

**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
August 23, 2017**



AGENDA

MEETING CALLED TO ORDER AT 5:30PM

ROLL CALL

ADOPTION OF MINUTES OF August 9, 2017

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

STAFF BOARD COMMUNICATIONS AND DISCLOSURES

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

1800 Park Avenue - The applicant has requested a modification to an approved Conditional Use Permit for a temporary tent structure located within the interior courtyard of the Double Tree by Hilton hotel. PL-17-03537 090
Planner
Morlan

352 Woodside Avenue – The applicant is requesting a Steep Slope Conditional Use Permit for the construction of a single-family home on a vacant lot and a height exception to construct a garage on a downhill lot. PL-17-03532 122
Planner
Morlan

606 Mellow Mountain Road - Second Amendment to the Sunnyside Subdivision to add an adjacent remnant parcel to Lot 11. PL-17-03584 155
Planner
Whetstone

1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue – Woodside Park Affordable Housing Project Phase I – Master Planned Development – A proposed affordable housing project will be located at the site of the former Park Avenue Fire Station Parcel and will consist of four (4) single family dwellings, an eight-unit (8-unit) Multi-Family Dwelling, a thirteen-car (13-car) Parking Lot, and a Pedestrian Easement running east-west. PL-17-03454 332
Planner
Tyler

1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue – Woodside Park Affordable Housing Project Phase I – Plat Amendment – Proposal for a three-lot (3-lot) subdivision to create the Woodside Park Subdivision Phase I. PL-17-03439 355
Planner
Tyler

1353 Park Avenue (actual building to be located at 1354 Woodside Avenue)– Woodside Park Affordable Housing Project Phase I – Conditional Use Permit – Proposal for an eight-unit (8-unit) Multi-Family Dwelling as a part of the Woodside Park Affordable Housing Project Phase I and a Conditional Use Permit at 1364 Woodside Avenue for a Parking Area with five (5) or more spaces for use by the Woodside Park Affordable Housing Project Phase I. PL-17-03453 391
PL-17-03452
Planner
Tyler

227 Main Street – Appeal of Planning Director’s determination that the site at 227 Main Street was not current in their assessment to the Main Street Parking Special Improvement District and does not comply with Land Management Code (LMC) 15-2.6-9(D) Pre-1984 Parking Exception.

Quasi- Judicial review, Public hearing and possible action

PL-17-03619 447

Planners

Grahn &

Tyler

ADJOURN

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

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

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
AUGUST 9, 2017

COMMISSIONERS IN ATTENDANCE:

Chair Adam Strachan, Melissa Band, Preston Campbell, Steve Joyce, John Phillips, Laura Suesser, Doug Thimm

EX OFFICIO: Planning Director, Bruce Erickson; Francisco Astorga, Planner; Hannah Tyler, Planner; Anya Grahn, Planner; Polly Samuels McLean, Assistant City Attorney, Jody Burnett, Outside Counsel

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REGULAR MEETING

ROLL CALL

Chair Strachan called the meeting to order at 5:40 p.m. and noted that all Commissioners were present.

ADOPTION OF MINUTES

July 26, 2017

MOTION: Commissioner Joyce moved to APPROVE the Minutes of June 26, 2017 as written. Commissioner Thimm seconded the motion.

VOTE: The motion passed. Chair Strachan abstained.

PUBLIC COMMUNICATIONS

There were no comments.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

There were no comments, reports or disclosures.

CONTINUATIONS (Public Hearing and Continue to date specified.)

1. 2428 Iron Mountain Drive- the applicant is proposing to adjust the building pad on Lot 22 of the Iron Canyon Subdivision. The building pad is currently 4,000 square feet modifying to 5,500 sq. ft. (Application PL-17-03574)

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

MOTION: Commissioner Joyce moved to CONTINUE 2428 Iron Mountain Drive to a date uncertain. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

NOTE: The Treasure Hill portion of the Minutes is a verbatim transcript.

1. Treasure Hill Conditional Use Permit, Creole Gulch and Town Lift Mid-station Sites – Sweeney Properties Master Plan (Application PL-08-00370)

Chair

Strachan: Francisco, what are we going to do tonight?

Planner

Astorga: We are going to present our work plan as outlined in the Staff report, go over some key items, and then allow the applicant to make their presentation.

Chair

Strachan: Great.

Planner

Astorga: As indicated in the Staff report, we also need to have a public hearing for this.

Chair

Strachan: Of course. Yeah. And just from the applicant, how long do you guys think your presentation will take?

Dave

Bennion: Probably 30 to 40.

Chair

Strachan: Okay.

Dave
Bennion: Maybe even a little bit less.

Chair
Strachan: All right. Sounds good.

Planner
Astorga: We, we will go for three minutes.

Chair
Strachan: Okay, counting.

Planner
Astorga: Let's go. So, we received the, I guess I'm calling it the final updated transportation plan as outlined on Page 57. We did, we did receive it in different forms with the appendix, without it. And we did our best to try to review it for, for this meeting as it came in on July 21st. All of the traffic studies have been updated on our website. Also hyperlinked on pages 56 and 57 of the Staff report. And in the analysis section of the Staff report, which this report was co-authored by myself, Bruce Erickson, Matt Cassel and Alfred Knotts, the work plan that we tried to outline in the Staff report, other than some other components such as the applicant's traffic demand that was copied and pasted on pages 58 and 59, as well as their traffic mitigation on pages 60, 61 and 62.

The work plan that we tried to create goes like this. Step one, we identify the impacts from the applicant's submittal. Step two, formalize the goals to be achieved to mitigate the impact. The third step, review the applicant's proposed mitigations for ability to achieve the goal. And the fourth item is to consider and formalize qualifying standards by which mitigation can be measured for meeting the established goal. We believe that---we find that this is an appropriate work plan to move forward specifically to the traffic and transportation.

The reason that we have, want to move forward on this specific work plan is because of that, is because of the specific wording that it indicates on Criteria #3, which is traffic considerations.

Some of the other items in the LMC are a little bit more specific than that. I'm going to give you a quick example. Open space. For an MPD it says

60%, and in their case their Master Plan specifically said they had to meet a 70% open space. So in other words, that qualifying standard has already been codified.

The difficulty is that we need to understand what is the specific standard that we need to measure the impacts that the applicant---the measures, the mitigated measures that the applicant is proposing. And that's why we divided into this, this four step approach. And, and that's what we, we did in the Staff report on page 63. We created a Staff first attempt to identify the impacts. And we divided them into two sections: Constructions, which is temporary in nature; and then development, which is the permanent facility.

From that point we moved on to seeing ---or, or checking as we're moving forward with each qualifying standard for each impact that needs to be mitigated. And that's what we did on page 65 through the, I guess the end of the report.

So to wrap up my three minutes. As indicated on page 69, as we have begun to create these mechanisms to implement the applicant's proposed mitigations and prepare the initial draft of the mechanism, referred to as a potential qualifying standard, we're asking you to indicate to see if you concur with the, with the specific outline approach. If we need to take a look at it, I do have one slide ready in power point, so we can go ahead and discuss the four points that we just outlined. But we're just here to answer any other questions that we indicated in the, in the Staff report to move forward on this very important yet complicated item, which is traffic and transportation.

Director
Erickson:

So, Mr. Chairman, if I might just follow up just a little bit on that. We are developing the impacts from the questions and comments coming from the Planning Commission, and the questions and comments that are showing up in the Staff reports. So I am reviewing all fourteen Staff reports to date. Francisco is reviewing all the Minutes to date to make sure that we include the impacts that are being identified by both the public and the Planning Commission on each one of the 15 conditional use requirements. So that's the process going forward. I think you'll find it easier tonight as the City Engineer and the Transportation Manager talk about transportation. It will move roughly the focus away from whether the number is six trips or ten trips into identifying what the impacts of those trips are and what the goals of the

mitigation can be. And so that's the strategy we're putting forward this evening.

Chair

Strachan: And is it your intention to carry over that process into the other CUP criteria?

Planner

Astorga: It, it is.

Director

Erickson: It is.

Planner

Astorga: And, and some of the other impact, not impacts, but items listed in 15-1-10, some of the other items are easier to, to qualify that standard.

Chair

Strachan: Well, some are going to double qualify. You know, one impact might fit into two or three different criteria.

Planner

Astorga: You're right.

Director

Erickson: Or the, the impact might be identified, and then the potentially qualifying standards might fit under two or three of the criteria.

Chair

Strachan: And how are you going to choose which box you put it in?

Director

Erickson: Let me see which issue comes up. So height, bulk and scale, for example, setbacks, all those things, that potentially qualified standard in the current drafts may end up more than once.

Chair

Strachan: Yep.

Director

Erickson: And then as we move forward in the process and the Planning Commission is comfortable with how the standard is achieving the goal and whether the

standard is measurable going forward and manageable going forward, then we'll cut and paste the ones out that we don't need anymore.

But I think that's what we're asking the Planning Commission to do is measurable and achievable potentially qualifying standards. And so the idea, I don't know if you saw it in the packet, was we could be bringing forward these standards and measurements earlier in the process, rather than waiting for the last Staff report of the last Planning Commission meeting of the last day of the last year of the apocalypse. And then you have to negotiate conditions. So that's why we applied this process to the system. Thank you.

Chair

Strachan: I think you'll probably have a number of questions about that, right?

Commissioner

Joyce: Yeah, just---can you help me? I, I tried to understand it. I crawled through it all and I was going, starting on page 63, and I thought I kind of got the idea of here's an impact, here's potential qualifying standards, and here's the goal. And then I got to page 65 and it felt somewhat repetition but not quite. And it almost felt like two people tried to tackle the same problem and came up with a little different answers or something. But I, so can you explain to me the stuff that starts on page 63 versus the stuff that starts on page 65?

Planner

Astorga: Absolutely. The, the first section on 63 is just an outline. We thought it would be easier to break it down in an outline form, while the second one we add additional specifics, detailed qualifying standards.

Commissioner

Joyce: So, I'll offer to you that just to make life easier for discussion, there's, there's really like some of the ones, like starting on page 65, they say Impact T1. And there is no such thing as Impact T1 before. And I kind of wondered whether you were trying to tie back. But then even the bullets don't tie back. The, the language isn't the same between the two. So if you were trying to kind of do an outline and then do the detail version, I'll say, it looks like somebody different did the outline and the person doing the detailed version didn't look at the outline or something. 'Cause it, it doesn't look like just a filled in thing. There's---

Director

Erickson: We, we will admit to some editorial rush trying in trying to get these standard points out.

Commissioner

Joyce: I, I can understand that. I just---if, if we're going to get---I would prefer to have one thing. And, you know, you can put it in a nice hierarchical format so it's easy for us to follow along and figure out, you know, what---sub-bullets of what kind of thing. But it just kind of confused me a lot more than helped me. And if, if the wording had been exactly the same I would have understood, I think, but it wasn't. So I didn't.

Planner

Francisco: Okay. Noted.

Commissioner

Joyce: Second piece is---I, I think this is a great way to go about doing this, at least for, for me as to start getting to some specifics quickly. There's a lot of stuff. I mean, there's, you know, pages of this that need to be discussed and honed down for, for just traffic. I mean, we spent months on other topics. There's a lot of things that were unresolved. I'm concerned, we've had the applicant tell us, and I, I haven't heard anything different yet, that come September we'll get the notification that within 45 days, you know, we have to render a vote. I'm worried that if we're trying to really craft, correct conditions of approval for a finished document for a vote that I would be comfortable voting in favor of, we have a huge, huge amount of work to do. And really, we only have, you know, effectively two more Treasure meetings the way they are scheduled. So I would offer that we either ought to be looking at---assuming that we're still going to go for the same dates that we've heard kind of thrown out there, we ought to be thinking about having more Treasure meetings between now and then. Whether they're supplement meetings or Treasure is both meetings of the month or whatever. Or somehow we get more material that we have to process offline or whatever. But I just don't see how we get from here to there in 45 days from September or whatever.

Planner

Astorga: Yeah, I think that's a discussion that we need to have more so with the applicant, specifically regarding to their vote now clause that they can enact.

So we'll, we'll go from there. We'll work internally to see if we can come up with an appropriate calendar for, for the appropriateness.

Commissioner

Joyce: Okay.

Planner

Astorga: I agree with you with, with the number of meetings that we have left to get it all done.

Commissioner

Joyce: Yeah.

Planner

Astorga: So unless we hire Flash Gordon to come up and do some very fast work it's going to be very difficult. You're right.

Commissioner

Joyce: All right.

Director

Erickson: But our schedule for the completion of the review, like we talked about last meeting, between Francisco and I and all the Staff reports, all the Minutes and all the bullet points is to be done by 30 August.

Commissioner

Joyce: Okay.

Director

Erickson: So in preparation for the September meeting. So, depending on how we go on transportation this evening, then we'll be bringing back the next issues. So that's our current scheduling. As Francisco says, we need to have a chat with the applicant. Have a conversation with the City Attorney's Office and make sure we're catching all the points. But I, I do not want to get to the end and have to negotiate 500 points on the last minute of the last day.

Chair

Strachan: Jody, where does that put you?

Jody

Burnett: I, I, I think that we need to open that possibility. And I'm very conscious. I think as much as anything, Commissioner Joyce is talking about your opportunity as a Commission to process and review and come to a consensus on issues above and beyond whatever the Staff and applicant are presenting. But in order to do that we probably do need to have a conversation with the applicant and find out what their thoughts are on that, because the challenge is for both the applicant and the Staff to have sufficient time to meaningfully respond to whatever input they get at this meeting for the next one. And it's been challenging enough as it is to do that within a month. But we could probably, once we get that complete, draft a list of issues. I think---my personal view is it would be most helpful, once we get to that point and you really have something to work on, and maybe one of those is a work meeting, separate independent from a public hearing, and input from applicant and Staff. Kind of separating the process that way. But I think we will need more information before we can probably meaningfully do that.

Chair

Strachan: And I guess a more specific questions is, you know, if they've got, if they pull the ripcord and then there's 45 days, and it's possible that you know, we'll all still have issues and questions up in the air that just are not resolved. Either the evidence hasn't been provided to us or we don't agree with the evidence, or just a unanimous consensus has not been reached one way or the other as to some, you know, either large or minute issue. Where does that, does that bring the train to a screeching halt, or can you draft conditions and findings despite that.

Jody

Burnett: I think we could probably get over that hurdle. I mean, I'm obviously hopeful that we won't reach that point. And of course, that's up to the applicant on where they pull so-called ripcord, and if so and when. But I certainly think---I, I certainly understand what Commissioner Joyce is saying. And I can understand, given the volume of material that's been presented, that as a Commission, you'll need some time to review and consider everything and try to come to a consensus on a decision above and beyond that point when we've completed a review of all the CUP criteria.

Commissioner

Joyce: And I know at least one of us up here has lots of opinions and comments. So.

Chair

Strachan: And I think there's more than one. All right. Well, we will eagerly await the discussion between the Staff and Council and the applicant as to the timeline on that.

Jody

Burnett: Yeah. I mean, I certainly think by the September, what is it, the September 12th meeting, wherever we are on that, that hopefully we can come back with a proposal. Ideally, one that has been vetted with the applicant and they're on Board with, but at least our respective viewpoints and a proposal on how to try and strike a balance there.

Chair

Strachan: Okay. All right.

Commissioner

Thimm: A Question.

Chair

Strachan: Yeah.

Commissioner

Thimm: So there, there have been months of---

Director

Erickson: 14 meetings.

Commissioner

Thimm: Okay, there have been 14 meetings. Okay, sorry, of, of commentary and that sort of thing that have gone on. Does the schedule allow time for the applicant to come back and address the comments and provide a meaningful alternative plan or study that addresses those comments?

Jody

Burnett: Well, I certainly think that's an opportunity. And, and I think they're anticipating that a working kind of on a similar track to what is Staff is. I don't want to speak for them, but I think they're trying to make a similar effort to address the issues that have been raised, questions that have been raised by the Commission, and come back with that. I'll let them address when they feel like they're prepared to do that. But yes, I am aware that they're

certainly anticipating and hoping to have that kind of an opportunity as part of the schedule we're talking about.

Commissioner

Thimm: Okay. I mean, there's, there's been serious commentary and I guess for me and perhaps for all of us, we expect, I think, serious response.

Chair

Strachan: I would agree with that. All right. Well, we'll see how it unfolds. Okay. Mr. Knotts and Mr. Cassel?

Commissioner

Band: Sorry, I have just a couple of questions for Francisco. So, Francisco, on page 64 under impacts and deliveries it states, "from 7:00 a.m. to noon; 9:00 to 2:00 during the ski season." And then 67 says "10:00 to 2:00 from November 16th." I mean, I know they're two different sections, so is that because one of them is during construction and the other one is permanent? Are you changing those hours or was that, was somebody trying to say that, oh, 10:00 is better than 9:00 and it just didn't get changed in both sections?

Planner

Astorga: I think we're going to let Mr. Cassel address that one. So we're talking about development impact.

Commissioner

Band: Impacts from deliveries.

Planner

Astorga: Deliveries on page 64.

Commissioner

Band: 64. And then if you go to 67. On 64 it's got 9:00 to 2:00 during the ski season, and on 67 it's got 10:00 to 2:00.

Director

Erickson: I think, I think we had a comment on our Staff review that 9:00 a.m. during the ski season is skier arrival time. So Francisco, I think picked it up---

Commissioner

Band: I wholeheartedly agree. That's why---

Director

Erickson: On the second one and missed it on the first one.

Commissioner

Band: Okay.

Matt

Cassel: Right. That's just it.

Commissioner

Band: Okay. I was---that was my question and my comment.

Director

Erickson: Yeah, we caught that one. We're not going to schedule deliveries during peak arrival hour.

Commissioner

Band: Okay.

Director

Erickson: Or that's what we're proposing in terms of a potentially qualifying standard.

Commissioner

Band: And if I were allowed to make a comment on this 7:00 a.m. in the summer. I mean, if I lived in Old Town I'd be pretty bummed if somebody was rolling up at 7:00. I think 8:00 reasonable. I don't know if---I know there is Main Street and there are other things that qualify. That's just a comment.

And the other question, and this is just more of my own curiosity. So, on point 8, page 59, you talk about the applicant proposes less than 7,000 square feet of employee housing, but it's estimated that the project generates, will generate 300 to 500 employees; 100 to 300 per shift. Again, this is just a question. If someone were to try and house their entire work force on site, which obviously we don't expect, what's the calculation.

Director

Erickson: The calculation would be a percentage of the work force on site like we do with the Empire Pass MPD. Park City Mountain Resort has a requirement for 20%.

Commissioner

Band: Sure. No, I just, I'm curious. What's the calculation per employee to square foot?

Director

Erickson: Well, like---per employee to square foot?

Commissioner

Band: Sure.

Director

Erickson: So those numbers came out of the employee generation survey that we conducted to get our new employee affordable housing resolution in place. So they actually surveyed, I can't remember the number. They surveyed a number of the employers in the City to determine the number of employees per square footage. And then we have a ratio of seven or eight occupational types. So for example, a restaurant generates about seven employees per square foot. Nightly rentals that are not hotel have a different number. Hotels are about half of an employee per square foot. So you could look in the housing resolution, and we'll share that calculation with you, but that's how that 300 to 600 was. We vetted it against the Summit County 2016-2017 employee generation study for the Canyons just to make sure we had reasonable alignments between the two generation studies. And the original generation study that was done in '99 compared it to seven or eight other resort towns in terms of generation. So that's where those per square foot number come from.

Commissioner

Band: Okay, but I mean, for 7,000 square feet, how many employees will that house?

Planner

Astorga: It depends on the housing type.

Director

Erickson: Well, 7,000 square feet divided by 800 square feet per unit is nine. Did I get that about right? And if you put two employees in each unit you've got 18. So it's not much.

Commissioner

Band: Okay. Okay. Just a---

Director

Erickson: How did I do?

Commissioner

Band: Like I said, I was just curious 'cause it said, you know---

Director

Erickson: All right, but that's, that's---

Commissioner

Band: You know, less than 7,000---

Director

Erickson: So the, the housing resolution would control how that roughly 7,000 square feet is allocated. And then we'd review it for which employees we were dealing with. If we were dealing with an on-site manager, for example, that might be a different number. But this is the first time you've seen an employee generation calculation from us. And the numbers are consistent with what we're seeing throughout the town.

Commissioner

Band: Okay. No, I was just trying to understand when it stated that only 7,000 square feet is proposed for employees, and it talked about how many employees would be needed, how, approximately, how many of those employees are able to be housed.

Director

Erickson: And I, and I think you're making a good point in that this is why we're doing the, the qualifying standards and the impact. The applicant has not precisely identified the impact of employee generation in accordance with the CUP criteria. So the Staff has taken the applicant's information and identified the impact as 300 to 500. All right. So that, that's how this system works at this point. So there you go.

Commissioner

Band: That's just what I wanted to kind of wrap my arm around.

Director
Erickson: And thank you, Francisco.

Commissioner
Band: All right. Thank you.

Commissioner
Joyce: And just for what it's worth, I mean, the numbers they had, there was also just a little inconsistency you guys need to clear up, but they talked about dorm style housing for that 7,000 feet. And in the traffic study they said they would house 25 people. And in the parking study it said it would house 30.

Commissioner
Band: No, right. I saw all that, but, you know.

Director
Erickson: Right.

Commissioner
Band: I wondered what, what's the calculation. How many square feet are we talking per person?

Director
Erickson: Depending on how the housing resolution is applied and how we vary the housing types.

Commissioner
Band: Thank you.

Chair
Strachan: All right. Any more questions before we---

Commissioner
Joyce: I---so I don't know how you wanted to tackle this. I had a bunch of comments and questions along these five or six pages. Do you want to do them now, do you want to do them further down or---

Chair
Strachan: Yeah. I don't know whether Alfred or Matt have anything more to add.

Planner

Astorga: They're just going to answer questions.

Chair

Strachan: They just are here to answer questions? Great. Okay. So yeah, let's---I mean to the extent they're just questions, great. But remember, public comment hasn't occurred yet.

Commissioner

Joyce: Okay.

Chair

Strachan: So differentiate between comments versus questions.

Commissioner

Joyce: Okay. I guess this is a request, which is, when I'm sitting looking at the construction mitigation, just like you did an employee estimate of how many people would be showing up for, for shift, I would like to see some estimate, we've asked for this at least once before, of what the flow of construction workers looks like. So when we look at some peak construction time, are we talking about, you know, 25 people or 250 people, or 2,000 people. You know, how many people are showing up on that work site. Because I don't know how to tackle some of the issues of, you know, people bringing their tools and stuff. You know, if it's three guys in a pickup truck it's not a problem. But I don't think that's what we're expecting.

Planner

Astorga: And that's a request for the applicant, right? Obviously, that's a request for the applicant.

Commissioner

Joyce: Yes.

Planner

Astorga: To provide that information.

Commissioner

Joyce: Well, I'll, I'll go back to kind of what we've done with the employee generation. I, we've asked the applicant for that before, but we're getting to the point where we're starting to have to make some decisions. So if you guys can bring us a number that would be great. If not, I'd ask Staff to give

us their best swag. I mean, we've got other big projects that have been done, like the St. Regis and the Montage. So, I mean, we know things that have been built around here and ought to be able to, to come up with something.

Matt

Cassel: So in, in the qualifying standards that we've set, I think we posted one of those is all employees to be shuttled to the site. So if we answer that question, we'd want to be able to answer a little bit differently how many shuttles during peak season are there. Because our goal, as qualifying standards is to keep all employees from driving to the site.

Commissioner

Joyce: Right. And you guys actually mentioned in here things like, if you were counting on the Park City Transit System handling that versus private shuttles, if there's an impact to transit. Well, again, if it's three guys it's not a problem. If it's 3,000 then it's, you know, we can't handle it. And we don't know where they're coming from anyway. So, yeah. So between applicant and Staff I'd like to, to see some numbers. And I think there's enough history out there that that's not, you know, rocket science or whatever.

Kind of along those lines, do we know for the Montage and the St. Regis, since they were kind of our benchmarks when we were doing similar size projects, did they shuttle all of their employees up? I know Richardson Flat got built for the Empire Pass project, but was, what were the constraints of that if you know offhand?

Matt

Cassel: Montage created a parking area just west of Richardson Flat, and that's where they parked theirs. And they were all shuttled from that point.

Commissioner

Joyce: Okay. And do you know about---

Matt

Cassel: Mostly were shuttled from that point.

Commissioner

Joyce: And do we know about the St. Regis?

Director

Erickson: St. Regis was up from the Wasatch County side.

Chair

Strachan: Yeah, they were staged out of Jordanelle.

Director

Erickson: And that was that whole Deer Crest disconnect discussion we went through before.

Commissioner

Joyce: Yeah.

Director

Erickson: So the St. Regis construction employees were required to come up from the Wasatch County side.

Commissioner

Joyce: Okay. Comments. Let me just look for questions. Oh, sorry to open this one up, but it hit some many places. There was a lot of discussion back in like 2004-2009 about traffic kinds of things of where traffic would flow. Did it go up Empire, did it go up Lowell and Manor, and how those roads either would or wouldn't be widened. And snow storage. And there were all sorts of alternatives for, you know, do we do cutouts and what do we do about speed, all this kind of stuff. And we seemed to have lost that completely in any discussions we have had over our brief 14 meetings that we've had. I, I can't understand---it looks like we're routing construction traffic up Manor and Lowell, but we haven't talked about how to actually stop them from going back down Empire. But all the traffic study stuff for the kind of steady state development side of things seems to be 50/50 between Lowell and Empire. Where are we? And that could be Staff or applicant. I don't care. I just, we haven't talked about this in a long time, and it seems to be left out of all this transportation stuff.

Matt

Cassel: Construction was identified to come up Lowell, so one of the qualifying standards is whether that come up through Manor or Lowell to Silver King. How that route would be. It's of the standards that needs to be identified, and it has yet to be identified. So, what we did was try to set some standards of what we think needs to happen.

As for complete development and which roads they would use, in 2009 we were starting to go down a road of restricting all traffic going to Lowell Avenue. I believe the MPD, though, allows them to use Empire and Lowell as access and egress from Treasure. So, we haven't had a lot of discussion on that. I think as everyone looked and modeled, ran the scenarios, it was with eyes open that it would be both Empire and Lowell.

Commissioner

Joyce: So, I guess I'll go back and ask from a traffic standpoint, from your perspective. All of their modeling was 50/50, but one of the concerns that came up was, if you take Lowell and Manor, you basically have two stop signs you have to go through. And if you take Empire you make a right turn out of the, the hotel and you just go straight through.

Matt

Cassel: Yeah.

Commissioner

Joyce: So it's not going to take a rocket scientist to put, you know, 80 or 90% of the traffic down Empire, 'cause why not. It's the straightforward easy way and you don't have to wait at stop signs for all the other traffic. Are you guys comfortable that they modeled everything 50/50 for the Lowell Empire split? I just can't imagine it actually working out that way.

Matt

Cassel: We haven't been extremely concerned about how its split. I mean, I think from all the traffic analysis that has been done, we can definitely say there's impacts to both streets. And so we've kind of done it more wide-eyes open as what those impacts are. And what you'll see in, in Francisco's report, is at the ends of those roads you start seeing the impacts. Lowell and Silver King fails. Silver King and Empire fails. And those are where we start seeing the need to make changes.

Commissioner

Joyce: So, but Lowell, Lowell and Empire up at the higher end don't seem to have much problem. I mean, as you start getting down to Manor they start picking up issues. But if, if I was correct in my made up assumption that all of a sudden two stop signs, no stop sign; 80-90% of the people are going to take the no stop sign approach. Do you start---does that change your numbers?

I mean, I know you've got problems at, at Silver King and Empire, but if you took either Lowell or Empire and basically doubled their traffic counts, does that become an issue.

Matt

Cassel: It does not. As the traffic analysis is done, as models are set up, they try to factor in influences of things like stop signs, backed up traffic. And what people do when they come into situations, they try to go down alternate streets, they reroute themselves. They don't do a great job of it but when you model it you, you, the models themselves try to take into account people's decision making.

Commissioner

Joyce: Okay, I guess the biggest---

Matt

Cassel: And it's not perfect.

Commissioner

Joyce: Well, then let me just throw this into the next one, because there was a question or a comment made about the Old Town, an Old Town street having a capacity of 2500 cars per day. And that's when we start getting into the discussion of are we only looking at traffic studies at intersections or are we actually looking at all the issues that Empire and Lowell have of, you know, in the winter becoming virtually one-lane roads. Now it seems to me that if you told me you were going to double the traffic rate that you are putting out onto Empire, I, I don't understand anything you just said about it won't have much impact because people will adjust. I mean, can you imagine Lowell if all of a sudden, even with today's traffic, you doubled it.

Matt

Cassel: No, the, the traffic models. When I say their adjusting, people make decisions as they're going down a road, so the models themselves try to factor in whether they're going to take Lowell or Empire. They don't just sit there and plug in a number and say 50/50. They will, they will play around and try to make those work and, and see how they work and operate. As you said, our maximum capacity on our local streets is 2500 average annual daily traffic, or trips. And that's a number that we look at just to make sure that as the trips are going up, that we don't trip over to minor collector or major collector, or a bigger road.

Commissioner

Joyce: Like Crescent Tram or something like that?

Matt

Cassel: Right. And so we have to look at---and so when we did that, as a matter of fact, we sat there and took---before we started Lowell Avenue, reconstruction of it, we took into consideration the possibility of Treasure, the Bamberger property, you know, 100% buildout, and what would those trips look like and where would those trips go. And the scenarios we ran were 100% on Lowell or 100% on Empire or a split. And all three scenarios came back with streets that don't get to capacity. Now, we know that there are impacts. And that's one of the impact we have as part of development is number of trips increasing on those streets, and so we have an increase in traffic, an increase in trips impact, but the streets are designed for that high level of trips.

Commissioner

Joyce: So I, I guess, I, I understand that. When I look at the numbers and I, I'm sorry I don't have the right table just sitting here. When I look at the numbers at peak hours at like Lowell and Manor and stuff, it looks to me like you're going to exceed 2500. Of course, you're only looking at one thing that says peak hours, so you're having to kind of stretch out and make some inferences. If you guys are convinced that we're not going to see 2500 cars, could you include that in our next package as to what you, how you came up with your conclusions and, and what you think that number is. Because me just looking and using pure gut instinct, it didn't seem to, to fit with that. It seemed to blow way past that. And again, I'm just having to kind of infer numbers out from peak hours that are reported here.

Director

Erickson: Yeah, those are two different numbers Steve.

Commissioner

Joyce: I know.

Director

Erickson: Right? And so---

Commissioner

Joyce: Oh, I know. But, but we, we're not, we got a thing that said here's this important capacity issue, and I've been trying to get my hands around how

do you deal with not the intersections of Lowell and Manor, but how do you deal with Lowell and Empire and the catastrophes that they already are. And I was trying to find some quantitative way to look at that. And the only thing I saw was this kind of 2500 number for an Old Town street, but then I didn't see either in the traffic study or anything that Staff provided, anything kind of matching up to that. It was just kind of like here, here's an important number and we're not going to tell you where we stand against that.

Matt

Cassel: When we put the impacts together, where we tried to address that is operational impacts from the long-term development. And so, so I think as you read through that, where we focused on were winter months when the roads are compromised because of snow storage. Maybe we can all agree, maybe not, that the roads during the summertime are adequate for the amount of traffic that potentially are going to be on them, and are inadequate during the winter months when there's snow taking up half of the road. And so that's why---where we tried to direct the impacts to how people are moving on the streets is toward those winter months when we do realize we have substandard streets because of snow storage.

Commissioner

Joyce: I, I guess the, the thing that I'm left hanging on is, if they do the mitigations that you guys have outlined here for the winter months, are we still---and I'll just make up things. Are we---after that mitigation are we now at 500 of our 2500 cars, or are we at 5,000 of our 2500 cars. Because the answer is, you may have cut it back, but if you cut it back from 10,000 to 5,000 I'm still concerned. And, and again, I just don't, I don't know 'cause we don't have any numbers that match that. And I'll go back to both the applicant and Staff here. You, you understand our concern that all of this traffic study stuff is aimed at intersections, and I got that. But that's not the expected problem that we're really going to end up dealing with. It's those two substandard streets. And so if you can give us something better than that 2500 number to help us get comfortable after the mitigations, I'm fine. I'm just looking for something, and that was the only little glimmer of hope I had from, from going through this.

Matt

Cassel: So one of the things, and maybe this would help because it's a thought that we've had and discussed and we haven't flushed it out, is right now on Lowell just from traffic counts, we're probably at 400 average annual daily trips.

Commissioner

Joyce: Okay.

Matt

Cassel: And our thought in our mind is do we cap that. Do we come up with a number? Is it a 1,000, is it 1200, is it 800? Do we put a number to that, which would then get you to are, are we within the standards of that street? And so that's been a Staff discussion, but we haven't taken that too far down the road, yet.

Commissioner

Joyce: Okay. Well, I don't know what my fellow Commissioners think about that one.

Matt

Cassel: Why don't we save that for after public comment. And recall that the applicant, too, has a presentation that needs to unfold.

Commissioner

Joyce: I think that's it for me.

Chair

Strachan: Okay. David?

David

Bennion: Good evening. David Bennion for applicant, MPE. Sean Ferrin is stuck in Denver and regrets missing this meeting terribly. Just want to introduce what we have for presentation tonight, and then make one---address one issue. The, the presentation tonight is going to include Gary Horton first, and some of these issues that Commissioner Joyce was just raising may be issues that you want to discuss with him. He's going to give an update on the traffic report. After he's finished, then there's going to be an introduction by David Eldredge, the applicant's architect, and Steve Perkins, the design planner, relating to revisions to the application. And this I want to emphasize because of, of what Commissioner Thimm was saying earlier about responses, because this is a lot---there's, there's a significant amount of substantive response in the revisions. So, for example, there's been a lot of discussion about cliffscapes. And so please feel free to ask questions about how much reduction does this revision do to cliffscapes. How much change does this do to excavation, and some of the big issues? This is us trying to be responsive to the last 14 months of issues that we have heard from you

addressed in not just a verbal way, but actual changes, revisions, refinements to the project. And I just can't emphasize enough that this, we think, is very important.

The, the issue that I wanted to address, which has already come up both with Francisco and then some of the questions from Commissioners, relates to the, this concept of potentially qualifying standards. MPE received the Staff's report on Monday of this week, and that is the first time we have ever heard those words. It's the first time that we've ever really heard those concepts. And the Staff states that the, those proposed potential qualifying standards, PQS, as a metric to help the Commission quantify the application's proposed mitigations. And we haven't had enough time to fully evaluate that. And as you, as you have already seen, there are some inconsistencies and so on, and we, and we fully expect to be able to work with Staff cooperatively about that. But we do need time. We, we just got this week. Two days ago.

But there's a couple of issues that we want to point out about that.

Number one, and probably most importantly, PQS's are not part of the Park City Land Management Code, and, and that's, that's a significant concern for us, because now it's becoming kind of a big deal.

Number two, the Staff notes in this Staff report that the PQS's differ from conditions. But the way they're actually phrased is they are conditions; and they're limiting conditions in many of the---you've, you've seen them.

Number three, under Utah law, any condition to the approval of a CUP must be reasonable mitigation of anticipated detrimental effects. But mitigation is not elimination. And in many cases, what we saw so far is absolute elimination. It's not truly mitigation.

Number four, those, those PQS's, if they become the conditions, they need to be reasonable, but many of them on their face are, they're not only not reasonable, they're, some of them are outrageous. For example, to say you can't do any construction for four or five months of the year. Or you can house your employees, but your employees cannot drive to the---they can't park or drive to the facility. And, and no parking for employees. Another example is requiring or purporting to require the applicant to pay for 100% of the snow removal on Lowell Avenue, rather than its pro-rata share.

