the owner of the property adjacent to Norfolk 259, 261, and 263, I am compelled to submit a request for an appeal of the recent CUP decision. Unfortunately, the plans as presented appear to have a negative impact on the area directly in front of my house and adjacent to my driveway. There are numerous factors that negatively affect the safety and value of my home. These factors include, but are not limited to, safe utilization of my driveway as well as emergency vehicle access to the preexisting homes on our driveway. The appeal will address several items in Code 15.1.10

2. Traffic considerations on Norfolk Avenue: [city has failed to address traffic problems on Upper Norfolk which is often impassable and is attached to the Norfolk Access Trail, part of the ski resort utilized by the public.]

4. Emergency vehicle access to Norfolk Ave and the 3 homes on our driveway owned by Loriaux, Murphy, and Pike: as noted in previous communications with the city, emergency vehicles have been unable to reach us during emergencies. The city must enable emergency vehicle access to residents on upper Norfolk, specifically 245, 233, and 221. As residents for nearly 20 years, the city has continued to disregard the safety and value of these properties. The city's previous decision to allow 226 Norfolk to eliminate their garage and build on street parking contributed to the narrowness of Norfolk Ave road access and caused our driveway to erode making it impossible for any fire truck to safely make it up our driveway now. This decision will exacerbate the problems and further degrade these properties.

6. Internal vehicular and pedestrian circulation system (on Norfolk Ave and our driveway) [Norfolk Access trail is utilized by the public to access ski resort; pedestrians and vehicles using Norfolk Ave are unsuspecting of the hazardous condition and do not know they are in jeopardy of having a vehicle slide off our driveway onto pedestrians and vehicles below. This has been brought to the city's attention in meetings with Matt Cassel.]

7. Landscaping to separate the Use from adjoining properties : proposed landscaping will prevent safe access to my garage and parking pad in front of my house; our 3 home will also lose ability to plow snow and have no place for snow storage Due to the already hazardous slope and erosion of the driveway, frequent attention to snow removal is required and we will now lose the ability to have snow removed by plow. Removal by hand will be necessary and costly to us since the city requires us to manage the drive and pay for snow removal. The city is giving the easement directly in front of my house to the developers to build their driveway and "connector". We need time to develop a plan that will NOT impact the current residents so negatively.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing; [as stated above, a connector with bollsters will be installed directly in front of my front door and may prevent me from accessing my own garage safely. I object to the bolsters.

15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site. [the steepness of the slope in front of our homes has become an erosion problem which I have reported to the city in annual meetings with Matt Cassel since 2012, without any response or action from the city. The plan proposed does nothing to stabilize the

eroding slope in front of the existing homes and may actually destabilize the hillside made of shale, thus causing further erosion and destabilizing our entire driveway. We already had this occur when the city allowed the investor across the street to eliminate a house's (226) garage for more interior footage, and dig into the hillside in front of the south end of our drive to install a parking pad. We contacted the city and Matt Cassel inspected the deterioration. The fire marshal also suspended the project when the hillside began to cave in endangering workers. NOW the city is making decisions on the north end of our driveway and we mistrust this decision which will lead to another dangerous outcome for us, the residents. We are disappointed that our tax dollars are not supporting our own street improvements via The OTIS plan which conveniently did not include Upper Norfolk Ave - - yet we pay significant taxes and deserve as much attention as the other residents in Park City regarding road maintenance and improvements, and most importantly, the availability of emergency vehicles (which as pointed out in our previous letters has been a significant problem with failure to access us during several past emergencies.)

The proposed plan failed to address the full impact it will have on our homes. I will gladly elaborate on the topics above to include more detail, anecdotal experiences, and the negative impact this plan will have on the current residents. We feel tremendous disappointment that the city repeatedly supports developers and investors (spec homes to be sold for profit) rather than protecting the current residents who support the city with their tax dollars. We need you to protect us and our properties. More time is needed to address the problems this plan will put upon current residents. We will no longer be able to have the drive in front of our homes plowed because of this plan; even if a plow COULD plow the drive, there will no longer be a place for snow storage. This plan is likely to destabilize the hillside, and when further erosion occurs, the current residents will have to make repairs to prevent our driveway from complete failure. We could potentially lose access to our homes if stipulations are not made. This could be very costly to us, or to the city who actually owns this drive.

This appeal is being filed so that more time can be allotted to develop a plan that will truly protect the current residents who reside on Upper Norfolk, especially the Loriaux, Murphy and Pike families whose road has not only been ignored by the city, but now is being threatened by the current construction plan at 259-261-263.

Sincerely,

Teresa Loriaux

Dr. D. Lynn Loriaux



Park City Municipal Corp
 1 Finance
 1620802-1 07/26/2016 BR1 T2
 Tue Jul26,2016 11:32AM Trans#107-107
 Name: LORIAUX DONALD LYNN
 Addr: 259, 261, 263 NORFOLK PARK CITY,
 107 \$500.00 PRMT - Permits
 * Cust #: 00005212
 Permit #: PL-16-03250
 1 ITEM(S): TOTAL: \$500.00
 Visa PAID \$500.00

Planning Commission Meeting
July 13, 2016
Page 64

9. **259, 261 & 263 Norfolk Avenue – A Conditional Use Permit for construction in a platted, un-built City ROW of a shared driveway which will be a single shared drive from the northern section of the lots connecting to the single shared driveway towards the south side of the lots. (Application PL-16-03145)**

Commissioner Phillips recused himself and left the room.

Planning Tech Makena Hawley handed out public input that was received after the Staff report was prepared.

Planner Hawley reviewed the application for a shared driveway for three lots in Upper Norfolk; 259, 261 and 263 Norfolk Avenue. In addition to this application the City was requesting that this project implement a connection to the existing shared driveway for emergency access only. Ms. Hawley stated that public comment included concerns for where the three lots on the southern side would put their snow storage. Another concern was the potential loss of informal parking.

Scott Adams with the Fire District was present to answer questions. Commissioner Joyce asked Mr. Adams to address fire issues in Norfolk and what this proposal would either help or hinder.

Mr. Adams stated that Norfolk is already a challenging area in terms of firefighting. He noted that the applicant currently meets the requirements for access and turnarounds. However, when they saw that what could become a shared driveway would make access easier, the Fire District suggested that the City look at a possible connection. Mr. Adams explained that if there was a fire, they would be able to get emergency equipment in from either side. They would also be able to go straight down or, if necessary, have the apparatus come up the other way. If Norfolk is blocked or people have to evacuate the area, that would be another route to get out. Mr. Adams clarified that the Fire District saw this as an opportunity to make the area a little safer.

Commissioner Joyce understood that under the current condition the Fire District could still access and turn around, but it would be easier with the connection. Mr. Adams answered yes.

Chair Strachan opened the public hearing.

Paul DeGroot stated that he was representing the owners of 221 and 223 on the Upper Norfolk Spur. These properties are to the south of the proposed project. He noted that in 2013 one or two public parking spaces were approved across from 226 Upper Norfolk in the public right-of-way. All three owners at that time were opposed because according to

the approved plat the property owners were responsible for the maintenance of the driveway, which is in the public right-of-way. Mr. DeGroot remarked that a private driveway in a public right-of-way has always been a curious conundrum. He explained that the issue the owners have now is that the parking space that was approved has aggravated access, making snow storage worse than it was. Mr. DeGroot referred to the public comments attached to the Staff report and noted that Mr. Chick Hill complained about a problem with emergency access, which he was told happened in the parking space. Mr. DeGroot stated that the people he was representing were approved to that public parking space because it involved a retaining wall which help up the driveway in the Norfolk Spur. Because the owners were required to maintain that driveway, they were then responsible to maintain the retaining wall that the City approved. He stated that the proposal now is to have a connector with either a gate or bollards to facilitate emergency vehicles. Mr. DeGroot thought another question for the future is the increase in traffic due to construction vehicles. He believed the largest issue was maintenance. Three owners have maintained this driveway since it was built and now those three people would be obligated to maintain that driveway for other owners moving in. Mr. DeGroot stated that snow removal is an issue because people have taken full advantage of the empty lot to store snow, and that lot would no longer be available. He understood from the Staff report that the proposal is to have a heated driveway on the three new proposed projects, but it does not help the snow storage issues for the properties to the south. Mr. DeGroot pointed out that the snow would be pushed up against the connector, which could prohibit emergency vehicles from accessing that area if necessary. Considering the maintenance issue, Mr. DeGroot believed it was a lawsuit waiting to happen. He wanted to know who would enforce the maintenance. The driveway as it exists now is substandard because it was built to driveway standards. He stated that the matter is confusing and his clients were concerned about snow storage, liability, and why they should have to assume or accept the liability.

Chair Strachan closed the public hearing.

Planner Makena noted that the public comment she handed out this evening was additional comments from the same people whose comments were included in the Staff report.

Assistant City Attorney McLean stated that this application was before the Planning Commission because it was a CUP for a driveway in the City right-of-way. Despite the fact that each lot is owned by different entities and have their own LLC, a condition of approval on the plat states that they all have to be built at the same time in order to mitigate the construction impacts.

Commissioner Campbell asked the applicant why they would not spend the money on widening the road instead of building a shared driveway. Jerry Fiat, one of the applicants,

replied that widening the road was an idea that had not been discussed. Commissioner Campbell thought widening the road would solve all the problems regarding access to the three driveways and the concerns of the neighbors. Mr. Fiat stated that it was originally proposed as three individual driveways. They later proposed it as a shared driveway and a single driveway, and that proposal was rejected. Mr. Fiat noted that they were asked to make it one shared driveway primarily to protect the berm. He pointed out that since that section was only a small part of the road, widening would not solve many of the problems on the road. Commissioner Campbell asked if the elevation change was too great for the parking areas and the road. Michael Demkowitz with Alliance Engineering explained why widening the road would not resolve the problems.

Mr. Fiat noted that all the public comments submitted were about the connection between the two driveways. He remarked that the connection being proposed was at the request of the City. It is a concrete snow melt driveway with bollards on both sides so only emergency vehicles can get through it. The connector is expensive but they were willing to build it. Mr. Fiat referred to the snow storage concerns expressed by the three neighbors. He noted that there is 180 linear feet of driveway and the connector only takes up 12 feet.

Chair Strachan asked who would maintain the connector. Mr. Fiat replied that it would be the responsibility of the HOA and controlled by the CC&Rs.