And so it appears to us---and, and we know we'll have time to, to meet with Staff and talk about this. And we've been working cooperatively on many issues and expect to be able to on this as well. But these, some of these appear to be facially unreasonable. And so we just wanted to make the record on that, and then we'll address when we've had time to fully analyze these PQS's. So with that---

Chair

Strachan: At some point, point out to us the ones that you think require complete eliminations versus reasonable mitigation.

David

Bennion: Pardon?

Chair

Strachan: At some point give us specific examples of the PQS's you think require complete elimination, rather than---

David

Bennion: Such as the employee parking, it's zero. Yeah, we can that.

Chair

Strachan: Okay.

Commissioner

Phillips: But would be good for you guys to discuss between Staff, and then once you're finished with that, then you can let us know where you stand on those.

David

Bennion: Agreed. And we, we have been having, you know, regular meetings to go over these kinds of things.

Chair

Strachan: Great. Thank you.

Gary

Horton: I will try and keep my presentation pretty short. It is not a full presentation of the last traffic study. And I'll get to that explanation as I go through here. Primarily, it's a pretty short synopsis. I wanted to respond to a few comments that I was not here at the last Planning Commission meeting. Some of the comments that I've read, just to clarify a few things. And then a

little bit of a short timeline on the traffic study and what's been done based on, once again, comments that I've read. Somewhat of a perception, and maybe it's just my perception, that I as the traffic engineer has been somewhat unresponsive. So I just wanted to kind of run through a timeline and all the documents that have been provided and why they take the time they do.

So the first one, simply---you want to roll the next one. There's only like eight slides so. I wanted once again just a gentle reminder based on some comments that I read via in the public and via other sources that there's somewhat of a question of my ethics and qualifications. So I wanted to be clear that, you know, remind---the original report I did back in 2004, the City did hire a third party and they concurred with the conclusions that I came up with in the original study. I think that was done because when I prepare traffic studies, I'm trying to present what the realistic world looks like today, and with assumptions that you have to make, what it will look like in the future if this project is built, or if it's not built. Either way. So that's why I think the original study was done that way and I think, in working with the Staff and some of the comments I read in the Staff report this week, the traffic analysis and items like that, they seem to have concurred that some of that information is correct. They're still reviewing it and I understand that. So I just wanted to state that.

I also want to be very clear that engineering standards are used. This is not just grasping at straws and thinking whatever I think is best. There are engineering standards that are applied in this study and, and in every study, or at least they should be.

That's all I really wanted to cover on that, just to be clear.

So, back up on the timeline of things. First and foremost, obviously the previous studies were done in January of this year at a Planning Commission meeting. I presented on the original study and all the addendums that were done subsequent after that. And at that point that's what I understood was being requested. At that presentation, there were various comments made, this is pretty old, rightfully so, the original counts when they were done. So it was requested that we refresh or update the study. We met with City Staff. And I want it to be understood that by the time we got done meeting with City Staff and defining what the update to the study was, in essence it was a new study. It wasn't the same area. We expanded the study area, which the applicant was fine with and we were willing to do. But I want it to be clear, it

was not like we could take what was done before and just plug in the numbers and punch, punch an answer. Things have changed and evolved from 2005 to 2017, twelve years. So, we used a lot of the same modeling software, but even that information has been improved, as you can imagine. Any IT information has become much more accurate. So, wanted to go through that.

Also, as part of that determination of updating the study, we just decided it was best to count President's Day Weekend so that we had an apple to apples comparison throughout the reports. Well, that didn't happen, can't happen---you want to go to the next slide Francisco. February 18th, okay. So there's no way a final report was going to be submitted in February. So that information was gathered then. I received the data because we hired it out from a third party that does that professionally in early March. So we took March and April to update this study. We submitted a draft on May 4th. Presented to the Planning Commission on May 10th. And roughly about a month after we submitted our study we got comments back from Staff, which tells you how much information is in there. It's a, it's a big report. So, I know they're busy and so that should---I feel like our two months to prepare the report wasn't abnormal considering it took a month to get responses back.

Go to the next one, Francisco. So we, due to a series of vacations between June and the beginning of July, between me and Staff, and I was a part of that thankfully, we weren't able to meet again until July 5th to kind of review some of the comments that were provided. I wanted to make sure in the next report that I am addressing their comments as best I can. Sometimes we may not agree, and that's okay, but I at least, if I could, make sure I'm trying to address those.

At that same evening I was requested to try and address the comments that we received from THINC as well, so that was, those were provided at that time. And I was asked to submit that report July 20th. So from that time it gave me roughly three weeks, which was a little tight, but that's what we were trying to do.

Between July 5th and July 17th there was continued exchange of information. July 19th, the day before I was supposed to submit the final report, I received comments from the third party, so that made my job pretty challenging to feel like I could provide a report that addressed City comments. So I asked, hey, can I postpone until next week. It was requested that I submit a draft and then follow up next week to try and address their comments.

So, Francisco, if you don't mind rolling the next one. So we submitted July 21st, the day after I had committed. A lot of personal things came out, but here nor there, so we submitted the draft on July 21st, and the following week we submitted the draft without the appendix, partially because 1) when I originally compiled the PDF it was so large I was concerned putting the appendix on that it would kick over the file size and it wouldn't deliver at all. So I submitted the study with the appendix separate. And then after that we went in and tried to reduce some pictures and sizes and stuff like that and was able to submit it the next day with everything in one report. So I wanted to be clear.

I don't feel like anything's been, that's been in this timeline has been wasted. I think it's been well-spent, but it takes time. Every time we go back to, to the trip generation, is that accurate, it's not starting over but it's recreating the numbers, then redistributing the numbers, re-analyzing that information. Verifying that information, and then re-reporting that and then writing the report QCQA, our Quality Control and Quality Assurance of that report before we can submit. So I want it to be clear that, you know, there's been an urgency felt, but I wanted to make sure that accuracy was also not penalized.

Francisco, if you don't mind. Thank you. So, what's next? A few things. What we would like to do as an applicant is come back in September and present that study, along with trying to address any comments that have been raised about that study. They may not be able to find that maybe I did address it in the study or maybe it isn't, and we can try and address it during that timeline.

Today we received additional comments from THINC. I haven't even looked at them. I'd like to address those next month when we come back. Also, if they're going to get third party review again, I would like to have those and be able to address those if at all possible. Trying to make September, kind of from the applicant's standpoint, the last responses to traffic and what information we have to present it all in one bundled summary, is kind of the hope. The other part of that is we'll continue to work with Staff and try and get some of the clarification on some of the comments that were in the Staff report. But feel that can happen---well, we've been working with them all along, so.

And that's all I had unless you have any questions or comments. And I've, I did receive---I understand the comments you received, so tonight I will be

taking notes. Those are the kind of comments I would like to also come back and let Staff know, hey, I will try and address the 2500 vehicles on Empire/Lowell capacity, versus, how many are there today, how many we think are needed upon Treasure being constructed and occupied. So if there are any comments like that, I will be taking notes and trying to address those next month.

Chair

Strachan: Great. Thank you. Any questions at all?

Commissioner

Band: I have a question. I just noticed in the independent review that we had, they mentioned that the 2014 version of the ITE trip generation was more robust. And I saw that you used the 9th edition from 2012. I'm just curious as to why. Or if there is a new one.

Gary

Horton: There, I'm using the latest. There is a new one coming out this year.

Commissioner

Band: I saw. I looked it up before I wrote this question down, 'cause it said the 2014 version is more robust, and then it made some comments in the third party. And then I, I looked up yours and the 9th edition was 2012. So I was just curious.

Gary

Horton: Yeah, there's, there's a new one coming out this year. We had a conversation with Staff early on as, you know, unfortunately they don't expect it until the end of the year. So, we grabbed the latest edition.

Commissioner

Band: Which was 2012?

Gary

Horton: Yeah.

Commissioner

Band: Okay. So the 2014 comment wasn't correct?

Gary

Horton: I'll have to---once again I'll to go back and look. That's where---

Commissioner
Band: Okay.

Gary
Horton: I have to get, yeah.

Commissioner
Band: Just, that was my question, yeah.

Gary
Horton: Fair enough.

Commissioner
Band: And so the 10th edition is coming out soon.

Gary
Horton: Yes.

Commissioner
Band: But no available. Thank you.

Gary
Horton: And I could have quoted the wrong year. Instead of 2012 it could have been 2014. I'll go back and verify.

Commissioner
Joyce: Do you want, do you want questions about this presentation? Do you want questions about the actual traffic study that we have here or---

Chair
Strachan: Just questions about this presentation. I mean, don't think this presentation really changes any of the numbers in that traffic study. I think it's more explaining kind of the reasons for the delay.

Commissioner
Joyce: So, at some point I have questions about the traffic study.

Chair
Strachan: Yeah, and we should, yeah. And I think we can get to those after we get the public comment and after we get the applicant's presentation, because I'm

sure you'll knock out a bunch of ones that the other Commissioners have, and the other Commissioners might not have once you [inaudible].

David

Eldredge: While we're waiting for the screen to come up. David Eldredge, architect. My purpose tonight is to introduce you to some of the major elements of Refinement No. 2. And as Mr. Bennion mentioned, we've been working diligently for more than six months to try to address some of those major concerns we heard from Staff, the Commission, and the public. We only completed the complete set of architectural drawings a few days ago. But we've been discussing the concept and our intentions with the Staff on numerous occasions during our design review meetings over the last several months.

And simply put, the goal of all the refinements was to improve building efficiency, reduce the amount of excavation, reduce the limits of disturbance, and lessen the visual impact of the cliffscapes.

Before you is the revised site plan for what we call B17.2. Major elements are we moved Building 4B towards the east and reduced the connection between. We reduced the connection here so we could move it that direction. We eliminated two entire buildings; 5B and 5D. We eliminated the pool building and put its uses inside of 4B. And we converted 1C from townhouses to flats, so that we could eliminate all of the associated below grade storage and vertical circulation.

We also, sorry, there we go. How do I get---here we go. Another major change is we re-oriented the parking. We started first by adding a single check-in lobby right at the main entrance with short-term parking and drop-off zone. This allowed us to eliminate duplicate below-grade and above-grade lobbies and all [inaudible] the building.

We now go with two-way traffic in lieu of one-way traffic. Whereas before we had the circular ramp here that everyone had to access to get to this building. We increased the roadway width so that there's two-way traffic to the 5 parking, two-way traffic to the upper level with 3, and two-way traffic to the 4 building. On this plan you can also see where we eliminated all of the below-grade accessory, and limited the space to just elevator lobbies off the parking. This, I think, further illustrates how the parking was reoriented to the two rows of double-loaded aisles which wind up beneath the 4B parking, and

it eliminates all the parking that used to be underneath the south wing.

So, bottom line, if you want to talk impacts, the yellow area, which is shaded, is the reduction in the areas of disturbance between the 2009 submittal and our first refinement. The red shaded area is the reduction in the area of disturbance between our first refinement and our second refinement. As noted in Mr. McMahon's report last week, this results in approximately a 90,000 cubic yard or 10% of reduction in the excavation. It reduces the height of the---the maximum height of the cliffscape relative to the '09 submittal by 16' behind 4B, that's approximately there. By 37', which is behind 1B, approximately here. And by 48' behind the 5 buildings.

Commissioner

Joyce: Okay. Do you have, happen to have---when you say it's like down 16', can you tell us what it is now, if you happen, happen to have that right there or---

David

Eldredge: Well, if I enlarge it you can see where---that's, that's the first cut of the cliffscape right there, which is at elevation 7292, roughly. Okay.

Commissioner

Joyce: Whoa, whoa, wait, wait come back. So my, my concern is, is it now a 70' cliff, is it now a 90' cliff, is it now a 120' cliff? So---

David

Eldredge: It's, it's about, you can---those darker lines are ten foot contours. So it's roughly a 90' cut versus what used to be well over 125, 130'. That's about a 70' right there. That's roughly a 50'. And again, you'll be getting these documents and so you can study them.

Chair

Strachan: What's that plan drawing's number?

David

Eldredge: It's SP1. Now the, the document you received does not have the shaded areas. That is a comparative visualization that I prepared for you. I can certainly get you that.

Chair

Strachan: That would be great.

Commissioner

Thimm: That's important, I think.

Chair

Strachan: Yeah, I think so too. So the one with the shaded is not SP1?

David

Eldredge: Well, it---

Chair

Strachan: Like what, what are we looking at right now? What's that document?

David

Eldredge: That---in your packet it's SP1. What I'm saying is in your packet SPI will not have the shaded areas. I'm going to have---

Chair

Strachan: The little pink shades or the yellow and orange?

David

Eldredge: The yellow and orange.

Chair

Strachan: Okay. So which document will have the yellow and orange?

David

Eldredge: I'll have to get a special comparative. A set of comparative documents for you.

Chair

Strachan: And what number will you designate for that?

David

Eldredge: It will still be the same sheet number.

Chair

Strachan: It will still be the same sheet number.

David
Eldredge: I'm not going to change the sheet numbers.

Chair
Strachan: Okay. Great.

Commissioner
Phillips: But will you put a revision date on it? And can we---

Planner
Astorga: It will say comparison packet.

Commissioner
Phillips: Okay.

David
Eldredge: I'll put a comparison packet together.

Commissioner
Phillips: Okay. And can we get, can we get like clouded revisions of---you, you went through and you went we moved this, we got rid of this. [Inaudible.]

David
Eldredge: You'll see all of the old outline is in the, the drawing dashed.

Commissioner
Phillips: Okay.

David
Eldredge: And if I clouded it, you would see nothing but clouds.

Commissioner
Phillips: Okay, but as long as there's, as long everything is identified that has changed on the plan so that we don't have to look at the two plans.

David
Eldredge: Well, I can certainly add a few labels to the dashed areas of what used to be what, because it hasn't changed. But I think it's pretty straightforward, except for where the buildings are totally eliminated.

Commissioner

Phillips: Well, yeah. But you, you, where you moved buildings. You got rid of this, you got rid of the pool, all of that stuff. Will that, will that be on a page that has that all identified on, on a page? Like clouded revisions? Yeah, I mean, I understand what you're, what you're saying, but I just want to make sure that on the previous page. And, and so, so yeah, you've got all of the---

David

Eldredge: That's the old building footprint, which I will label for you. That's the old, for example, that's the old ski run, which we were able to widen. That's the old pool building.

Commissioner

Phillips: Okay, so, so---

David

Eldredge: And I, if it's just a matter of labeling that stuff---

Commissioner

Phillips: So nothing, so nothing on the last page where you were hand drawing is different than this?

David

Eldredge: No. That's---

Commissioner

Phillips: Okay. So we could have been looking at---okay.

David

Eldredge: That's the same drawing there. I just added the shading.

Commissioner

Phillips: Okay, I just wanted to make sure. And so I apologize. But I wanted to make sure.

David

Eldredge: No, I, I just want to make sure I understand what you're asking for

Commissioner

Phillips: You went through, you went through all of that fast and I wanted to make sure that all of that information is right here on this page.

David

Eldredge: Oh, yeah.

Commissioner

Phillips: Okay.

Commissioner

Joyce: The one thing that could definitely use labels is where you did things like remove the lower level of something if you did move it. It's kind of hard to see that a level, you know, if the basement went away, I mean, we can really tell that from the little dash lines unless you put some flagging on it.

David

Eldredge: We'll have to, we'll have to do a, a full set of comparative drawings for you.

Commissioner

Phillips: And if you could just add notes to describe exactly, you know, so that when I look at, you know. You, you explained it, but if you could add notes to, to the different areas that have changed so that we can read it and, you know, and have time to look at it when we're studying. That would be helpful.

Director

Erickson: Just, just to clarify, while we're doing this. The revisions you're showing this evening are revisions from, from 17.1 to 17.2. Or are they from the 2009 submittal of 17.2.

David

Eldredge: Where I---in the one exhibit the only place I go back to '09 is this drawing.

Director

Erickson: Okay. So the 2015 submittal, or revision that we submitted, your original application for this round was V1?

Planner

Astorga: I think if I could clarify.

Director

Erickson: Yeah, do so, Francisco.

Planner

Astorga: There's the, the version that was submitted December 2008. That's the one we've been looking at, that's the one we've been publishing in, in our Staff reports. We did that '08, '09, '10, all of last year and this year. And then there are two other refinements that the applicant has been working on. Refinement 17 for the year 2017. 17.1, which he shows on here that encompasses the orange area. And then the next one is 17.2, which is another refinement which the applicant is working on.

I've got, I've got the latest, greatest, entire packet, 52 sheets that was submitted to me today, this morning. I don't have the comparison analysis. I do have just the, the updated set. So with the comparison it would be easier to look at unless you're looking at it side by side, and then you'd still have some additional challenges.

Commissioner

Phillips: And it's so hard to find differences.

Planner

Astorga: Right. So, so I, I---and, and we have shared this information with the applicant in these meetings that we got to come up with the appropriate mean to review, to compare the, the three versions, literally. The '08, 17.1 and 17.2. Which I believed that the applicant is moving forward with 17.2 at this stage. We'll let them answer that.

Commissioner

Joyce: So, I'll, I'll offer it. We never spent any time paying any attention or giving comments or anything on 17.1. So that fact that between Staff and you guys, consider that a, a point release that I, I think I can speak for the folks up here, we don't care. As long as, you know, the thing we were going with was the old version. If this is what you're going with now, please don't throw in a release that we simply don't care about. I mean, I, I don't care how you got to here, if you did it in ten steps or one, this is your proposal. So, hopefully, that makes it even simpler for you. I mean, so you don't have to explain two steps along the way.

Commissioner

Thimm: And, and what, what addresses the commentary that's been provided. I, I think as important as the graphic representation, it's going to be updated statistics that---

David

Eldredge: Well, I can give you some of those if you'd like.

Commissioner

Thimm: Don't need them right now.

David

Eldredge: No, I, I actually did prepare for you a little bit of a comparison.

Commissioner

Thimm: Probably way too many numbers for tonight, I would guess.

David

Eldredge: Okay.

Commissioner

Thimm: But I don't know, the others might differ from my opinion.

Commissioner

Phillips: Yeah, no, we need time to look at it. I mean.

Commissioner

Thimm: That, that said, if, you know, like you have this redline version that shows before and after kind of thing. If the statistics could be provided in such a way so there's a direct comparison to what was provided before square footages or volumes or whatever, before and now so we can, I don't know, a spreadsheet so we can see where the changes are made.

David

Eldredge: Actually, I, I do have a spreadsheet which, it doesn't go every single floor of every single building, but it does go by site total for the three versions and compares and gives you the difference as it, as it was modified.

Chair

Strachan: I'm interested in just ticking off some of the highlights. What's the square footage reduction and then the parking reduction? Got those?

David
Eldredge: I do not have the parking but I do---on the accessory space we're just over 27% less. On circulation space we're 10% less. On support commercial we're 36% less. And on gross area we're 7% less.

Planner
Astorga: Is that where your overall number, if I may ask, is 948,730?

David
Eldredge: 948, yep.

Chair
Strachan: Square feet?

Planner
Astorga: Correct. That's all of the areas added together. 948,730.

David
Eldredge: And those are all for the project total.

Chair
Strachan: Yeah. Okay. 27% less accessory space. 36% less what space?

David
Eldredge: Support commercial.

Chair
Strachan: And 7% less gross space. Okay.

David
Eldredge: Yeah.

Chair
Strachan: Yeah, I'd be interested, like Commissioner Thimm, in seeing a spreadsheet that compares those.

David
Bennion: Do you want, do you also want some kind of narrative [inaudible].

Chair

Strachan: You know I think that's for the applicant to decide. If you want to provide us a narrative, that's fine. I mean, if---

Director

Erickson: We have get this conversation on the record, Mr. Chairman, so you may want to get---

Chair

Strachan: Yeah.

Director

Erickson: May want to get a microphone.

Planner

Astorga: Oh, and by the way.

Chair

Strachan: I think we can just short it. Mr. Bennion asked whether he wants to associate a narrative with the spreadsheet. You know, I think that's up to you. I think what we are going to need is what the impacts you think you've mitigated through this are. And if that has to come in the form of a narrative, which is very well might, then great.

Commissioner

Joyce: I would, I would offer that you guys are doing this in response to things that we have brought up. So whatever, whatever you think the most useful, easy way of saying you were worried about X, we did this. Here's out it changed, boom. I mean, that's, that's what you're trying to convey here. So the more you make us hunt for it and hope to God we see what you tried to do on our behalf, don't make us guess because we'll miss something.

Commissioner

Thimm: I think a narrative would be very helpful, actually, so we understand how you address the commentary.

David

Eldredge: Sure.

Chair

Strachan: Okay. All right. Anything further, Mr. Eldredge?

David

Eldredge: That's it.

Chair

Strachan: That's it? All right. Questions?

Commissioner

Thimm: The only, only one more just to follow up since we, we are looking at these cliffscapes. I believe it was the, I can't remember if the last meeting or the meeting before that, I was curious to know the, the change in grade in those cliffscapes. So, you know, maybe in the future if, if, you know, I want to know if they went from this to this. Yeah, because it makes a difference on the way that they appear, as well, you know.

David

Eldredge: I can answer that very briefly.

Commissioner

Phillips: Okay.

David

Eldredge: And in rough numbers.

Commissioner

Phillips: Okay.

David

Eldredge: They went from 1-1/2 to 1, in most cases, 2 to 1, and in some cases 3 to 1. The 3 to 1 is very limited and that's all based on like a dip and strike stone. And we actually never employed those except in very short terraces in anything approaching that height.

Chair

Strachan: All right. Any more questions. All right. I guess I would just tell the applicant that, you know, we're at the middle of August and you're springing some new plans on us, and we're staring down the barrel of an October 25th vote date. So, you guys did that, not us. All right? I want that to be very clear. That may factor into the timing. I don't know, maybe

we can get our heads around all this quicker than that, but as we discussed at the outset of the meeting, we are on a very protracted---a ton of information and not a lot of time. So, I would just make that comment.

All right. Unless there are any more questions, let's open the public---well, should be take a quick break? How many from the public wishing to speak tonight? Okay, so we've just got a handful. All right. We can probably press through without a break or is that not---Okay.

Commissioner

Thimm: Press on.

Chair

Strachan: Okay. All right. Let's open the public comment, then, for the Treasure Hill CUP application.

Public Comment

Arnie

Rusten: I'm Arnie Rusten. I live on 1058 Lowell Avenue. I had Francisco pull up some pictures that I took the other day. This picture here is on the way down to Kimball Junction. You've probably seen it. It's just west of that McPolin Barn. And I just brought this in since cliffscape issue was going to be discussed. This is over on the hillside there, and basically I'm saying is the, the cliffscapes you're going to see in Old Town are going to be enormous compared to this. So there definitely is going to be a significant visual impact no matter what you do to, to flatten them or not.

By way of background, I have spent over 40 years in engineering. I'm a licensed civil/structural engineer. I have spent countless hours in commission meetings like these, and I, I will say I do know for the most of it what I'm talking about. The last month, last month's meeting the buzzword was specificity. I found that very intriguing. It's a very apropos description in my mind because I have never been through anything like this where there has been such lack of specificity. We're here 14 meetings in. I have yet to be given any indication as to how long is this project going to take, and what are the impacts from that duration.

I, I look at things, and I, I want to address the, to me the elephant in the room, which in fact is construction. Construction impact will be enormous to this community. This mining project of excavation, whether you now

have reduced it by 10% or not, it's going to, to be a huge impact on you for a long period of time. Recognizing that, while you may want to work 12 months a year, you won't be able to. Consequently, the excavation portion, I believe, was mentioned as 2-1/2 years last meeting. It will take considerably longer. And during that period you will be talking about drilling, blasting, excavating, crushing, and transporting. Creole has been identified as basically a disposal site. We're talking about something in the order of 50 feet of thickness, of material. And that would be an enormous impact visually to, to this city, let alone the process of getting it done via a, a conveyor system. It's going to be a huge project and will take a long time.

And all of this tied to the traffic. The traffic during construction without question will be a real issue. I took a couple of pictures on Sunday. Number 2. Yes, this is Lowell Avenue as of Sunday. The parking now--- this down near the Resort. You can barely see the Marriott on your left there. And this is what we have. And so this is the reality that they're dealing with. And I cannot, in my mind, get 2500 cars a day going here. Basically what you're have here, between the parked car on the east side, which is going to be allowed, is you're going to have basically a 15' lane so two small cars can pass at slow speed. There is no way for you to do anything relative to moving cars on this.

And the next picture. Here I am driving home yesterday. Now---

Commissioner

Joyce: You lose.

Arnie

Rusten: I lose, exactly. I'm afraid I'm going to see a lot of these. This one, he happened to be backing up and I was following him. This was bringing up material to in front of my house because they're doing the street there. But just envision this truck, or hundreds of them. I've been told and seen numbers of 300 trucks a day now essentially then using Lowell. Three hundred trucks a day in a ten-hour day is one every two minutes. It is just to me absolutely out of the question not feasible. Not feasible. So this truck here with a parked car, there's no choice. Someone has to give and, and give way. So this, this project relative to what it's going to demand and the impact on the community is to me beyond words. We just cannot do this.

Now think about this. What are the construction lengths? In my opinion, let's say they're digging a hole for maybe four years. I mean, I have built some enormous buildings. Tack on another four years. Tying up---and, and what about the impact during that time just to the downtown Main Street. Clearly, in my mind I just don't see how this could be fitting and allowed in Park City.

I would have liked to have seen the extensive studies, for example. You're going to do a lot of blasting. Blasting and drilling and crushing. Noise impacts, vibration impacts. Clearly will impact structures nearby. There's got to be some proposals then to do proposed construction surveys so that you know what you're dealing with, so that also you as, as the, the builder won't be saddled with every crack that will show up in someone's house.

But, you know, bottom line to me is I don't see how this project under these circumstances can go forward. I urge the Commission to, to take a close look and keep asking questions. But then again, if you're not getting any answers, why keep asking questions. But I say, be diligent, please. I also will say, you know, that personally I'm not against development. I never have been. I'd like to see something done for sure that will blend in. Today's photo in the paper, I don't see how that blends in with the architecture or the surrounding areas which certainly is a condition of that permit.

So, I, I hope that you will have the courage to do the right thing relative to this proposal. It cannot under the current proposal, in my mind, go forward. I appreciate the time. Thank you.

Chair
Strachan: Thank you.

Nikki
Deforge: I'm Nikki Deforge here speaking on behalf of THINC, a non-profit group of Park City residents and businesses. In response to the applicant's May 2017 draft report, THINC previously submitted a report commissioned from Avenue Consultants. And that report identified numerous flaw in the methodologies, assumptions and conclusions. And earlier today THINC submitted an updated report from Avenue Consultants, which evaluates the applicant's final traffic report that I'm seeing might not be final. But at least the one that was presented and submitted in July. Many of the

same problems that were identified in that earlier draft report are perpetuated in this current report. And there are also new and equally problematic issues raised as well.

The updated report from Avenue Consultants addresses those flaws in detail, so I'm only going to highlight some of those today, but---and call your attention to that other report and, and strongly urge you to look at that in detail, especially as you're reviewing the July report from the applicant, and then critically consider the conclusions and assumptions that were made in that most recent report.

The, the first and, and possibly most egregious flaw in this latest report from the applicant is that it still fails to address the impact of the Treasure Hill Development on the capacity of the neighboring streets. And Commissioner Joyce has mentioned that tonight. The, the report continues to really blindly focus on intersections, while providing absolutely no information as to the current or projected street capacity. Given the documented capacity problems, we've seen photos tonight, we've seen them in the past, that already exists on these narrow roads, the City cannot possibly evaluate the actual potential impact of traffic and other things of this development on these historic neighborhoods without that specific information. And, and here we are again, mid-August, and we don't have it.

Now it appears that in this latest report, rather than providing this critical capacity information, the applicant acknowledges that there is a capacity problem during winter time, at least, without disclosing what the actual impact is. And then instead, it sort of leapfrogs over defining the actual impact and offers a mitigation solution, which is quite radical, and that is to turn Lowell and Empire Avenues into one-way streets during winter time only. The problems with this mitigation solution are detailed in the report by Avenue Consultants. And I'll give you a few examples. One is that transforming Lowell and Empire into one-way streets would actually result in a substantial increase in the traffic on these streets. Currently, the local residents and hotel guests at places like the Lift Lodge head north straight down the hill to get out of that neighbor without ever driving on the uphill portion of Lowell and Empire. If Lowell were to become a one-way street, all of this traffic would be forced to drive south along the entire length of Lowell, and then loop around and come all the way back down the entire length of Empire, and precisely the most problematic parts of those streets. Also, driver's currently accessing the upper end of Lowell directly

from Crescent Tram would be forced to drive all the way down Empire and then loop back through Manor Way, and up along Lowell to access their properties. And the same would be true of anyone attempting to access Treasure Hill from the upper end of Old Town. The south end. And the same would also be true of all the new traffic from the Bamberger and Resort developments. Rather than those people heading north downhill, all of that traffic during the winter time would be funneled right up through these old neighborhoods of Lowell's narrow streets, and then back down Empire. The past traffic studies that the applicant has relied on for these two projects assumed that these would be two-way streets; not one-way streets. And so none of the impact from that would be reflected in those, those studies, and it would not be reflected in these current studies.

Because the applicant's purported traffic mitigation solution would dramatically increase traffic on both Lowell and Empire, it is not a feasible mitigation option at all. And this is particularly true and concerning given that the current traffic volume on Lowell and Empire is estimated by Avenue Consultants to be up to 1400 vehicles per day. Maybe 800 at a low end. The Treasure Hill development will double that number adding about 2600 daily vehicle trips, for a total of up to 3700 vehicle trips per day on each street. Although 2600 vehicles might be plausible under ideal conditions, as, as we heard today, the conditions on these streets are not ideal at any time, even during the summer. And most certainly are not ideal during the winter time.

Avenue Consultants estimates that during winter driving conditions, the roadway capacity on Lower and Empire is only about 720 vehicles to 1440 vehicles per day. If these roads are made into one-way streets during winter time, then again, all the Bamberger and Resort traffic would have to be factored in along with all of the traffic currently taking alternative routes that would be instead funneled on to Lowell and Empire before we could determine what the actual volume versus capacity is. And again, we don't have any of that information. We, we're trying to just figure it out in the dark.

Transforming these roads into one-way streets during winter would also create a logistical and safety nightmare. The applicant does not explain how these seasonal changes would be communicated to drivers, much less to the vehicle navigation services that direct driver's down these streets. Switching back and forth between two-way and one-way access would lead to serious confusion between the drivers with potentially

catastrophic safety consequences. Again, the applicant makes no suggestions as to how to mitigate this very real public safety impact that results from their purported mitigation. Making these roads into one-way streets would also impose a serious inconvenience on residents and visitors alike, and lower the quality of life in these neighborhoods. The one-way portions of each street would be nearly a mile long, with a posted speed of only 20 miles per hour. As noted in the Avenue Consultants report, this would create traffic delays of over 2-1/2 minutes, even under ideal conditions, with much longer delays during bad weather, snow removal, garbage days, deliveries, emergencies, and so forth. As the report states, this would be a unique situation to have such a [inaudible] of one-way roads with intermediate turnaround locations on such a low speed road. Again, this is not a feasible mitigation option.

And even if the City were to adopt this and create one-way streets on these roads during the winter time, there would still be unacceptable flows at Park Avenue, Deer Valley Drive---at the Park Avenue/Deer Valley Drive intersection. That intersection, according to the applicant's own study, would operate only at Level of Service E, which is not considered acceptable. Yet the applicant's report acknowledges that any further improvements to this intersection to address that failure would be too impactful. So the Treasure Hill development will increase p.m. peak hour delay beyond the 2037 background by at least 10% without any possible way to mitigate that impact and leave us with an intersection that is not acceptable.

Therefore, rather than safely mitigating the acknowledged impact of the development on traffic in these residential neighborhoods, the applicant's radical solution of season one-ways street would simply create new and different impacts, and even increase the traffic on these streets. And yet again, the applicant is merely shifting impacts from one area to another in the guise of mitigation.

And obviously, if the City does not adopt the one-way street option for any of these reasons, then the applicant has failed to identify any feasible mitigation for the significant traffic impact on these streets. That it acknowledges but never quantifies. In that case there's no question that there is a serious unmitigated impact to traffic safety, quality of life, and other factors as a result of that development, and a conditional use permit cannot issue under those circumstances.

The second major issue with the applicant's recent study is that it aptly demonstrates that the current iteration of the Treasure Hill development directly violates the conditions of the Master Plan approval. The Master Plan approval expressly mandated that the development not attract commercial traffic from off-site. We've talked about this a lot. But the applicant's own study conclusively establishes that it will not only, knowingly and intentionally draw off-site commercial traffic, but draw it in droves. According to Table 6 of the applicant's study, there would be 56 a.m. peak trips and 109 p.m. peak trips per hour in off-site commercial traffic. That represents 20 to 30 percent of the total traffic to the project. According to Table 7, even after traffic, excuse me, trip reductions, the commercial traffic represents 40 to 47 percent of the total traffic, and exceeds the projected traffic to the hotel and all residential aspects of the project. According to Table 14, the off-site commercial traffic will generate a need for 178 weekday parking spaces, and 184 parking spaces during the weekend. This represents 36 to 37 percent of the total parking needed for the project. Added to this is the fact that the Cabriolet is designed to carry approximately 2500 passengers per hour. There is simply no way that this much capacity is needed for on-site guests alone. To the contrary, the project is designed to draw and accommodate large numbers of off-site commercial traffic to the site, as the square footage numbers of commercial plainly demonstrate.

As various Commissioners have pointed out in the last months, there is no way that this enormous amount of commercial space can be sustained solely by on-site guests, particularly during the off season. And clearly that is not applicant's intention. This is an egregious violation of the Master Plan approval that cannot be mitigated. If for any reason this development violates the condition of the Master Plan approval, then we don't even get to the CUP criteria or mitigation. As a threshold matter, the project must comply with each and every condition of that Master Plan approval, and it does not.

Finally, as set forth in detail in the report by Avenue Consultants, there are numerous flaws that continue and are exacerbated in the methodologies, calculations, and assumptions in the applicant's report. And those failings likewise render this report unreliable and speculative.

So in short, although the potential qualifying standards proposed by the Planning Staff are a good start, they do not begin to fully address the enormous impacts of the Treasure Hill development on traffic, safety,

noise, emergency vehicle access, parking pedestrian access, and other quality of life issues in these surrounding historic neighborhoods.

Even if the applicant were to fully comply with all these proposed standards, the impacts of this enormous development would be substantial and unmitigated. And at the end of the day, the applicant still far exceeds the scope of its Master Plan approval, and also fails to comply with the CUP criteria or to mitigate those impacts. The Treasure Hill conditional use permit application but therefore be denied. Thank you.

Patricia
Kraftin:

Yes, my name is Patricia Kraftin. I'm a resident at 1240 Lowell Avenue. The last two speakers have been very articulate and I certainly won't want to repeat what they've said. Just to reiterate my concurrence with their comments. I would like to say for the past 14 months I've been asking when is traffic and transportation going to be addressed, because as a resident of Lowell, and over the past seven years that I've lived there the traffic and transportation, even without Treasure, even without Bamberger, have been an enormous issue. Getting up and down into my home with the Resort traffic and pedestrians and bikers and dog walkers, the street is barely passable, even without the trucks. The picture that you saw is representative, obviously, of this construction period, but frankly that's a calm photo of what our street can present.

So I've been asking for the past 14 months, and every month it's a delay. This was going to be the meeting, yet I've sat here and heard no answers. If anything, I've heard questions but no answers. And so I am perplexed as to where we are, and then I hear a horrifying comment that you may be triggered to render a decision without any information on what Staff report says. Traffic and transportation are massive areas of importance to review of this project. So I could only reiterate that for such an important impact, massive, to here we are in August with no answers and only very vague suggestions of mitigation that show really no comprehensive or serious review is, is truly horrifying for me. And I just urge you to go through all the criteria as you should.