Commissioner Joyce believed there were two questions. One was the CUP for putting the shared driveway on the City right-of-way. The second question was that the currently designed proposal interconnects to the one next door. He thought they needed to separate the two for discussion purposes. Commissioner Joyce stated that he was comfortable with the driveway and he understood that the applicant needed a CUP to do it. As a separate issue, the fire department has said that an interconnection is all gain and no loss for Norfolk. Commissioner Joyce had visited the site and walked the substandard driveway. It is narrow, there is no space for parking, and it is tight for turning around. He could definitely see a downside for the people next door. Commissioner Joyce thought it would be nice if the City would widen Norfolk and fix it right. He found it unfortunate that it was not part of the plan. Commissioner Joyce did not have a problem with the applicant building the driveway that the Planning Commission previously told them to build on the City right-of-way. However, he did have a problem interconnecting the driveways where it does not seem to be necessary. It would be nice to have but it puts an undue burden on the neighbors.

Mr. Fiat reiterated that the interconnection was requested by the City and not the applicants.

Commissioner Band wanted to know the alternative if the CUP is not approved. Mr. Fiat stated that the alternative would be to have dead-end driveways. He pointed out that their proposed driveway meets Code as it currently exists, but the other driveway does not. It is a non-conforming driveway.

Mr. Adams reiterated that this proposal was better from the standpoint of fire safety and meeting fire code. Chair Strachan understood that from a fire safety perspective it would be better to have the driveways connected. Mr. Adams answered yes, because it would be easier to bring up fire apparatus.

Commissioner Band believed that based on safety concerns, the smartest solution was to go with the safest route. Mr. Fiat explained the current parking situation on Norfolk and how the road could potentially be blocked. He noted that the proposal provides an alternative route for an emergency vehicle if the road was blocked. Mr. Fiat remarked that in addition to benefiting their property, it also benefits everything that is down stream of the entrance into the historic.

Chair Strachan thought it made sense, and it was important to hear the fire department say that that it would make a safer access for everyone. That opinion alleviated some of his concerns and he supported the CUP. Commissioner Band agreed. Commissioner Suesser was comfortable with the proposal. Commissioner Campbell had nothing further to add.

Commissioner Joyce heard nothing that justified putting the burden on the three houses next door. If Norfolk is broken, putting the burden on three people who live on the upstream side of the problem was not the right answer.

Commissioners Campbell did not understand why Commissioner Joyce thought it was a burden to the neighboring property owners. Commissioner Joyce replied that the road is narrow and the turnarounds are difficult. Commissioner Campbell pointed out that this proposal would not change any of that. Commissioner Joyce disagreed and explained why. Mr. Fiat reviewed the site plan to show Commissioner Joyce that the area he was concerned with would not be affected. Commissioner Joyce stated that if the intent is to have an emergency access the neighbors could not push snow there or park there. Mr. Fiat pointed out that they could not store snow in that location anyway because they would not be able to get into their driveway and garage.

Mr. Fiat reiterated that the CUP was only for the shared driveway. The City had requested the connector and he was only supporting their request. It makes no difference to him whether or not they have the connector.

Mr. DeGroot stated that there would be no place to put snow in front of the house immediately to the south.

Director Erickson reviewed the site plan to show what was being proposed and what currently exists. Mr. DeGroot thought it would be an onerous burden on three owners by taking away their snow storage. Chair Strachan understood that the CC&Rs would address the newly proposed driveway. Commissioner Joyce stated that it would only address issues on the applicant's side but not the other side. Chair Strachan indicated the outlined where that would be the applicant's responsibility under the CCRs, including snow removal. Mr. Fiat answered yes. They would remove all the snow from the proposed driveways for 259, 261 and 263 Norfolk and the connector. Chair Strachan did not believe this proposal would put a new burden on the neighboring properties.

Planner Hawley noted that the gray shaded area was the shared driveway. The spotted portion was the connector piece. She indicated where the driveway would stop if there was no connector.

Commissioner Band pointed out that the driveways are in a City right-of-way and the biggest concern is safety. She agreed that that it was difficult to put an additional burden on people to remove snow, but that is Old Town.

Mr. Fiat stated that the applicants were before the Planning Commission for a CUP on shared driveway. If the Commissioners approve the CUP they would not need to come back for the connector. It is on City property and the City has the decision on whether or not to add the connector. Mr. Fiat stated that they were a year away from building the driveway and he would do whatever the City wanted at that time.

Community Development, Director Anne Laurent, stated that she had an extensive conversation with the City Engineer and this was the appropriate time to discuss safety and access. She noted that the Planning Commission could approve the CUP for a shared driveway without the connector; but this was the time to address the safety concern as proposed by the Fire District and the City Engineer, and determine whether or not to have the connector.

MOTION: Commissioner Band moved to APPROVE the conditional use permit for 259, 261, and 263 Norfolk, for construction in a platted unbuilt City right-of-way of a shared driveway which will be a single shared driveway from the northern section of the lots connecting to the single shared driveway toward the south side of the lots in accordance with the Findings of Fact, Conclusions of Law and Conditions of Approval found in the Staff report. Commissioner Campbell seconded the motion.

VOTE: The motion passed unanimously. Commissioner Phillips was recused.

Findings of Fact – 259, 261, 263 Norfolk

1. The property is located at 259, 261, and 263 Norfolk Avenue.
2. The zoning is Historic Residential – One (HR-1).
3. The approved plat is Upper Norfolk Subdivision.
4. There is one amendment to the plat which is in the process of being recorded as Ordinance 15-56.
5. The driveway is 14 feet wide. The right-of-way ranges from 13 feet to 17 feet between the proposed private drive and the existing Norfolk Avenue..
6. There will be a maximum slope of 10% for the private driveway.
7. The slope will rise to a maximum of 18% to connect the proposed drive to the existing private drive Upper Norfolk Avenue.
8. The driveway will be paved in concrete.
9. The staff findings in the Analysis section are incorporated herein.

Conclusions of Law – 259, 261, 263 Norfolk

1. The CUP, as conditioned, is consistent with the Park City Land Management Code.
2. The CUP, as conditioned, is consistent with the Park City General Plan.
3. The proposed use will be compatible with the surrounding structures in use, scale, mass and circulation.
4. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval – 259, 261, 263 Norfolk

1. All Standard Project Conditions shall apply.

2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The plan shall include a phasing, timing, staging, and coordination of construction with adjacent projects to address mitigation of neighborhood impacts due to the volume of construction in this neighborhood.
3. City Engineer review and approval of all construction, including grading, utility installation, public improvements and storm drainage plans, and all construction within the ROW, for compliance with City and Fire District standards, is a condition precedent to building permit issuance.
4. The City Engineer will review the transition slopes to the 18% grade before building permit issuance.
5. Planning Director and City Engineer will review the final design and materials for the proposed road and any necessary retaining walls. No retaining wall shall exceed four (4) feet unless approved by the Planning Director and City Engineer.
6. Snyderville Basin Water Reclamation District review and approval of the utility plans for compliance with SBWRD standards and procedures, is a condition precedent to building permit issuance.
7. A final utility plan is required to be approved by the City Engineer prior to issuance of a building permit.
8. An Encroachment Permit for the driveway, snow melt, landscaping and any retaining walls will be approved with the City Engineer and recorded.
9. A building permit will be required to build the road and retaining walls.
10. The City Engineer will review the final construction documents and confirm that all existing utilities will not be impacted and anticipated utilities will be located in accordance with the plans as submitted.
11. The landscaping shall be complete prior to issuance of a final certificate of occupancy for the lots. The landscape plan shall provide mitigation of the visual impacts of the driveway and any retaining walls and mitigation for removal of any existing Significant Vegetation. Prior to removal of any trees, an arborist report shall be provided to the Planning Department for review. The arborist report shall include a recommendation regarding any Significant Vegetation proposed to be removed and appropriate mitigation for replacement vegetation.

12. Parking is restricted to the private driveways of each lot. No parking shall be allowed on the shared drive.

13. All conditions of approval of the Upper Norfolk Subdivision Plat (Ordinance No. 06-55) and the 2015 Plat Amendment (15-56) which includes the Construction Mitigation Plan must be adhered to.

14. The Conditional Use Permit will expire on July 13, 2016, if a building permit has not been granted.

15. The Planning Department and City Engineer will review any proposed guardrail and lighting considerations at time of final design.

10. 2392 Holiday Ranch Loop Road – Conditional Use Permit for a new well filtration building that if approved will replace the old well filtration buildings at Creekside Park in the Recreation Open Space (ROS) zone.
(Application PL-16-03198)

Commissioner Phillips returned to the meeting.

Planning Tech Hawley reviewed the CUP for the Creekside Well Filtration Building. She noted that a previous CUP was approved for a structure; however, the online update of the amended Code from 2007 was not complete, and therefore the approved building location was non-conforming with the SLO requirements. The original CUP was withdrawn and the applicant was proposing a new location.

The Staff recommended that the Planning Commission conduct a public hearing and approve the CUP for an essential Municipal Public Utility Use Facility, Service, and Structure greater than 600 square feet located at 2392 Holiday Ranch Loop Road.

Alison Kuhlow, representing the applicant, reminded the Planning Commission that the biggest issue was the wetlands. The issue was raised by Commissioner Joyce and following the meeting Assistant City Attorney was able to find the related Code amendment that was not put through. Ms. Kuhlow stated that they were able to relocate the building to the south of the playground and completely away from the wetlands.

Chair Strachan thought it looked like a slightly different building. Ms. Kuhlow replied that the difference is the shade structure to the north. They believed that adding the shed roof was appropriate and would add an amenity to the Park. A representative from public works



Planning Commission Staff Report

Subject: Upper Norfolk Subdivision
 Conditional Use Permit for Construction in Platted, un-built
 City Right-of-Way
Author: Makena Hawley, Planner
Project Number: PL-16-03145
Date: July 13, 2016
Type of Item: Administrative – Conditional Use Permit

Summary Recommendation

Staff recommends the Planning Commission conduct a public hearing, review the proposed CUP for construction in platted, un-built City ROW (Norfolk Avenue), and consider approving the CUP according to the findings of fact, conclusions of law, and conditions of approval outlined in this report.

Description

Co-Applicants: Upper Norfolk 259, LLC, Mike Meza
 261 Upper Norfolk, LLC, Jerry Fiat
 Upper Norfolk 263, LLC, Mike Meza
 Represented by Michael Demkowitz, PE, Alliance
 Engineering, Inc.
Location: 259/261/263 Norfolk Avenue
Zoning: Historic Residential-1 District
Adjacent Land Uses: Residential
Reason for Review: Conditional Use Permits require Planning Commission
 review and approval

Proposal

The owners of the vacant lots at 259, 261 & 263 Norfolk Avenue are requesting approval of a Conditional Use Permit (CUP) for construction of a driveway within a platted, un-built City ROW (Norfolk Avenue) to access the individual lots located at 259, 261 & 263 Norfolk Avenue. In addition to this proposal, the City is requesting with this project to implement a connection to the existing shared driveway to the south. This connection has been proposed by the Assistant Fire Chief Scott Adams and the City Engineer Matt Cassel for emergency access only.

Background

On April 18, 2016, the City received an application for a Conditional Use Permit (CUP) for "Construction in a platted, un-built City ROW" at 259, 261, & 263 Norfolk Avenue which will be a single shared drive from the northern section of the lots to lessen impact of 3 separate driveways coming through the berm to reach Norfolk Avenue. In addition the City has requested to include in the project, a connector piece to the single shared driveway towards the south side of the lots for emergency access. The application was

deemed complete on April 22, 2016. The property is located in the Historic Residential (HR-1) District. The property owners of Lots 1, 2 and 3 are currently listed as co-applicants in this Application the applicants are represented by Michael Demkowitz with Alliance Engineering, Inc.

Plat Amendment

On August 16, 2005, the City received a completed application for Upper Norfolk Subdivision plat amendment. During the plat amendment process, concern was expressed regarding the use of platted, unbuilt Norfolk Avenue right of way for a private driveway and access issues during construction.

Two Conditions of Approval were added which included:

1. Construction access to the lots is to be from King Road through the adjacent property to the west, as per the submitted construction easement agreements.
2. The construction easement agreements must be finalized and submitted to the City prior to receiving building permits.

On July 26, 2006, the Planning Commission forwarded a positive recommendation on the plat amendment, the City Council, after further staff analysis and amendments to the findings of fact and conditions of approval approved the plat on July 27, 2006. The plat (Exhibit C) was recorded on June 1, 2007, Ordinance No.06-55 (Exhibit C).

On January 20, 2011 an ordinance amendment was proposed to remove the 2 conditions of approval that were approved in the ordinance. The Conditions that were being asked to be removed are the same that were added previously:

1. Construction access to the lots is to be from King Road through the adjacent property to the west, as per the submitted construction easement agreements.
2. The construction easement agreements must be finalized and submitted to the City prior to receiving building permits.

Construction access was previously made through a temporary access agreement with the adjacent property owner with access from King Road. The agreement was executed and recorded in October 2006, with a stipulation that it would become void December 2009. The agreement terminated in December 2009 prior to construction commencing. The adjacent property ownership had changed thus making the construction access from King Road no longer an option for the property owner.

The reason for the requirement of the access agreement was to reduce the construction impact of the building of the three (3) structures at the same time on the neighborhood. Concern by neighbors was expressed about the construction mitigation plan and the construction vehicles access to the lots. At the time the plat was recorded, all 3 lots were owned by the same person, and all 3 lots were being proposed to be developed at the same time. Since the plat had been recorded the lots had been sold to different people therefore the intention was not to develop the lots all at the same time.

In order to remove the two plat notes the applicant of the ordinance amendment

proposed to provide Construction Mitigation Plan for each of the three lots in the subdivision. These showed access, staging, construction parking and generally all construction related activity to be contained within the common driveway area for each lot and within the other lots of the subdivision while they are vacant. The Building Department was supportive of the CMP with the following notes:

1. All access, staging, parking, utility connections and construction related activity shall be contained within the Limits of Disturbance Area (LODA). If the LODA includes area on any neighboring property other than the property being built on, a written letter of permission shall be provided to the Park City Building Department allowing the construction on that site. Additionally, a standard LOD bond in the amount of 75¢ per square foot shall be provided and shall include all area included within the LODA, including area on neighboring properties. Site plans should be reflective of this.
2. At no time shall construction on a site block the access to another occupied structure. (The site plans already show compliance with this issue, but Building considers this a significant issue and would like to reiterate the importance.)

Staff also recommended conditions approval which

1. Require construction access easements on the neighboring properties which will not expire until all single family dwelling structures are built;
2. Require that the lots may only be developed one at a time, and;
3. Require recordation of the CMPs.

On April 27, 2011, the ordinance amendment was requested to be continued to the Planning Commission meeting on May 25, 2011. The item was not heard again and on September 25, 2012 this application expired due to inactivity.

On January 21, 2015 the City received a new completed application for Upper Norfolk Subdivision ordinance amendment to remove the two Conditions of Approval just as the plat amendment from 2011 above and proposed access from Upper Norfolk Avenue, which is the legal access to the properties.

During the June 24, 2015, Planning Commission meeting the Commission asked the applicant if the following points from the drafted Construction Mitigation Plan to be adopted as actual Conditions of Approval:

- a. The applicant shall request to build all three (3) units at the same time.
- b. Staging area has been secured along the rear of the properties of approximately 2,000 square feet.
- c. Materials shall not be staged on the street.
- d. No parking shall be permitted anywhere other than on the shared private drive and on the lots themselves. Neighborhood parking space shall not be used. The applicant shall not request any street parking passes.
- e. No vehicles shall back up or down Upper Norfolk as there is sufficient room to turn all the vehicles around.
- f. The applicant shall store spoils from the excavation and reuse it for back fill to

reduce the loads out of the site.

- g. The applicant shall encourage car-pooling to further reduce traffic.
- h. The applicant shall not allow any vehicles to queue on Upper Norfolk
- i. No road closures other than utility upgrades shall be needed
- j. All deliveries and unloading shall be off the shared driveway, and shall not block the street.
- k. All other normal Construction Mitigation Plan requirements in Old Town shall apply.

The applicant stipulated all of these items to serve as actual Conditions of Approval.
The new Ordinance was approved on July 16, 2015 as Ordinance No. 15-56 (Exhibit D).

Steep Slope Conditional Use Permit

On April 1, 2016, after much research, the Planning Department made the determination that the three sites do not meet the criteria regarding Steep Slope Conditional Use Permit requirement.

Historic District Design Review

On April 18, 2016 the applicant submitted a Conditional Use Permit for construction of a driveway within City ROW to address the standards of Land Management Code Section 15-3-5.

Summary of Prior Applications regarding this property:

Applications	Decision	Additional Information
Plat Amendment (2005)	City Council: Approved (2007)	Mylar is going through redline process before being recorded.
Plat Amendment (2011)	Planning Commission: Continued to the next meeting, followed by lack of activity which eventually lead to the expiration of the application.	
Plat Amendment (2015)	Planning Commission: Unanimous (5-0) Positive recommendation with Conditions of approval. City Council: Approved on July 16, 2015	
Steep Slope CUP	Planning Department determination made on April 1, 2016 that lots do <u>not</u> require a SSCUP.	
Historic District Design Reviews	261 Upper Norfolk – Approved March 2, 2016	

	263 Upper Norfolk – Approved March 4, 2016 259 Upper Norfolk – Approved March 4, 2016	
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Analysis

The Land Management Code (15-3-5) sets the following standards of review for the construction of private driveways within platted, un-built City streets.

(A) The driveway shall not exceed ten percent (10%) Slope.

Complies.

The proposed driveway shall have a maximum of 10% slope to reach each of the houses. The building elevations have been raised to provide positive drainage away from the new buildings. During the interdepartmental meeting, the Engineering Department and the Fire District both indicated good cause to connect the shared driveway to the existing shared driveway to the south. The emergency vehicle access is very difficult in this area, especially during winter conditions. By connecting the proposed and existing access road/driveway together, improved emergency vehicle access is provided at both ends to the existing and new residence, and the required turn-around for emergency vehicles, as required by the Utah State Fire Code (2012 edition of the IFC) for access roads/driveways greater than 150 feet is also met. The connection shall have a gate and shall be only utilized for emergency access. In order to connect the two roads the slope from the proposed driveway and the existing driveway will be a maximum of 18% only for the connection portion. The Engineering Department is acceptable to this situation since the section greater than 10% is not part of the access driveway and will not be used on a daily basis.

(B) Adequate snow storage area along the downhill side and/or end of the driveway shall be provided.

Complies.

The driveway is 14 feet wide with a 10% max road slope. The snow storage easements will be finalized and approved by the City Engineer prior to a building permit. There is adequate snow storage between the driveways (downhill side) on the individual lots as well as to the east side of the shared drive. Snow storage will not be allowed near the gate where the roads connect. Snow storage is only for snow collected within the ROW. Snow from the individual lots must still be kept on site per our Land Management Code.

(C) The driveway must be paved with asphalt or concrete.

Complies.

The driveway will be concrete.

*(D) The driveway must not pre-empt any existing physical parking which may occur in the platted Street. If the platted Street has been improved to provide Public Parking, then any driveway proposal must replace such parking with new Public Parking of equal or better convenience and construction. **Complies.***

There are no formal and approved parking spaces within the Norfolk Avenue ROW in the immediate driveway location. The area where the driveway connects to pave Norfolk Avenue was previously used for informal parking for the previously razed structures. The driveway does not pre-empt any approved existing public parking.

*(E) The driveway and related improvements such as retaining walls shall be designed and built to minimize present and future conflicts with public utilities and stairs. **Complies.***

There are no stairs currently or proposed in this location. No existing utilities will be affected by the proposed driveway; future utilities may be affected and need to be properly addressed with utility companies. These issues will be addressed by the City Engineer during final review of the construction documents. All utilities were reviewed by the Development Review Committee.

(F) The driveway construction requires a Conditional Use Permit, Section 15-1-10.

The Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use, as conditioned, mitigates impacts of and addresses the following items:

(1) size and location of the Site;
No unmitigated impacts.

The CUP is for construction of a shared driveway within a portion of platted, unbuilt Norfolk Avenue ROW. The driveway is approximately 125 feet in length and 14 feet in width. The City and Fire District are requiring a connection to the southern shared driveway (also known as Upper Norfolk Avenue) for emergency access. This would cause an additional 30 feet worth of drive to complete the connection.

(2) traffic considerations including capacity of the existing Streets in the Area;
No unmitigated impacts.

Norfolk Avenue is a narrow road that links to many single-family and duplex dwellings. The driveway will minimally affect the existing capacity of Norfolk Avenue as it provides access to Upper Norfolk Avenue for three single-family houses only. It also will provide an emergency access route connecting the road with Upper Norfolk to the south; this will be for emergency access only and will be gated with bollards for emergency vehicles to remove only.