One other point I'd like to make as a resident of Lowell. If I understand this document correctly and the outline, it would appear that it's being proposed that all the construction impact, all the delivery impact, all the impact of the operational maintenance is to be borne on Lowell. If, if that is correct, it's unclear. Again, I don't see how that can realistically in any

practical, feasible sense occur given what you've seen in that picture. So again, more questions that have not been answered or addressed. And I hope we address this in a way that is realistic and practical, and not some sort of arm waving over what is potentially one of the most important areas of mitigation and impact of this development, or really any development, but particularly one of this scale and, and size. Thank you so much.

Chair

Strachan: Thank you.

Kyra

Parkhurst: Hi, I'm Kyra Parkhurst. I live up on Empire. And I don't want to be repetitive, but I am standing here tonight representing every tourist, every person, every pedestrian, every skier, every dog walker, every---

Chair

Strachan: Every single one?

Kyra

Parkhurst: I am.

Chair

Strachan: Every single. They all communicated to you and said that---

Kyra

Parkhurst: Yes, yes.

Chair

Strachan: You could say the following things.

Kyra

Parkhurst: Yes. Every family on Sunday who comes up there---

Chair

Strachan: Okay, that is a tall claim but we will listen.

Kyra

Parkhurst: With their eight kids and four strollers coming up and down our street. No one---I've been not only the last 14 meetings, I've been the last eight

years of meetings. I have yet to hear one thing said about how a person will safely walk up and down the street. Nothing has been done to accommodate. We've done stuff to accommodate trucks and tractors and [inaudible] and, but not how is a person going to walk, 'cause there are no sidewalks. And I really would love these tests of whether the street is compatible. It's showing the street is 31' wide. Now I would love to have the same tests run on the street when cars are parked on the side, when there's 6' of snow, and when there's pedestrians on the street. And that's all I ask, that a realistic study be done.

So thank you very much. I'm going to keep bringing it up because no one is addressing that.

Chair

Strachan: Thank you. We appreciate it. And all the eight years that you've spent here with us. All right. Anyone else from the public? All right, seeing no one, we'll close the public hearing. Let's take a quick break before we move into the Commissioners' comments and through the rest of the Planning Commission agenda. We'll take ten minutes. Thanks.

End of public comment

Break

Chair

Strachan: Call the August 9th, 2017 Planning Commission meeting back to order. We have heard from Staff and the applicant, and we have heard public comment. Commissioners, let's do our comments now. Let's start with Steve. I see pages and pages, so maybe you can knock out several of the comments that we might have, and we can pick up if necessary where you leave off.

Commissioner

Joyce: Okay. So I'm going to---a mix of just some comments. Some, some of this first batch is really aimed at Staff's attempts at mitigation. You, you mention in a number of places these white noise alarms as being a requirement. If we're going to do something like that I think that's a citywide for all construction processes. I don't understand how it's important for this and not for other projects. 'Cause we have all sorts of projects that get done deep in residential areas. And so I don't

understand how this can be important for these guys and not for anybody else.

On page 63, let me just get there real quick. I'm sorry, I was on the wrong thing. You guys are talking about moving up 50% of the material during shoulder season, blah, blah, blah, blah. This is in the middle of the page. I, I couldn't figure out what you were trying to accomplish there, what you were mitigating. And, and I couldn't even guess whether it was 50% or less or 50% or more, or what. So whatever you were trying to mitigate there was, was lost on me. If it's trying to get work done in the shoulder season I wasn't sure just why simply delivery kinds of things accomplished much. So if you'll help explain that when those things get flushed out.

Page 64, in a number of places you talk about whenever major events are being held, you need to be more specific if we're going to actually put some construct there. The City Special Events people have like level one, level two, level three. And obviously, if it's a level three thing out at Quinn's Junction it probably doesn't affect stuff. But if it does and you think it does, we, we need to kind of tie that into how the City evaluates events. There's a nice structure there so that we can have something concrete to work from.

Page 64, down near the bottom. Talk about managing snow and parking along Empire. It's like widen snow removal along Lowell. And this gets back to thing. I don't---we've kind of lost track of the whole widening the road project. And is this purely a snow removal or is this a sidewalk discussion. And there was questions about which sides of the road the sidewalks were on. And there were all sorts of things back historically about how do you remove the snow with parked cars. And if the applicant's doing this versus the City, how can they possibly get people to move cars. So I think we just need to talk something, again, kind of more detail about what we mean when we talk about widen the snow removal. I mean, there's got to be a place to put it. So, it's not like you can just magically, magically do that.

Page 64 going to 65. The long term trip. It says that the thing is to minimize overall trips. And then it had things that didn't make sense to me. That a post monitoring program to show achieving trip reduction. Unless we have like specific numbers or something, you monitor, you see that it's 842. So what? I mean, what, what do we do with that. So I didn't know how that was a mitigation piece. And participate in the Empire

Silver King upgrade. While I agree they need to do that, that doesn't really fit under eliminating any of these trips. It doesn't actually eliminate a single trip. It just makes it so that the traffic flows more smoothly. So, that probably belongs somewhere else, but not there.

And I apologize for everybody sitting through these, but if we're going to get all these things in place we've got to nail them down.

Page 65. Where was it. Down near the bottom. The goal is to reduce construction related trips to a less significant level. I'm not sure what to do with that. I mean, as we get more specific, and maybe that will come as we get further, but less specific level is really vague. So if you saved, you know, two cars you did that. But, you know, what are we trying to get it to and can we get that to some sort of metric that we're trying to drive to.

Page 66. Again, you mention the, the major events down at the bottom. We just need to fix that.

Page 68. I didn't understand this. When we get to---oops, I guess it was the top of page, or the bottom of page 67. I'm sorry. Minimize impacts to the site and adjacent commercial and residential properties, especially during winter months. Oh, this was in the construction piece. Is it? No, this is in the ongoing piece. So I didn't understand why it was Lowell only if it was in the development side of things. If I read that right. It should be both Lowell and Empire.

And 4C, down in---where did we go. 4C, project applicant, in cooperation with Park City Municipal and Vail should contribute their fair share to the construction of blah, blah, blah, blah. That should also include the King's Crown application. I know that's coming separate, but that ought to be filtered in here.

So, page 70. This is one that you guys know is one of my hot buttons where we talk about the---at, at the top we're talking about the property being used, the commercial property being used as convenient service to those residing within the project, and not designed to serve off-site or attract other customers. This is one I'd like you guys to think about because you've heard me voice this complaint before. I can open any weeks Park Record and see all the places that had similar kinds of discussions in their approvals, where you can see ads for the spa, the Montage, you can get two for one coupons at a bunch of the restaurants.

You see advertisements for Ruth's Chris and Hotel Park City. And it's very clear that these places are trying to draw traffic that is not just internal to their, to their hotel or their, their facilities. As a possible mitigation, would you guys agree that there would be a long-standing thing that says no one can advertise these properties, any of these commercial, support commercial properties in anything other than an internal facility advertisement kind of thing. In other words, no Park Record ads, no radios, no promotions or anything like that that would be clearly intended to draw people from outside into these commercial properties. So I'd like you guys to consider adding that as a mitigation. I'm---when we get to the commercial support you know I have a big issue about how much is allocated, and I don't think that's justified.

Planner

Astorga: Commissioner Joyce, if I could clarify. This is specific Development Parameter and condition #3 that starts on page 69 and it continues on to 70. That, that, that's the one you're referring to?

Commissioner

Joyce: Yes, thank you. Yes. Page 76. Hey, we get to skip some. I already hit this. This is where I get into the whatever happened to our sidewalks and everything else. Somewhere that needs to get brought up really quick because it never seemed to get resolved back in 2009. It seemed like you were getting close but it, it just seems incredibly relevant with all the discussions we're talking about with Lowell and all the pictures we're seeing and things like that, as to what that road is really going to look like now that we just rebuilt Lowell.

Page 77. This should be one of the easiest ones we have is I want to see mitigation to keep trucks off of Empire. If all the construction traffic and delivery traffic is supposed to be going up Lowell and Manor I don't understand how that's really going to happen. And just, you know, putting a little sign there or something isn't going to work. So I'd like to see something that you think is actually going to keep traffic going the way that we expect it to go.

Let me---on to the traffic study. Page 91. If I look at like the---there's a table there. And you might actually want to bring this up if you want just for the people in the, in the room here. In Table 1 on page 91, there's two columns. It's the 2005 counts, traffic counts, and then the 2017 counts. And, and I don't care about the estimated traffic. I care about the ones

that are actual counts. And when I look down the things like Lowell and Empire and go from 2005 to 2017, they go up anywhere from 300 to 500 percent, at a time there were no Treasures built or anything like that. I mean, there was, there was change going on, there was certainly infill happening, but there wasn't any massive projects and stuff. So I, I would love if it from maybe from our traffic guy here. Can you talk about at all why---my concern is that when we look at the future growth, we're looking at 25.8% for this long period of growth; and yet we had 12 years where no major changes happened, and we went up 300 to 500 percent. What happened?

Gary

Horton: I'd have to go back and look, and I'll verifying at the meeting. But part of that is the, the parking requirements [inaudible].

Commissioner

Joyce: I'm sorry. Could you pop up here. In fact, could you stay for a minute.

Gary

Horton: I will go back and verify this, but part of my thought would be that people are parking up and down Empire and Lowell to increase the traffic. But honestly, off the top of my head I'd have to go back and look. Those are numbers---they go out and they video it. They come back, they count them.

Commissioner

Joyce: I, I believe the numbers. And, and what I'm concerned about is if somehow we didn't add anything substantial, and yet we went up by a factor of five, I, I look at the 25.8% and I go, hey I know you worked scientifically to come up with that, but I simply don't believe it anymore. Because if nothing else, I've got Vail telling me that they're projections are they're going to increase skier, skier days by 5% per year compounded every year. So it takes me all of about four years to hit your 30-year goal based on their skier numbers. Now I know that's not sufficient, but I also know on top of that we're adding Treasure and we're adding some other projects. I, I can't begin to believe 25% right now, and I'll just tell you that. So you could start helping me with that one by explaining why we went up 500%.

Page 98. And this is again one of these little detailed things. If you look down at the bottom left-hand corner of this, this may be something I'm

reading these things wrong, but I just don't understand. So if I look at the little red dot that says North Star there, and I look at the number of people going down the street. As I read that, that's a peak of 18 in the morning and 29 in the afternoon per hour, is that right?

Gary

Horton: That's correct.

Commissioner

Joyce: So, if you could scoot up just a little bit, Francisco, and, yeah, stop right there. Go back down just a hair. At the intersection, there's a red dot at the intersection of Manor Way and Lowell right there. And all of a sudden by the time I get down there I've gone from 18 going down the street to 120 going down the street. And from 28 going down the street in the afternoon to 198 going down the street. Am I reading that right?

Gary

Horton: Yes.

Commissioner

Joyce: So you're telling me that somehow there's 170 cars an hour going down Lowell somehow starting below North Star but above Manor Way?

Gary

Horton: Yes. And I've asked them to check it twice.

Commissioner

Joyce: I---

Director

Erickson: That's Marriott.

Commissioner

Joyce: Huh?

Director

Erickson: It's Marriott. It's Marriot and it's the Team Building.

Chair

Strachan: It's the Team Building, too. Yeah. There's also a bunch of duplexes up there.

Commissioner

Joyce: Yeah, I know duplexes. Marriott drops off at a point where it would count into those numbers?

Director

Erickson: Yep.

Commissioner

Joyce: Okay. That helps. Because I just---

Gary

Horton: Yeah, sorry.

Commissioner

Joyce: It's like ghost cars showing up or something. I couldn't figure that one out.

There was a thing in the, the review that the City had done on---if we look on page 100 we come up to a total use count for cars. And if you look at the---for trips generated. And if you look down at the bottom the specialty retail center, we get 109. But there was a table that was included that was listed as partial plan P2 that actually broke down those special things, like it was a coffee shop and all the things that were actually indicated. And that drove 218 trips a day. And I couldn't figure out what the difference was between---it looked like two tables that you provided both of, and the more detailed one came up with twice as many car trips.

Gary

Horton: So the other table came from the third party review from the City. We generated this partially from this, assuming that they're specialty retail and quality restaurant. The reality is, exactly what's going to be in there is still not 100% defined. So we felt like this gave the most reflection of what would be there, not just when they open, but potentially five years later because something could swap out, and something could come in place of it. So, in general in a resort kind of a community, quality restaurants and specialty retail seems to gather the, the people that are staying in that area. So that's why we kept with that definition instead of a coffee shop or something different, because it could change over time.

Commissioner

Joyce: So, from what I remember, though, when you guys provided the, a little bit more detail. I think this was two months ago when you first showed us the incremental 17.1 and 17.2 plans, you actually had some space drawn in as coffee shop and retail store and, and restaurant and that kind of thing. And I thought that's where, they actually took that from your plans. And it worries me that it's a factor of two for trip here. I mean, 100 trips a day is, is significant. So you don't, you don't have to answer that one here. That's a little bit more complex question, but I think the mix that you guys put into your plan was what we see at the base of most of the ski areas. And so when I saw it a month or two ago I went, oh, yeah, it seems like about the right mix of what I would expect to see. And it looks like it drives twice as many car trips. So if you could work through that for me I would appreciate it.

We did that one. On page 103, it seems like we just ignore Crescent Tram. Down at the bottom when we're taking about peak hours and Lowell, the trip distribution and assignment area. It looks like we really are ignoring Crescent Tram completely. And it seems to me as we heard from our City Engineer that when people start reacting to traffic being backed up and things, they're, they're smart. They, they learn to adapt. And if you look down Empire, you look down Lowell and you see people trying to figure out how to back up and all this kind of stuff, you're going to go down Crescent Tram. Does the modeling and stuff that you do somehow include that or compensate for that, or do you just assume some flat percentage based on what's happening now?

Gary

Horton: No. that is factored in. That's part of the reason we actually expanded the study area was to include down at the other end of Crescent Tram and those connection points down to Park Avenue. And that same information and technology is available now. So this year, given the weather we had and the good ski conditions for most days, we anticipated more would be going down Crescent Tram. But when we gathered the counts they weren't there. So, from previous information, what's there today, we didn't feel comfortable all of a sudden assigning 20% to go down Crescent Tram 'cause they didn't do it this year. And Google Maps and everything that gives you the quickest route out of town or to various places was available. So we tried to stick pretty close to what was realistic this year.

Commissioner

Joyce: Okay.

Gary

Horton: Not knowing what the future holds. But that's why we used that information.

Commissioner

Joyce: Okay. Thank you. Good that you guys considered it.

You, you heard from the THINC people. I had the same questions. With this kind of one-way traffic look at looping cars around Empire and Lowell, is that something that you guys are seriously proposing, or was that just kind of a hey, look at this numbers. Or I, I didn't know how to treat that. I had never heard you guys propose that before.

Gary

Horton: So there's, there's been many conversations about Street capacity. And in the beginning of that section we commented on the things that impact street capacity. Snow plowing, enforcement of parking, you know, elements that as an applicant we can't drive or control. It's shown in the summer months, and when the weather is good that the capacity is there. Our challenge would be how do we address something that we don't control. So if you---one of the, some of the email changes we had is can somebody define for me what the width of the street will be available for cars to travel. And when that's given, I can give a capacity of a street much more clearly. When it's 20' one day and it's 12' the next day, and if cars are parked, then it's 16 or whatever that fluctuating number is, it's, there's a lot more assumptions in both. And that's why all the pictures that were presented and everything I looked at were conflict points when a car, one car was coming one direction and the other one was coming the other way. And it's like, well, If you remove those conflict points, the capacity of the street, I believe, will flow pretty smoothly. But you have to remove those conflicts, so either by maintaining a certain width, or if you make it one way it removes those conflict points. So, that was a---with that analysis in place, then we said, okay, will the intersections work if we did one way. And we showed that they can still work in an effective manner.

So it was---I don't know that it's a you must do this. It was here's something to consider for the safety of people when you have one-way

traf-, or only one-way availability because of snow plow limitations and safety.

Commissioner

Joyce: So can I ask one thing of you guys and one thing of you working with Staff, which is, I'm getting kind of tired and frustrating with not knowing what the plan for that street is. And I mean, width, sidewalks, snow storage, you know, parking, who can park, which side, what that's going to look like, and then, therefore, what your road width is to work with. And it seems ridiculous that we're seven months into traffic stuff and we don't have a crisp answer. And I think they actually got closer to a crisp answer but never got agreement back in 2009.

But, I mean, I, I don't know how to deal with this. My first thing was, I don't know how to deal with it when you're throwing two separate sets of traffic numbers at me and I didn't know whether you were treating this separate or was this becoming your recommendation or what. But it seems ridiculous that we're this far. So between you, you, Matt, you guys figure it out, and at least be working from the same set of assumptions, or at least tell us which assumptions, even if it's not the same ones, so we at least understand the disagreement because, I mean, this is just silly. 'Cause we, we know there's an issue there and I don't know what to do with these numbers. And I'll tell you, on page 115 where you actually have the table showing that everything's an A, I don't know where all your cars went. You're back to most of these roads having like four cars an hour or something at peak. And I'm pretty sure it's the same cars that there were like 170 of and 3 or 4 hundred of per hour. They didn't just go away because you made it a one-way loop. So I, I don't know what these numbers are, but these---this, this is messed up on, on page 115. There's no question about it. I can---there's hundreds of cars missing from key intersections. Hundreds of cars at peak hours.

I mean, if you just go back and look at page 93, which is where we're going next and look at how many of your intersections along Lowell and Empire and Park have hundreds of digits. And then I look down here it's like one, two, eight, six, one. I don't know what this table is.

Gary
Horton: Okay.

Commissioner

Joyce: Along the thing---a simple question. If we're pushing all the traffic onto Lowell for construction, I got one quick question. When two construction trucks pass, one going up and one going down, what happens? Other than they don't fit. But what happens? What's the plan and how does that work? I know it doesn't fit. So the question is, what are you guys proposing? I'm sure you've thought of this. You're not first people to think of two trucks passing. But we'd had example of example where two cars can't pass. So put two big construction trucks along there and we're forcing them, hopefully, to actually all take the same road so they'll be passing over and over and over again. And if we constrain delivery times of materials down to a tighter time, the chances of them passing goes up even more 'cause now we can't spread them out as much. So, that's, that's an easy one. Not easy to solve. It's an easy one to understand is what do two trucks do when they're halfway up and down and they can't fit.

One last piece, and again this is back to my capacity question. If you could go back to page 93. And this, I promise, is the last thing. I'm looking at the line that says Empire and Manor Way. And so it's the fourth one there. And I look and I, the way I understand this, and I could just be missing this, is especially if I go over to the 12.8% factored counts. I see 534 cars and 726 cars in the afternoon. And I thought I understood Matt to say earlier that we thought that those roads had about 400 cars a day on them. And I don't understand how we have 726 in an hour at that intersection. There's not that many people doing big trips up and down Manor Way since it's about 100 feet long. How 726 cars are on that in an hour, and 400 are on it in a day.

So either Matt or you guys, when we talk about capacity I said I was just trying to kind of swag things out to, to figure out how we got to 2500. And you can't take one hour. But if I can take two hours, one in the morning and one in the afternoon and quickly get up to 1250, I'm pretty the other 22 hours aren't going to be like 50 or something like that. So, just ballpark, these are your numbers. They're big numbers. And if I go up Empire up to Shadow Ridge, which we already know is a problem. Now we're at 2100 in two hours of the day.

So I either need to understand how that road can handle a lot more than the 2500 that we said it could, or what I'm interpreting wrong or something. But I think we're blowing those numbers out of the water.

And I just, I don't know where the 400 came from when I see numbers like this. I mean, your actuals that you guys did is still 1100 in two hours. So anyway, if we can see that. That's, that's why I really want to see some quantitative number about the capacity of those roads and where we are right now. And certainly then apply that out when you look at your future with Bamberger and Vail and Treasurer and all that kind of stuff as well, 'cause that's not even in here yet. This is just what's real today.

Gary
Horton: Okay.

Commissioner
Joyce: Thank you. Sorry about that.

Chair
Strachan: Thanks, Steve. All right. Let's move this direction. Commissioner Band.

Commissioner
Band: All right. In the Triton review they used and use 85% for resort occupancy, but the independent review, the notes on page 3 of the independent review states that the requirement should be reviewed at 100% occupancy as is standard in other resort towns. That's a quote. I actually agree with that. I would really think that we should be looking at worst case scenarios and every possibility just to see how we can really mitigate on the worst of days.

So the gondola Ms. Deforge brought up and Steve as well, but I've got some additional things. If the gondola is open it's an attraction. You know, my kid loves to ride the funicular. Are you kidding. The free trolley. People are going to be going on this and they are going to be coming into this resort. It is going to be pulling people off of Main Street whether we want it to or not. So I---but I still, even given that, have serious doubts that this can sustain the immense amount of commercial space that you've got.

So what we've got on Table---this is page 100, right here. Resort hotel occupied rooms, 172 units. Employee housing, 30 units; 20, 25, we've got some mixed numbers on that. Condominium and townhouse, 103 units. So, that's 305 units for 17,470 square feet of commercial space. That's a lot. I mean, 300 units and they're going to fill up and keep all of this commercial space viable. Just to give you kind of an idea because I

looked it up, the average size of a freestanding Starbucks, and that's the one that has the drive-through and is larger than what you would see in an urban area, is 2,000 square feet. A chain restaurant, say Chili's, Macaroni Grill, 6,000 square feet. So, just to kind of put that in your head, we're talking, you know, a restaurant and a coffee shop, a big one, that's only 8,000. And we're at 17-1/2 thousand square feet.

So what scares me with that, is that we just had a little discussion not too long ago, a couple of weeks ago at the Planning Commission on Main Street about chain stores. And boy, if, if occupancy drops low well maybe we better change our minds and allow stores. So if we allow you to build something that going to fail commercially, and we can---I'm not going to say without a doubt, but we surmise that it's going to be very difficult without outside business to keep your commercial ventures afloat here. What's going to keep you from coming back to us in a couple of years and saying we've got all this vacancy. It's terrible. It's terrible for the town. We're going to have to change it. And I think it's going to be hard for us and the Council to say no to that. You know, we don't want failing businesses. We want a thriving economy. That is a huge, huge concern for me.

So, moving on. The suggested mitigations still seem overly broad to me. I do agree with Staff's comments for more clarification. I don't how the construction impact---the construction impacts and the mitigations were confusing to me as well, but I like the specificity of it, even if it was a little confusing to read. I mean, that's what we want to see. We're going to do X, Y and Z not, you know, floating out there, oh, we suggest do this or we'll, you know, ask employees not to park on certain days.

I think airport courtesy shuttles, apart from being good mitigating factors, are also good business. Just speaking personally, if I was choosing a hotel that was going to pick me up from the airport complimentary and take me, I would definitely be looking at that pretty carefully.

Let's see. So the traffic studies, and I am not a traffic engineer obviously. I'm just struggling with why these modeling is saying these---why the modeling is saying the streets are going to function with all this added capacity, when they're quite clearly not functioning now. I mean, we've seen some pretty impactful video and pictorial evidence from the residents that is a little frightening, honestly. Like, like Steve said, if two trucks can't

pass each other, what's going to happen, especially if you add some snow on there.

So another thing the studies that we should---nobody's mentioned yet but I think is important is that half of Old Town is under construction right now. Anyone who lives here knows it. Anyone who drives through it knows it. I tried to go down upper Park, which is now two-ways but is one-way in the winter, the other day. And it took me---I mean I might as well have gone down Main Street and dodged the, the tourists walking across the street. It was not a faster way to go down. And it's because there's a ton of construction going on. So if we have residents, we have visitors, and we have Treasure construction, and potentially Bamberger construction, and then we've also got the five other houses that are having, you know, redoing their home. I think that's worth considering as well that, you know, on any given time, period of time, there's at least a couple of houses on every block in Old Town that's doing additional construction.

And I do also support hiring another company, which I know Bruce was talking about on the radio, to do a third traffic study. I mean, this is one of the most important things we're talking about here and we, we can't get it wrong. Like we really can't afford to do that. So, the new traffic study, or the additional traffic study really needs to take road capacity into account in the worst of conditions, not just the intersection capacity. And that's it.

Chair

Strachan: Thank you. Commissioner Suesser.

Commissioner

Suesser: I'm going to start with some things that are already addressed. I, too, noticed the significant increase in traffic since the 2005 study on Lowell and Empire. And I'd like to understand that increase. And also, if there were projections done in 2005 as to what was anticipated on those streets. If there were long range projections, I'd like to see how those compare to what we have going on there now just as a reference point.

I'd also like an explanation as to how the numbers that were put up in the traffic study in the February 2017 report, how those numbers don't exceed the capacity of the streets. If the, if the capacity of the streets is 2500 cars a day, those numbers clearly exceed that based on the hourly numbers that we see in those charts.

On Table 3 of the traffic report on page 92, Table 3, I noticed one discrepancy for the Lowell Avenue and Manor Way line. I see the actual count in the morning as 471 cars. And then you're supposed to factor in 12.8% increase, but it's 472 in the, in that column for the a.m. So it doesn't look like that increase was included, that percentage increase was included on that number. So I'd like that adjustment to be made.

I was wondering if the applicant had any plans for off-site parking facilities other than public park and rides. I noticed that none of the traffic mitigation strategies address pedestrian safety concerns, or the reality of the existing conditions on Lowell and Empire and Crescent for most of the year. And I think that needs to be factored into these studies.

As Steve mentioned, we heard a lot about sidewalks. And I think they're were stairs on 10th Street connecting Lowell and Empire that were proposed in 2009. And I believe the sidewalk was discussed earlier this year. And I was just wondering why those issues were included in the traffic study, and if they're still being proposed by the applicant.

I agree with Staff that the, the strategies need to go further and need to address concerns not just during the winter and special events but year-round. And that incentivizing employees not to drive to work is really inadequate. We need to require them not to, not to drive to work. To provide free shuttle services or require them to use public transportation, but just incentivizing them isn't, I don't believe, adequate.

I think that's all I have.

Chair

Strachan: Commissioner Phillips.

Commissioner

Phillips: Okay. Let's see. I'll start by just saying that I do agree with the Staff's comments in the packet as well. I agree with the Staff's comments in the packet. I also agree with the need for more emphasis on pedestrian traffic and safety. I don't know how traffic studies account for that, but there are a lot of people walking up and down there, so.

Let's see here. I'm just trying to go through and cross off things that have been discussed. I agree with Commissioner Band's comments regarding the commercial space. It's a big, you know, it's a big concern of mine and

that also ties into me still trying to figure out how the anticipated trip generations from the commercial space are justified when outside customers aren't allowed into the MPD. So I'll just be, you know, trying to make my best judgement on that.

What else do I have here. I also agree with Commissioner Joyce on the, kind of a comprehensive plan on the streetscape, and how it's anticipated to function. One of my biggest concerns, I think, is public safety. And I'm still trying to wrap my mind around how, how we, how we figure for the worst case scenario and snow storms in the winter. I know your traffic studies, you don't have a way to, to quantify those conditions, but I would like to see some more thought put into it, even if they are guesses.

My biggest fear is---because I witness it, I live it, it's part of life. It's part of being in Old Town, but I don't think that this project should exacerbate the problem of when we do have winter storms. Is there, you know, can we put some sort of trigger that construction's just gotta stop. You know, after you have several days of storms and snow removal sometimes the plows need to come in. Sometimes during a, a large snow storm these roads are going to become dangerous. And I don't know how or what we can do to have a trigger that just stops construction, period, when it's just not safe, when emergency vehicles can't get up there. That's, that's immensely important to me just because I personally do know what it's like to be in that situation.

You know, there's, I just don't see a whole lot of thought put into worst case scenario because they happen, and they happen several times a year. The worst case scenario actually is a common occurrence. It's not something that happens every 100 years. It, it happens virtually every year. And this last year it was a good amount of the year as well. So, anyhow, enough on that.

I would still prefer, I would still---well, I'm curious to know how many, how many truck loads are anticipated for snow removal, and how is that all factored in. And not only that, but usually that is also when the road conditions are, are the worst. So if it were up to me, the snow wouldn't be hauled off those roads; or, or at some sort of reduction of those trucks, and, and a plan on where this, you know, where the snow is going to go. I'd still prefer it to stay on the hill whether it be melted, moved up the road to on-site as opposed to having these large dump trucks going through town. And I'm still really trying to wrap my mind around just how is, how is

it handled, you know. When, when is the snow hauled off. You know, I don't know. I, I guess I just don't quite understand how that is going to be handled.

And I think that pretty much concludes my comments.

Commissioner

Band: Sorry, I just wanted to jump in and say one thing that Commissioner Joyce pointed out. I was looking at that table on page 100, which had specialty retail center and quality restaurant at 17,470 square feet. That is actually not the total commercial. The total commercial is closer to 50,000, which would be---thank you very much for the calculations and for pointing it out, 36 Chili's and three Starbucks for 305 units to support. So, just wanted to point that out.

Chair

Strachan: Sure.

Commissioner

Band: Thank you to, to Commissioner Joyce for doing so.

Chair

Strachan: Commissioner Campbell?

Commissioner

Campbell: I'll be short because I gave most of my time to Commissioner Joyce. I, I think anybody that lives here and has driven out between the high school and the hospital in the last couple of months when they're putting in that new infrastructure out there can see what, what we would face with this. And so, I, I think that the traffic studies---it's difficult for me to know how much weight to put into them because we have one that's clearly pro and one that's clearly con. And I'm not in any way impugning the integrity of the traffic engineers. I understand they have rules and regulations and data that they collect.

I, I do like Melissa's idea that we would have a third party completely impartial, not because I distrust the two that we have, but because I think they're too limited. I would really like to see, you know, what's the impact going to be on the, on the Interstate 40/248 exchange. We're talking about something that's already broken, and I don't know how it can get much worse before people just stop wanting to come here altogether.

People are going to stop wanting to live here altogether. And I think Kimball Junction, when you look out there in the morning or in the afternoon, how many more cars can we put out there. The idea that we only have to worry about Lowell and Empire and what this project would do to them, I think, is very shortsighted. There are so many other choke points. The Deer Valley/Bonanza thing is, is almost---my office is around the corner from that and making a turn out of there because almost undoable. And, and the worst part is people seem to be jumping the red lights now and the, the traffic has become, you know, it's, definitely the number one issue in Park City. And I think if we're going to look at this, it has to be more holistically.

And so, the infrastructure and how that's going to tear up the streets, those are short-term mitigations. But the long term ones, I think we really want to look at what's it going to do with traffic everywhere and not just right in the neighborhood.

That's all I've got for tonight.

Chair

Strachan: Thank you. Commissioner Thimm?

Commissioner

Thimm: Don't have a whole lot to add. The commentary from the other Commissioners I, I find myself falling in line with by and large.

There were a couple of things. Staff asked if we would concur with the, the PQS's. I appreciated the detail that Staff went to in preparing those. The modification and format as well as the other comments that Commissioner Joyce provided I am supportive of. As important as looking at that and, and feeling like I'm supportive of what Staff has put together, the applicant has, has indicated that there is a, it's the first time that they had seen them when, when this Staff report came out. And I'm very interested in their responses to each one of them. And I guess it would be my hope that rather than trying to refute them that the applicant would look at them with a positive attitude and, and look at---try to understand the intent and, and how we can actually achieve the goals that were set aside in those.

With regard to the traffic analysis that we were provided to look at. All along I've had kind of a major question with regard to some of the

reductions, in particular with both the ski runs and the cabriolet. The third party, the LSC review document, basically completely discounts those. And you end up with a very wide variance between the, the reduced numbers in, in the Triton Analysis versus the reduced numbers in the LSC review. The---it, it, it's a factor of almost 2.

We're, we have some fundamental building blocks all through here that we're working with, whether it's a site plan that was approved in the Master Plan way back when. Another one of those is, is the traffic counts. And if there is a significant difference between what a third party reviewer has provided in comparison to the, the applicant's analysis, it would seem like there's a need to strive towards some sort of a concurrence. Because that's a fundamental building block in terms of the number of trips and what's happening on, on these streets. And I, I think that it's very important that Staff and our City Engineer work closely with the applicant and determine some level of concurrence and some level of agreement with regard to any reductions that are being suggested.

With regard to the, the overall presumptions that are being made concerning what happens day to day and that sort of thing, and winter and summer conditions and that sort of thing. I, I still feel very strongly that it is important to address what happens on the worst day when there's an emergency. And what are we going to do to mitigate a situation where we have a truck going uphill, a truck going downhill, and an ambulance needed or a fire truck needed. That's, that's kind of a fundamental analysis that that needs to happen.

I'm not sure what happens to pedestrians. I mean, we've seen photographs of what happens during the snow, but I, I would like to have that explained much more thoroughly.

And I think that's my basic commentary.

Chair

Strachan: Great. Commissioner Joyce, yeah.

Commissioner

Joyce: I'm sorry. I get, since Preston gave me his time I get one more question. I missed, I missed my parking question. And this may be one that you can easily explain because---kind of like my ghost cars on Lowell.

On page 118, if you can bring that up. There's a chart up at the top. I don't, I didn't understand how parking generation works for hotels, and what's included and what's not. Can you, can you kind of explain, you know. Well, let me just tell you. Kind of my basic concern is when I look at like a 200-unit hotel with commercial and meeting space, it takes less parking than 100 condos, and considerably less than half as much commercial space. So, so can you tell me what's included in hotel, and why that number is so small relatively, relative to the rest of the things on there? Did that make sense? I'm sorry, I kind of babbled.

Gary

Horton: No, I think it does. I prefer to look into that an answer it next month.

Commissioner

Joyce: So, so then let me give you two or three more sentences because I asked this once before. We hadn't seen this one. This one is really important to me, which is when I look at the hotel I'm looking at 200 units. And I think what I read in here, and again I was kind of reading into some of the description you put in, is that that seems to include employee parking at whatever level you're assuming that employees are parking there. But I would assume a hotel has hundreds of employees versus a condo, which has close to none, other than maybe some maintenance or check-in or something like that. But you know, so you've got twice the number of units, you've got a lot more employees. You've got 30,000 square feet of commercial versus the 17,000 that you have separate here. And those are all wrapped up into one and come out with a number smaller than the rest of the things. And it seems like that number is off. Intuitively, it seems like it's off by 2 or 3 hundred or something. I mean, big. So, I, I just, that's, that's probably the single biggest hole for me with parking. But it's monstrous to me right now.

Pat

Sweeney: Which way is it off?

Commissioner

Joyce: I, I think it's way too small. I don't see how you have 200 hotel units, plus a bunch of employees, plus 10,000 square feet of meeting space, plus 30,000 square feet of commercial space, and it's two-thirds of a little chunk of commercial. It just, that, I don't get it. How can that possibly be.

So, and, and even for the rest of them, if you could kind of explain. Again, this is probably just standard parking, you know, science, whatever. But are there assumptions for, like the commercial, does that assume some number of employee spaces versus customer spaces. And if there's any more kind of breakdown you can give us of, of what you, how you, or how they, how the, the whatever numbers you're drawing from. Even if it's just a one liner that said, commercial assumes 28% employee blah, blah, blah, blah. Whatever it is that comes up with that. Then that will help us feel more comfortable about, about these numbers.

But the big one to me, the hotel seems like it's off by a factor of 2 of 3. Thanks.

Commissioner

Thimm: I had one other comment.

Chair

Strachan: Sure.

Commissioner

Thimm: If I could have a little bit more of your time. In terms of the one-way loop that was mentioned, and not tonight, or not necessarily tonight anyways. I'd like for Alfred and/or Matt to provide commentary with regard to their thoughts about the potential of success of that, and whether or not that should even be considered.

Chair

Strachan: Great. I don't have anything to add. It's sort of the benefit of going last. I do like the approach of the PQS's, but those need to be tied to certain criteria. So, pick the criteria that you think each one of those ties to, and analyze it as a sub-heading under that particular criteria. And if it fits into more than one, so be it, just put it again. But remember, it's the criteria under the Code that we're applying; not just PQS's that may be accurate but aren't necessarily spelled out verbatim in the Code.

The revised plan that we just saw tonight. I'm going to be looking for some specific numbers in terms of the amount of dirt that's reduced, the amount of truck trips you think that reduces, and what other impacts you think that mitigates and by how much. And that's all I have.

All right. Anybody else. Final, final, final, final. Okay. All right. Let's have a motion to continue the Treasure Hill conditional use permit.

MOTION: Commissioner Thimm moved to CONTINUE the Treasure Hill conditional use permit to September 13, 2017. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

2. 1787/1791 Prospector Avenue – Plat amendment to unify two (2) lots adjacent to Parking Lot G of the Prospector Square Subdivision into one (1) lot of record. (Application PL-17003559)

Planner Astorga reviewed the application for a plat amendment combining two lots at approximately Parking Lot G within Prospector. At one point the Planning Department received a conditional use permit application that was never brought before the Planning Commission and was denied due to inactivity.

Planner Astorga noted that the new property owner purchased the two lots and the intent is to place x-number of units on this lot. Planner Astorga clarified that the Planning Commission was not looking at a conditional use permit for multi-unit dwellings this evening. This plat amendment would simply allow the removal of the lot line between the two lots in order to build the proposed building.

Planner Astorga explained that the former approach was that it would be a simple condition of approval of the CUP; however, the correct approach is to remove the lot line first.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

Commissioner Band assumed that if the Planning Commission approved this plat amendment they would see the conditional use permit for the apartment building since residential is a conditional use in the GC zone. She asked if that would be changed to an allowed use.

Planner Astorga clarified that a conditional use permit had not yet been submitted, but when it is it would come before the Planning Commission.

Commissioner Band remarked that as the City wants to promote live/work/play and as more things are being built in Prospector, she thought it might be a good idea to have it as an approved use rather than a conditional use for residential in the GC zone. Planner Astorga replied that it was a difficult topic and discussion because they have to look at all of the GC zone. Commissioner Band pointed out that she raises the issue every time she has the opportunity.

Planner Astorga stated that the trigger point that kicks the MPD, which kicks another type of requirement is 20,000 square feet. In this case, it will be 19,999 square feet. They have to be careful about the gets that the City gets with the MPD, and extremely careful in removing that requirement from the GC District. Planner Astorga remarked that it was something that the Senior Team and the Planning Director could look at in the future. He reiterated that it was a complicated issue based on the current Code.

Commissioner Joyce was concerned about the opposite and disagreed with making the change. He thought the commercial district was becoming the residential district; and they have no other commercial district. Therefore, everything they do right now is pushing every bit of the commercial service industry out of town. Commissioner Joyce remarked that ever since they stopped doing Form Based Code they have forgotten to plan for their only commercial district. He did not want to make it easy for someone to buy a piece of property to build high-end nightly rental residences, because it would run the commercial business down to zero over time. Commissioner Joyce preferred to find a way to keep the commercial district.

Commissioner Band did not disagree. Her issue has always been thinking about affordable housing. When she thinks about apartment buildings it is something they need in town; however, she was opposed to more nightly rentals.

MOTION: Commissioner Joyce moved to forward a POSITIVE recommendation to the City Council for the Prospector Square supplemental amendment to Lot G, amending lot 48B and 48C, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Findings of Fact – 1787/1791 Prospector

1. The property is located at 1787/1791 Prospector Avenue.
2. The two (2) existing lots are designated as Lots 48B and 48C of the Prospector Square Supplemental Amendment to Lot G.
3. Both lots are privately owned, located between Parking Lot G of the Prospector Square Subdivision and the Rail Trail.
4. The property is located within the General Commercial (GC) zoning district.

5. The proposed Plat Amendment is to combine Lots 48B and 48C into one (1) legal lot of record, removing the interior lot line that separates them.
6. Currently, Lot 48B contains 4,775 sf. and Lot 48C contains 4,774.44 sf. of area. The proposal would create one (1) lot that contains 9,548 sf. of area.
7. Both lots are currently vacant.
8. None of the other lots, easements, or their configurations as shown on the Prospector Square Supplemental Amendment to Lot G will be affected by this amendment.
9. The newly created lot will have frontage on an existing private access easement that connects the lots to Prospector Avenue, a public right-of-way.
10. In the GC District, all Residential Uses require a Conditional Use Permit.
11. Per LMC §15-2.18-3(I) and Plat Note #8 of the Prospector Square Supplemental Amendment to Lot G, the maximum allowable floor area on site is limited to 10,800 sf.
12. Zero lot line development is permitted on the subject site, as indicated on Land Management Code §15-2.18.3(I).
13. Future development is limited to the Zone Height of 35 feet from existing grade, as indicated on Land Management Code §15-2.18-4..
14. Per Plat Note #2 of the Prospector Square Supplemental Amendment to Lot G, all parking demand created with future development shall be mitigated on site with the construction of underground parking.

Conclusions of Law – 1787/1791 Prospector

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 lot combinations.
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 – 1787/1791 Prospector

1. The City Planner, 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. New construction shall comply with all applicable parameters of Land Management Code §15-2.18 regarding maximum floor area ratio, front, rear, and side yard setbacks, building height, etc.
4. All plat notes included on the Prospector Square Supplemental Amendment to Lot G continue to apply.
5. Modified 13-D sprinklers will be required for new construction by the Chief Building Official at the time of review of the building permit submittal and shall be noted on the final Mylar prior to recordation.
6. The Applicant shall coordinate all future development with the City Engineer to coincide with the future work to be completed along the Prospector Avenue right-of-way.
7. Any soil disturbance or proposed landscaping shall adhere to Park City Municipal Code 11-15-1.

3. Consideration of an ordinance amending the Land Management Code Section 15, Chapters 2.1, 2.2, 2.3, and 2.5 regarding roof pitches and limiting the use of flat roofs to protect streetscape façades.
(Application PL-16-03352)

Commissioner Campbell thought this issue was too complicated to have a quick up or down vote.

MOTION: Commissioner Campbell made a motion to CONTINUE this matter to a date uncertain when the Planning Commission could discuss it in a Work Session.

Assistant City Attorney stated that Chair Strachan needed to at least open a public hearing before taking action on the motion.

Director Erickson stated that this proposed ordinance has been before the Historic Preservation Board five times and to the City Council at least three times. He believed it had been well-vetted. Director Erickson recommended that the Planning Commission forward a recommendation to the City Council if possible this evening, rather than continuing it to a work session.

Chair Strachan thought it would be beneficial for the Planning Commission hear the Staff presentation even if it were continued to a work session. He recommended that they listen to the presentation and take public input before deciding on the motion. Commissioner Campbell was comfortable with that approach.

Planner Anya Grahn reported that Historic Preservation Board has been reviewing the Design Guidelines since early 2016. As they review the Guidelines they look at

compatibility, infill, and new additions to historic buildings and try to understand how they can add a contemporary addition that still compliments and is characteristic with the character of Old Town. Flat roofs continue to emerge as the sore spot, and the Staff has been trying to figure out a balance between flat roofs, roof top decks, and green roofs; and how they can fit into Old Town without compromising the historic character and the National Register listings.

Planner Grahn assumed the Commissioners had read the Staff report and understood the history of this proposed ordinance and the number of times it had been to the HPB. She noted that the Staff had a special meeting with the design community, architects, contractors and people who work mostly in Old Town to get their feedback. The HPB met last Wednesday and their feedback was also incorporated into the Staff report.

Chair Strachan recalled that this has also been before the Planning Commission at least twice in his time on the Commission.

Planner Hannah Tyler noted that the Staff report included photos of what the Staff believes are compatible flat roofs in Old Town. She presented photos and described the elements that makes them compatible. Planner Tyler presented a rendering to show what the Staff is consistently being asked for by the development community. They took the typical roof forms found in the Historic District, and added the flat roof. It was built to 27' high. There are some advantages to flat roofs, and they tried to address it so they could still be allowed; however, they hope the front of the buildings can start contributing to the streetscape more consistently.

Planner Tyler reviewed two examples of what could be possible under the proposed ordinance. One roof form was a side facing gable, which is more contributory to the streetscape. Party decks and other things that people like to see in new development is still allowed in the back. A second photo was a cross-wing two story. Planner Tyler remarked that they tried to allow design flexibility for the design community that likes more modern infill.

Planner Grahn reviewed the proposed definitions. They came up with definitions for both rooftop decks, as well as a platform deck. A flat roof should be 2:12 or less. The primary roof form would be the largest area of the roof. Contributory roof form was more related to the street. Secondary roof form is like porches, bay windows, and things that are not necessarily the focal part of the project. The total roof is the roof plan.

Planner Grahn stated that the intent is to keep the compatibility of the historic character along the street front. That is the most important, particularly from the National

Register viewpoint. She explained that there needs to be between a 7:12 and 12:12 pitch as a contributory roof form, which is the part that is visible from the primary public right-of-way. The secondary roof form could be accent pieces like dormers, bay windows, and other things. Behind the first 20' along the street they would allow flat roofs and other elements. The height of railings, parapets, stairs, etc. must be part of the zone height. Otherwise, the railing would be added above the 27', which adds more bulk and mass to the structure.

Planner Grahn stated that accessory structures would be exempt from these rules because a garage or a shed can have various roof forms without hurting the streetscape.

Commissioner Suesser asked the Staff to comment on planted roof tops and whether they would be permitted. Planner Grahn replied that the Staff was comfortable with green roofs as long as they are in the back. The wall heights with the flat roof are similar and when there are gables and flats, it does not seem to hurt the streetscape as much. However, when there is 27' at the peak and the next one is a square box that goes up to 27 feet, that begins to change the mass and scale of the streetscape and impacting the historic character. Commissioner Suesser understood that a green roof would be allowed in the back as long as there is a gabled front on the streetscape. Planner Grahn replied that she was correct. It could also have a hip. The goal is to have a pitch.

Director Erickson stated that it is almost impossible to assure that a green roof would remain a green roof. To address regulatory difficulties, they decided to allow it in the back where it would not impact the streetscape and still allow it to continue.

Commissioner Campbell referred to the photo of 1280B Park Avenue on page 171 of the Staff report, and asked if that would be allowed under the new rules. Planner Tyler replied that this particular one would because it fronts Park Avenue. Planner Grahn pointed out that it was a rear addition to a historic house. If it was a freestanding single-family house facing the Park it would not be allowed.

Commissioner Campbell read, "It allows it to blend with its neighbors while not detracting from the historic." He thought that was confusing. Planner Grahn stated that it is along Sullivan Road where a number of apartments and condo buildings have the square, boxy appearance. Since it is behind the historic Park Avenue house it is largely invisible from Park Avenue. She noted that they had pulled in the shapes of the windows, the reveal of the siding, and some of the pitches to try to loosely contribute and compliment that historic house.

Commissioner Campbell felt like they were trying to dictate taste. He thought the 20' rule for the main roof seemed arbitrary because neither of the example roof structures were anywhere near 20' in depth, but they do break up the face. He thought it was hard to define. These are complicated issues, which is why he had suggested a work session where they could talk about it. Commissioner Campbell disclosed that he has built nine flat roof houses in Old Town in the last four years. He thought everything they were trying to accomplish was valid. There were many loose definitions that need to be tightened up and he thought they were on the right track. Commissioner Campbell was concerned that the 20' section in the front, where they basically fake it into looking like an older building, would not lead to good architecture. He referred to the photo that was shown earlier of what would not be allowed, and stated that in his opinion it should be allowed. Commissioner Campbell wanted one last work session where they could talk about the arbitrary 20' rule.

Director Erickson stated that 20' was not arbitrary. It was taken very carefully from the deck homes with the pitched roofs behind High West. It was also taken very carefully from the two homes that Jeremy Pack constructed on Ontario Avenue. It also mimics the size of a traditional miner's house on a 25' x 75' lot. Director Erickson stated that if the Commissioners headed down to High West they would see good examples of the blend of pitched roof with flat roof. He also commented on two other structures with flat roofs that did not meet the size criteria they were looking for.

Commissioner Campbell thought the railings should come into the height. There have been exceptions, which was a loophole that people took advantage of. He supported everything they were proposing, except for having such a rigid number. However, he understood that it probably has to be rigid from the standpoint of enforcement.

Commissioner Campbell referred to the images on page 175, and asked if that side gable roof would be 20' back. Planner Tyler answered yes. Commissioner Campbell thought it looked historically accurate. Planner Grahn believed they had also incorporated a flat roof for the porch. It was another way to show that it did not have to be an exact replica of a historic house.

Commissioner Campbell understood that the roof on the home shown on page 171 would no longer be allowed in the HR-1 if this ordinance is adopted. Director Erickson explained that the house on Park Avenue that faces Sullivan Road is a contemporary addition to a historic home. The historic home meets the 20' façade shift. However, if it was the front façade it would not be allowed.

Commissioner Campbell clarified that he did not have any other flat roof projects, and the other were already built. However, he thinks the building on page 171 would still be

a good addition to the street and would make it a more interesting area, regardless of which direction it faced.

Director Erickson stated that the Staff looked at the General Plan, the Historic District Guidelines, and the National Registry for the Historic District, and decided that architectural beauty was less important than maintaining the historic character in order to maintain the register district.

Commissioner Campbell thought there were many projects in the pipeline, and he would like the opportunity for more people in the design community to have a say.

Planner Grahn commented on the outreach to the design community. She noted that this was first started last summer with the HPB. The HPB recommended that they get input from the design community. Planner Grahn stated that they met twice with the design community. In addition, throughout all of 2016 she and Planner Tyler had open office hours on a specific day when anyone could come and talk to them about flat roofs or general guideline revisions. The Staff also received written comments, which were included in the Staff report. Planner Grahn acknowledged that the outreach was minimal and she offered to reach out to the design community again.

Commissioner Campbell offered to provide the names of four or five architects who were currently working on projects that had not yet been submitted. He believed they would be disappointed if they were not able to have a say on this matter.

Commissioner Suesser referred to the new addition on the house that faces Sullivan Road. If they saw a number of those homes in Park City, she wanted to know if they would lose their historic designation. Commissioner Suesser asked if gabled roofs were a hard and fast rule in the Historic District. Commissioner Grahn answered no, and that it was more about compatibility. According to the National Register, compatibility is maintaining the historic look and feel. For example, the Historic Main Street District maintains the look and feel of the mining era. They wanted to make sure they maintain the look and feel even in the residential districts to avoid looking like suburban America. It needs to maintain the mining era look and feel.

Commissioner Phillips stated that he has always felt that if they perpetually mimic the mining era, they would not be telling the next generations about this era. He believed this was a huge era for Park City. Director Erickson pointed out that the guidelines require that they do not mimic. He explained that they put two strategies together. You can take the form, mass and scale of a historic structure and do it with contemporary materials. Or you can do a more contemporary design with a better use of historic materials. The Staff's approach is to be as authentic as possible and maintain an

identifiable character inside the thematic district, rather than an imposition of a characteristic from outside the District.

Commissioner Phillips stated that he had recently been through this process. He found it interesting because he started off with a flat roof all the way through. It evolved and actually looks similar to what the Staff was trying to achieve. He did not believe his design would fit the new requirements, but he felt like he had achieved the same effect.

Commissioner Phillips personally would like more time to discuss this issue. He asked if it was possible to identify flat roofs around town. Director Erickson stated that there is a photo tour of the flat roofs, which is how they reached this point. He noted that compatibility is a defined term, legislatively defined in the LMC and the Historic District Guidelines. The Staff took photographs of the roofs in the District and the HPB went through them line by line and identified elements of compatibility, as well as the elements that disrupted the compatibility, rhythm and scale of the streets. Commissioner Phillips assumed those photographs were in the Minutes from the HPB meetings that were included in the Staff report.

Commissioner Phillips stated that in general he agreed with the proposed ordinance. However, it is a big decision and he would like more time to go through it himself. He was willing to put in the time to read any additional background information or research that the Staff could provide. He noted that the Minutes were not available at the time for one of the HPB meetings, and he would like to read those Minutes as well. Commissioner Phillips acknowledged the amount of time Planners Grahn and Tyler have put into this, and he has the utmost respect for their ability and how they approached this.

Commissioner Campbell clarified that he was not opposed to this ordinance and he believed they were 95% there. The loopholes needed to be tightened up, but he would like to find a way to provide a little more flexibility. It may not be possible, but he would like to have that discussion.

Commissioner Phillips wanted to discuss rooftop decks. He asked if there was a proposed maximum square footage for rooftop decks, or whether it would be constrained by the new requirements. He pointed out that the issue of roof top decks impacting neighbors had come up many times and he was not opposed to limiting the square footage. He thought rooftops decks should be allowed over 23' as long as it has been mitigated thoroughly and it is limited to a maximum square footage. Commissioner Phillips thought rooftop decks needed more discussion.

Chair Strachan opened the public hearing.

Ruth Meintsma, a resident at 305 Woodside stated that she has followed all of the manifestations of this Code, and it is struggle. She thought this was a good start and a good place to work from. The definitions are good, and the numbers were good. Ms. Meintsma thought it was missing some nuances that would allow for more design. She has seen some projects coming forward that are difficult for the neighborhood, but currently do not have Code to make them work better. For that reason, she thought time was an issue. Ms. Meintsma anticipated that the Planning Commission say that this proposed ordinance needed more time and more work. She personally thought it needed more 3-D pictures with different options. Ms. Meintsma reiterated that the language was a good beginning.

Chair Strachan closed the public hearing.

Commissioner Thimm stated understood that this has been going through an evolution for a long period of time. He noted that the Staff report talks about compatibility, and it is important to not look at individual buildings, but rather to look at the street scene and understand the composition of the street scene, and what each structure contributes to that street scene. The Staff report indicates that the HPB made a Finding that pitched roofs better contribute to the historic character, but he was looking for evidence of that fact. He was interested in understanding the background for saying that roof pitches do contribute better. Commissioner Thimm referred to page 173 of the Staff report, which showed a box with a straight flat face on the street, and that is considered inappropriate. Page 175 shows a pitched roof and an articulated façade. In his opinion, if the porch was removed it would not be compatible and evoke what they were trying to do. Commissioner Thimm referred to the bottom photo on page 171 and noted that there was a lot more there than just the roof lines that draw the eye. There is articulation and materiality. It becomes a sum of its parts, but at the same time those parts break it down and presents a façade that has the elements that are headed in the direction of what this ordinance was trying to achieve. Commissioner Thimm was interested in having the opportunity to understand why they made the Finding that pitched roofs are more contributory. He did not see it in the report.

Commissioner Joyce stated that he was a traffic and parking person and this was out of his realm. However, in listening to the other Commissioners, he was hearing that certain roof forms would make the street more interesting. There were also comments about managing taste. Commissioner Joyce remarked that the conversation was about compatibility and not the other things mentioned. He does not care how something is designed or articulated. Those structures should be built in Park Meadows or other places outside the Historic District. He emphasized that the Planning Commission should be talking about compatibility with Old Town. In terms of the flat roofs, he

challenged anyone to show him a structure in Old Town that looks remotely like the photo they all like. The goal is not to make the street look prettier, and it is not the restriction of Old Town or the compatibility. Whether or not they like a particular design is irrelevant to the question of compatibility. Commissioner Joyce stated that he is not an architect and he was not prepared to discuss design, but in listening to their comments, the main theme is that they like the look and it would make the street more interesting.

In response to Commissioner Joyce, Commissioner Phillips asked the Staff if the new addition on his house was compatible. Planner Tyler replied that it was compatible and it was approved. Commissioner Phillips pointed out that under this new ordinance his house would not be allowed. Commissioner Joyce remarked that it was compatible under the current Code where none of the proposed requirements exist. He did not believe it was a fair comparison. Commissioner Phillips thought the question was whether or not his house was compatible with the Historic District. He felt strongly that it is compatible, but minor things in the proposed ordinance would keep him from doing the same thing again.

Commissioner Joyce believed that was the intent of the new ordinance. The City has approved structures and elements that would no longer be allowed. Because they were approved does not mean they were compatible. It only means they were built when the rules allowed it. He understood from the Staff that the rules are broken and this ordinance would fix them.

Commissioner Suesser believed there are different ways to reach compatibility. Articulating roofs, such as the building on page 191, was an example of how a flat roof design can be compatible in Old Town. Commissioner Joyce disagreed that it was compatible. Commissioner Suesser believed that requiring a pitched roof in order to be compatible was too rigid a standard.

Director Erickson stated that the issue of compatibility is not completely linked to roof pitch. The issue of compatibility is probably more heavily linked to mass, bulk and scale above the 23' high floor plate elevation. The third floor square box, regardless of how it looks, disrespects the mass bulk and scale of houses with a pitched roof above the 23' floor plane. Director Erickson clarified that it was about making that distinction. It was not about a pitched roof. It was about the entire box above 23'. When dealing with compatibility, that is a piece of the puzzle. That is when the mass, bulk, and scale of that house appears to work when viewed from Sullivan Road. Director Erickson clarified that he would not have signed off on that house under the old Guidelines or the new Guidelines because he believes the windows are out of character and out of scale for the Historic District. Whether or not the unaligned roof pitches meet mass, bulk, and

scale, if they were to look at the Design Guidelines as a whole and how the rhythm of the street is repeated in the first floor elevations, in the door elevations, and in the window lines, some contemporary work can be done without disrupting the mass, bulk, and scale of the streetscape as seen from the lay eye. Director Erickson remarked that this was what the Staff was trying to accomplish.

Commissioner Thimm thought the proposed ordinance was all about roof pitch. Director Erickson replied that roof pitch goes to reduce mass, bulk and scale of the box. Commissioner Thimm stated that in looking at the changes, it appeared to be all about roof pitch. Director Erickson stated that the alternative to change it would be to reduce the square footage above the 23' height floor plate elevation. That does not work as well as saying what they want to see is a series of different roofs and different orientations with gables, gable ends, and hips.

Planner Grahn agreed that they were talking about roof pitch as one of the character defining features. They were talking about roof pitch because the overall shape and form of the building was one of the issues that kept recurring in the compatibility discussions with the HPB.

Commissioner Campbell asked why the first 20' could not be a flat roof and then step down to 23' maximum for the rest. Planner Grahn thought it would depend on the streetscape, because the goal is to get a compatible streetscape. The Staff has also talked about incentivizing the pitched roof by saying the zone height is lower and they add the pitch. Planner Grahn thought those issues needed to be discussed. She also suggested that they further discuss the meaning of compatibility so they are on the same page with the HPB.

Commissioner Campbell agreed with Commission Joyce that just because they like something, it is not what they were being asked to discuss. Commissioner Thimm concurred. Commissioner Campbell pointed out that three-fourths of the buildings on Main Street have a flat roof. Director Erickson remarked that Main Street is excluded from this ordinance. Planner Grahn noted that historically commercial buildings had flat roofs. This ordinance would only apply to the residential districts.

Commissioner Phillips favored the new definitions because there have been many meetings where he was unable to define the primary roof pitch. He clarified that he did not disagree with what was being proposed. He only wanted the opportunity to study it a little further.

Chair Strachan noted that there was still a motion on the table to continue this item to a work session. If they continue to a date uncertain, it would require a Work Session

meeting and then another meeting on the Regular Agenda. He asked if the Commissioners were comfortable enough after this discussion to Continue it to another meeting but put it on the regular agenda. Commissioner Phillips was comfortable with that, as long as the Staff can provide the requested additional information prior to the next meeting.

Director Erickson stated that it could be scheduled for a Work Session and as an action item on the Regular Agenda the same night. Chair Strachan thought work sessions and action items were duplicative if they were on the same agenda. He recommended continuing to another meeting and putting it on the Regular Agenda and they could have the discussion prior to taking action.

Commissioner Campbell withdrew his motion to continue to a work session.

The decision was made to continue to September 27th.

MOTION: Commissioner Phillips moved to CONTINUE the LMC amendments regarding roof forms on residential structures subject to the Design Guidelines for Historic District to September 27, 2017. Commissioner Campbell seconded the motion.

VOTE: The motion passed unanimously.

Commissioner Joyce recommended that the Commissioners read through the HPB Minutes prior to the September 27th meeting because they contain a lot of background information and answer some of the questions that were raised this evening.

4. **Land Management Code Amendments regarding Master Planned Development Applicability in the Historic Residential (HR-1), Historic Residential (HR-2), and Historic Residential-Medium (HRM) Density Zones in Chapter 15-6-2 Applicability in Master Planned Developments.**
(Application PL-17-03661)

Planner Tyler reviewed the amendment to the HRM, which would eliminate the threshold for Master Planned Development applications. Currently, MPD applications in this zone and several others in town require ten lots or 20,000 square feet. The Staff found that because this is a Historic District and land is scarce, it is difficult to hit that threshold. Therefore, many projects would never come to the Planning Commission that would otherwise utilize that review.

Planner Tyler explained that much of this was the implementation of the General Plan. She stated that currently the HRM and the MPD chapters align, but a lot of the projects do not meet the criteria for an MPD. For that reason, the Staff cannot honor that alignment.

Planner Tyler stated that this amendment would allow review of projects that previously were not reviewed by the Planning Commission. Currently, these projects only require individual HDDR applications. HDDR would still be required, but the Planning Commission would provide another level of review.

Planner Tyler remarked that it also allows for more design flexibility through the MPD process. Not only are there incentives such as setback reductions, but there is also an affordable housing requirement. Some of the incentives might be worth going through the MPD process, which provides additional affordable housing. It also helps with Historic District compatibility, because when someone comes in with five lots, the Staff can look at it on more of a contextual analysis versus one lot at a time. Planner Tyler pointed out that it was an important transition to the Resort base because the HRM abuts the RC zone.

Commissioner Joyce asked if this amendment was driven by the City's own affordable housing requirements. Director Erickson answered no. He clarified that the Woodside Park project would be a beneficiary, but this amendment was more of a reaction to the number of times the Planning Commission did not have the opportunity to review the previous affordable housing project. It was also a reaction to some of the projects that were occurring further south than the fire station with multiple lots that had access issues and required separate steep slope CUPs. If an MPD was available, they could have worked through all the issues as a combined project rather than piecemeal.

Commissioner Campbell asked if an applicant would be forced into an MPD, or whether was just available if they wanted to use it. Planner Tyler replied that the MPD is an option, but not required.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

MOTION: Commissioner Joyce moved to forward a POSITIVE recommendation for the LMC amendment to Chapter 6 regarding applicability of Master Planned Developments in the HRM zoning district. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission Meeting adjourned at 9:30 p.m.

Approved by Planning Commission: _____



DATE: August 23, 2017

The applicant is requesting a modification to an existing Conditional Use Permit (CUP) allowing a temporary tent structure at 1800 Park Avenue (the Double Tree by Hilton - The Yarrow). The CUP was permitted for three years, expiring on May 14, 2017, with a condition of approval allowing the applicant to file for a modification and/or extension at before that date.

The applicant is proposing a modification to the CUP to remove any conditions stipulating an expiration date. The applicant has also supported Staff's recommendation to reduce the maximum number of days the tent can be used from 260 days to 180 days in a one year period.

Respectfully:

Tippe Morlan, Planner

Planning Commission Staff Report

Subject: 1800 Park Avenue, Double Tree by Hilton – The Yarrow
Author: Tippe Morlan, Planner
Date: August 23, 2017
Type of Item: Modification to a previously approved Conditional Use Permit for a temporary structure (tent)

Project Number:	PL-17-03537
Applicant:	Nicole Sharp, Yarrow Resorts
Location:	1800 Park Avenue Double Tree by Hilton, formerly known as The Yarrow
Zoning:	General Commercial (GC)
Adjacent Land Uses:	Residential/Commercial/Retail
Reason for Review:	Modification of a Conditional Use Permit (approved on May 14, 2014) requires Planning Commission approval.

Proposal

The applicant is requesting a modification to an existing Conditional Use Permit (CUP) allowing a 60' x 40' temporary tent structure at 1800 Park Avenue (the Double Tree by Hilton – The Yarrow). The CUP was permitted for three years, expiring on May 14, 2017, with a condition of approval allowing the applicant to file for a modification and/or extension at before that date.

The applicant is proposing a modification to the CUP to remove any conditions stipulating an expiration date. The applicant has also supported Staff's recommendation to reduce the maximum number of days the tent can be used from 260 days to 180 days in a one year period.

Summary Recommendation

Staff recommends the Planning Commission discuss the proposed application for a modification to a CUP for a temporary tent structure to be located within the Yarrow Hotel, conduct a public hearing, and consider **approving** the CUP according to the findings of fact, conclusions of law, and recommended conditions of approval as stated in this report.

Background

2009 – The Land Management Code (LMC) was revised in 2009 to address the duration in which temporary structures may be installed. The regulations stipulate that in the GC zone, temporary structures are allowed with an Administrative Conditional Use Permit for periods of up to fourteen days no more than five times per year. Longer durations or an increase in the frequency of occurrences requires a CUP and must be approved by the Planning Commission.

2013 – The hotel was issued five separate administrative CUPs for temporary structures.

2014 - The hotel was issued two separate administrative CUPs for temporary

structures.

May 14, 2014 – The Planning Commission approved a CUP for a temporary tent structure in an interior courtyard at this location. The tent was approved to be allowed for a maximum of 180 days at a time up to two times per year. Conditions of approval included a stipulation that the tent could only be “operable for a maximum of two-hundred and sixty (260) days out of three-hundred and sixty-five (365) days in a year.” Additionally, the CUP was permitted for three years under a condition that the applicant needed to resubmit an application for an extension before the three years ended to prevent the CUP from expiring.

May 10, 2017 – An application for a modification of the approved CUP was submitted. The application was noticed for review at the **June 14, 2017** Planning Commission meeting when it was continued to the **June 28, 2017** meeting. At that meeting, the item was continued again to the **July 26, 2017** meeting where it was continued once more to this **August 23, 2017** meeting due to a change in Staff on this project.

Purpose

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

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

Analysis

The applicant is proposing a modification to the CUP to remove any conditions stipulating an expiration date. The applicant has also agreed to Staff’s recommendation to reduce the maximum number of days the tent can be used from 260 days to 180 days in a one year period. Any time the applicant would like to erect the structure at this location, they will need to obtain a fire permit and check in with the Planning Department to log in the timeframe of the tent.

Since the original CUP approval, the tent has been utilized for events located within

the Yarrow Hotel's private courtyard. The applicant has indicated that the tent has been in use for a rough average of 120 total days per year and during winter months only. They have also indicated that the tent was put up and taken down once per year, which complies with the original stipulations of the approval.

	Current CUP Allowance	Proposed CUP Allowance
Number of times tent can be erected in a Year	2	As requested with Fire Permits
Maximum Consecutive Days of Operation	Up to 180 days	Up to 180 days
Maximum Days of Operation in a Year	260	180
Expiration of CUP	3 years from date of approval	In perpetuity

Regulations

Under LMC Section 15-4-16(A) (7), a temporary structure may not be installed for a duration longer than fourteen (14) days and for more than five (5) times a year, unless a longer duration or greater frequency is approved by the Planning Commission consistent with the criteria for CUPs in LMC Section 15-1-10 and the criteria for temporary structures in LMC Section 15-4-16(C). Since the Planning Commission granted the original approval under these regulations in 2014, any extension and/or modification also needs to be granted by the Planning Commission.

Additionally, regulations in the International Building Code and International Fire Code indicate that in order to be defined as temporary, temporary structures must be erected for no longer than 180 days in a calendar year. Staff has proposed to modify this CUP to be better in line with the IBC and IFC with the support of the applicant and will return at a future date with LMC Amendments to reflect these IBC and IFC requirements.

Impacts of the Use

At the time of the original CUP approval, it was expressed that the infrastructure was adequate to accommodate the additional use by guests and demand on utilities. Emergency vehicle access would not be impacted, and inspections would be completed before any building permits or fire permits could be issued, as is standard.

The location of the tent was deemed appropriate due to the total enclosure of the courtyard and the lack of visibility from the Public Right of Way. Additionally, the courtyard area is typically used as an accessory space for patrons utilizing the existing ballroom and/or for use by guests staying at the hotel; it is not a growth-inducing use. The proposed use of the tent does not appear to increase the impacts of the site.

Reviewing compliance with the Conditions of Approval

The applicant has followed all conditions of approval set forth in their original CUP approval as indicated below.

1. All temporary structures must be inspected by the Building Department prior to occupancy. The Building Department will inspect the structure, circulation, emergency access, and all other applicable public safety measures.

The Yarrow has consistently applied for and received Fire Permits and received all necessary inspections in order to operate the tent properly. They have erected the tent three times in the past three years and have obtained three corresponding fire permits.

2. Prior to installing a temporary structure, the Planning Department must sign off on a building permit and record the date within the CUP application folder found at the front counter of the Planning Department.

The Planning Department has signed off and held record of every Fire Permit requested by the Yarrow for their tent.

3. The temporary structure within the Hotel courtyard shall be operable for a maximum of two-hundred and sixty (260) days out of three-hundred and sixty five (365) days in a year.

The Yarrow has not had the tent up for more than the allowed 260 days per year. They have indicated that they have had the tent up for no more than 180 days in a year. In the past year, they reported to have used the tent for only 120 days.

4. The CUP shall be permitted for three (3) years; however, the applicant must then resubmit an application for an extension at that time or the CUP will expire.

The applicant submitted an application April 19, 2017 and received a complete application notice on May 10, 2017. The deadline for submittal was May 14, 2017.

5. The applicant will need to take down and remove the tent after it has been up for 180 days consecutively, and will then need to obtain a new Building Permit with safety and fire inspections before rebuilding the temporary structure.

The Yarrow has complied this this requirement by taking down the tent before the end of the 180 day period (typically after 120 to 150 days) and applying for a new fire permit each time they put the tent up.

6. The use shall not violate the City noise ordinance. Any violation of the City noise ordinance may result in the CUP becoming void.

There have been 6 noise complaints filed with the Police Department at this location between January 2014 and August 16, 2017 which were all resolved and no definitive violations were documented. None of the complaints were related to the use of the tent or the courtyard area in which it has been located. Of the 6 complaints, 3 were room specific, 2

were related to the hot tubs, and 1 was related to a bus running.

7. Exterior signage must be approved by the Planning Department consistent with the City Municipal Code. All exterior lighting must be approved by the Planning Department and comply with the Land Management Code.

No exterior signage is proposed with the tent. All lighting has been constant with the LMC and any additional lighting on the exterior would still require approval of the Planning Department.

8. Operation of the temporary structure with expired permits from any applicable City Department may result in the CUP becoming void. Building and Fire Permits must be up to date to operate the temporary structure.

The Yarrow has not operated the tent under expired permits.

9. All Standard Project Conditions shall apply.

The Yarrow has met all applicable Standard Project Conditions for a tent structure.

Process

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

Department Review

This project has gone through an interdepartmental review. There were no issues raised by any of the departments regarding this proposal that have not been addressed by the conditions of approval.

Notice

On May 31, 2017, the property was posted and notice was mailed to affected property owners within 300 feet. Legal notice was also published in the Park Record on May 27, 2017. This item was noticed for review at the June 14, 2017 Planning Commission meeting when it was continued to the June 28, 2017 meeting. At that meeting, the item was continued once more to the July 26, 2017 meeting, and then continued once more to the August 23, 2017 meeting after staff assigned to this project had changed. This item was published in the Park Record on August 5, 2017 and an updated notice was posted on site on August 3, 2017.

Public Input

As of this date no public input has been received by Staff.

Alternatives

1. The Planning Commission may approve the modification to the CUP as proposed and conditioned; or
2. The Planning Commission may deny the modification to the CUP and direct staff to prepare findings supporting this recommendation; or
3. The Planning Commission may continue the discussion to a date certain to allow the

applicant time to respond to any additional concerns or issues raised at the Planning Commission hearing.

Significant Impacts

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

Consequences of not taking the Suggested Recommendation

The applicant will have to apply for an Administrative CUP for each temporary structure. The applicant will not be allowed to have more than five (5) temporary structures within a year and each temporary structure may stay up for a maximum of fourteen (14) days.