(3) utility capacity;

No unmitigated impacts.

A final utility plan and guarantee is a condition of approval of building permit issuance.

(4) emergency vehicle Access;

No unmitigated impacts.

The driveway is accessed from Norfolk Avenue from either the east (Norfolk Avenue) or the south (Upper Norfolk Avenue Avenue). Through traffic will be stopped by a gate between the middle of Upper Norfolk Avenue which will be controlled by the Fire District and the City.

(5) location and amount of off-Street parking;

No unmitigated impacts.

The narrow driveway does not require additional parking. The three houses will be required to provide on-site Code required parking. These parking requirements have been met and approved with the Historic District Design Review applications. Parking will not be permitted on the private drive.

(6) internal vehicular and pedestrian circulation system;

No unmitigated impacts.

The proposed driveway will be approximately 125 feet long and serve three houses with individual driveways serving each house individually. The connection proposal is about 35 feet long and is proposed to connect to the existing south shared driveway.

(7) fencing, Screening, and landscaping to separate the Use from adjoining Uses;

No unmitigated impacts.

The proposed driveway will be separated from Norfolk Avenue primarily with a berm that will be planted with native vegetation to match existing. Four retaining walls are going to be proposed for the shared driveway, all the retaining walls will be between twenty four inches (24") and forty eight inches (48") from existing grade. There will be one wall placed on the downhill side of the shared driveway; it will be sixty feet long along the shared drive. This wall will not be visible from existing Norfolk Avenue as it will be hidden by the berm. There will be three walls on the uphill side of the shared driveway; each wall will be separated by the driveway entering each house. Each of these walls will be no longer than twenty feet long along the shared driveway with a five foot return on each side. These walls will be setback thirty feet from the existing Norfolk Avenue.

At the connection point to upper Norfolk, a retaining wall is proposed to begin as southerly as possible to retain the maximum 18% grade change. The proposed

shared asphalt, heated driveway is proposed to connect to existing shared asphalt driveway. A retaining wall is going to be required on the east side of the driveway, with a length of 50 feet and a height between 24"-48" (max), anything above four feet will need to be approved by the Planning Director and City Engineer (Condition of Approval #5).

(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;

No unmitigated impacts.

The retaining walls for the proposed shared drive are all proposed within the City's right of way. There are several retaining walls proposed, the heights of all the retaining walls will be between twenty four inches (24") and forty eight inches (48") from existing grade. Anything above four feet will need to be approved by the Planning Director and City Engineer (Condition of Approval #5). There are three walls on the uphill side of the shared driveway; each wall will be separated by the driveway entering each house. Each of these walls will be no longer than twenty feet long along the shared driveway with a five foot return on each side. There will be one wall placed on the downhill side of the shared driveway; it will be sixty feet long along the shared drive. Finally, A retaining wall is going to be required on the east side of the driveway for the connection portion of the drive, with a length of 50 feet and a height between 24"-48" (max), this portion will run above the existing retaining wall and be set back approximately five to ten feet.

(9) usable Open Space;

No unmitigated impacts.

The driveway is 14 feet wide within the 45 foot right of way allowing for open space and snow storage on either side and at the north end. The remainder of the ROW shall be landscaped with native drought tolerant plants/trees.

(10) signs and lighting;

No unmitigated impacts.

The City will require signs on both sides of the emergency access gate saying "Emergency Access. Do not block.". No Lighting is proposed.

(11) physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;

No unmitigated impacts.

A landscape plan to mitigate the visual impact has been submitted with this application, it consists of native vegetation much like what currently exists (Please see Exhibit A – landscape plan for berm). One existing 8" caliper Colorado Spruce tree is being proposed to be removed in order to complete the connection. Per LMC 15-5-5 (M) the applicant is proposing to plant four 4" fir trees

(12) noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;

Not Applicable.

(13) control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas;

No unmitigated impacts.

Delivery and service vehicles will be able to use the driveway and the three driveways to the proposed houses without blocking Norfolk Avenue.

(14) expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities; and

Not Applicable.

The City will still maintain ownership of the right of way with an Encroachment Permit designating maintenance as the responsibility of the adjoining property owners.

(15) within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site.

No unmitigated impacts.

The site is not within the Sensitive Lands Overlay zone. The retaining walls will be minimized to the extent possible.

*(G) An Encroachment Permit for the driveway, snow melt, landscaping and any retaining walls is required. **Complies.***

All encroachment agreements are required and will be approved with the City Engineer prior to a building permit.

(H) Private utilities, including snow melt devices, within the platted City Street require approval by the City Engineer.

Complies.

Any private utilities and snowmelt devices are subject to the review and approval of the City Engineer.

Department Review

This project has gone through an interdepartmental review. A final utility plan, including storm water plan, will be required to be reviewed with the building permit and which

shall have been approved by the City Engineer prior to issuance of a building permit. An Encroachment Agreement with the City Engineer is required to be executed and recorded prior to issuance of a building permit for all non-utility elements located in the Right of Way. The Fire District and the City Engineer both proposed a connection from the proposed shared drive to the existing shared drive to the south for emergency access. This connection would be blocked with bollards or a gate and would not allow any access other than emergency vehicles. No further issues were brought up other than standards items that have been addressed by revisions and/or conditions of approval.

Notice

The property was posted and notice was mailed to property owners within 300 feet on June 28, 2016. Legal notice was also put in the Park Record on June 29, 2016.

Public Input

Staff has received public input from several neighbors on this project. The general concern is the connection area and how it will affect the neighbors to the south regarding their current snow storage and parking. Additional comments have been made from neighbors further north of the applicant's properties on Norfolk regarding safety concerns and the congestion on Norfolk Avenue which has previously blocked fire trucks and emergency vehicles (Please see Exhibit E for public comment).

Alternatives

- The Planning Commission may approve the Conditional Use Permit as conditioned or amended, or
- The Planning Commission may deny the Conditional Use Permit and direct staff to make Findings for this decision, or
- The Planning Commission may continue the discussion on the Conditional Use Permit.

Significant Impacts

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

Consequences of not taking the Suggested Recommendation

The driveway could not be built and the property owners at 259, 261, and 263 Norfolk Avenue would not be able to access the lots by a built City ROW without going through the CUP process again.

Future Process

The Planning Commission takes final action on Conditional Use permit applications. Approval or denial of a conditional use permit may be appealed to the City Council according to LMC Section 1-18. Prior to building permit issuance, approval of a Historic District Design Review application is required and any conditions of approval of the CUP must be met.

Recommendation

Staff recommends the Planning Commission conduct a public hearing, review the proposed CUP for a construction in platted, un-built City ROW (Norfolk Avenue), and consider approving the CUP according to the findings of fact, conclusions of law, and conditions of approval outlined in this report.

Findings of Fact

1. The property is located at 259, 261, and 263 Norfolk Avenue.
2. The zoning is Historic Residential – One (HR-1).
3. The approved plat is Upper Norfolk Subdivision.
4. There is one amendment to the plat which is in the process of being recorded as Ordinance 15-56.
5. The driveway is 14 feet wide. The right-of-way ranges from 13 feet to 17 feet between the proposed private drive and the existing Norfolk Avenue..
6. There will be a maximum slope of 10% for the private driveway.
7. The slope will rise to a maximum of 18% to connect the proposed drive to the existing private drive Upper Norfolk Avenue.
8. The driveway will be paved in concrete.
9. The staff findings in the Analysis section are incorporated herein.

Conclusions of Law

1. The CUP, as conditioned, is consistent with the Park City Land Management Code.
2. The CUP, as conditioned, is consistent with the Park City General Plan.
3. The proposed use will be compatible with the surrounding structures in use, scale, mass and circulation.
4. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The plan shall include a phasing, timing, staging, and coordination of construction with adjacent projects to address mitigation of neighborhood impacts due to the volume of construction in this neighborhood.
3. City Engineer review and approval of all construction, including grading, utility installation, public improvements and storm drainage plans, and all construction within the ROW, for compliance with City and Fire District standards, is a condition precedent to building permit issuance.
4. The City Engineer will review the transition slopes to the 18% grade before building permit issuance.
5. Planning Director and City Engineer will review the final design and materials for the proposed road and any necessary retaining walls. No retaining wall shall exceed four (4) feet unless approved by the Planning Director and City Engineer.
6. Snyderville Basin Water Reclamation District review and approval of the utility plans for compliance with SBWRD standards and procedures, is a condition precedent to building permit issuance.

7. A final utility plan is required to be approved by the City Engineer prior to issuance of a building permit.
8. An Encroachment Permit for the driveway, snow melt, landscaping and any retaining walls will be approved with the City Engineer and recorded.
9. A building permit will be required to build the road and retaining walls.
10. The City Engineer will review the final construction documents and confirm that all existing utilities will not be impacted and anticipated utilities will be located in accordance with the plans as submitted.
11. The landscaping shall be complete prior to issuance of a final certificate of occupancy for the lots. The landscape plan shall provide mitigation of the visual impacts of the driveway and any retaining walls and mitigation for removal of any existing Significant Vegetation. Prior to removal of any trees, an arborist report shall be provided to the Planning Department for review. The arborist report shall include a recommendation regarding any Significant Vegetation proposed to be removed and appropriate mitigation for replacement vegetation.
12. Parking is restricted to the private driveways of each lot. No parking shall be allowed on the shared drive.
13. All conditions of approval of the Upper Norfolk Subdivision Plat (Ordinance No. 06-55) and the 2015 Plat Amendment (15-56) which includes the Construction Mitigation Plan must be adhered to.
14. The Conditional Use Permit will expire on July 13, 2016, if a building permit has not been granted.
15. The Planning Department and City Engineer will review any proposed guardrail and lighting considerations at time of final design.