Recommendation

Staff recommends the Planning Commission discuss the proposed application for modification to a CUP for a temporary tent structure to be located within the Yarrow Hotel, conduct a public hearing, and consider approving the CUP according to the following findings of fact, conclusions of law, and recommended conditions of approval, as follows:

Findings of Fact:

1. On May 14, 2014, the Planning Commission unanimously approved a CUP to allow a temporary tent structure at this location within the hotel courtyard up to two times per year for no longer than 180 consecutive days at a time.
2. The 2014 CUP approval was limited to three years and included an allowance for the applicant to request an extension.
3. On May 10, 2017, the applicant submitted a complete application for a modification to their Conditional Use Permit.
4. Temporary structures require a CUP in the General Commercial (GC) Zone.
5. No signs or lighting are proposed with this application.
6. The proposed modifications to the CUP include removing a condition of expiration and reducing the number of days the tent is allowed in a one-year period from 260 days to 180 days.
7. In 2013, before the original CUP was approved, the hotel pulled five (5) separate Administrative CUPs for temporary structures.
8. Within the Land Management Code (LMC) section 15-4-16(A) (7) a temporary structure may not be installed for a duration longer than fourteen (14) days and for more than five (5) times a year, unless a longer duration or greater frequency is approved by the Planning Commission consistent with CUP criteria in LMC section 15-1-10 and the criteria for temporary structures in LMC section 15-4- 16(C).
9. Under the International Building Code and International Fire Code, temporary structures are defined as temporary if they are erected for no more than 180 days in a one year period.
10. Each time the structure is erected, the applicant needs to first obtain a new building permit with safety and fire inspections before rebuilding the temporary structure and check in with the Planning Department to record the timeframe in the Temporary Tent log book.
11. The hotel has one (1) location for a temporary structure, and that is within the interior courtyard.

12. The hotel may be accessed via Park Avenue and Kearns Boulevard. People using the temporary structures would have to abide by the same parking restrictions as other hotel guests.
13. Police records indicate no parking-related complaints from events held at this location.
14. According to the International Fire Code Section 3101.5 'Temporary Tents and Membrane Structures', the use period of the tent shall not be erected for a period of more than 180 days within a 12-month period on a single premises.
15. The applicant has consistently come to the City to receive Fire Permits and received all necessary inspections in order to operate the tent properly.
16. The Planning Department has signed off and held record of every Fire Permit requested by the applicant for their tent.
17. The applicant has not had the tent up for more than the allotted 260 days per year.
18. The applicant has not violated any terms of the original CUP approval.
19. The applicant submitted an application April 19, 2017 and received a complete application notice on May 10, 2017. The deadline for submittal was May 14, 2017.
20. There have been no unresolved complaints filed about violations of the noise ordinance specific to the temporary tent.
21. No exterior signage is proposed with the tent. All lighting has been constant with the LMC and any additional lighting on the exterior would still require approval of the Planning Department.
22. The applicant has not operated the tent under expired permits.
23. On May 31, 2017, the property was posted and notice was mailed to affected property owners within 300 feet.
24. Legal notice was published in the Park Record on August 5, 2017.
25. As of this date, no public input has been received by Staff.
26. The Findings in the Analysis Section are incorporated herein.
27. The applicant stipulates to the conditions of approval.

Conclusions of Law:

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
2. The Use, as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15-1-10 review criteria for Conditional Use Permits and 15-4-16(C) review criteria for temporary structures.

Conditions of Approval:

1. All temporary structures require a permit issued by the Building Department. All temporary structures must be inspected by the Building Department prior to occupancy. The Building Department will inspect the structure, circulation, emergency access, and all other applicable public safety measures.

2. Prior to installing a temporary structure, the Planning Department must sign off on a building permit and record the date within the CUP Temporary Tent application logbook folder found at the Planning Department front counter.
3. The temporary structure within the Hotel courtyard shall be operable for a maximum of one-hundred and eighty (180) days in a calendar year.
4. The use shall not violate the City noise ordinance. Any violation of the City noise ordinance may result in the CUP becoming void.
5. The temporary tent shall only be used in the enclosed ballroom courtyard area and may not exceed the 60' x 40' size as approved with the original CUP.
6. The tent shall be used in conjunction with the existing meeting space and not leased out separately, unless leased to guests of the hotel, to ensure that the use of this temporary space does not cause overflow parking onto adjacent properties. Any complaints regarding overflow parking issues may result in the CUP becoming void.
7. Exterior signage must be approved by the Planning Department consistent with the City Municipal Code. All new exterior lighting must be approved by the Planning Department and comply with the Land Management Code. All existing exterior lighting shall comply with the Land Management Code prior to approval of a permit from the Building Department for installation of the tent.
8. Operation of the temporary structure with expired permits from any applicable City Department may result in the CUP becoming void. Building and Fire Permits must be up to date to operate the temporary structure.
9. All Standard Project Conditions shall apply.

Exhibits

Exhibit A –CUP report from May 14, 2014 from the Original Approval with findings of fact, conclusions of law and conditions of approval

Exhibit B – Survey

Exhibit C – Site Plan

Exhibit D – Tent/ Courtyard Photos

Exhibit E – Approved Minutes from May 14, 2014

Exhibit F- Standard Project Conditions



Planning Commission Staff Report

Subject: 1800 Park Avenue, Yarrow Hotel
Author: Ryan Wassum, Planner
Date: May 14, 2014
Type of Item: Conditional Use Permit
Project Number: PL-14-02303

Summary Recommendation

Staff recommends that the Planning Commission review and discuss the proposed Conditional Use Permit (CUP) application for a temporary structure (tent), open the public hearing, and consider approving the CUP application in accordance with the findings of fact, conclusions of law, and conditions of approval.

Staff reports reflect the professional recommendation of the planning department. The Planning Commission, as an independent body, may consider the recommendation but should make its decisions independently.

Description

Project Name: Yarrow Hotel
Applicant: Melanie Gavura, Applicant Representative for Wells Street Capital
Location: 1800 Park Avenue
Proposal: Conditional Use Permit for Temporary Structures longer than fourteen (14) days or more than five (5) times per year.
Zoning: General Commercial (GC)
Adjacent Uses: Commercial/ Retail

Proposal

This application is a request for a Conditional Use Permit (CUP) for a proposed temporary structure (tent) to be located within the existing Yarrow Hotel property longer than fourteen (14) days or more than five (5) times per year. The property is located within the General Commercial (GC) District, which requires a CUP reviewed by the Planning Commission. The applicant proposes to allow a temporary structure within the hotel courtyard up to twice (2) per year at a maximum period of one-hundred and eighty (180) days (i.e. the tent could be up 180 days consecutively, up to two (2) times per year). Staff requests discussion on the maximum number of days the temporary structure should be allowed to be operable within a given year.

Background

The property is located at 1800 Park Avenue in the General Commercial (GC) District. The tent will be utilized for year around events and will be located within the Yarrow Hotel's private courtyard. The Land Management Code (LMC) was revised in 2009 to address the duration in which temporary structures may be installed. There were several temporary structures located on hotel properties in town that had been approved as temporary structure

but were left standing in virtual perpetuity. To make sure this trend would not continue, new duration parameters were adopted in 2009. The GC District allows temporary structures with the issuance of an Administrative CUP (approved by the Planning Department) so long as the temporary structure is not left erected for longer than fourteen (14) days and for not more than five (5) times a year. Longer durations or an increase in the frequency of occurrences requires a CUP and must be approved by the Planning Commission.

On April 16, 2014, the Planning Department received a complete application for a CUP to allow a temporary tent structure up to twice (2) per year for a maximum period of one-hundred and eighty (180) days (i.e. the tent could be up 180 days consecutively, up to two (2) times per year) at the Yarrow Hotel. Without the proposed CUP the Yarrow Hotel would be limited to five (5) times per year and for no more than fourteen (14) consecutive days and also requires an Administrative CUP each time. The Yarrow Hotel has numerous events (weddings and parties) in which the client prefers to be outside. In 2013 alone, the hotel was issued five (5) separate administrative CUPs for temporary structures; in 2014, the hotel has been issued two (2) administrative CUPs for temporary structures.

Analysis

Within the Land Management Code (LMC) section 15-4-16(A) (7) a temporary structure may not be installed for a duration longer than fourteen (14) days and for more than five (5) times a year, unless a longer duration or greater frequency is approved by the Planning Commission consistent with CUP criteria in LMC section 15-1-10 and the criteria for temporary structures in LMC section 15-4-16(C). The applicant is requesting that the Planning Commission consider approving a CUP to allow a temporary tent structure up to twice (2) per year at a total maximum period of one-hundred and eighty (180) days per year due to the higher frequency of outdoor events (i.e. the tent could be up for 180 days consecutively, up to two (2) times per year).

Staff requests discussion on the maximum number of days the temporary structure should be allowed to be resurrected or operable within a given year.

Staff recommends the applicant be given a maximum of two-hundred and sixty (260) days out of three-hundred and sixty-five (365) days in a year to operate the temporary structure (as stated in Condition of Approval #3), resulting in more flexibility for the Hotel to utilize the space for both indoor and outdoor events based on seasonal conditions. Building Code however only allows a temporary structure to be up for one-hundred and eighty (180) days; therefore, the applicant will need to obtain a new building permit with safety and fire inspections after the tent has been up 180 days consecutively. Staff finds that allowing the temporary structure to be operable up to two (2) times a year and up to a maximum of one-hundred and eighty (180) days consecutively reflects more of a permanent structure with a temporary use, instead of a temporary structure with a temporary use. Staff also recommends the CUP be permitted for three (3) years; however, the applicant must then resubmit an application for an extension at that time or the CUP will expire (as stated in Condition of Approval #4).

According to the Land Management Code, Section 15-4-16(C), Temporary structures on private property are a Conditional Use with consideration of the following review criteria

to be considered by the Planning Commission:

(1) The proposed Use must be on private Property. The Applicant shall provide written notice of the Property Owner's permission.

Complies. The temporary structure is within the private property common area of the Yarrow Hotel and the owner has given consent for this application.

(2) The proposed Use should not diminish existing parking. Any net loss of parking shall be mitigated in the Applicant's plan.

Complies. The proposed use will result in an increase in cars attending the event in the temporary structure(s). The additional cars will have to be accommodated within the existing parking areas of the Yarrow Hotel. Currently, there are 166 parking spaces and 100% of the parking lot is full during the busiest occupancy time of year (Exhibit A). They estimate that the addition of a temporary structure will not increase the number of parking spaces used since events held at the hotel are typically for guests.

(3) The proposed Use shall not impede pedestrian circulation, emergency Access, or any other public safety measure.

Complies as Conditioned. Consistent with Condition of Approval #1, all temporary structures must be inspected by the building department prior to occupancy. The building department will inspect the structure, circulation, emergency access, and all other applicable public safety measures. The location of the proposed temporary structures would not impede pedestrian circulation.

(4) The Use shall not violate the City Noise Ordinance.

Complies as Conditioned. Consistent with Condition of Approval #7, the use shall not violate the City noise ordinance. Any violation of the City noise ordinance may result in the Condition Use Permit becoming void. The use is located within the enclosed courtyard and noise beyond the property line has not been an issue in accordance with Police records for the past two (2) years.

(5) The Use and all signing shall comply with the Municipal Sign and Lighting Codes.

Complies. Signs to the interior of a project are not regulated under the sign code. Any exterior signs must be approved by the Planning Department consistent with the City Municipal Code. All exterior lighting must be approved by the Planning Department and comply with the Land Management Code.

(6) The Use shall not violate the Summit County Health Code, the Fire Code, or State Regulations on mass gathering.

Complies. All uses within the temporary structure must be permitted. The property owner is responsible for obtaining the correct permits for each proposed use, including Building Permits, Summit County Health Code permits, Fire Code permits, Single Event Liquor Licensing and permits issued by the State of Utah.

(7) The Use shall not violate the International Building Code (IBC).

Complies as Conditioned. Consistent with Condition of Approval #1, all temporary structures must have all required building permits and be inspected by the building department prior to occupancy. The building department will inspect the temporary structure for compliance with the IBC.

(8) The Applicant shall adhere to all applicable City and State licensing ordinances.

Complies. All commercial activities within the temporary structure must be licensed. The property owner is responsible for obtaining the correct City and State licensing for each proposed use within the temporary structure.

Conditional Use Permit Criteria (LMC 15-1-10 [E])

The Planning Commission must review each of the following criteria and considering whether or not the proposed Conditional Use mitigates impacts of and addresses each of the items:

(1) Size and location of the Site;

No Unmitigated Impacts. The Yarrow Hotel is located on 4.49 acres and has one (1) location for a temporary structure: The Courtyard (4,800 sq. ft.) which is interior to the exterior walls of the building. The tent is approximately 2,400 sq. ft. and is compatible with the space allotted to this use. See Exhibit B.

(2) Traffic considerations including capacity of the existing Streets in the Area;

No Unmitigated Impacts. The Yarrow Hotel may be accessed via Park Avenue and Kearns Boulevard. Guests and patrons using the temporary structure would have to abide by the same parking restrictions as other hotel guests and visitors as outlined in the original conditions of approval. Any extra parking caused by the activity in the temporary structures must be accommodated within the Yarrow Hotel parking lots, consistent with all existing parking agreements between adjacent property owners.

(3) Utility capacity;

No Unmitigated Impacts. Any additional utilities that are necessary for the temporary structures are available through the hotel. The increase in guests for the events will result in an increase in demand for water, gas, sewer and trash. The existing infrastructure is adequate to accommodate the additional guests and demand on utilities.

(4) Emergency vehicle Access;

No Unmitigated Impacts. Emergency vehicle access will not be impacted by the proposal as the temporary structure is located within the interior courtyard.

(5) Location and amount of off-Street parking;

No Unmitigated Impacts. The proposed use typically results in an increase in vehicular traffic attending the event in the temporary structure. The additional vehicles will have to be accommodated within the existing parking lot(s) of the Yarrow Hotel. Currently, there are 166 spaces available in the parking lot. In accordance with Police records, there have been no complaints about Hotel guests overflowing into adjacent properties or lots.

(6) Internal vehicular and pedestrian circulation system;

No Unmitigated Impacts. There is no internal vehicular circulation other than the drop off areas. The building department will inspect the temporary structures for pedestrian circulation requirements prior to issuance of a certificate of occupancy.

(7) Fencing, Screening, and landscaping to separate the Use from adjoining Uses;

No unmitigated impacts. The adjacent uses are commercial and retail uses. Fencing and screening is not required. The temporary structure will be placed appropriately within the interior courtyard.

(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 temporary structure is appropriate within the hotel Site and is not visible from the outside of the property. (See Exhibit C)

(9) Usable Open Space;

No unmitigated impacts. The temporary structure that is proposed is within the usable open space of the hotel. The temporary structures will not negatively impact the open space. The open space calculation will not be changed by the existence of the temporary structure.

(10) Signs and lighting;

No unmitigated impacts. Signs to the interior of a project are not regulated under the sign code. Any exterior signs must be approved by the Planning Department consistent with the City Municipal Code. All exterior lighting must be approved by the Planning and Building Departments and comply with the Land Management Code.

(11) Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;

No unmitigated impacts. The design of the temporary structure is simple. Temporary structures that are located within hotel grounds are a normal occurrence for the use and compatible.

(12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;

No unmitigated impacts. Consistent with Condition of Approval #7, the use shall not violate the City noise ordinance. Any violation of the City noise ordinance may result in the Conditional Use Permit becoming void.

(13) Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas;

Not applicable.

(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 as it does not change with this CUP.

(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 located within Environmentally Sensitive Lands.

Process

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

Department Review

This project has gone through an interdepartmental review. There were no comments.

Notice

On April 30, 2014, the property was posted and notice was mailed to affected property owners within 300 feet. Legal notice was also published in the Park Record on April 26, 2014.

Public Input

As of this date no public input has been received by Staff. Public comment will be taken at the regularly scheduling meeting on May 14, 2014.

Alternatives

1. The Planning Commission may approve the CUP for the temporary structure as proposed and conditioned; or
2. The Planning Commission may deny the CUP and direct staff to prepare findings supporting this recommendation; or
3. The Planning Commission may continue the discussion to a date certain to allow the applicant time to respond to any additional concerns or issues raised at the Planning Commission hearing.

Significant Impacts

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

Consequences of not taking the Suggested Recommendation

The applicant will have to apply for an Administrative CUP for each temporary structure. The applicant will not be allowed to have more than five (5) temporary structures within a year and each temporary structure may stay up for a maximum of fourteen (14) days.

Recommendation

Staff recommends the Planning Commission discuss the proposed application for a CUP for a temporary tent structure to be located within the Yarrow Hotel, conduct a public hearing, and consider approving the CUP according to the following findings of fact, conclusions of law, and recommended conditions of approval, as follows:

Findings of Fact:

1. On April 15, 2014, the City received a complete application for a CUP for a temporary tent structure to be located within the Yarrow Hotel up to up to twice (2) per year for a maximum period of one-hundred and eighty (180) days (i.e. the tent could be up 180 days consecutively, up to two (2) times per year).
2. Temporary structures require a CUP in the General Commercial (GC) Zone.
3. No additional signs or lighting are proposed with this application.
4. In 2013, the hotel pulled five (5) separate Administrative CUPs for temporary structures.
5. Within the Land Management Code (LMC) section 15-4-16(A)(7) a temporary structure may only be installed for a duration longer than fourteen (14) days and for more than five (5) times a year with an Administrative CUP and the Planning Commission must approve a CUP for any longer duration or greater frequency consistent with CUP criteria in LMC section 15-1-10(E) and the criteria for temporary structures in LMC section 15-4-16(C).
6. The applicant is requesting that the Planning Commission consider approving a CUP to allow the applicant to install a temporary structure up to twice (2) per year for a maximum period of one-hundred and eighty (180) days (i.e. the tent could be up 180 days consecutively, up to two (2) times per year), due to the higher frequency of weddings and outdoor events.
7. Staff recommends the temporary structure shall be operable for a maximum of two-hundred and sixty (260) days out of three-hundred and sixty-five (365) days in a year.
8. Building Code only allows a temporary structure to be up for one-hundred and eighty (180) days; therefore, the applicant will need to obtain a new building permit with safety and fire inspections after the tent has been up 180 days consecutively.
9. The Yarrow Hotel has one (1) location for a temporary structure and that is within the interior courtyard of the Hotel (see Exhibit B).
10. The Yarrow Hotel Valley may be accessed via Park Avenue and Kearns Boulevard. People using the temporary structures would have to abide by the same parking restrictions as other hotel guests.
11. According to a recent parking analysis, there are 166 parking spaces. The applicant conducted a parking study on the busiest day of the year where occupancy was 100% and found full usage of the parking lot. Staff estimates that the addition of a temporary structure at maximum capacity would not increase parking usage since hotel events are typically for hotel guests; Police records indicate no parking-related complaints from events held at the Yarrow.

12. On April 30, 2014, the property was posted and notice was mailed to affected property owners within 300 feet. Legal notice was also published in the Park Record on April 26, 2014.

13. The Findings in the Analysis Section are incorporated herein.

Conclusions of Law:

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
3. The Use, as conditioned is consistent with the Park City General Plan.
4. The Use, as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.
5. The effects of any differences in use or scale have been mitigated through careful planning.
6. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15-1-10 review criteria for Conditional Use Permits and 15-4-16(C) review criteria for temporary structures.

Conditions of Approval:

1. All temporary structures require a permit issued by the Building Department. All temporary structures must be inspected by the Building Department prior to occupancy. The Building Department will inspect the structure, circulation, emergency access, and all other applicable public safety measures.
2. Prior to installing a temporary structure, the Planning Department must sign off on a building permit and record the date within the CUP application folder.
3. The temporary structure within the Hotel courtyard shall be operable for a maximum of two-hundred and sixty (260) days out of three-hundred and sixty-five (365) days in a year.
4. The CUP shall be permitted for three (3) years; however, the applicant must then resubmit an application for an extension at that time or the CUP will expire.
5. The applicant will need to obtain a new building permit with safety and fire inspections after the tent has been up 180 days consecutively.
6. If the Planning Commission approves the applicant's request to allow a temporary structure within the hotel courtyard up to twice (2) per year at a maximum period of one-hundred and eighty (180) days, the CUP shall expire in three (3) years.
7. The use shall not violate the City noise ordinance. Any violation of the City noise ordinance may result in the CUP becoming void.
8. Exterior signage must be approved by the Planning Department consistent with the City Municipal Code. All exterior lighting must be approved by the Planning Department and comply with the Land Management Code.
9. Operation of the temporary structure with expired permits from any applicable City Department may result in the CUP becoming void. Building and Fire Permits must be up to date to operate the temporary structure.

Exhibits

Exhibit A – Survey

Exhibit B – Site Plan

Exhibit C – Tent/ Courtyard Photos

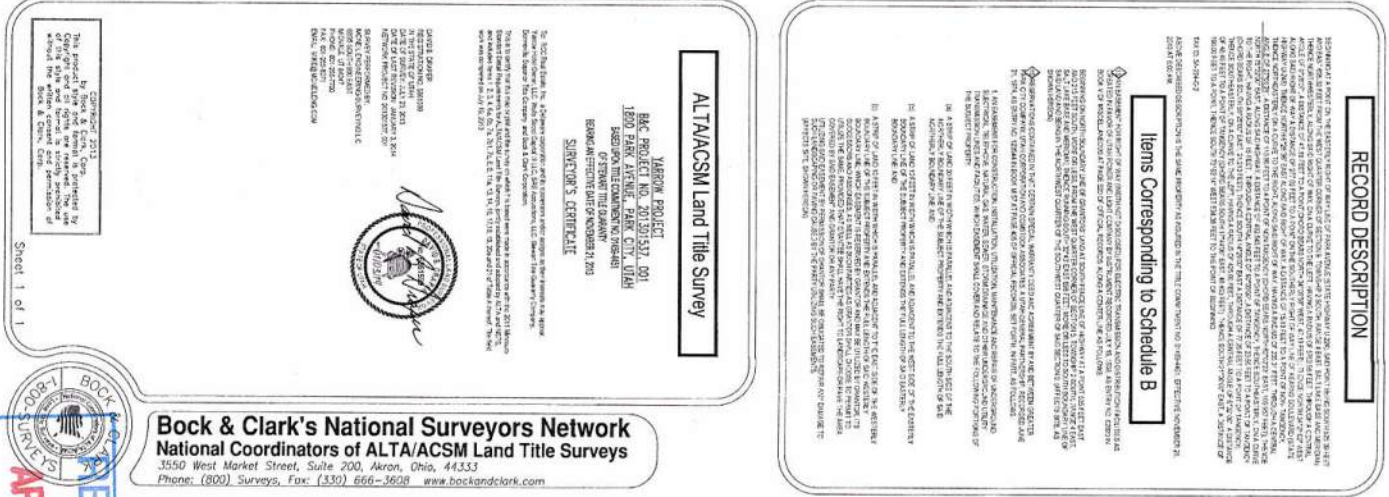


Exhibit C - Site Plan

Exhibit B

PARK CITY YARROW HOTEL
CONDITIONAL USE PERMIT
APPLICATION FOR TENT STRUCTURE
MARCH 6, 2014
SCALE: 1" = 30'-0"

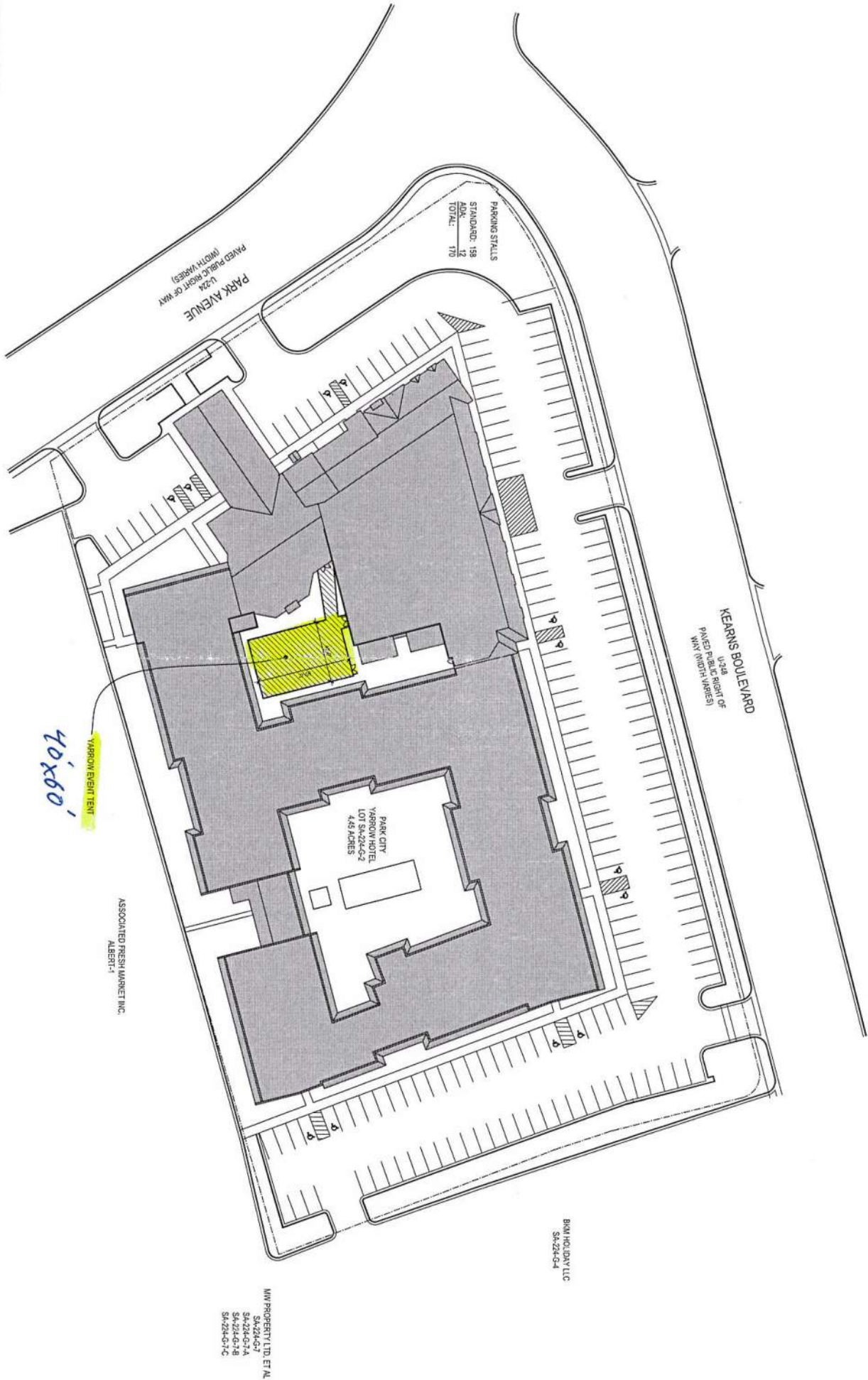


NORTH



SCALE: 1" = 30'-0"

SITE PLAN



RECEIVED
APR 02 2014
PARK CITY
PLANNING DEPT.

Exhibit D - Tent/Courtyard Photos

Exhibit C



Aerial view of the tent within the Yarrow Hotel Courtyard



Entrances into the enclosed tent within the Yarrow Hotel Courtyard

Planning Commission Meeting
May 14, 2014
Page 12

4. A 10 foot (10') wide public snow storage easement is required along the frontage of the lots with Prospector Avenue, with the exception of Lot 25a-R and shall be shown on the plat.
5. The plat will reflect access and utility easements as required by the City Engineer and utility providers.
6. Future development on Lot 25b-R is required to comply with the Order of the State Engineer regarding streamside construction application number 12-35-50SA, or as amended and restated. Reference to this requirement shall be noted on the final plat prior to recordation.
7. All required Army Corps of Engineer permits are required prior to any work in the stream corridor, including stream rehabilitation work.
8. Flood plain certificates are required prior to issuance of building permits as required by the Chief Building Official.
9. Existing access and utility easements will be adjusted accordingly to reflect existing utilities and future built out conditions.
10. The final plat shall indicate uses and easements on the POA walkway and parking lot.

**2. 1800 Yarrow Hotel – Conditional Use Permit for temporary tent
(Application PL-14-02251)**

Planner Ryan Wassum reviewed the application for a conditional use permit for a proposed temporary structure to be located within the existing Yarrow Hotel property. The applicant was requesting the temporary structure for longer than the 14 days or no more than five times per year currently allowed by the LMC. The property is located in the General Commercial District and requires a conditional use permit to be reviewed by the Planning Commission.

Planner Wassum reported that the applicant was proposing to allow a temporary structure within the hotel courtyard up to twice per year in a maximum period of 180 days. That would allow the tent to be up for 180 consecutive days up to two times per year. The Staff conducted an analysis and recommended that the applicant be given a maximum of 260 days out of a full year to operate the temporary structure. It would allow more flexibility to utilize the space for indoor and outdoor events based on the

season. The Staff finds that allowing the temporary structure to be operable for two times per year and up to a maximum of 180 days consecutively as requested by the applicant would make it more of a permanent structure with a temporary use, rather than a temporary structure with a temporary use.

Planner Wassum stated that the Staff had reviewed the request against the criteria for temporary structures and the conditional use permit and found no unmitigated impacts. The Staff requested input from the Planning Commission on the maximum number of days the temporary structure should be allowed to be operable within a given year.

Melanie Guvara, representing the applicant, was available to answer questions. Ms. Guvara explained that the tent has been erected in a designated area for several different events and they would like more flexibility on the usage of that space. It is completely enclosed and the tent is valuable in terms of adding space for events and functions.

Chair Worel asked if the Hotel has considered building a permanent structure. Ms. Guvara was unaware of any discussions regarding a permanent structure.

Commissioner Stuard asked for clarification on the rationale behind the existing limitation in the LMC and what might be affected if the time period was extended. Planner Wassum stated that under the current requirements a temporary tent can be up for 14 days five times a year and a separate application is required each time. Commissioner Stuard asked if temporary structures require Building Department Inspection. Planner Wassum explained that the applicant applies for a permit and the temporary structure is inspected by Fire and Safety. Commissioner Stuard asked if the longer time frame would only reduce the number of applications or if it would also reduce the number of inspections. He asked if the Staff had asked the Building Department and the Fire Marshall for their opinions on extending the time period. Planner Wassum stated that he spoke with the Building Department and the most they allow for a temporary structure is 180 days consecutively. If the Planning Commission was to accept the 260 day per year time frame, the structure would have to come down after 180 days, obtain a new permit from the Building Department, and the structure would have to be re-inspected before it could be erected again.

Commissioner Stuard clarified that safety was his primary concern. He wanted to know how the Fire Marshall felt about going from 14 days to 180 days on a temporary structure. Ms. Guvara stated that she had spoken with the Deputy Fire Marshall, Kurt Simister, and he told her that the most he would allow was 180 days. Ms. Guvara noted that the tent was brand new and she was not opposed to regular inspections.

Director Eddington remarked that the Montage and other places have been allowed longer time frames for temporary structures and the Fire Marshall inspects the structure for safety, materials, etc. Director Eddington noted that what was inspected and what was improved cannot change once the structure is up because it would be in violation.

Planning Manager Sintz stated that the Fire Marshal inspections are the same as those for temporary structures that are erected during Sundance. Part of the inspection includes review of the structural drawings occupancy drawings calculated for the space. She pointed out that the longer time frame gives the property owner more flexibility and they do not have to apply for a permit as often. There would be no reason for multiple inspections unless something changed because the safety features would be inspected with the initial permit on the structure. A change that would trigger another inspection would be changing the floor plan which would change the occupancy calculation.

Commissioner Phillips assumed that if the temporary structure was up for 180 consecutive days multiple types of events would occur. He asked if an inspection would be required when the nature of the event changes, such as a wedding to a conference. Planning Manager Sintz remarked that a variety of scenarios are analyzed with the initial inspection. If there is a significant change with an event, the owner would have the responsibility to contact the Fire Marshall. However, the Fire Marshall can do a "drop-in" inspection at any time.

Assistant City Attorney McLean wanted to know how long the hotel intended to keep the structure erected each time. Ms. Guvara stated that they would like to keep it up as long as possible to save on the wear and tear of putting the structure up and taking it down. Leaving it up would also allow them to utilize the structure for spontaneous events or for unplanned overflow with a scheduled event.

Planner Wassum noted that the area proposed for the temporary structure is a totally enclosed courtyard that cannot be seen from the public right-of-way.

Chair Worel opened the public hearing.

There were no comments.

Chair Worel closed the public hearing.

Commissioner Campbell stated that he lives 100 yards from the Yarrow and he did not think it would be detrimental to the neighborhood because it cannot be seen from the street. His only concern was safety.

Commissioner Strachan felt that the request for 360 days was another way around building a permanent structure. He pointed out that there was a reason why these were conditional uses rather than allowed uses. Commissioner Strachan was not opposed to granting the request on the Staff's recommendation of 260 days.

Chair Worel asked if they could leave the structure in place for 260 consecutive days. Planner Wassum answered no, because the Building Code only allows a maximum of up to 180 days. The structure would have to be removed within that 180 day time frame, and then it could be erected again.

Assistant City Attorney McLean recommended that the conditions of approval clarify that the tent must come down at or before 180 days. Commissioner Strachan concurred. The Building Code was drafted by fireman, contractors and other professionals and he believed there were good reasons for the 180 day limit. Commissioner Strachan could not think of another temporary structure in Park City that was up for 260 days. He recalled putting strict restrictions on the temporary structure at Montage, and the temporary structures erected during Sundance are only up for two weeks.

Commissioner Joyce felt like it was gaming the Code to avoid building a permanent structure. He pointed out that a temporary structure is design to be used temporarily for short periods of time. If the intent is to have something that can be up and available for use at any time, it falls under the Code for permanent structures. Commissioner Joyce remarked that one benefit is that it encompassed by the building so it is not visible from the street or would create parking impacts. However, there are requirements for permanent structures that were being avoided by having an almost non-stop temporary structure. He believed it was counter to what a temporary structure should be.

Commissioner Strachan recalled that the Planning Commission had approved an MPD for the Yarrow several years ago. Director Eddington stated that it was a pre-MPD application that was expired.

Planner Wassum noted that Condition #4 puts a three-year limit on the CUP and then it would expire.

Commissioner Stuard asked if granting this request would encourage similar requests for temporary structures. Planner Wassum stated that it was possible, but it was unlikely that anyone else would have the space on an interior courtyard.

Ms. Guvara understood that the reason for the 14 days limitations was to avoid tents from being a visual obstruction. She reiterated that the space at the Yarrow is

completely enclosed and visibility was not an issue. She emphasized that the intent is to have the space available for an unexpected need that may arise and they would not have the ability to apply for a permit in time. Ms. Guvara stated that she only wanted the ability to use the space and she was willing to obtain any permits or abide by other requirements the Planning Commission would impose. Reducing the wear and tear of the structure was another reason for wanting to keep it up longer.

Commissioner Stuard stated that if the Planning Commission chooses to approve the request, he would like a finding of fact indicating that the courtyard area is fully enclosed and not visible from the street. He assumed that was covered by the language in Finding #9. He asked if the findings should also indicate that the temporary structure would not require additional parking spaces. Commissioner Strachan was unsure if they could make that finding because there was nothing to support it as being true. Commissioner Stuard clarified his comment to mean that the tent would not be erected over existing parking spaces. Commissioner Stuard thought it was important to address the visibility issue and the parking to avoid setting a precedent. If future applications do not have those attributes it could be a reason to deny.

Commissioner Strachan believed they might hear something from the Riverhorse because they came to the Planning Commission with a similar request and they were denied. Director Eddington noted that there were other issues related to the Riverhorse and one was a visibility factor.

Chair Worel stated that she has planned many large events and she understood the needs for a temporary structure. However, she has an issue with a temporary structure being up 360 days out of the year. Chair Worel was more comfortable with the Staff recommendation. She suggested that the Yarrow should consider building a permanent structure in that space if the need is that great.

Ms. Guvara offered to pass along that suggestion. She pointed out that the tent was their only option for outdoor space, which is quite often requested and more desirable to people visiting Park City.

Assistant City Attorney asked if the Yarrow anticipated using the structure both winter and summer. Ms. Guvara answered yes. Ms. McLean assumed it would be left up during the winter months. Ms. Guvara stated that they also have needs for the tent during the shoulder season. Ms. Guvara clarified that they were asking to keep the temporary structure up for longer time periods primarily to handle spontaneous events and other unforeseen needs. She remarked that it did not have to be the 360 days they requested but she would like the ability to keep it up as long as possible for all the

reasons mentioned.

MOTION: Commissioner Strachan moved to APPROVE the Conditional Use Permit application for 1800 Park Avenue with the following amendments to the Findings of Fact, Conclusions of Law, and Conditions of Approval:

Finding of Fact #6 – Delete entirely. Re-number the findings.

Condition of Approval #5 – “The applicant will need to remove the tent and obtain a new building permit with safety and fire inspections after the tent has been up for 180 days consecutively.”

Condition of Approval #6 – Delete entirely. Re-number the conditions.

Director Eddington recommended revising the second part of Finding of Fact #8 (re-numbered as #7) to read, “The applicant will need to remove the tent and obtain a new building permit with safety and fire inspections after the tent has been up for 180 days consecutively.”

Assistant City Attorney McLean clarified that by removing Finding #6 and Condition #6, they were not limiting how many times the tent could be put up or taken down, which allows the applicant the flexibility to take down the tent more often.

Commissioner Stuard seconded the motion.

Commissioner Campbell clarified that the Yarrow could take the tent up and down as many times as they want during the year as long as it did not exceed 180 days consecutively, and it could not be up for a more than 260 days total. He was told that this was correct.

Commissioner Phillips asked if the tent would have to be inspected each time it is taken down. Planner Wassum replied that each time the tent is taken down they would have to reapply for a building permit and the tent would be inspected.

VOTE: The motion passed unanimously.

Findings of Fact – 1800 Park Avenue

1. On April 15, 2014, the City received a complete application for a CUP for a temporary tent structure to be located within the Yarrow Hotel up to up to twice (2) per year for a maximum period of one-hundred and eighty (180) days (i.e. the tent

could be up 180 days consecutively, up to two (2) times per year).

2. Temporary structures require a CUP in the General Commercial (GC) Zone.
3. No additional signs or lighting are proposed with this application.
4. In 2013, the hotel pulled five (5) separate Administrative CUPs for temporary structures.
5. Within the Land Management Code (LMC) section 15-4-16(A)(7) a temporary structure may only be installed for a duration longer than fourteen (14) days and for more than five (5) times a year with an Administrative CUP and the Planning Commission must approve a CUP for any longer duration or greater frequency consistent with CUP criteria in LMC section 15-1-10(E) and the criteria for temporary structures in LMC section 15-4-16(C).
6. Staff recommends the temporary structure shall be operable for a maximum of two-hundred and sixty (260) days out of three-hundred and sixty-five (365) days in a year.
7. Building Code only allows a temporary structure to be up for one-hundred and eighty (180) days; therefore, the applicant will need to remove the tent and obtain a new building permit with safety and fire inspections after the tent has been up 180 days consecutively.
8. The Yarrow Hotel has one (1) location for a temporary structure and that is within the interior courtyard of the Hotel (see Exhibit B).
9. The Yarrow Hotel Valley may be accessed via Park Avenue and Kearns Boulevard. People using the temporary structures would have to abide by the same parking restrictions as other hotel guests.
10. According to a recent parking analysis, there are 166 parking spaces. The applicant conducted a parking study on the busiest day of the year where occupancy was 100% and found full usage of the parking lot. Staff estimates that the addition of a temporary structure at maximum capacity would not increase parking usage since hotel events are typically for hotel guests; Police records indicate no parking-related complaints from events held at the Yarrow.
11. On April 30, 2014, the property was posted and notice was mailed to affected property owners within 300 feet. Legal notice was also published in the Park

Record on April 26, 2014.

12. The Findings in the Analysis Section are incorporated herein.

Conclusions of Law – 1800 Park Avenue

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
3. The Use, as conditioned is consistent with the Park City General Plan.
4. The Use, as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.
5. The effects of any differences in use or scale have been mitigated through careful planning.
6. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15-1-10 review criteria for Conditional Use Permits and 15-4-16(C) review criteria for temporary structures.

Conditions of Approval – 1800 Park Avenue

1. All temporary structures require a permit issued by the Building Department. All temporary structures must be inspected by the Building Department prior to occupancy. The Building Department will inspect the structure, circulation, emergency access, and all other applicable public safety measures.
2. Prior to installing a temporary structure, the Planning Department must sign off on a building permit and record the date within the CUP application folder.
3. The temporary structure within the Hotel courtyard shall be operable for a maximum of two-hundred and sixty (260) days out of three-hundred and sixty-five (365) days in a year.
4. The CUP shall be permitted for three (3) years; however, the applicant must then resubmit an application for an extension at that time or the CUP will expire.
5. The applicant will need to remove the tent and obtain a new building permit with safety and fire inspections after the tent has been up 180 days consecutively.

6. The use shall not violate the City noise ordinance. Any violation of the City noise ordinance may result in the CUP becoming void.

7. Exterior signage must be approved by the Planning Department consistent with the City Municipal Code. All exterior lighting must be approved by the Planning Department and comply with the Land Management Code.

8. Operation of the temporary structure with expired permits from any applicable City Department may result in the CUP becoming void. Building and Fire Permits must be up to date to operate the temporary structure.

**3. 129 Main Street – Steep Slope Conditional Use Permit
(Application PL-14-02251)**

Planner Anya Grahn stated that the property at 129 Main Street has had a long and varied history on a very challenging lot. Several variances have been granted, one of which was reduced the required lot size from 1875 square feet to 1208.5 square feet. The applicant obtained the property in 2007 and he was the architect for the previous owner. Variances were also granted to reduce the required front, rear and side setbacks, as well as a height exception for stairs within the front yard setback.

The applicant was proposing to build a single-family structure with three bedrooms and two bathrooms. Planner Grahn stated that the total square footage of 1709 square feet represented in the Staff report was incorrect. The actual square footage would be approximately 1,530 square feet.

Planner Grahn noted that the applicant was working on an HDDR application, which is dependent on approval of this request Steep Slope CUP, as well as variance request. The applicant was seeking a fourth variance for an exception to LMC 15-2.3-6(B), which requires the 10' horizontal stepping at 23' on the downhill facade. Planner Grahn stated that if the Planning Commission were to approve the Steep Slope CUP this evening, Condition of Approval #15 states that if the Board of Adjustment denies the variance for the 10' horizontal step, the applicant would be required to redesign the project and bring it back for Planning Commission review.

The Staff had reviewed the application against the steep slope CUP criteria and found that the applicant has been very sensitive to the site. The house is very small with a footprint of 535 square feet. The garage was kept lower and in the basement to minimize the visibility from the street. The width of the driveway is approximately 12'. Grading and retaining walls will be necessary due to the slope of the site. Planner Grahn believed the applicant had done a good job minimizing the plan so it does not

Exhibit F: Standard Project Conditions

PARK CITY MUNICIPAL CORPORATION STANDARD PROJECT CONDITIONS

1. The applicant is responsible for compliance with all conditions of approval.
2. The proposed project is approved as indicated on the final approved plans, except as modified by additional conditions imposed by the Planning Commission at the time of the hearing. The proposed project shall be in accordance with all adopted codes and ordinances; including, but not necessarily limited to: the Land Management Code (including Chapter 5, Architectural Review); International Building, Fire and related Codes (including ADA compliance); the Park City Design Standards, Construction Specifications, and Standard Drawings (including any required snow storage easements); and any other standards and regulations adopted by the City Engineer and all boards, commissions, agencies, and officials of the City of Park City.
3. A building permit shall be secured for any new construction or modifications to structures, including interior modifications, authorized by this permit.
4. All construction shall be completed according to the approved plans on which building permits are issued. Approved plans include all site improvements shown on the approved site plan. Site improvements shall include all roads, sidewalks, curbs, gutters, drains, drainage works, grading, walls, landscaping, lighting, planting, paving, paths, trails, public necessity signs (such as required stop signs), and similar improvements, as shown on the set of plans on which final approval and building permits are based.
5. All modifications to plans as specified by conditions of approval and all final design details, such as materials, colors, windows, doors, trim dimensions, and exterior lighting shall be submitted to and approved by the Planning Department, Planning Commission, or Historic Preservation Board prior to issuance of any building permits. Any modifications to approved plans after the issuance of a building permit must be specifically requested and approved by the Planning Department, Planning Commission and/or Historic Preservation Board in writing prior to execution.
6. Final grading, drainage, utility, erosion control and re-vegetation plans shall be reviewed and approved by the City Engineer prior to commencing construction. Limits of disturbance boundaries and fencing shall be reviewed and approved by the Planning, Building, and Engineering Departments. Limits of disturbance fencing shall be installed, inspected, and approved prior to building permit issuance.
7. An existing conditions survey identifying existing grade shall be conducted by the applicant and submitted to the Planning and Building Departments prior to issuance of a footing and foundation permit. This survey shall be used to assist

the Planning Department in determining existing grade for measurement of building heights, as defined by the Land Management Code.

8. A Construction Mitigation Plan (CMP), submitted to and approved by the Planning, Building, and Engineering Departments, is required prior to any construction. A CMP shall address the following, including but not necessarily limited to: construction staging, phasing, storage of materials, circulation, parking, lights, signs, dust, noise, hours of operation, re-vegetation of disturbed areas, service and delivery, trash pick-up, re-use of construction materials, and disposal of excavated materials. Construction staging areas shall be clearly defined and placed so as to minimize site disturbance. The CMP shall include a landscape plan for re-vegetation of all areas disturbed during construction, including but not limited to: identification of existing vegetation and replacement of significant vegetation or trees removed during construction.
9. Any removal of existing building materials or features on historic buildings shall be approved and coordinated by the Planning Department according to the LMC, prior to removal.
10. The applicant and/or contractor shall field verify all existing conditions on historic buildings and match replacement elements and materials according to the approved plans. Any discrepancies found between approved plans, replacement features and existing elements must be reported to the Planning Department for further direction, prior to construction.
11. Final landscape plans, when required, shall be reviewed and approved by the Planning Department prior to issuance of building permits. Landscaping shall be completely installed prior to occupancy, or an acceptable guarantee, in accordance with the Land Management Code, shall be posted in lieu thereof. A landscaping agreement or covenant may be required to ensure landscaping is maintained as per the approved plans.
12. All proposed public improvements, such as streets, curb and gutter, sidewalks, utilities, lighting, trails, etc. are subject to review and approval by the City Engineer in accordance with current Park City Design Standards, Construction Specifications and Standard Drawings. All improvements shall be installed or sufficient guarantees, as determined by the City Engineer, posted prior to occupancy.
13. The Snyderville Basin Water Reclamation District shall review and approve the sewer plans, prior to issuance of any building plans. A Line Extension Agreement with the Snyderville Basin Water Reclamation District shall be signed and executed prior to building permit issuance. Evidence of compliance with the District's fee requirements shall be presented at the time of building permit issuance.

14. The planning and infrastructure review and approval is transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
15. When applicable, access on state highways shall be reviewed and approved by the State Highway Permits Officer. This does not imply that project access locations can be changed without Planning Commission approval.
16. Vesting of all permits and approvals terminates upon the expiration of the approval as defined in the Land Management Code, or upon termination of the permit.
17. No signs, permanent or temporary, may be constructed on a site or building without a sign permit, approved by the Planning and Building Departments. All multi-tenant buildings require an approved Master Sign Plan prior to submitting individual sign permits.
18. All exterior lights must be in conformance with the applicable Lighting section of the Land Management Code. Prior to purchase and installation, it is recommended that exterior lights be reviewed by the Planning Department.
19. All projects located within the Soils Ordinance Boundary require a Soil Mitigation Plan to be submitted and approved by the Building and Planning departments prior to the issuance of a Building permit.



DATE: August 23, 2017

TO HONORABLE MAYOR AND COUNCIL

This application is a request for a Steep Slope Conditional Use Permit (CUP) for construction of a new single-family home. A Steep Slope CUP is required when the Building Footprint proposed is in excess of 200 square feet if the Building Footprint of the addition is located upon an existing Slope of 30% or greater. The site is currently vacant, and the applicant is proposing to build a new single family dwelling of approximately 4,287 square feet. The proposed footprint of the new construction is 1505 square feet and the construction is proposed on a slope greater than 30%, and in some areas, the slope is approximately 66%.

The applicant is also requesting a height exception of 8 feet for a garage on a downhill lot as allowed by LMC Section 15-2.2-5. The applicant is proposing a two-car tandem garage accessed from Woodside Avenue as the top level of the house. This increases the building height beyond the 27 foot maximum to 35 feet. Additionally, this increases the interior building height above the 35 foot maximum to 43 feet.

Respectfully:

Tippe Morlan, Planner

Planning Commission Staff Report



Subject: 352 Woodside Avenue
Project #: PL-17-03532
Author: Tippe Morlan, Planner
Date: August 23, 2017
Type of Item: Administrative – Conditional Use Permit for Steep Slope Construction & Height Exception

Summary Recommendations

Staff recommends that the Planning Commission hold a public hearing and approve a request for a Steep Slope Conditional Use Permit for the construction of a new single-family dwelling at 352 Woodside Avenue based on the Findings of Fact, Conclusions of Law, and Conditions of Approval provided herein for the Commission's consideration.

Staff also recommends that the Planning Commission approve a request for a height exception of 8 feet to allow a garage with the proposed single-family dwelling on a downhill lot pursuant to LMC 15-2.2-5 and based on the Findings of Fact, Conclusions of Law, and Conditions of Approval provided herein for the Commission's consideration.

Description

Applicant/Owner: Tomilee Tilly Gill represented by John Shirley
Location: 352 Woodside Avenue
Zoning: Historic Residential-1 (HR-1) District
Adjacent Land Uses: Residential
Reason for Review: Construction of a new single-family home in excess of 200 square feet of Building Footprint that will be located upon an existing slope of 30% or greater.

Proposal

This application is a request for a Steep Slope Conditional Use Permit (CUP) for construction of a new single-family home. A Steep Slope CUP is required when the Building Footprint proposed is in excess of 200 square feet if the Building Footprint of the addition is located upon an existing Slope of 30% or greater. The site is currently vacant, and the applicant is proposing to build a new single family dwelling of approximately 4,287 square feet. The proposed footprint of the new construction is 1505 square feet and the construction is proposed on a slope greater than 30%, and in some areas, the slope is approximately 66%.

The applicant is also requesting a height exception of 8 feet for a garage on a downhill lot as allowed by LMC Section 15-2.2-5. The applicant is proposing a two-car tandem garage accessed from Woodside Avenue as the top level of the house. This increases the building height beyond the 27 foot maximum to 35 feet. Additionally, this increases the interior building height above the 35 foot maximum to 43 feet.

Background

March 17, 2017 – A Historic District Design Review (HDDR) application was submitted to the City and was deemed complete on **April 5, 2017**. The application has been reviewed and is ready for approval pending the approval of the Steep Slope CUP, the plat amendment, and the height exception.

April 17, 2017 – The City received an application for a Conditional Use Permit (CUP) for construction of a new single-family home on a steep slope at 352 Woodside Avenue. The application was deemed complete on **April 21, 2017** although Planning Commission review was pending completion of the HDDR review. The applicant is also requesting a height exception to accommodate a tandem garage on a steep downhill lot.

July 13, 2017 – The City Council approved a plat amendment to remove two interior lot lines creating one lot at this address.

Purpose

The purpose of the HR-1 District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City,
- B. encourage the preservation of Historic Structures,
- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods,
- D. encourage single family Development on combinations of 25' x 75' Historic Lots,
- E. define Development parameters that are consistent with the General Plan policies for the Historic core, and
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.

Analysis

The property is located at 352 Woodside Avenue on an undeveloped lot. This downhill lot consists of 3,757.5 square feet and is located in the Historic Residential (HR-1) District. The proposed building footprint is 1,505 square feet which complies with the maximum building footprint of 1,521.14 square feet for a lot of this size. The proposed house is a total of 4,287 square feet. Including the two car tandem garage, the total size is 5,049 square feet.

The proposed addition takes place on slopes that reach up to approximately 66% in grade. The proposed single-family dwelling complies with all setback and LMC requirements as outlined in the following table:

Requirement	LMC Requirement	Proposed	Compliance
Lot Size	Minimum of 1,875 square feet	3,757.5 square feet	Yes
Building Footprint	1,521.14 square feet maximum	1,505 square feet	Yes

Front Yard	10 feet minimum	10 feet	Yes
Rear Yard	10 feet minimum	10 feet	Yes
Side Yard	5 feet minimum, total 14 feet.	9 feet and 5 feet, Total of 14 feet	Yes
Height	27 feet above existing grade, maximum. - Exception requested for Garage on Downhill Lot*	35 feet including a proposed 8 foot exception for a garage with two tandem spaces, an entry room, and circulation (elevator and stairs) Every other portion of the proposed structure meets the 27' max height.	Yes, if exception is granted
Height (continued)	A Structure shall have a maximum height of 35 feet measured from the lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters. - Exception requested for Garage on Downhill Lot*	43 feet including a proposed 8 foot exception for a garage with two tandem lots, an entry room, and circulation (elevator and stairs).	Yes, if exception is granted
Final grade	Final grade must be within four (4) vertical feet of existing grade around the periphery of the structure.	Maximum difference is 4 feet on the all elevations.	Yes
Vertical articulation	A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The horizontal step shall take place at a maximum height of twenty three feet (23') from where Building Footprint meets the lowest point of existing Grade. Architectural	There is a 10 foot horizontal step in the downhill façade. No exceptions for vertical articulation are requested.	Yes

	features, that provide articulation to the upper story façade setback may encroach into the minimum 10 ft. setback but shall be limited to no more than 25% of the width of the building encroaching no more than 4 ft. into the setback.		
Roof Pitch	Between 7:12 and 12:12. A Green Roof may be below the required 7:12 roof pitch as part of the primary roof design. In addition, a roof that is not part of the primary roof design may be below the required 7:12 roof pitch.	The structure proposes a flat roof which will be a Green Roof	Yes
Parking	Two off-street parking spaces required.	A garage with two parking spaces in a tandem configuration, compliant with required dimensions, however requires a height exception as allowed by the LMC with approval by the Planning Commission.	Yes

* Per LMC 15-2.2-5, the Planning Commission may allow additional Building Height (see entire Section 15-2.2-5) on a downhill Lot to accommodate a single car wide garage in a Tandem Parking configuration.

Building Height Exception

The applicant is requesting an 8 foot height exception for the garage on a downhill lot. This height exception would apply to both the maximum building height and the maximum interior height requirements for this lot. The HR-1 zone allows a maximum building height of 27 feet from existing grade and a maximum interior height of 35 feet from the lowest finish floor plane to the point of the highest wall top plate. The exception would increase those to 35 feet and 43 feet respectively.

Pursuant to LMC 15-2.2-5, the Planning Commission may allow additional Building Height on a downhill lot to accommodate a single car wide garage in a Tandem Parking configuration. This additional height may also accommodate circulation (including stairs and/or an ADA elevator) and a reasonably sized front entry area and front porch. The building height may not exceed 35 feet from existing grade, allowing exceptions of no more than 8 feet. Such an exception previously required administrative approval; this is the first request since the LMC has changed to require Planning Commission approval for Building Height exceptions on downhill lots. Consistent with these regulations, the

applicant is requesting a height exception of 8 feet for the following areas on the top floor of the proposed home:

- A two-car tandem garage, single car wide including an ADA loading area (645 square feet)
- A reasonably sized entry area (137 square feet)
- Circulation by means of stairs (129 square feet) and an elevator (32 square feet) for ADA access.

These are the only areas included in the height exception. All other areas of the house must meet the standard HR-1 height requirements. The garage meets the requirements of the exception at 40 feet in depth. This does not exceed the minimum depth for internal parking spaces as required by LMC 15-2.2-5.

Steep Slope Regulations

Regulations for development on steep slopes in the HR-1 zone are stated in LMC 15-2.2-6. All such development is subject to the following criteria:

1. **Location of Development.** Development is located and designed to reduce visual and environmental impacts of the Structure. **No unmitigated impacts.**

The proposed house is located within the building pad and outside of all setbacks required on the lot. The proposed garage on the top floor of the home requires a height exception and allows the applicant to have access to Woodside Avenue without a steep driveway. The home is proposed to match the stepping of similar homes in its vicinity.

2. **Visual Analysis.** The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points a) to determine potential impacts of the proposed Access, and Building mass and design; and b) to identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities. **No unmitigated impacts.**

The applicant submitted plans through the Historic District Design Review process including a streetscape showing how the four (4) story structure will be observed when viewed from Woodside Avenue. The proposed structure cannot be seen from the key vantage points as indicated in the LMC Section 15-15-1.283. The applicant has also provided elevations in conjunction with a height study to show how the house sits on the slope in relation to existing grade and the zoning height requirements (Exhibit D) and cross canyon views (Exhibit J) to show a minimal visual impact.

3. **Access.** Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Common driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible. **No unmitigated impacts.**

The proposed addition has a garage accessed directly off Woodside Avenue. The drive access is designed as a bridge from the street to the top floor of the house with a maximum grade of 12 percent from the street. The bridge reduces the amount of cut and fill required to access the house from the street.

4. **Terracing.** The project may include terraced retaining Structures if necessary to regain Natural Grade. **No unmitigated impacts.**

The proposal includes one set of retaining walls surrounding the uphill side of the deck and hot tub area at the lowest level of the proposed house extending up toward the second level. The applicant has proposed retaining walls within the side and rear yard setback areas. As per LMC Section 15-4-2, retaining walls within side and rear yard setback areas on any lot (steep slope or not) cannot exceed six feet (6') in height measured from Final Grade. Proposed plans show retaining walls which do not exceed 6 feet. If these plans change, an amendment to this CUP will be required since retaining walls affect the terracing aspect of the steep slope CUP approval.

5. **Building Location.** Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and provide variation of the Front Yard. **No unmitigated impacts.**

The proposed house incorporates a garage into the top floor of the house with a driveway bridging the street and the house to avoid additional cuts and fills that would be required to install a steeper driveway. The structure of the house follows the topography of the lot and maintains the maximum building height of 27 feet with the exception of the garage floor, which would meet the maximum building height of 35 feet if the proposed height exception is granted for a garage on a downhill lot. The structure is located on the lot in a manner that least impacts the natural topography of the lot.

6. **Building Form and Scale.** Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Commission may require a garage separate from the main Structure or no garage. **No unmitigated impacts.**

Due to the natural topography of the site and the development parameters of Old Town, the building mass orients against the lot's contours. The proposed house is designed in a manner that is broken into the required series of individual smaller components. The applicant is requesting to build a garage within the main structure on the top floor which is significantly smaller than the three main

floors of the house. This floor provides 137 square feet of living space, a 645 square foot garage, and 131 square feet of circulation area.

7. **Setbacks.** The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a “wall effect” along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures. **No unmitigated impacts.**

The proposed structure has a front yard setback of ten feet (10'). This is the same as the surrounding houses on the east side of the street and meets the minimum required setbacks. Increasing the front setback would create additional height over the steep slope. The rear setback of ten feet (10') also meets the zone's rear setback requirements. The applicant is proposing a patio/deck and hot tub area that extends into the rear and side setback area as allowed by LMC Section 15-2.2-3. The hot tub and decks are located three feet (3') from the rear and north side property lines, and all patio and deck structures do not and may not extend greater than thirty inches (30") above Final Grade.

Additionally, this design has minimal impact on the Street wall at the front property line. The top floor/garage level is located as closely to the street level as possible with the roof heights measuring between 6½ and 10½ feet above the existing street height. This is much lower than the surrounding homes as shown in the proposed Street Views (Exhibit J).

8. **Dwelling Volume.** The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in [LMC Chapter 2.2 – HR-1]. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures. **No unmitigated impacts.**

The proposed massing component is compatible with both the volume and massing of single-family dwellings in the area comprised of four story dwellings with garages on the top floor. As shown in Exhibit J: Street Views and Exhibit I: Existing Site Photos, the top floor of the house is level with the street and does not extend above the road any higher than surrounding structures. The aerial view and cross canyon view in Exhibit J also show the proposed structure taking up a similar footprint to neighboring lots. The structure also steps with the lot and is broken up in a manner that reduces the overall visual mass.

9. **Building Height (Steep Slope).** The maximum Building Height in the HR-1 District is twenty-seven feet (27'). The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing residential Structures. **Pending building height exception.**

The applicant is proposing a building height exception of 8 feet for the garage portion on a downhill lot. If approved, the structure would meet the maximum height allowance of 35 feet as per LMC 15-2.2-5. The first two floors of the proposed structure are well below the 27 in height and the third floor is a little higher, although the only parts of the structure which exceed 27 feet are the garage area including an entry area and related circulation (See Exhibit G: Exterior Elevations).

Process

Approval of this application constitutes Final Action that may be appealed to the City Council following the procedures found in Land Management Code § 15-1-18.

Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time other than standards items that would have to be addressed with conditions of approval and during building permit review.

Public Input

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

Alternatives

- The Planning Commission may approve the requested CUP and height exception as conditioned or amended, or
- The Planning Commission may deny the requested CUP and height exception and direct staff to make Findings for this decision, or
- The Planning Commission may approve the requested CUP without the height exception and direct staff to make Findings for this decision, or
- The Planning Commission may request specific additional information and may continue the discussion to a date uncertain.

Significant Impacts

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

Consequences of not taking the Suggested Recommendation

The construction as proposed could not occur. The applicant would have to revise the plans.

Recommendation

Staff recommends that the Planning Commission hold a public hearing and review a request for a Steep Slope Conditional Use Permit for the construction of new single-family dwelling at 352 Woodside Avenue AND a building height exception for a garage on a downhill lot based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval for the Commission's consideration.

General Findings of Fact for both requests:

1. The site is located at 325 Woodside Avenue.
2. The site is located in the Historic Residential-1 (HR-1) zoning district.
3. The site is currently an undeveloped lot of 3,757.5 square feet.

4. The City Council approved the Gill Subdivision Plat Amendment at this location on July 13, 2017 and the plat is pending recordation.
5. A Historic District Design Review (HDDR) application is currently under review.
6. The applicant requests to build a new single-family dwelling at this location.
7. Single-family dwellings are allowed uses in the HR-1 zone.
8. The proposed single-family dwelling consists of 4,287 square feet. Including the garage and unfinished area, the size is 5,049 square feet.
9. The proposed building footprint is 1,505 square feet which complies with the maximum allowable footprint of 1,521 square feet.
10. The new construction takes place over slopes that are thirty percent (30%) or greater.
11. The applicant is requesting a height exception of 8 feet for a garage on a downhill lot.
12. This is a downhill lot with an average slope of approximately 40%. The greatest slope on the property occurs in the west of the property toward the front of the lot, where the slope can reach up to 66.7%.
13. The proposed front yard setback of ten (10') complies with the minimum front yard setback of ten feet (10').
14. The proposed rear yard setback of ten (10') complies with the minimum rear yard setback of ten feet (10').
15. The proposed side yard setbacks of five feet (5') to the north and nine feet (9') to the south comply with the minimum side yard setbacks of five feet (5') including a total setback of fourteen feet (14').
16. With the exception of the garage on the top floor (pending a height exception approval), the proposed structure complies with the maximum building height, including the following provisions: final grade, thirty-five foot rule, vertical articulation, roof pitch.
17. This property is located outside of the Soils Ordinance Zone.

Steep Slope CUP Findings of Fact:

1. The applicant submitted plans including a streetscape showing how the four (4) story structure will be observed when viewed from Woodside Avenue.
2. The proposed structure cannot be seen from the key vantage points as indicated in the LMC Section 15-15-1.283.
3. The proposed house is located within the building pad and outside of all setbacks required on the lot.
4. The proposed garage on the top floor of the home requires a height exception and allows the applicant to have access to Woodside Avenue without a steep driveway.
5. The applicant has provided elevations and a height study to show how the house sits on the slope in relation to existing grade and the zoning height requirements (Exhibit D) and cross canyon views (Exhibit J) to show a minimal visual impact.
6. The proposed addition has a garage accessed directly from Woodside Avenue.
7. The proposed structure provides two tandem parking spaces in the garage on the top floor.
8. The proposed driveway slope is at twelve percent (12%).
9. The proposal includes a retaining wall at the lowest level of the structure extending up toward the second level and around the deck and hot tub area.

10. Proposed retaining walls are in the side and rear yard setback areas but do not exceed 6 feet in height measured from Final Grade.
11. The structure of the house follows the topography of the lot and maintains the maximum building height of 27 feet with the exception of the garage floor, which would meet the maximum building height of 35 feet if the proposed height exception is granted for a garage on a downhill lot. The structure is located on the lot in a manner that least impacts the natural topography of the lot.
12. The proposed building is designed in a manner that is broken into the required series of individual smaller components to reduce the perceived overall massing.
13. The proposed structure has a front yard setback of ten feet (10') consistent with other houses on this street. Increasing the front yard setback would increase overall building height at the rear of the structure due to the steepness of the existing grade.
14. The rear setback of ten feet (10') also meets the zone's rear setback requirements.
15. A proposed patio/deck and hot tub area also extends into the rear and side setback area as allowed by LMC Section 15-2.2-3. The hot tub and decks are located three feet (3') from the rear and north side property lines, and all patio and deck structures do not and do not extend greater than thirty inches (30") above Final Grade.
16. The proposed massing and architectural design components are compatible with both the volume and massing of single-family dwellings in the area comprised of four (4) story dwellings
17. The top floor/garage level is located as closely to the street level as possible with the roof heights measuring between 6½ and 10½ feet above the existing street height.
18. The overall building height ranges from 19 feet to 27 feet, with the garage, front entryway, and circulation area on the top floor proposed at 35 feet from existing grade. This would only be allowed if the height exception is granted.

Height Exception Findings of Fact:

1. The HR-1 zoning district allows a building height exception for garages on downhill lots.
2. 352 Woodside Avenue is a downhill lot.
3. Such exceptions are allowed to accommodate a single car wide garage in a tandem parking configuration including circulation and a reasonably sized entry area and front porch. If approved, all other areas of the structure must meet HR-1 building height requirements.
4. The applicant is proposing a single car wide garage with an ADA loading area in a tandem parking configuration including a small entry area of 137 square feet and an elevator and stairway circulation area of 161 square feet.
5. The depth of a garage under this exception may not exceed 40 feet, the minimum depth for internal parking spaces.
6. The proposed garage is 40 feet in depth.
7. The additional building height may not exceed 35 feet from existing grade.
8. The applicant is proposing an 8 foot height exception to allow a maximum building height of 35 feet with a maximum interior height of 43 feet.

Conclusions of Law:

1. The Application complies with all requirements of this LMC.
2. The Use will be Compatible with surrounding Structures in Use, scale, mass and circulation.
3. 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.
3. A final utility plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit submittal and shall be reviewed and approved by the City Engineer and utility providers prior to issuance of a building permit.
4. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
5. A final landscape plan shall be submitted for review and approval by the City Planning Department, prior to building permit issuance.
6. No building permits shall be issued for this project unless and until the design is reviewed and approved by the Planning Department staff for compliance with this Conditional Use Permit and the Design Guidelines for Historic Districts and Historic Sites.
7. As part of the building permit review process, the applicant shall submit a certified topographical survey of the property with roof elevations over topographic and U.S.G.S. elevation information relating to existing grade as well as the height of the proposed building ridges to confirm that the building complies with all height restrictions.
8. The applicant shall submit a detailed shoring plan prior to the issue of a building permit. The shoring plan shall include calculations that have been prepared, stamped, and signed by a licensed structural engineer.
9. All retaining walls in setback areas shall not exceed 6 feet in height without an amendment to this CUP approval.
10. This approval will expire on August 23, 2018 if a building permit has not issued by the building department before the expiration date, unless an extension of this approval has been granted by the Planning Director.
11. Plans submitted for a Building Permit must substantially comply with the plans reviewed and approved by the Planning Commission, subject to additional changes related more specifically to the architectural design made during the Historic District Design Review.

Exhibits

- Exhibit A – Applicant's Narrative
Exhibit B – Record of Survey
Exhibit C – Site Plan (Sheet SP102)
Exhibit D – Height Studies (Sheets SP106-SP107)
Exhibit E – Proposed Exterior Views (Sheet SP 108)

Exhibit F – Proposed Floor Plans (Sheets A102-A106)
Exhibit G – Exterior Elevations (Sheets 201-203)
Exhibit H – Building Sections (Sheets A204-A206)
Exhibit I – Existing Site Photos (Sheet SP105)
Exhibit J – Street Views (Sheets SP104 & SP109)
Exhibit K- Standard Project Conditions



352 Woodside Ave

Steep Slope Analysis

2017.04.17

Submittal Requirements

- + Architecture
- + Landscape Architecture
- + Land Planning
- + Construction Management
- + Interior Design

1. Included
2. Project intent is provided below.
3. Included
4. Certified topographical boundary survey. See SP101
5. Proposed site plan. See SP102
An aerial photo with proposed site. See SP104
6. Floor plans and building sections. See A102-A105 & A204-A205
7. Building Elevations. See A201-A203
8. Four photographs of existing property. See SP105
9. A streetscape elevation. See SP104
10. Landscape Plan. See SP103
11. Contextual analysis of visual impact. See SP109
12. Noted
13. List of adjacent property owners. See 'Adjacent Properties 300 Feet.pdf'

Project Intent

This project consists of a single family residence located on a vacant lot consisting of two combined parcels measuring 50.13 feet in width and 75 feet deep. There are no significant trees on the property other than two existing spruce trees on the neighboring north east property that have drip lines crossing the property line.