Exhibits

Exhibit A – Civil Site plan and design

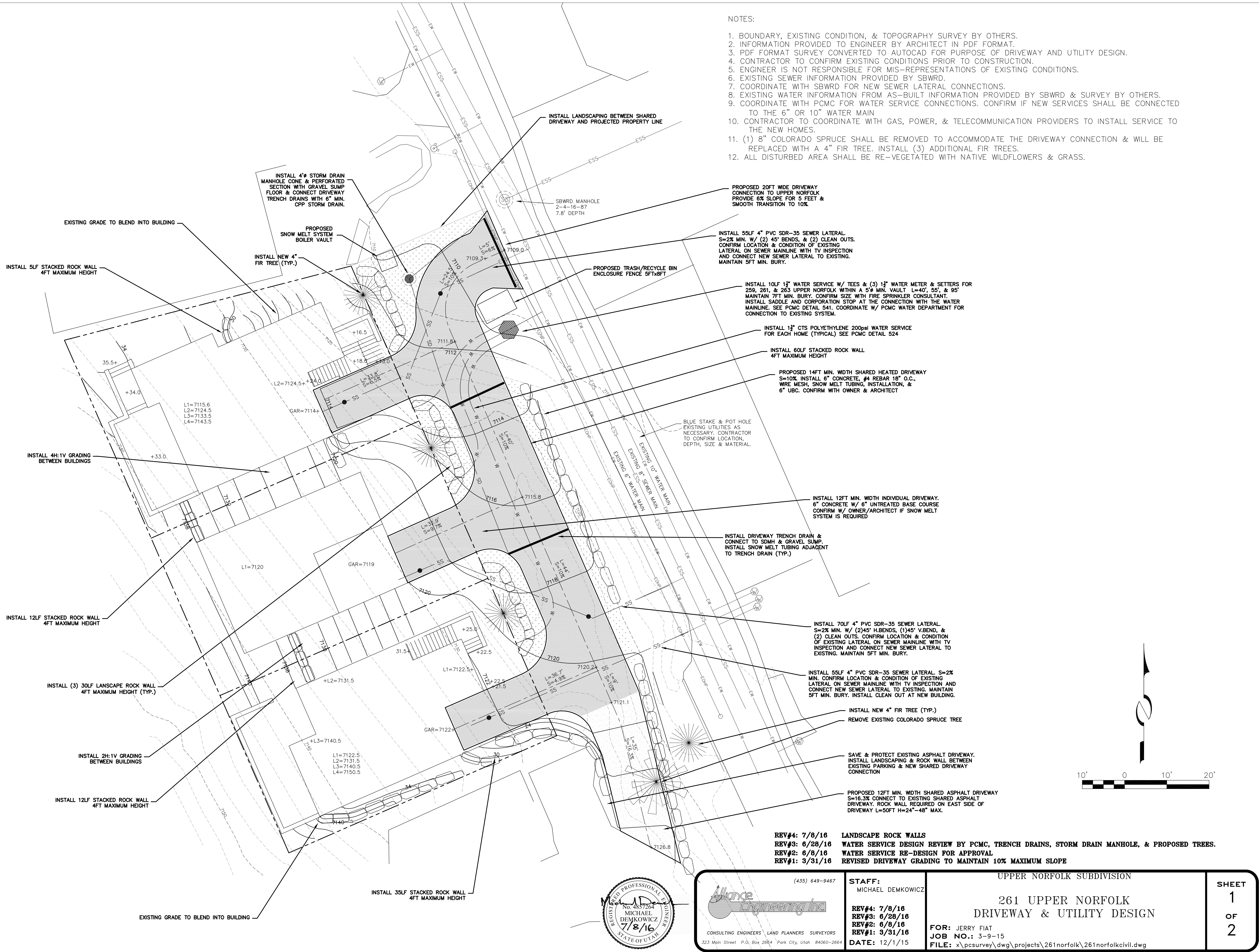
Exhibit B – Existing conditions

Exhibit C – Plat of Upper Norfolk Subdivision and Ordinance 06-55

Exhibit D – New Ordinance approved July 16, 2016

Exhibit E– Submitted written public input

Exhibit F – Existing Berm pictures



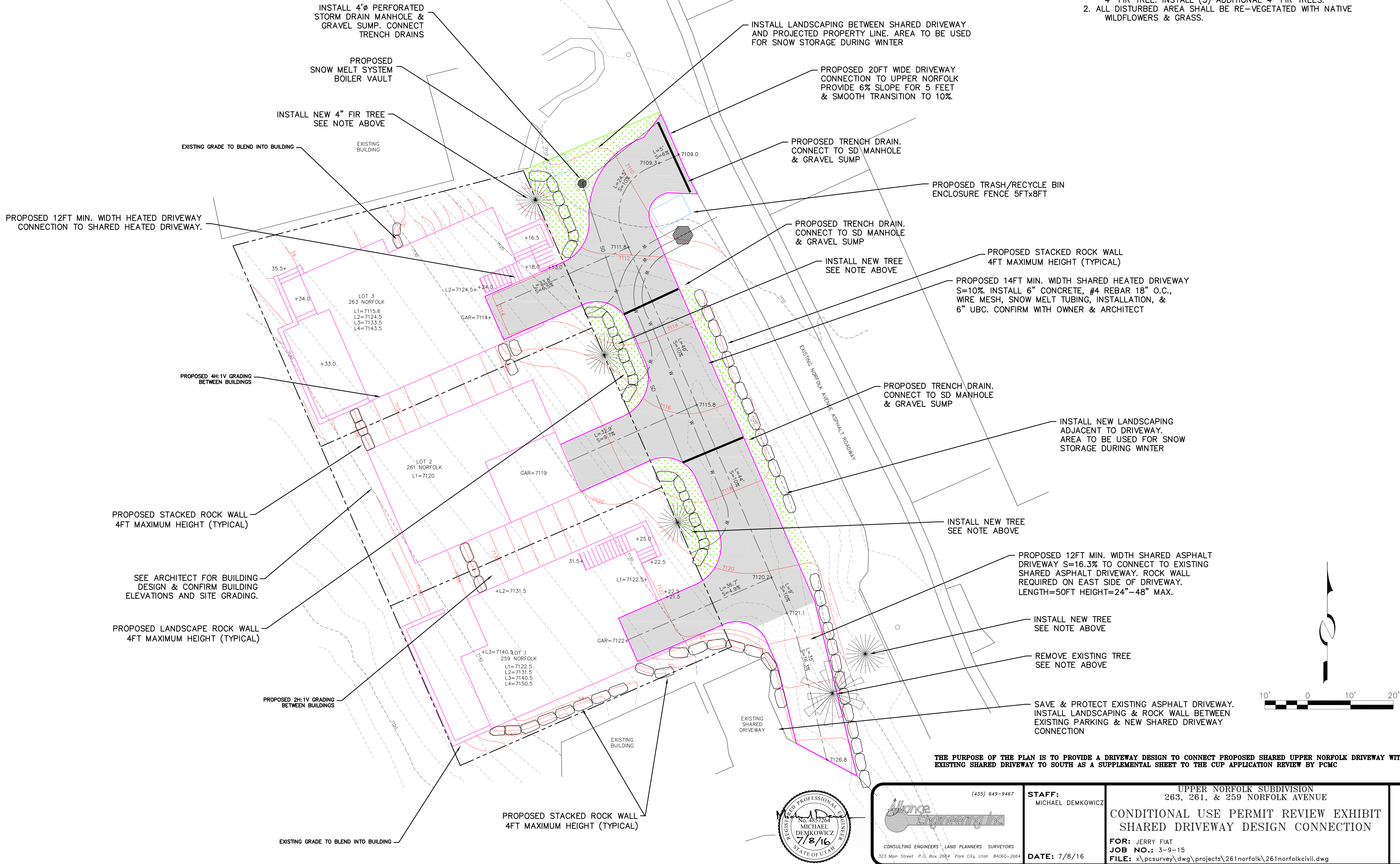


EXHIBIT B - Existing Conditions

259, 261, 263 UPPER NORFOLK SHARED DRIVEWAY EXISTING VEGETATION EXHIBIT



(435) 649-9467-PHONE
(435) 649-9475-FAX

Alliance
Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

Ordinance No. 06-55

**AN ORDINANCE APPROVING THE UPPER NORFOLK SUBDIVISION
LOCATED AT 259-263 NORFOLK AVENUE, PARK CITY, UTAH.**

WHEREAS, the owners of the property located at 259-263 Norfolk Avenue have petitioned the City Council for approval of the Upper Norfolk 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 July 12, 2006, to receive input on the Upper Norfolk Subdivision;

WHEREAS, the Planning Commission, on July 26, 2006, forwarded a positive recommendation to the City Council; and,

WHEREAS, on July 27, 2006, the City Council approved the Upper Norfolk Subdivision; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Upper Norfolk 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 Upper Norfolk Subdivision 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 259-263 Norfolk Avenue.
2. Currently the property is platted as the 'Upper Norfolk Condominiums'
3. There is an existing triplex structure located on the property.
4. The existing structure does not conform to the height and setback requirements of the HR-1 zoning district.
5. The applicant is proposing demolishing the existing structure.
6. The applicant is proposing vacating the existing 'Upper Norfolk Condominiums' plat.
7. The applicant is proposing establishing three lots of record – identified on the proposed plat as Lot 1, Lot 2, and Lot 3.

8. Lot 1 and Lot 2 measure 40.67 feet by 69.15 feet and contain 2812.33 square feet.
9. Lot 3 measures 39.98 feet at the front, 51.07 feet at the rear, 69.15 feet on the south side and 70.03 feet on the north side.
10. The proposed access to the lots is from Norfolk Avenue on the north side of the property.
11. The three proposed lots would share one driveway.
12. The proposed lots are for the purposes of building single family houses.
13. The proposed lots have slopes of greater than 30% and are subject to Conditional Use Permit, Construction on a steep slope review.
14. There is not sufficient area on the property to conduct construction staging.
15. Norfolk Avenue and Upper Norfolk Avenue are substandard, narrow streets on steep hillsides.
16. On-street and off-street parking in the Norfolk / Upper Norfolk Avenue area is significantly limited due to the steep, narrow streets and lack of shoulder areas.
17. Snow removal and emergency access to the Norfolk / Upper Norfolk Avenue neighborhood is frequently difficult to maintain due to the steep, narrow streets and existing high on-street parking demand.
18. LMC Section 15-7-6: Subdivisions – General Provisions, Conditions authorizes the City to attach reasonable conditions to land subdivisions which relate to design, dedication, improvement, and restrictive land use so as to conform to the physical and economic development of Park City and to the safety and general welfare of future lot owners in the subdivision and the community at large.
19. Accessory apartments are conditional uses in the HR-1 zoning district and require one parking space per bedroom.
20. Accessory apartments will increase the parking demand in the Norfolk / Upper Norfolk Avenue neighborhood.

Conclusions of Law:

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

Conditions of Approval:

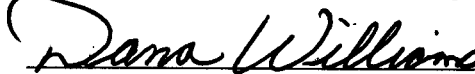
1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year

- from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. The lots are to be used for the construction of single family houses.
 4. Construction access to the lots is to be from King Road through the adjacent property to the west, as per the submitted construction easement agreements.
 5. The construction easement agreements must be finalized and submitted to the City prior to receiving building permits.
 6. A Utility / Grading Plan is required to be reviewed and approved by the City Engineer prior to the issuance of building permits.
 7. A note shall be added to the plat prior to recordation that prohibits accessory apartments on the newly created lots.

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

PASSED AND ADOPTED this 27th day of July, 2006.

PARK CITY MUNICIPAL CORPORATION



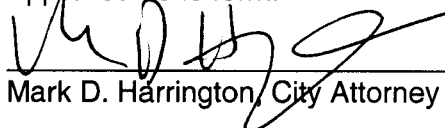
Mayor Dana Williams

Attest:

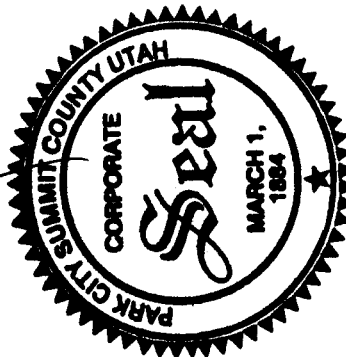


Janet M. Scott, City Recorder

Approved as to form:

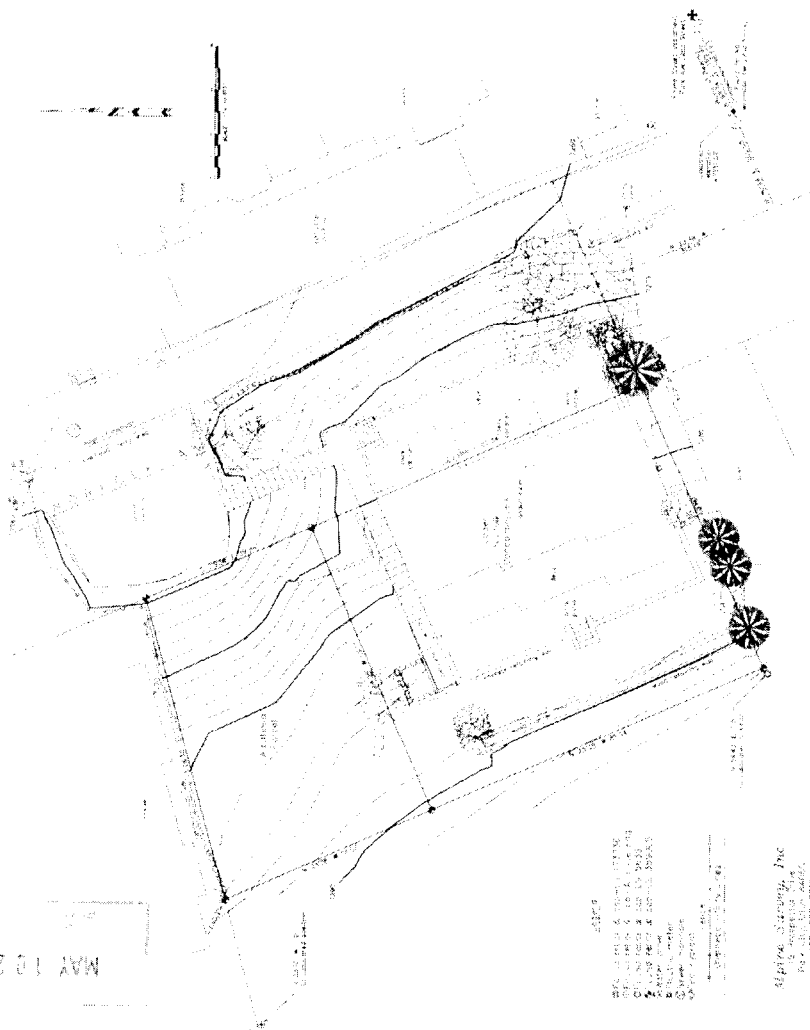


Mark D. Harrington, City Attorney



Upper Norfolk Avenue Condominiums

MAY 10 2003



LEGEND
 Building Footprints
 Parking Spaces
 Other Features

Adaptive Systems, Inc.
 1000 10th Avenue, S.E.
 Atlanta, GA 30316

1. The property is located at the intersection of Norfolk Avenue and 10th Avenue, S.E., in the City of Atlanta, Georgia. The property is bounded by Norfolk Avenue to the north, 10th Avenue to the south, and 11th Avenue to the east. The property is currently zoned R-10, Single-Family Residential. The property is being converted to a multi-unit residential building. The proposed building will consist of a four-story structure with a total of 100 units. The building will be constructed on a lot that is 100 feet wide and 150 feet deep. The building will have a total area of 15,000 square feet. The building will be constructed of brick and will have a flat roof. The building will have a total of 100 units, including 50 one-bedroom units, 30 two-bedroom units, and 20 three-bedroom units. The building will have a total of 100 parking spaces. The building will be constructed in accordance with the City of Atlanta's zoning regulations. The building will be constructed in accordance with the City of Atlanta's building code. The building will be constructed in accordance with the City of Atlanta's fire code. The building will be constructed in accordance with the City of Atlanta's health code. The building will be constructed in accordance with the City of Atlanta's safety code. The building will be constructed in accordance with the City of Atlanta's environmental code. The building will be constructed in accordance with the City of Atlanta's historic preservation code. The building will be constructed in accordance with the City of Atlanta's other applicable codes and regulations.

1154 11/20/01

2. The property is located at the intersection of Norfolk Avenue and 10th Avenue, S.E., in the City of Atlanta, Georgia. The property is bounded by Norfolk Avenue to the north, 10th Avenue to the south, and 11th Avenue to the east. The property is currently zoned R-10, Single-Family Residential. The property is being converted to a multi-unit residential building. The proposed building will consist of a four-story structure with a total of 100 units. The building will be constructed on a lot that is 100 feet wide and 150 feet deep. The building will have a total area of 15,000 square feet. The building will be constructed of brick and will have a flat roof. The building will have a total of 100 units, including 50 one-bedroom units, 30 two-bedroom units, and 20 three-bedroom units. The building will have a total of 100 parking spaces. The building will be constructed in accordance with the City of Atlanta's zoning regulations. The building will be constructed in accordance with the City of Atlanta's building code. The building will be constructed in accordance with the City of Atlanta's fire code. The building will be constructed in accordance with the City of Atlanta's health code. The building will be constructed in accordance with the City of Atlanta's safety code. The building will be constructed in accordance with the City of Atlanta's environmental code. The building will be constructed in accordance with the City of Atlanta's historic preservation code. The building will be constructed in accordance with the City of Atlanta's other applicable codes and regulations.

1154 11/20/01

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1154 11/20/01

EXHIBIT D - New Ordinance approved July 16, 2016

Ordinance No. 15-56

AN ORDINANCE APPROVING THE FIRST AMENDED UPPER NORFOLK SUBDIVISION PLAT AMENDING CONDITIONS OF APPROVAL ON ORDINANCE NO. 06-55 AT 259, 261, 263 NORFOLK AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 259, 261, 263 Norfolk Avenue, have petitioned the City Council for approval of the First Amended Upper Norfolk Subdivision Plat Amendment; and

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

WHEREAS, the executed and recorded temporary construction access easement agreement (document no. 00793227) expired on December 31, 2009; and

WHEREAS, the three (3) lots need to have specific construction mitigation due to the narrowness of built Norfolk Avenue and steepness of the neighborhood; and

WHEREAS, Ordinance No. 06-44 approving the Upper Norfolk Subdivision authorized the three (3) lot Plat Amendment with specific findings of fact and conclusion of law.

WHEREAS, Ordinance No. 06-44 indicated specific conditions of approval regarding construction access from King Road through the adjacent property to the west, as per submitted construction easement agreements.

WHEREAS, this ordinance amends Ordinance No. 06-44 due to the expiration of construction easement agreements and certain facts have changed.

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

WHEREAS, the Planning Commission held a public hearing on March 25, 2015, and June 24, 2015, to receive input;

WHEREAS, the Planning Commission, on June 24, 2015, forwarded a positive recommendation to the City Council; and,

WHEREAS, on July 19, 2015, the City Council conducted a public hearing and reviewed the First Amended Upper Norfolk Subdivision Plat Amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the First Amended Upper Norfolk Subdivision Plat Amendment.

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 existing plat amendment is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The properties are located at 259/261/263 Norfolk Avenue.
2. Prior to 2006, the property was platted as the 'Upper Norfolk Condominiums'
3. There was an existing triplex structure located on the property.
4. The existing structure did not conform to the height and setback requirements of the Historic Residential-1 District.
5. The applicant demolished the triplex structure in 2010.
6. The applicant vacated the existing 'Upper Norfolk Condominiums' plat.
7. Through Ordinance 06-55 the applicant established three (3) lots of record - identified on the recorded plat as Lot 1, Lot 2, and Lot 3.
8. Lot 1 and Lot 2 measure 40.67 feet by 69.15 feet and contain 2812.33 square feet.
9. Lot 3 measures 39.98 feet at the front, 51.07 feet at the rear, 69.15 feet on the south side and 70.03 feet on the north side.
10. The proposed access to the lots is from Norfolk Avenue on the north side of the property.
11. The three (3) proposed lots would share one (1) driveway.
12. The proposed lots are for the purposes of building single-family dwellings.
13. The proposed lots appear to have slopes of greater than 30%. If they do, based upon a certified survey of existing conditions at the time of Historic District Design Review application, they would be subject to Conditional Use Permit, Construction on a steep slope review by the Park City Planning Commission as indicated on the Land Management Code.
14. There is sufficient area on the Lots and the obtained temporary construction easement to conduct construction staging.
15. Upper Norfolk Avenue is substandard, narrow street on steep hillsides.
16. On-street and off-street parking in the Norfolk Avenue /Upper Norfolk Avenue area is significantly limited due to the steep, narrow streets and lack of shoulder areas.
17. Snow removal and emergency access to the Norfolk Avenue /Upper Norfolk Avenue neighborhood is frequently difficult to maintain due to the steep, narrow streets and existing high on-street parking demand.
18. LMC § 15-7-6: Subdivisions – General Provisions, Conditions authorizes the City to attach reasonable conditions to land subdivisions which relate to design, dedication, improvement, and restrictive land use so as to conform to the physical and economic development of Park City and to the safety and general welfare of future lot owners in the subdivision and the community at large.
19. Accessory apartments are conditional uses in the HR-1 District and require one parking space per bedroom.
20. Accessory apartments would increase the parking demand in the Norfolk | Upper Norfolk Avenue neighborhood
21. In July 2006 the City Council approved the Upper Norfolk Subdivision plat by Ordinance 06-55.
22. The plat was recorded at Summit County on June 01 2007.