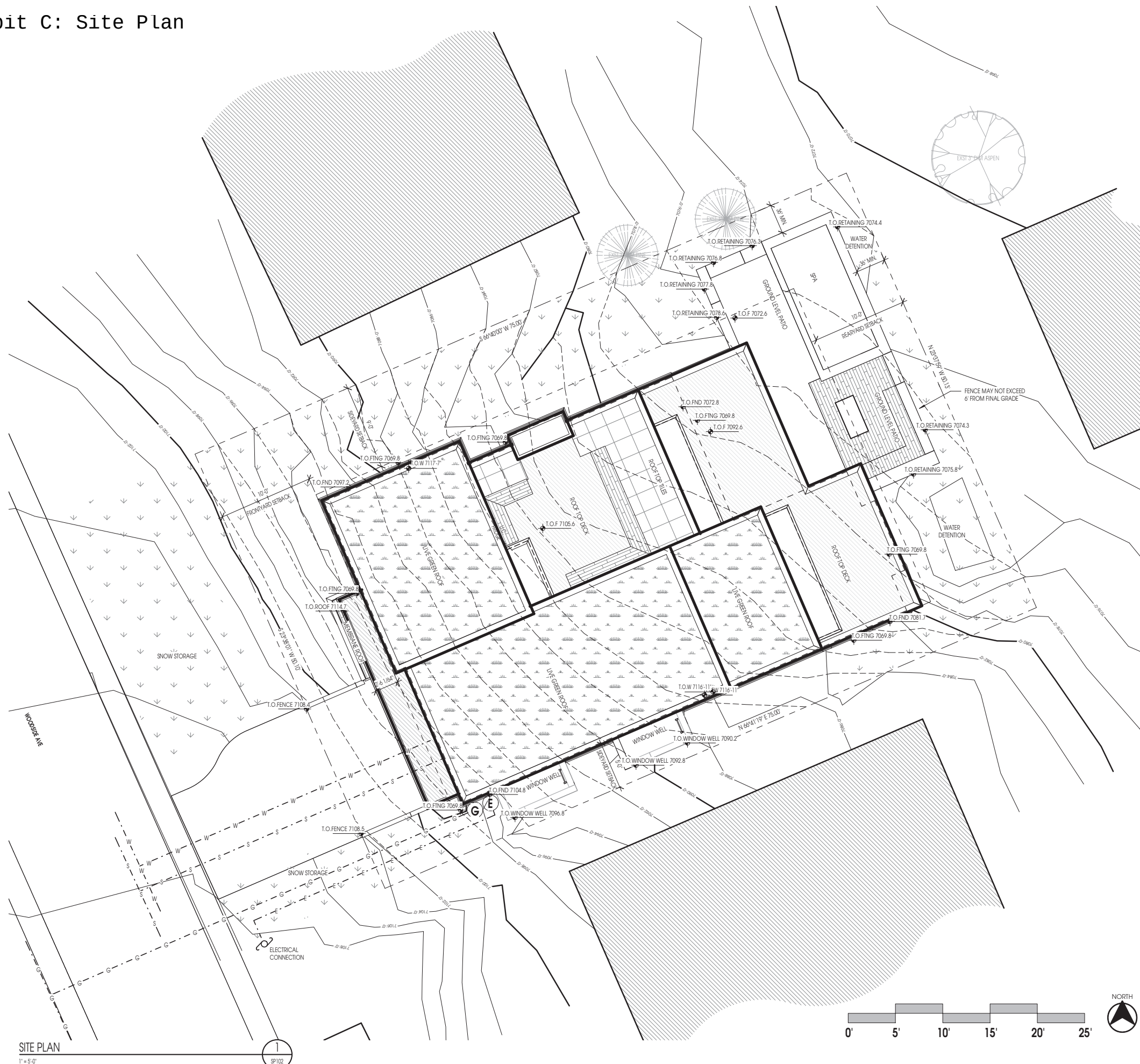
The home as designed fits within the required setbacks and does not exceed the allowable pad size as per table 15-2.2. Due to the fact that the majority of the lot exceeds a 30% slope as do the adjoining neighboring homes and lots, this project qualifies under the steep slope conditional use requirement on 15-2.2-6 of the Land Management Code. This design meets all of the criteria of access, terracing, form, scale, setbacks, height limits, volume and parking as outlined in the code.

The home as designed will be a pleasing and compatible addition to the existing street scape and surrounding neighborhood.

Exhibit B: Record of Survey



Exhibit C: Site Plan



SITE PLAN LEGEND	
HATCH PATTERN	DESCRIPTION
	PROPERTY LINE
	SET BACK
	LIMIT OF DISTURBANCE
	FINISHED MAJOR CONTOUR
	FINISHED MINOR CONTOUR
	EXISTING GRADE
	LANDSCAPED AREA
	GREEN ROOF AREA
	BUILDING FOOT PRINT
	ELECTRICAL METER
	GAS METER
	UTILITY LINES
 T.O.FTG. _____	ELEVATION TAKEN AT THE TOP OF THE FOOTING. MAY NOT BE VISIBLE
 T.O.FND. _____	ELEVATION TAKEN AT THE TOP OF THE FOUNDATION WALL. MAY NOT BE VISIBLE
 T.O.ROOF _____	ELEVATION TAKEN AT THE TOP OF THE ROOF

PROPERTY SIZE			
0.086 ACRES			
3,758 SQUARE FEET			
ROOF AREA BY TYPE			
Roof Category	Area	%	
DECK	544 SF	34.5%	
LIVE GREEN ROOF	868 SF	55.0%	
MEMBRANE ROOF	166 SF	10.5%	
Grand Total	1578 SF		

DATUM		
ARCH	CIVIL	LEVEL
133' - 0"	7,105.8'	3 GARAGE LEVEL ELEVATION
120' - 0"	7,092.8'	2 UPPER LEVEL ELEVATION
110' - 0"	7,082.8'	1 MAIN LEVEL ELEVATION
100' - 0"	7,072.8'	0 LOWER LEVEL ELEVATION



Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

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TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY UTAH

PROJECT NO. 16098
 ORG DATE: SEPT 2016
 REVISIONS:
 2017 / 07 / 20 - 4TH REVISION

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
SP102

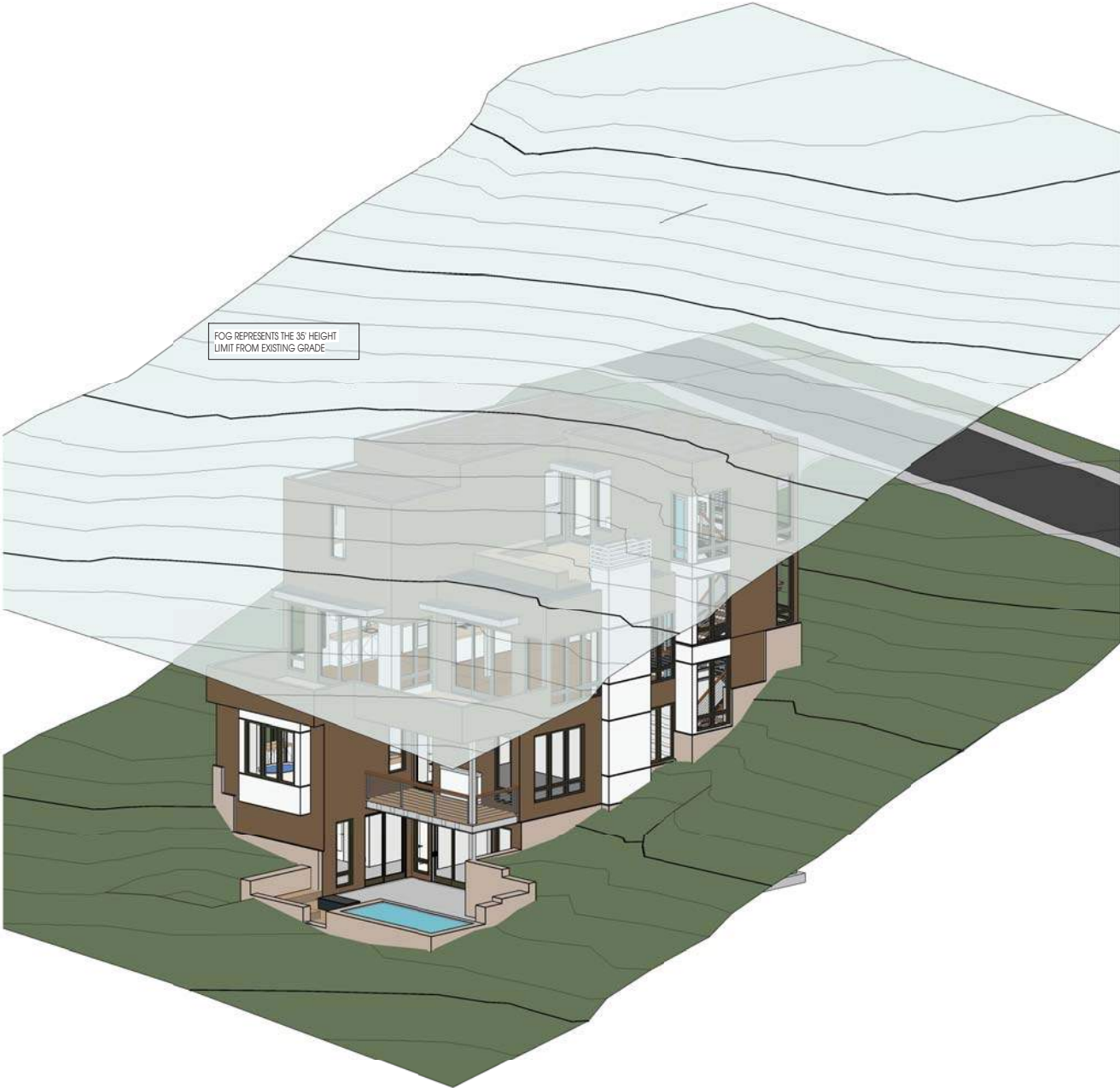
HDDR 2017.08.14

Exhibit D: Height Studies



35' FOG STUDY SOUTH

1
SP106



35' FOG STUDY NORTH

2
SP106



Architecture
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Construction Management

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PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
2017 / 07 /20 - 4TH REVISION

SHEET TITLE:
35' HEIGHT STUDY

SHEET NUMBER:
SP106

HDDR 2017.08.14



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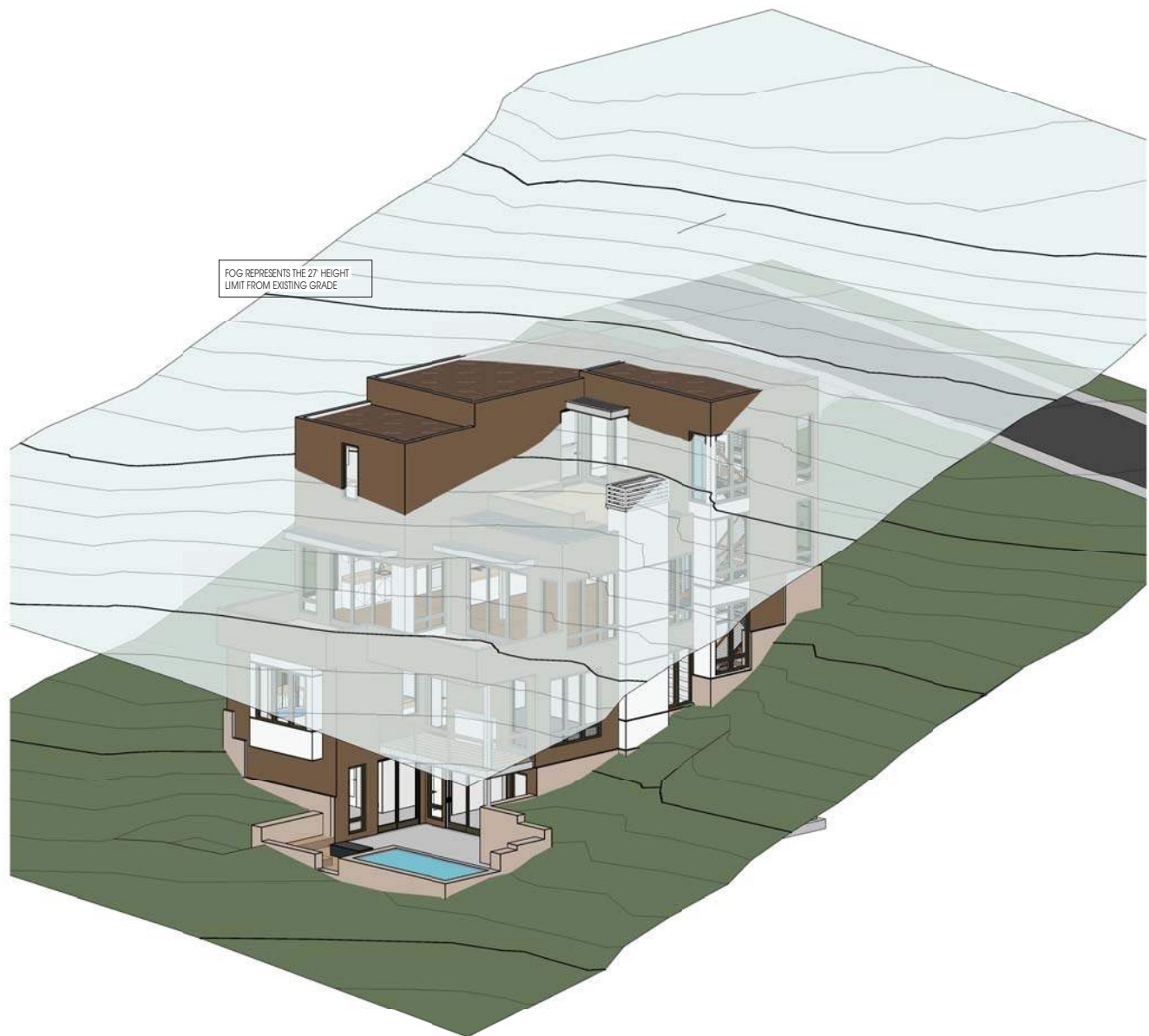
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27' FOG STUDY SOUTH

1
SP107



27' FOG STUDY NORTH

2
SP107

TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY UTAH

PROJECT NO. 16098
ORG DATE: SEPT 2016

REVISIONS:
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SHEET TITLE:
27' HEIGHT STUDY

SHEET NUMBER:
SP107

HDDR 2017.08.14



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ORG DATE: SEPT 2016

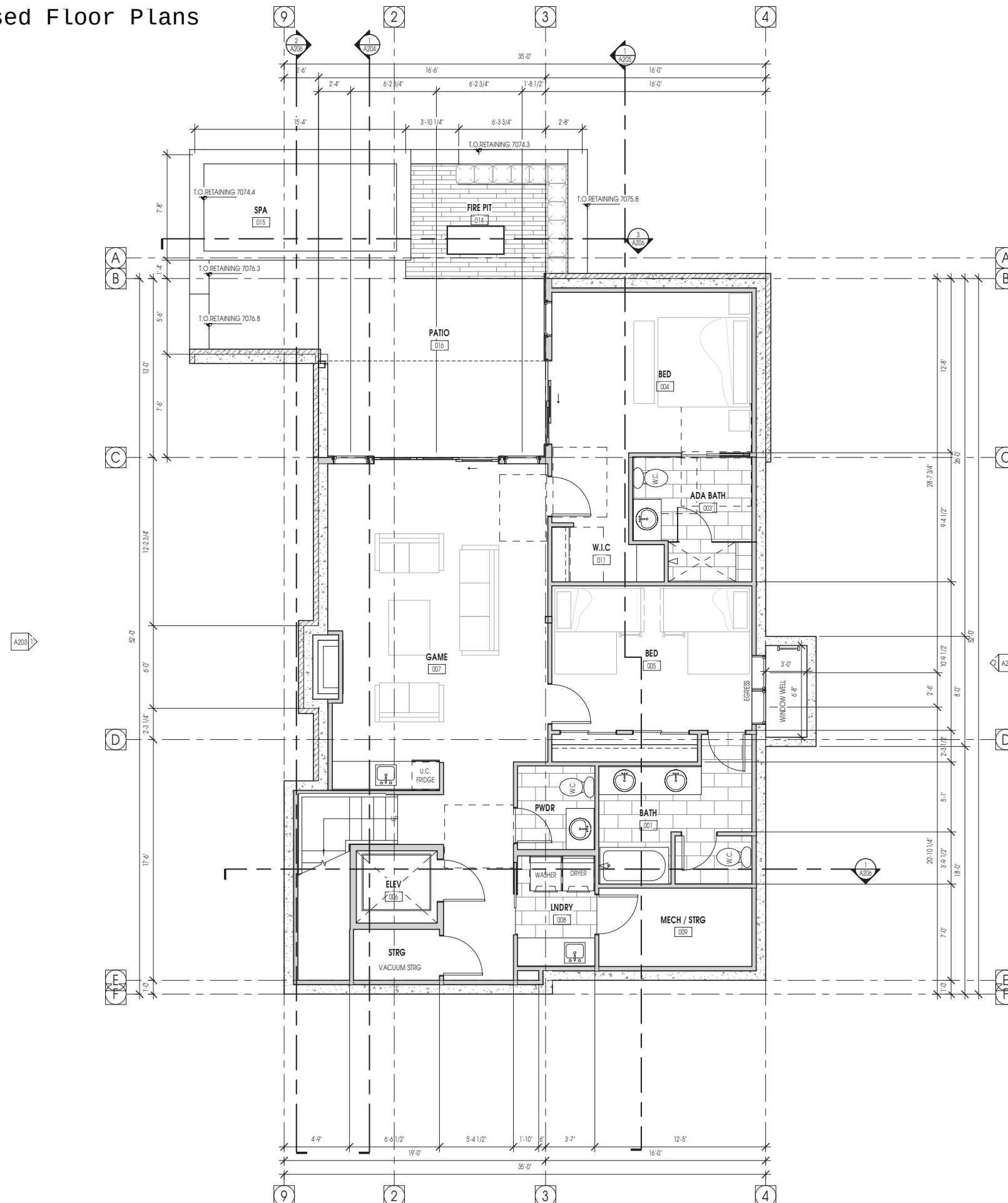
REVISIONS:
2017 / 07 /20 - 4TH REVISION

SHEET TITLE:
PROPOSED EXTERIOR
VIEWS

SHEET NUMBER:
SP108

HDDR 2017.08.14

Exhibit F: Proposed Floor Plans



LEVEL 0 - FLOOR PLAN

1
A102

FLOOR PLAN LEGEND	
HATCH PATTERN	DESCRIPTION
	POURED IN PLACE CONCRETE
	WOOD STUD WALL
	CMU WALL
	STONE VENEER

FLOOR PLAN MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	CARPET FINISH
	TILE FINISH
	EXTERIOR CONCRETE SLABS
	STANDING SEAM ROOFING

FLOOR PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO INTERIOR FACE-OF-STUD (F.O.S.) UNLESS NOTED OTHERWISE.
2. CEILING HEIGHTS MEASURED FROM PLYWOOD OR CONCRETE - SEE SECTIONS
3. REFER TO ENLARGED PLANS FOR ALL UNIT DIMENSIONS, WINDOW TYPES, DOORS AND WALLS.
4. REFER TO ENLARGED PLANS FOR ALL DECK/PATIO.
5. COORDINATE WITH ALL ENLARGED PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
6. ALL TOPPING SLABS MUST BE POURED AFTER ROOF IS COMPLETE AND BUILDING IS DRIED IN.
7. SEE SHEET A002 FOR PROJECT GENERAL NOTES AND SHEET A003 FOR PROJECT KEYNOTES. REVIEW ALL NOTES PRIOR TO CONSTRUCTION.
8. COORDINATE WITH STRUCTURAL FRAMING PLANS AND SHEAR WALL PLANS FOR LOCATIONS OF COLUMNS, BEAMS, SHEAR WALLS, ETC.
9. COORDINATE WITH BUILDER/OWNER FOR ALL INTERIOR FINISHES
10. COORDINATE WITH ELECTRICAL DRAWINGS FOR ALL LIGHTING, POWER AND DATA REQUIREMENTS.
11. ALL EXTERIOR WALLS ARE ASSUMED TO BE 2X6 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE.
12. ALL INTERIOR WALLS ARE ASSUMED TO BE 2X4 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE.
13. ALL ROOF TRUSSES TO HAVE RAISED ENERGY HEB. CONSTRUCTION TO ALLOW FOR FULL DEPTH INSULATION OVER EXTERIOR WALLS (COORDINATE INSULATION REQUIREMENTS WITH RESCHCKS).

FLOOR PLAN KEY NOTES

Specification Keynote	Instructional Keynote
 Key Note Info	 Key Note Info

KEYNOTE INSTRUCTIONAL

BUILDING AREA - FOOT PRINT	
AREA	SQUARE FOOTAGE
FOOTPRINT	1505 SF
BUILDING AREA - FINISHED	
AREA	FINISHED
LEVEL 0	1408 SF
LEVEL 1	1489 SF
LEVEL 2	1252 SF
LEVEL 3	137 SF
	4287 SF

DATUM

ARCH	CIVIL	LEVEL
133' - 0"	7,105.8'	3 GARAGE LEVEL ELEVATION
120' - 0"	7,092.8'	2 UPPER LEVEL ELEVATION
110' - 0"	7,082.8'	1 MAIN LEVEL ELEVATION
100' - 0"	7,072.8'	0 LOWER LEVEL ELEVATION



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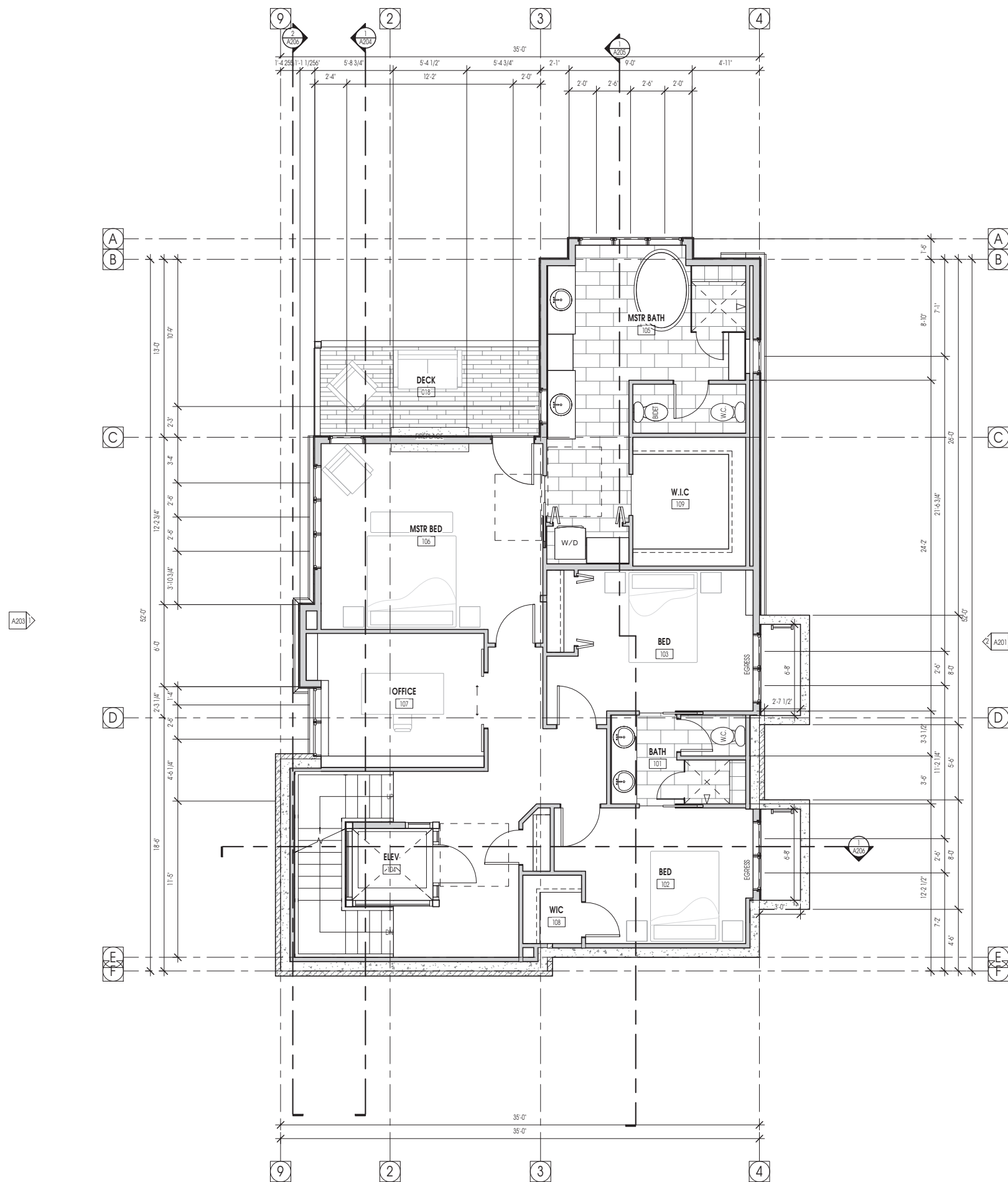
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SHEET TITLE:
LEVEL 0 FLOOR PLAN

SHEET NUMBER:

A102

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LEVEL 1 - FLOOR PLAN
1/4" = 1'-0"

[illegible]

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PROJECT NO. 16098
ORG DATE: SEPT 2016

REVISIONS:
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SHEET TITLE:
LEVEL 1 FLOOR PLAN

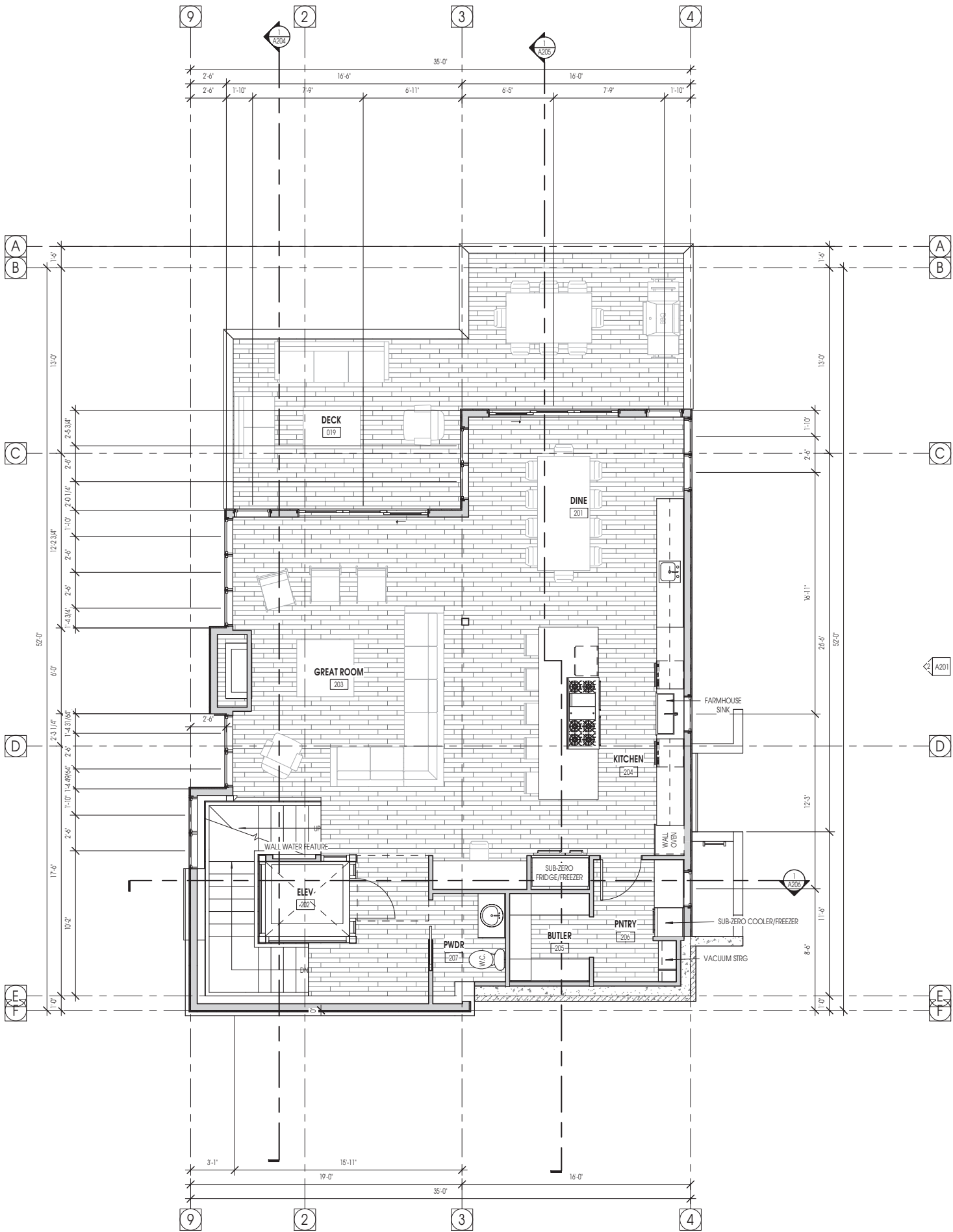
SHEET NUMBER:

A103

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LEVEL 2 - FLOOR PLAN

1/4" = 1'-0"



FLOOR PLAN LEGEND	
HATCH PATTERN	DESCRIPTION
	POURED IN PLACE CONCRETE
	WOOD STUD WALL
	CMU WALL
	STONE VENEER

FLOOR PLAN MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	CARPET FINISH
	TILE FINISH
	EXTERIOR CONCRETE SLABS
	STANDING SEAM ROOFING

FLOOR PLAN GENERAL NOTES	
1. ALL DIMENSIONS ARE TO INTERIOR FACE-OF-STUD (F.O.S.) UNLESS NOTED OTHERWISE. 2. CEILING HEIGHTS MEASURED FROM PLYWOOD OR CONCRETE - SEE SECTIONS 3. REFER TO ENLARGED PLANS FOR ALL UNIT DIMENSIONS, WINDOW TYPES, DOORS AND WALLS. 4. REFER TO ENLARGED PLANS FOR ALL DECKS/PATIOS. 5. COORDINATE WITH ALL ENLARGED PLANS FOR ADDITIONAL INFORMATION AND DETAILS. 6. ALL TOPPING SLABS MUST BE POURED AFTER ROOF IS COMPLETE AND BUILDING IS DRIED IN. 7. SEE SHEET A002 FOR PROJECT GENERAL NOTES AND SHEET A003 FOR PROJECT KEYNOTES. REVIEW ALL NOTES PRIOR TO CONSTRUCTION. 8. COORDINATE WITH STRUCTURAL FRAMING PLANS AND SHEAR WALL PLANS FOR LOCATIONS OF COLUMNS, BEAMS, SHEAR WALLS, ETC. 9. COORDINATE WITH BUILDER/OWNER FOR ALL INTERIOR FINISHES 10. COORDINATE WITH ELECTRICAL DRAWINGS FOR ALL LIGHTING, POWER AND DATA REQUIREMENTS. 11. ALL EXTERIOR WALLS ARE ASSUMED TO BE 2X6 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE. 12. ALL INTERIOR WALLS ARE ASSUMED TO BE 2X4 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE. 13. ALL ROOF TRUSSES TO HAVE RAISED ENERGY HEE CONSTRUCTION TO ALLOW FOR FULL DEPTH INSULATION OVER EXTERIOR WALLS (COORDINATE INSULATION REQUIREMENTS WITH RESCHECKS).	

FLOOR PLAN KEY NOTES	
Specification Keynote	Instructional Keynote
 Key Note Info	 Key Note Info

KEYNOTE INSTRUCTIONAL	

BUILDING AREA - FOOT PRINT	
AREA	SQUARE FOOTAGE
FOOTPRINT	1505 SF

BUILDING AREA - FINISHED	
AREA	FINISHED
LEVEL 0	1408 SF
LEVEL 1	1489 SF
LEVEL 2	1252 SF
LEVEL 3	137 SF
	4287 SF

DATUM		
ARCH	CIVIL	LEVEL
133' - 0"	7,105.8	3 GARAGE LEVEL ELEVATION
120' - 0"	7,092.8	2 UPPER LEVEL ELEVATION
110' - 0"	7,082.8	1 MAIN LEVEL ELEVATION
100' - 0"	7,072.8	0 LOWER LEVEL ELEVATION



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PROJECT NO. 16098
ORG DATE: SEPT 2016

REVISIONS:
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SHEET TITLE:
LEVEL 2 FLOOR PLAN

SHEET NUMBER:

A104

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1
A105



2
A105

FLOOR PLAN LEGEND		
HATCH PATTERN	DESCRIPTION	
	POURED IN PLACE CONCRETE	
	WOOD STUD WALL	
	CMU WALL	
	STONE VENEER	

FLOOR PLAN MATERIAL LEGEND		
HATCH PATTERN	DESCRIPTION	
	CARPET FINISH	
	TILE FINISH	
	EXTERIOR CONCRETE SLABS	
	STANDING SEAM ROOFING	

FLOOR PLAN GENERAL NOTES		
1. ALL DIMENSIONS ARE TO INTERIOR FACE-OF-STUD (F.O.S.) UNLESS NOTED OTHERWISE. 2. CEILING HEIGHTS MEASURED FROM PLYWOOD OR CONCRETE - SEE SECTIONS 3. REFER TO ENLARGED PLANS FOR ALL UNIT DIMENSIONS, WINDOW TYPES, DOORS AND WALLS. 4. REFER TO ENLARGED PLANS FOR ALL DECKS/PATIOS. 5. COORDINATE WITH ALL ENLARGED PLANS FOR ADDITIONAL INFORMATION AND DETAILS. 6. ALL TOPPING SLABS MUST BE POURED AFTER ROOF IS COMPLETE AND BUILDING IS DRIED IN. 7. SEE SHEET A002 FOR PROJECT GENERAL NOTES AND SHEET A003 FOR PROJECT KEYNOTES. REVIEW ALL NOTES PRIOR TO CONSTRUCTION. 8. COORDINATE WITH STRUCTURAL FRAMING PLANS AND SHEAR WALL PLANS FOR LOCATIONS OF COLUMNS, BEAMS, SHEAR WALLS, ETC. 9. COORDINATE WITH BUILDER/OWNER FOR ALL INTERIOR FINISHES 10. COORDINATE WITH ELECTRICAL DRAWINGS FOR ALL LIGHTING, POWER AND DATA REQUIREMENTS. 11. ALL EXTERIOR WALLS ARE ASSUMED TO BE 2X6 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE. 12. ALL INTERIOR WALLS ARE ASSUMED TO BE 2X4 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE. 13. ALL ROOF TRUSSES TO HAVE RAISED ENERGY HEEL CONSTRUCTION TO ALLOW FOR FULL DEPTH INSULATION OVER EXTERIOR WALLS (COORDINATE INSULATION REQUIREMENTS WITH RESCHECKS).		