23. The property owners request to remove the following two (2) conditions of approval from Ordinance 06-55:
4. Construction access to the lots is to be from King Road through the adjacent property to the west, as per the submitted construction easement agreements.
5. The construction easement agreements must be finalized and submitted to the city prior to receiving building permits.
24. All other conditions of approval in Ordinance 06-55 will remain in effect.
25. Conditions of approval 4 and 5 stipulated that construction access would be from King Road via a construction access that would cross separately owned adjacent property.
26. The access was made possible through a temporary construction access easement agreement that expired in December 2009, and the owners have not secured an extension of this easement.
27. The temporary construction access easement agreement was executed and recorded in October 2006. The easement terminated in December 2009.
28. The applicant has indicated that construction for the three (3) single-family dwellings would take place at the same time.
29. The proposed temporary construction easement over 220 King Road, behind the subject site, is set to terminate in two (2) years or less from the construction initiation.
30. Cross access easement for the three (3) lots would also need to be executed prior to construction as the lots are built upon the available space is reduced.
31. The dimension of the Lots will not change with this Plat Amendment. The only change to the Upper Norfolk Subdivision by this First Amended Upper Norfolk Subdivision will be the plat notes and conditions of approval as contained herein.
32. The remaining conditions of approval shall continue to apply to the site. These three (3) conditions include:
- The lots are to be used for the construction of single family houses.
 - A Utility/Grading plan is required to be reviewed and approved by the City Engineer prior to issuance of a building permit.
 - A note shall be added to the plat prior to recordation that prohibits accessory apartments on the newly created lots.
33. Staff recommends adding a condition of approval that indicates that the applicant shall submit a detailed existing conditions landscape plan or survey of the staging area prior to any construction. When the work is finished, the applicant shall be responsible of re-landscaping the disturbed area.
34. The Park City Building Department has reviewed the applicant's proposed mitigation in detail and does not find that any additional items to be addressed at this time.

Conclusions of Law:

1. There is good cause for this Plat Amendment to amend the conditions of approval of executed ordinance no. 06-55 and add notes to the plat due to the expiration of the recorded temporary construction access easement.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. Neither the public nor any person will be materially injured by the proposed plat

amendment.

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

Conditions of Approval:

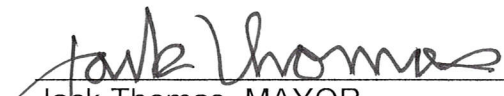
1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. The following conditions of approval from Ordinance No: 06-55 shall continue to apply.
 - The lots are to be used for the construction of single-family houses
 - A Utility/Grading plan is required to be reviewed and approved by the City Engineer prior to issuance of a building permit
 - A note shall be added to the plat prior to recordation that prohibits accessory apartments on the newly created lots
4. An agreement must be entered into with the City Engineer concerning any construction staging which occurs within platted but un-built Upper Norfolk Right-of-Way. No access and/or staging shall take place north of a line perpendicular to platted Norfolk Avenue from the northeast corner of 263 Norfolk.
5. Prior to plat recordation, each lot will grant the other two (2) lots construction access easements which shall be executed and recorded and which will not expire until all single-family dwelling structures are built.
6. Prior to plat recordation, the Temporary Construction Access Easement on 220 King language shall be drafted appropriately, and if necessary, the applicant shall work with the easement signee to record an accurate description of the work area identified as Exhibit D on the Easement.
7. The applicant shall submit a detailed existing conditions landscape plan and survey of the staging area prior to any construction. When the work is finished, the applicant shall be responsible of re-landscaping the disturbed area.
8. The applicant shall build all three (3) units at the same time. Building permits will only be granted simultaneously for all three lots.
9. Staging area has been secured along the rear of the properties of approximately 2,000 square feet.
10. Materials shall not be staged on the street.
11. No parking shall be permitted anywhere other than on the shared private drive and on the lots themselves. Neighborhood parking space shall not be used. The applicant shall not request any street parking passes.
12. No vehicles shall back up or down Upper Norfolk as there is sufficient room to turn all the vehicles around.
13. The applicant shall store spoils from the excavation and reuse it for back fill to reduce the loads out of the site.
14. The applicant shall encourage car-pooling to further reduce traffic.
15. The applicant shall not allow any vehicles to queue on Upper Norfolk.

16. No road closures other than utility upgrades shall be needed.
17. All deliveries and unloading shall be off the shared driveway, and shall not block the street.
18. All other normal Construction Mitigation Plan requirements in Old Town shall apply.

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

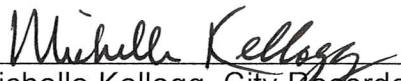
PASSED AND ADOPTED this 16 day of July, 2015.

PARK CITY MUNICIPAL CORPORATION



Jack Thomas, MAYOR

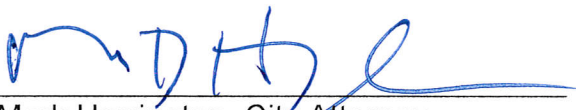
ATTEST:



Michelle Kellogg, City Recorder



APPROVED AS TO FORM:



Mark Harrington, City Attorney

EXHIBIT E - Submitted written public input

From: [jim_murphy](#)
To: [Makena Hawley](#); [Matt Cassel](#)
Subject: Conditional Use Proposal for PL-16-03145
Date: Thursday, July 07, 2016 12:22:41 PM
Attachments: [259 Upper Norfolk 8-3-10.doc](#)
[Comments on Fiat Proposal 06-13-06.doc](#)
[Response to Fiat Public Notice 3-2015.docx](#)
[Upper Upper Norfolk Explanation Letter.doc](#)

Makena and Matt,

Makena, thanks for taking the time to talk with us yesterday. You requested that I provide you with copies of correspondence written to Park City Planning and Engineering over the years. You can find some of those attached. Unfortunately I have never received any written response from the City regarding any of my numerous letters over the years.

Maybe reading these will help provide you with some historical perspective on these issues.

Please do email me a copy of the Conditional Use proposal when you have it ready.

I just finished a good discussion with the Park City Fire Marshall, Scott Adams. He said the only reason this "connector" was proposed was because of the requirement for a turnaround on the new driveway if the drive is greater than 150 long. It was his sole opinion that the connector would cause less of an environmental impact then the required turnaround.

I do not believe that is the case, I think the connector will cause quite a bit more impact than a simple turnaround. Consider the massive retaining walls which will have to be constructed. The downhill retaining walls will of necessity be required to "toe-in" down at the Norfolk Ave. street level; they can not be simply placed above existing, un-engineered old retaining walls and be expected not to fail.

More green open space will be scarred and destroyed, also the large old willow tree and other trees will have to be removed. This open space provides us with privacy, noise abatement and quiet enjoyment of our properties. More importantly, construction of a turnaround on the Applicant's property would confine any impact to the Applicant's property and would not impact our three existing homes in any way.

Looking forward to hearing from you. Thanks Makena.

Jim Murphy

PS: Matt, I copied you to get your input on these issues and to ask what happened to your idea this spring of widening Norfolk Avenue at the street level. You explained that idea to us this April when you came up and met with Terry Louriaux and my wife Trish and myself.

--

Timber Services, Inc.
Harvest Green Working Forests
PO Box 891
Chehalis, Washington 98532
360-520-0090

Jim and Tricia Murphy
246 Brockway Road
Chehalis, Washington 98532
360-520-0090

Park City Planning Commission
Park City Planning Department
PO Box 1480
Park City, Utah 84060

Re: Conditional Use Permit relating to PL_16-03145

Dear Park City Planners:

Recently we learned that the Applicant (Jerry Fiat/or his assigns) is once again requesting permission from the City to access the existing 'private drive' immediately south of his proposed construction project at 259, 261, 263 Upper Norfolk Avenue. All of his prior building proposals which were approved, were conditioned so that access to our sub-standard, existing private drive was denied.

I assume that you are aware the City does not maintain our existing private drive portion of the City ROW. The owners here have been promised numerous times by the City (Eric DeHahn and Matt Cassel among others) that there will be no public use of this private drive unless and until the city upgrades this substandard road to current safety standards and then maintains it year around and plows the snow off the drive in the winter. I hope it is not your intention to break that promise. (Please see the Original Park City Survey Street Plat)

This morning I had a good discussion with the Park City Fire Marshall, Scott Adams. He said the only reason this "connector" was proposed was because of the requirement for a turnaround on the new driveway if the drive is greater than 150 long. It was his sole opinion that the connector would cause less of an environmental impact than the required turnaround. Emergency vehicles and firetrucks have been able to turn around at the north end of Upper Norfolk for decades, with no issues.

I think the connector will cause quite a bit more impact than a simple turnaround. Consider the massive retaining walls which will have to be constructed. The downhill retaining walls will of necessity be required to "toe-in" down at the Norfolk Ave. street level; they cannot be simply placed above existing, un-engineered old retaining walls and be expected not to fail. I would expect that Matt Cassel will weigh in on this engineering requirement.

More green open space will be scarred and destroyed, also the large old willow tree and other trees will have to be removed. This open space provides us with privacy, noise abatement and quiet enjoyment of our properties. More importantly, construction of a turnaround on the Applicant's property would confine any impact to the Applicant's property and would not impact our three existing homes in any way.

The proposed "connector" will effectively eliminate the only snow storage spot that we three homes have on the existing private drive. We cannot place plowed snow on the connector or block it in any other way, in fact the existence of the connector will also eliminate one of our parking spots; how will that impact be mitigated? Is there a condition addressing snow removal on the proposed "connector"?

Please deny this Conditional Use Permit and require that the Applicant provide the required turnaround on his own property. The Applicant's original Ordinance (#06-55) made it clear that construction would proceed one home at a time, using the remaining lots to stage construction. The Applicant was fine with the required turnaround being located on his property at that time and in every other proposal until this Conditional Use Proposal. Also the prior proposals did not conceive of this proposed "connector". I imagine that was because the City made good on their repeated promises not to allow any new users of our existing private drive.

We think the best solution for safety and improved access would be to declare Upper Norfolk Avenue proper a "No Parking Zone" and require homes to use garage or driveway parking only. That would allow for unfettered emergency vehicle access at any time. The main reason the street is so cluttered is the City has allowed some private developers (most recently 226 Norfolk) to convert parking garages into living space, effectively forcing more cars and vehicles to park on the street. The city has effectively aggravated the emergency vehicle access problem itself by approving these requests.

Please try to come to a solution whereby the Applicant confines the required turnaround to his own property.

We met with Matt Cassel in April 2016 to discuss his then proposal to widen the street level Upper Norfolk Avenue. That sounded like the best overall solution, what happened to that proposal? There is no good reason to allow his project to proceed to the detriment of the immediate neighborhood.

Sincerely,

Jim and Tricia Murphy
233 Upper Norfolk Avenue Home

From: [Chick Hill](#)
To: [Makena Hawley](#)
Subject: 259,261,& 263 Norfolk Avenue
Date: Friday, July 08, 2016 11:15:39 AM

Makena, thank you for the information regarding the new houses being built on Norfolk.

As we discussed, I am the owner of the two houses at the end of the street, 375 and 425 Norfolk.

On two previous occasions, getting an emergency vehicle to my house was difficult, and on one of those time it was impossible. This is due to the cars parked on Norfolk on both sides of the street.

During a fire at 375 Norfolk, the firetruck was able to get through, but it was difficult and slow. The other time, my grandson had a seizure and was unconscious while we were waiting for the emergency vehicles to arrive. The firetruck was unable to get to the house due the congestion on Norfolk.

Fortunately, the ambulance was able to get through and he was taken to the hospital.

I am bringing this to your attention due to the work on Norfolk which is being proposed for these new houses. I am hopeful the Planning Commission will take into consideration the existing tightness of the street when deciding what work will be required and approved. Hopefully, the problem of congestion on Norfolk can be reduced as a part of this proposed plan.

My only concern is that emergency vehicles be able to get through at all times if they are needed.

If you need to call, please feel free at anytime. My number is 901-301-6450. Your consideration of this request is appreciated.

Chick Hill

From: [Terri Loriaux](#)
To: [Makena Hawley](#)
Subject: Norfolk Ave
Date: Thursday, July 07, 2016 11:28:17 PM

Makena,

I was traveling and unable to contact you prior to today. Just landed in Portland. You said in your email that letters opposing the Norfolk Ave Fiat plan need to be received today.

Please note that we are opposed to the plan proposed by Jerry Fiat. We believe that this will not sufficiently Prevent the hillside from eroding further, nor will it provide optimal access. Our driveway has experienced sloughing after the work was done cutting into the hillside below our driveway. The fire department halted the project temporarily because they felt the digging was unsafe and destabilized the hillside. Things really are getting less safe instead of improving.

There are better options, and we would like to work with the city to properly address the Norfolk Ave problems. I have met with Matt Cassel several times over the past 3 years and have patiently awaited cooperation from the city to establish a plan that improves emergency access and stabilizes the land. This is NOT going to help us in any way! We oppose.

I will try to follow up with a phone call tomorrow.

Dr Lynn Loriaux
Teresa Loriaux

EXHIBIT F - Existing Berm Pictures





Jim and Tricia Murphy
246 Brockway Road
Chehalis, Washington 98532
360-520-0090

Park City Planning Commission
Park City Planning Department
PO Box 1480
Park City, Utah 84060

July 12, 2016

Re: Conditional Use Permit (CUP) relating to PL_16-03145

Dear Park City Planners:

After reading the pending CUP for the above Plat we want to point out inconsistencies in the Standards of Review for construction in platted, un-built city streets: (statements below pertain to the corresponding paragraphs from the CUP)

- A) NON-COMPLIANT Proposed connector slope of 17-18% does not meet Code; it is not relevant that the connector is not used daily, it is still too steep to be safe.
- B) NON-COMPLIANT Connector ELIMINATES snow storage area for 245, 233, 221 Upper Norfolk, no mitigation is described.
- D) NON-COMPLIANT Connector ELIMINATES parking spaces for 245, 233, 221 Upper Norfolk, no mitigation is described.
- E) NON-COMPLIANT Connector retaining walls and roadbed will destroy Utility lines to 245, 233 Upper Norfolk, no mitigation is described.
- F) 1) It is not true that the City and Fire District are REQUIRING the proposed connector to Upper Norfolk. They have SUGGESTED the connector as a way to mitigate vehicular congestion, there are other ways to do this; for instance require an adequate turnaround on the Applicant's property. If it doesn't fit with three homes then only approve two homes.
- F)4) It is not true that the existing Upper Norfolk driveway can support firetrucks. Upper Norfolk is a narrow, steep and sub-standard drive that will not support firetrucks without major reconstruction to remediate its current poor condition. The Applicant/City should be required to do this if the connector is allowed.
- F)5) It is not true that parking will not be affected and does not need mitigation. The existing homes on Upper Norfolk (245,233 &221) will lose a minimum of three or four parking spaces if the connector is built. In fact we will not be able to park on our drive anymore, because of the emergency vehicle access requirement.
- F)8) It is not true that the retaining wall on the east side of the connector will not impact the existing retaining wall below on Norfolk Avenue. That wall was built many, many years ago by hand by Ed DeSisto, neighbor. The original wall was not designed for this ADDITIONAL weight imposed by the NEW retaining wall, it follows that the new wall and connector will likely fail causing a huge unmitigated risk to public safety, welfare utilities and access.
- F)9) Any placed landscaping must be irrigated for 5 years or more until the plants reach a sustainable, free to grow status. Many prior landscaping efforts required by the city have died due to lack of adequate irrigation and maintenance.

We only received a copy of the Conditional Use Permit on the 8th of July, 2016. This leaves hardly enough time (5 DAYS!) to research and provide public comment appropriately on a proposal of this magnitude. Considering all the non-compliant items and un-mitigated issues we would hope the Planning Commission would be wise enough to CONTINUE OR DENY this Conditional Use Permit until a more thorough review of ALL the alternatives has been completed.

If in fact the Planning Commission intends to approve this CUP we would only concur if our many concerns are addressed and mitigated. The homes at 245,233 and 221 are impacted greatest by this proposal and we should not have to shoulder any financial burdens caused by the Conditional Use Permit, construction process or future use and quiet enjoyment of our "shared private drive".

Sincerely,

Jim and Tricia Murphy
233 Upper Norfolk Avenue Home

Tyrone and Bettina Pike
221 Upper Norfolk – Park City
Jim and Tricia Murphy
233 Upper Norfolk- Park City
Dr. Lyn and Terri Loriaux
245 Upper Norfolk – Park City

Makena Hawley
Park City Planning Department
Park City, Utah

July 12, 2016

To All Concerned :

This is to notify the Park City Planning Department that the owners of 221, 233, and 245 Upper Norfolk are very concerned and in opposition of the driveway plan and connector for 259, 261, and 263 Upper Norfolk as is currently proposed. We believe that a workable plan is possible, but as proposed it presents several important issues that need addressing. We have provided some of those concerns in a previous letter which is in the Planners reading packet (sent to Makena Hawley on July 7, 2016 by Jim and Tricia Murphy)

First of all the recent emergencies and difficult access issues to the end of Upper Norfolk, which precipitated this new connector idea, unfortunately are the result of poor permitting by the City Engineering Department. In allowing 226 Upper Norfolk to remove 2 garage spaces from the house, and park cars in front of the dwelling as well as on the street, a bottleneck in the area below our driveway has been created. Horns honk often when cars are unable to pass freely. The proposed "connector" in no way will alleviate access issues for Upper Norfolk, as there are cars parked illegally and precariously all over Upper Norfolk. To think that this proposal alone will help Upper Norfolk is a pipe dream.

It is not our responsibility to have our private driveway plowed and safe for emergency vehicles to get to the end of the street. If there IS an emergency and the driveway has not been plowed that day, we do not assume liability for unsafe access or passage.

In order for us to even consider approval of this future project we need in writing the following commitments from the City and/or the Applicant at no cost to us:

Remediation of the narrow, steep and substandard existing City ROW in front of 221, 233, and 245 Upper Norfolk – To include:

The upgrading of our driveway ROW for safe emergency and passenger vehicle access by engineered toe slope retention, new road ballast, new asphalt, and SAFE retaining walls with guardrails where necessary and to our satisfaction. This will all be compliant with current City building standards for new road construction of this type.

Assurance in writing that the City will take responsibility for the removal of snow from the driveway ROW, as it does the city street. This is to insure emergency and passenger vehicle safe passage continually, beginning Nov 15, 2016.

Sincerely,

Tyrone Pike
Jim and Tricia Murphy
Terri Loriaux

Makena Hawley

Makena,

I agree with the attached letter but was not available for signature yesterday. Please add our names (Dr. Lynn Loriaux and Teresa Loriaux) to this letter as owners of Norfolk 245.

We have been consulting the city and awaiting a response and plan for over 5 years without results. Please, it is time to take care of the long term residents of Upper Norfolk Ave (dutiful taxpaying citizens) to be sure we are protected with safe roads that allow access for emergency vehicles. Several years ago, Lynn broke his hip and was unable to access medical care because our street was impassable. Please add that to the list of dangerous situations that have occurred because our road prevents emergency vehicles from reaching us.

We have had several instances where we have trusted the city to do what is best for the residents of Upper Norfolk Ave but were disappointed when the city allowed 'developers/investors' to make changes that left the residents in a compromised situation. Changes were allowed across the street from us that endangered the stability of our driveway and caused sloughing and deterioration, as well as congestion on the road limiting vehicle access. We would greatly appreciate it if our government would prioritize our needs as residents and taxpayers on Upper Norfolk instead of supporting those who build, sell for profit, and move on leaving us with compromised situations. Please, find a solution that protects us!

The best solution here would optimize our driveway to minimize risks to us AND the residents below us on Norfolk Ave. I have personally met with Matt Cassel on several occasions asking that action be taken to stop the erosion of our hillside (clearly evident upon inspection) and to protect the people and cars traveling below our driveway. We have had several situations where our vehicles came dangerously close from sliding off our driveway and onto the road below! This is an incredible liability for us and for the city that needs to be addressed immediately. Please let us know what is planned. Our part of Norfolk Ave deserves to be part of the OTIS plan and not delayed any longer.

Thank you for your consideration,

The Loriaux Family

Makena Hawley
Park City Planning Department
445 Marsac Avenue, PO Box 1480
435.615.5065

View our 2016 Play Magazine online and plan your best summer yet! Summer program registration opens April 1st:
www.parkcityrecreation.org