FLOOR PLAN KEY NOTES		
Specification Keynote	Instructional Keynote	
 Key Note Info	 Key Note Info	
KEYNOTE INSTRUCTIONAL		
BUILDING AREA - FOOT PRINT		
AREA	SQUARE FOOTAGE	
FOOTPRINT	1505 SF	
BUILDING AREA - FINISHED		
AREA	FINISHED	
LEVEL 0	1408 SF	
LEVEL 1	1489 SF	
LEVEL 2	1252 SF	
LEVEL 3	137 SF	
	4287 SF	
DATUM		
ARCH	CIVIL	LEVEL
133' - 0"	7,105.8'	3 GARAGE LEVEL ELEVATION
120' - 0"	7,092.8'	2 UPPER LEVEL ELEVATION
110' - 0"	7,082.8'	1 MAIN LEVEL ELEVATION
100' - 0"	7,072.8'	0 LOWER LEVEL ELEVATION



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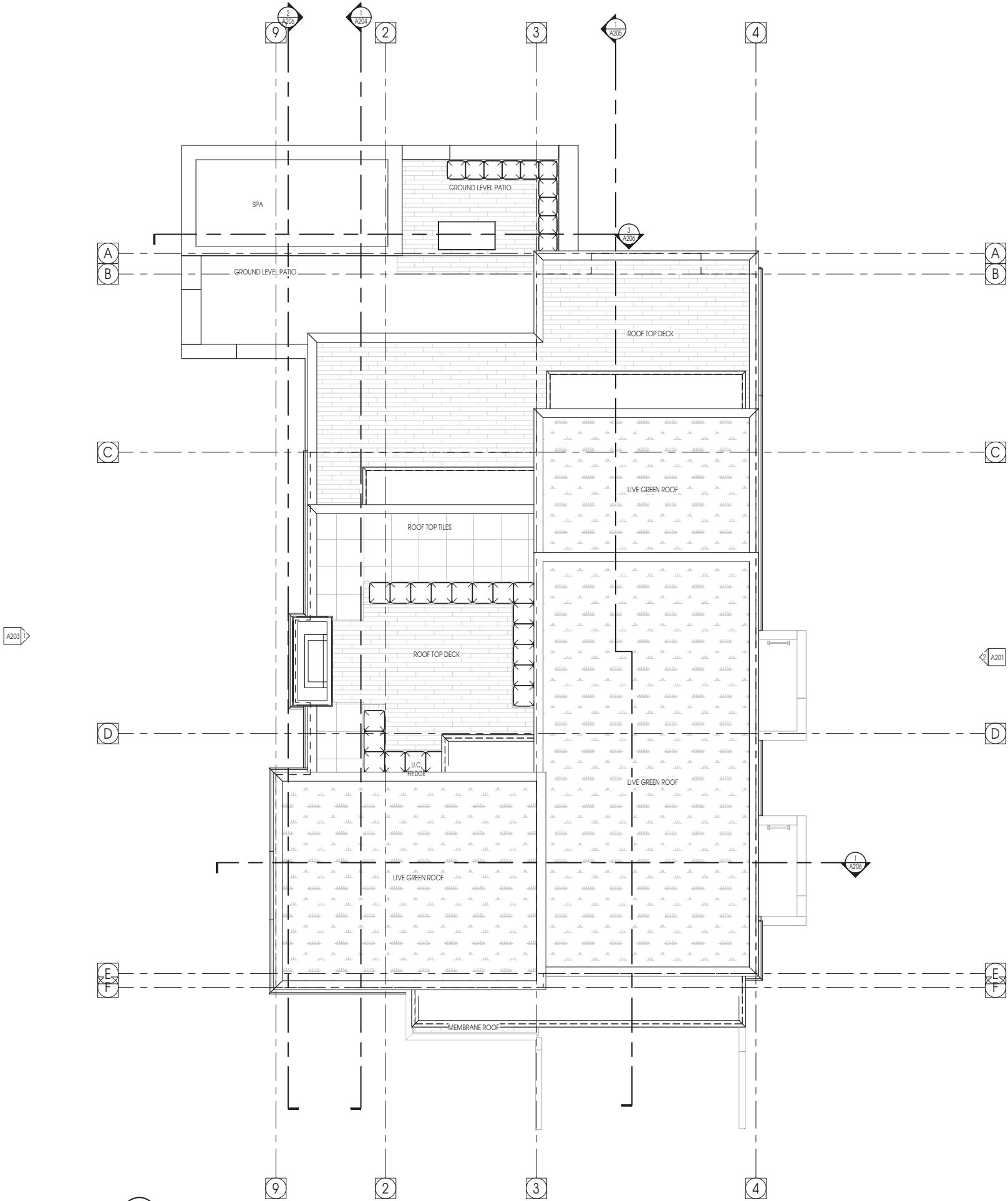
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ORG DATE: SEPT 2016
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SHEET TITLE:
LEVEL 3 FLOOR PLAN

SHEET NUMBER:
A105

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ROOF PLAN
1/4" = 1'-0"



ROOF PLAN LEGEND		CEILING PLAN LEGEND	
HATCH PATTERN	DESCRIPTION	HATCH PATTERN	DESCRIPTION
	POURED IN PLACE CONCRETE		CT-1 2 LAYERS - GYPSUM BOARD SEE DETAIL 1/G015
	WOOD STUD WALL		CT-2 1 LAYER GYPSUM BD SUSPENDED OVER 2 LAYERS GYPSUM BD. SEE DETAIL 2/G015
	CMU WALL		CT-4 2 LAYERS - GYPSUM BOARD SEE DETAIL 4/G015
	STONE VENEER		CT-5 1 LAYER GYPSUM BD SUSPENDED OVER 2 LAYERS GYPSUM BD. SEE DETAIL 5/G015
	MEMBRANE ROOFING		CT-6 LEVEL 3 LOCATIONS 1 LAYER 1/4" NON-VENTED CEDAR/MILL CEMENT FIBER SOFFIT OVER 1 LAYER 5/8" DENSHIELD BOARD OVER FRAMING
	ROOFTOP DECK		

- ROOF PLAN GENERAL NOTES**
1. ALL DIMENSIONS ARE TO INTERIOR FACE-OF-STUD (F.O.S.) UNLESS NOTED OTHERWISE.
 2. CEILING HEIGHTS MEASURED FROM PLYWOOD OR CONCRETE - SEE SECTIONS
 3. COORDINATE WITH ALL ENLARGED PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
 4. ALL TOPPING SLABS MUST BE POURED AFTER ROOF IS COMPLETE AND BUILDING IS DRIED IN.

ROOF PLAN KEY NOTES	
Specification Keynote	Instructional Keynote
Key Note Info	Key Note Info

KEYNOTE INSTRUCTIONAL		

ROOF AREA BY TYPE		
Roof Category	Area	%
DECK	544 SF	34.5%
LIVE GREEN ROOF	868 SF	55.0%
MEMBRANE ROOF	166 SF	10.5%
Grand Total	1578 SF	

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SHEET TITLE:
ROOF PLAN

SHEET NUMBER:
A106

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Exhibit G: Exterior Elevations

ELEVATION / SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	STONE VENEER SEE SPECIFICATIONS FOR TYPE, LAY, AND FINISH.
	LAP SIDING HISTORIC HORIZONTAL CHANNEL LAP 8" SIDING AS PER SPECIFICATIONS
	12" METAL PANELS SEE SPECIFICATIONS FOR TYPE, PATTERN AND COLOR.
NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL	
KEYNOTE INSTRUCTIONAL	



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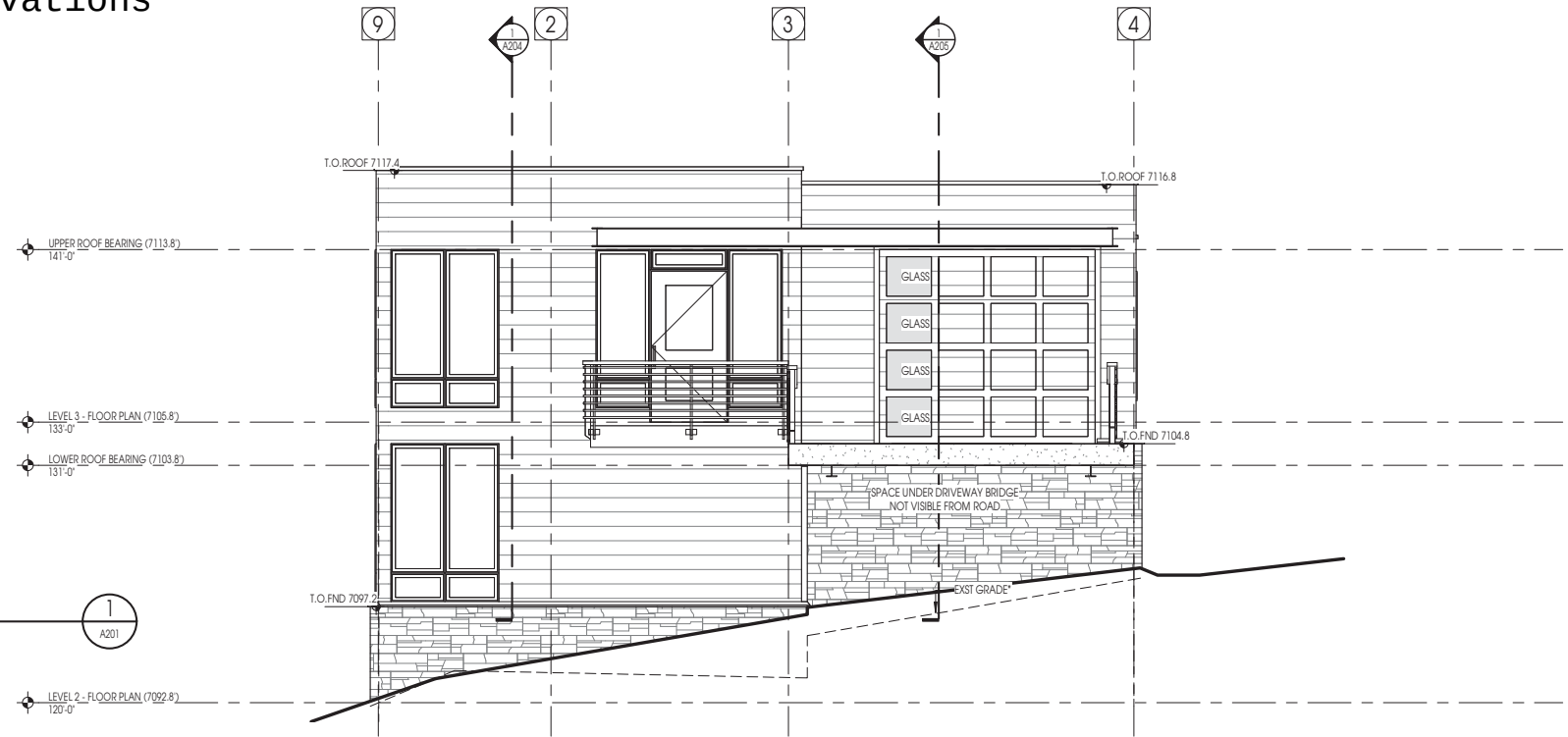
PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
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SHEET TITLE:
EXTERIOR ELEVATIONS

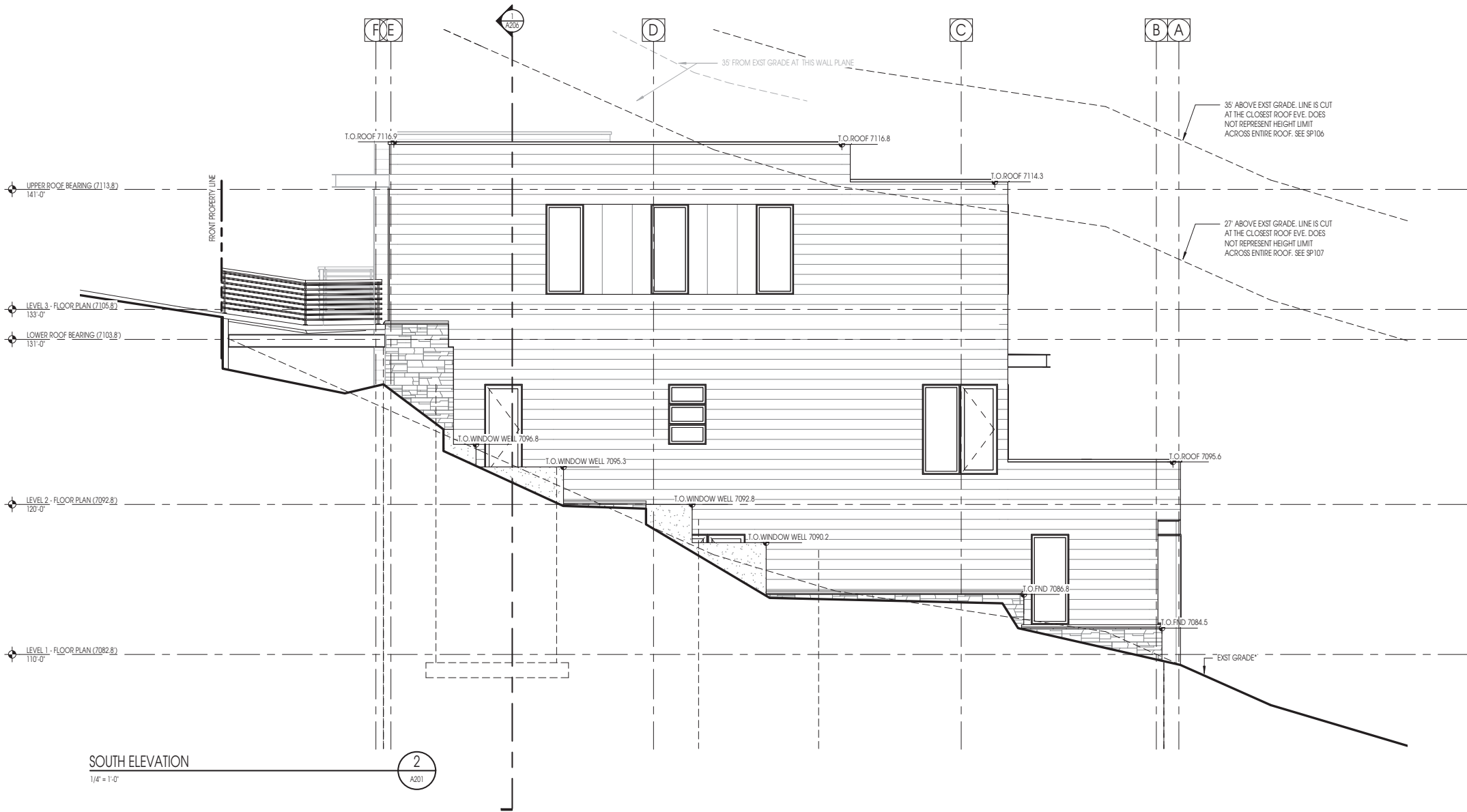
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A201

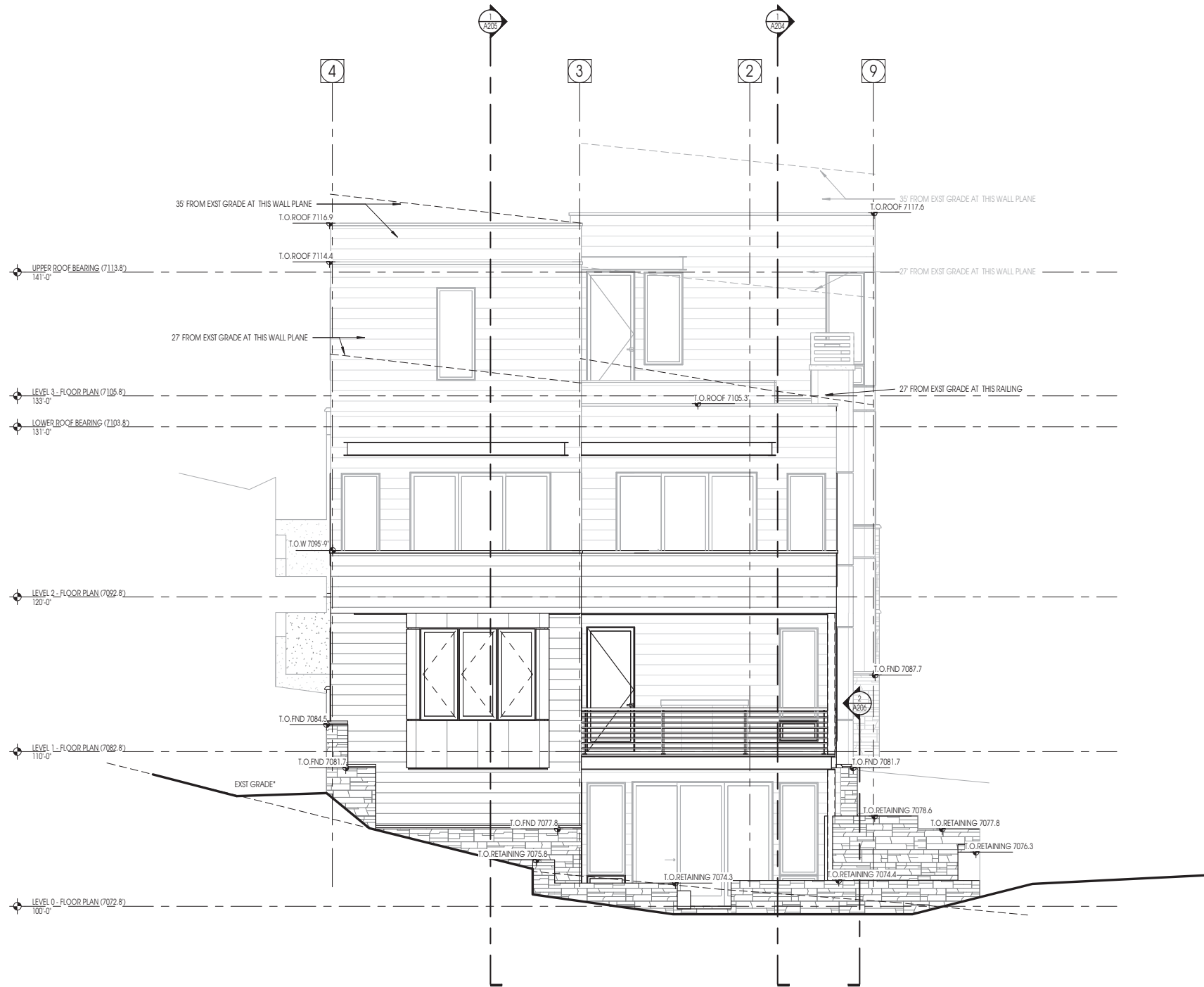
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WEST ELEVATION
1/4" = 1'-0"



SOUTH ELEVATION
1/4" = 1'-0"





EAST ELEVATION
1/4" = 1'-0"

1
A202

ELEVATION / SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	STONE VENEER SEE SPECIFICATIONS FOR TYPE, LAY, AND FINISH.
	LAP SIDING HISTORIC HORIZONTAL CHANNEL LAP 8" SIDING AS PER SPECIFICATIONS
	12" METAL PANELS SEE SPECIFICATIONS FOR TYPE, PATTERN AND COLOR.
NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL	
KEYNOTE INSTRUCTIONAL	



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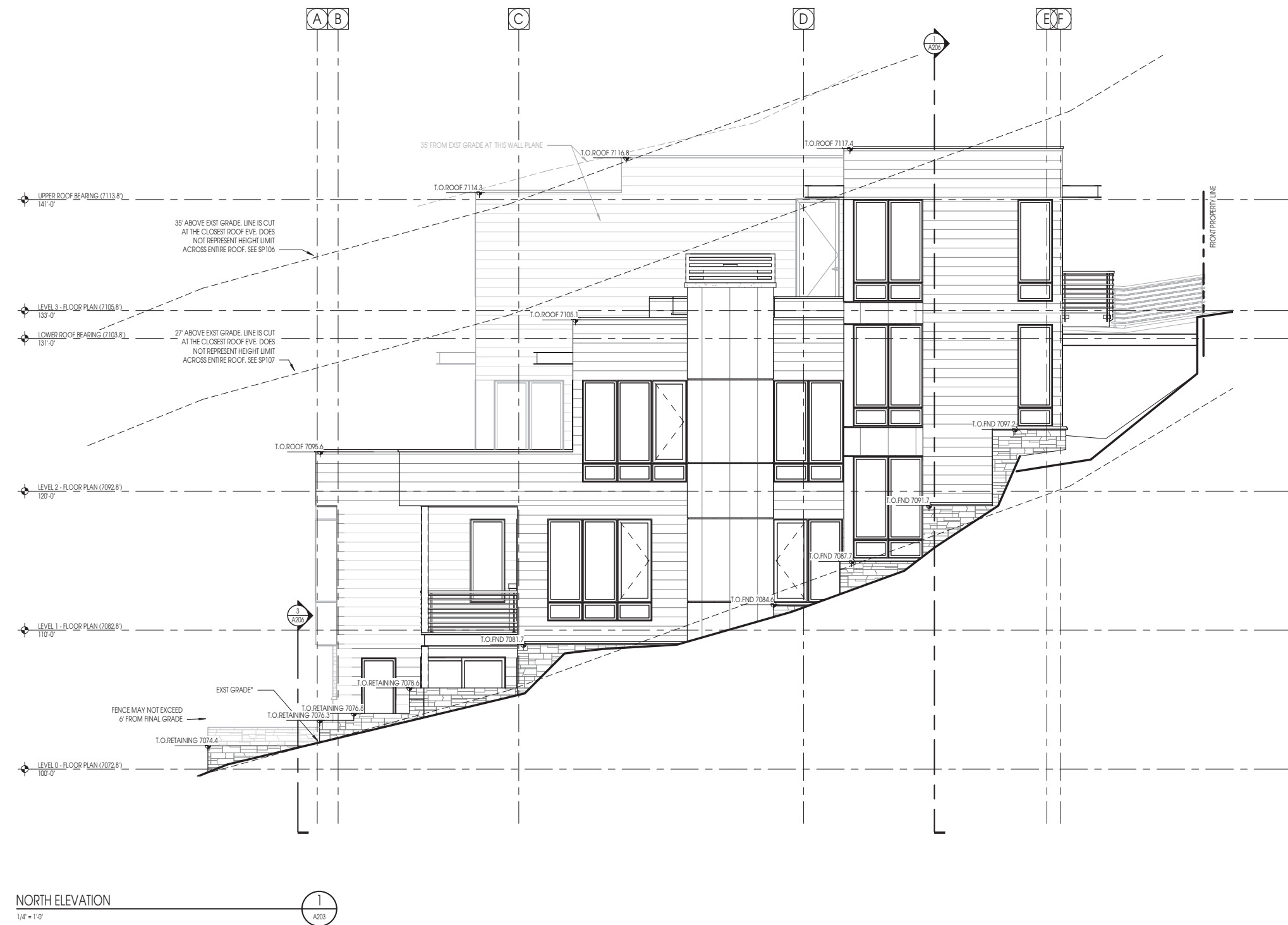
PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
2017 / 07 / 20 - 4TH REVISION

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:

A202

HDDR 2017.08.14



ELEVATION / SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	STONE VENEER SEE SPECIFICATIONS FOR TYPE, LAY, AND FINISH.
	LAP SIDING HISTORIC HORIZONTAL CHANNEL LAP 8" SIDING AS PER SPECIFICATIONS
	12" METAL PANELS SEE SPECIFICATIONS FOR TYPE, PATTERN AND COLOR.
NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL	
KEYNOTE INSTRUCTIONAL	



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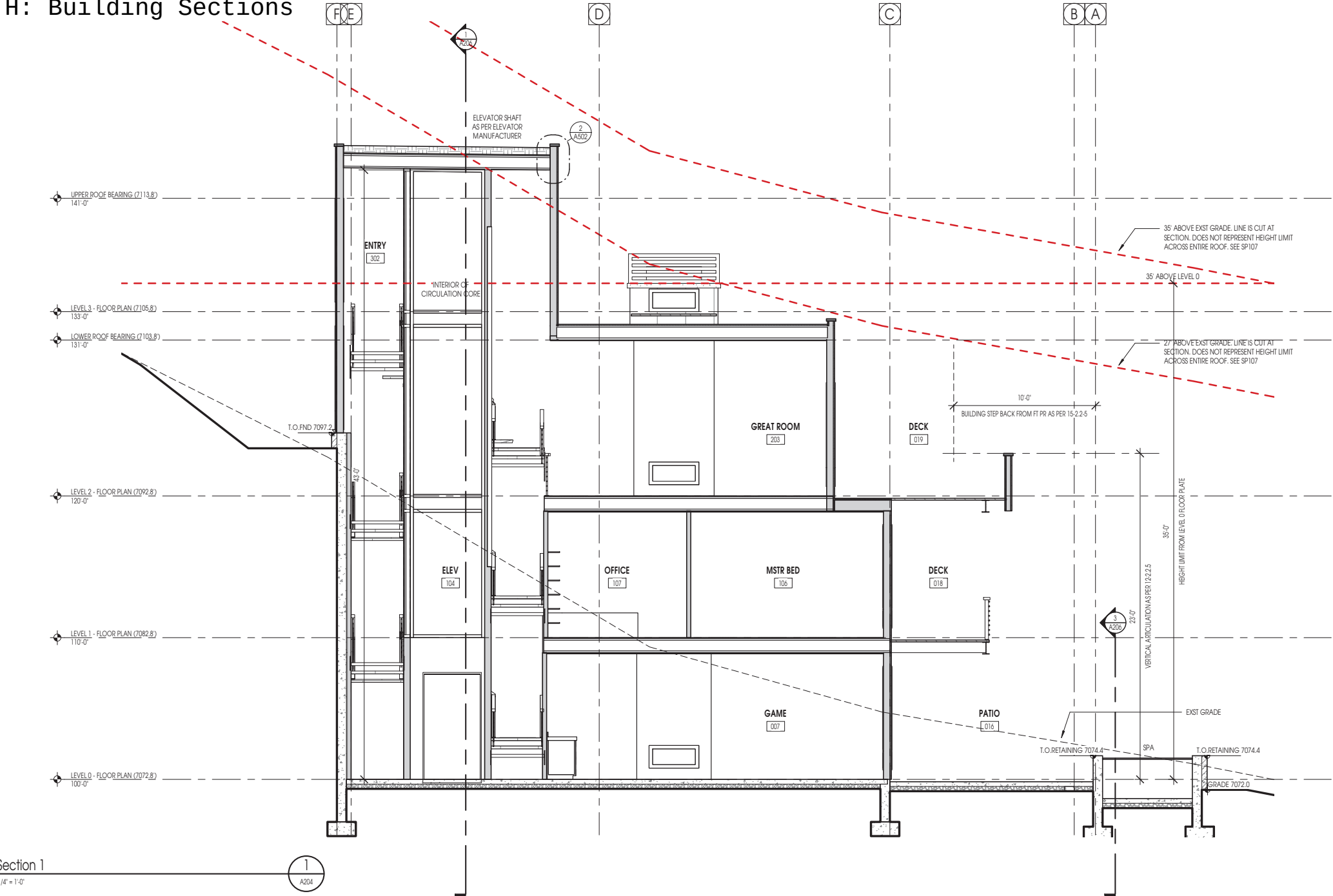
PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
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SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A203

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Exhibit H: Building Sections



ELEVATION / SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	STONE VENEER SEE SPECIFICATIONS FOR TYPE, LAY, AND FINISH.
	LAP SIDING HISTORIC HORIZONTAL CHANNEL LAP 8" SIDING AS PER SPECIFICATIONS
	12' METAL PANELS SEE SPECIFICATIONS FOR TYPE, PATTERN AND COLOR.
NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL	
KEYNOTE INSTRUCTION	



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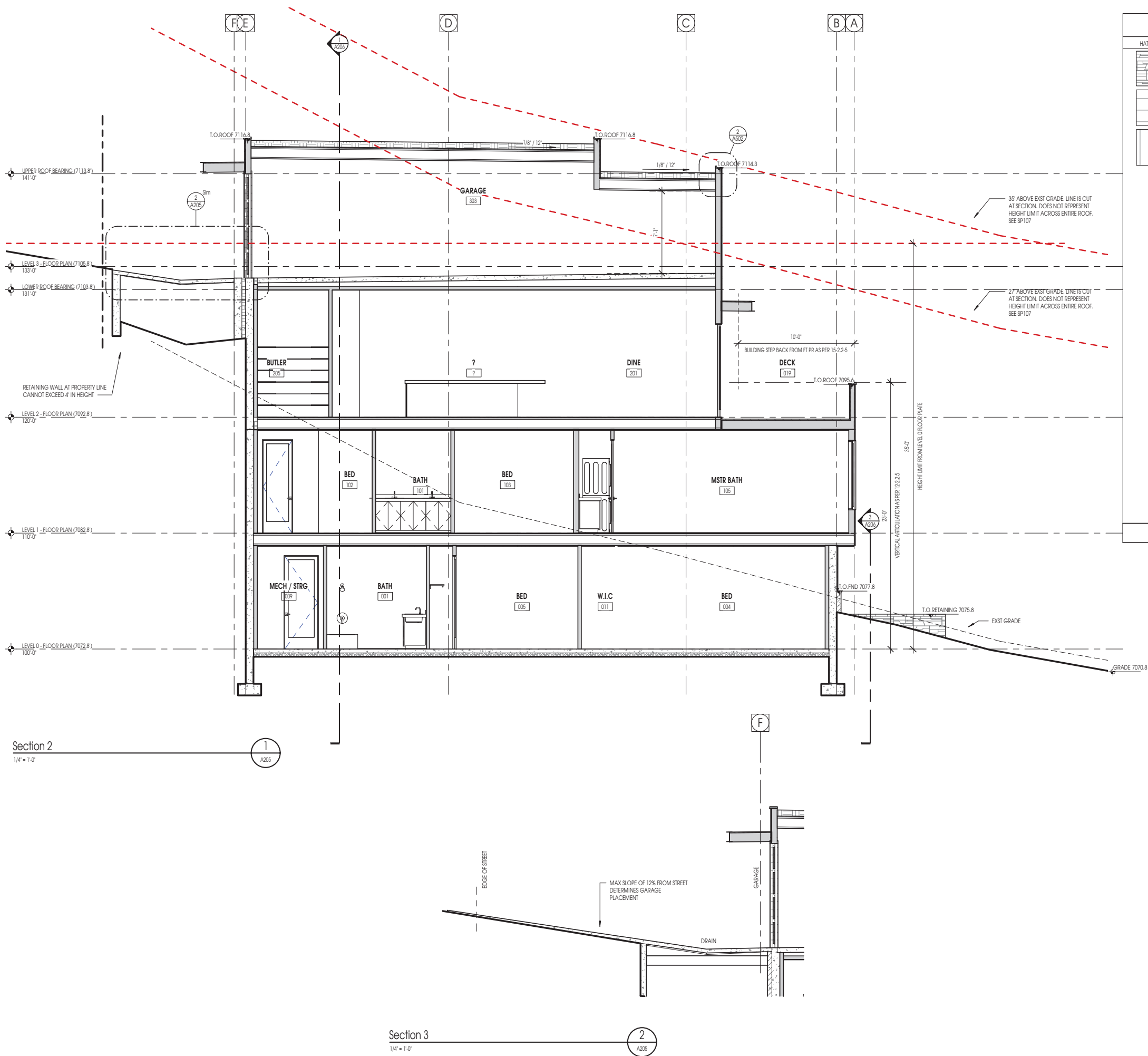
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RESIDENCE
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PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
2017 / 07 / 20 - 4TH REVISION

SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:
A204

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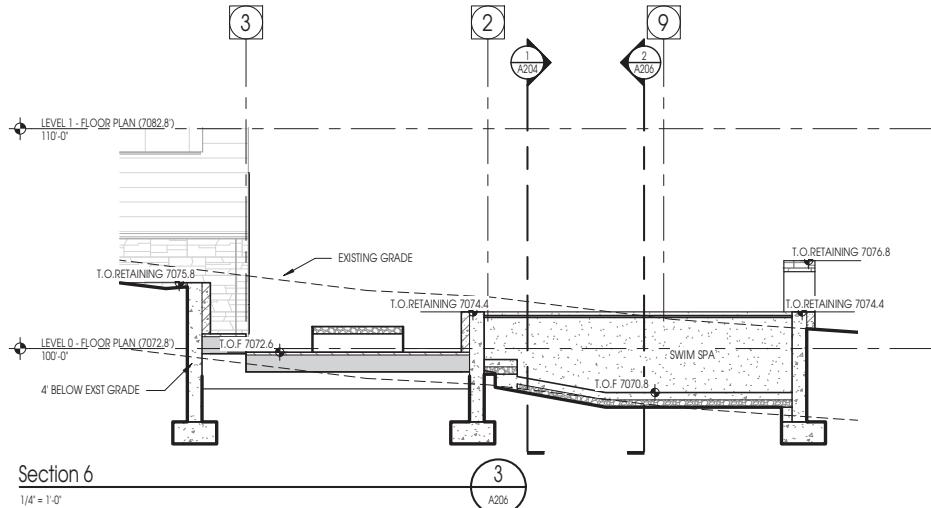
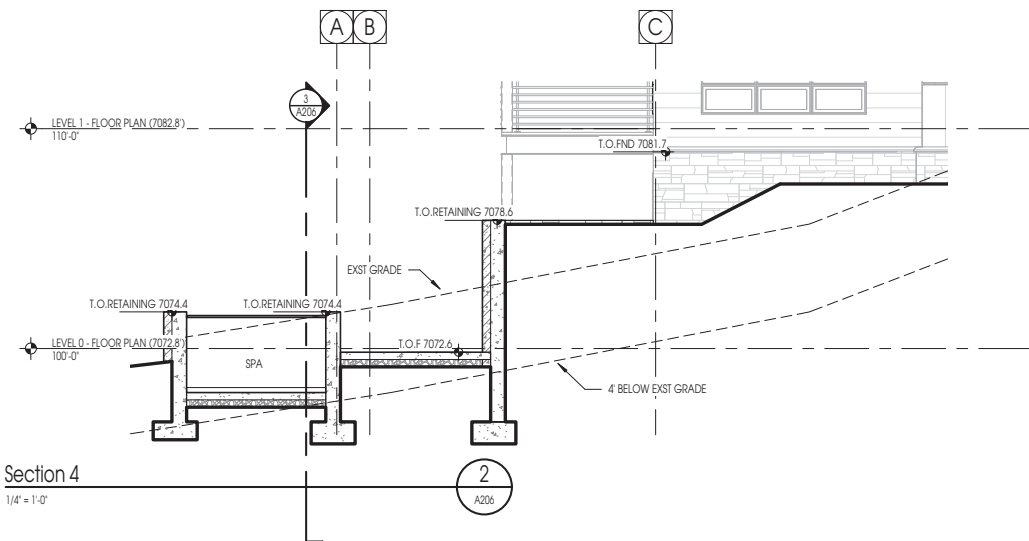
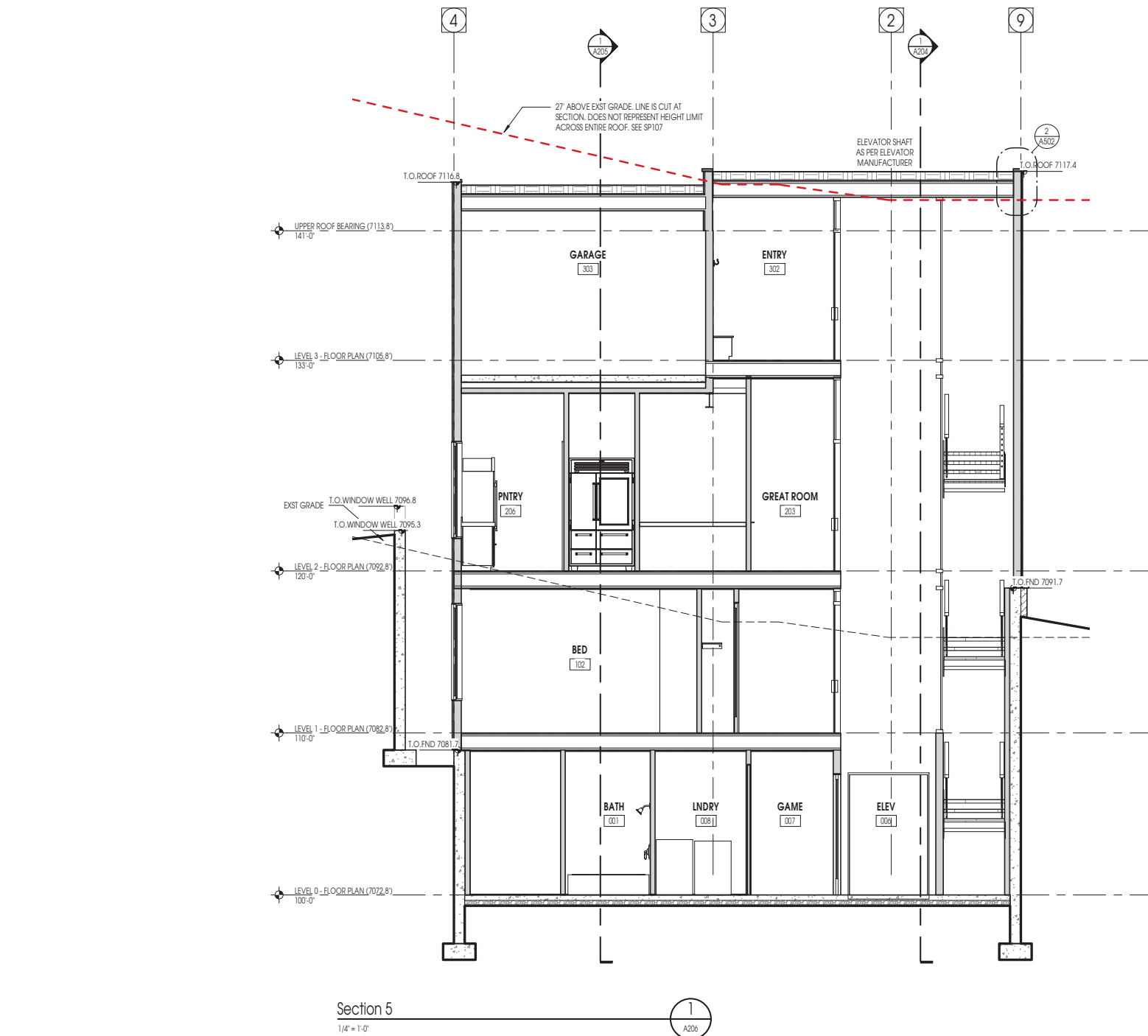
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PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
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SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:
A205

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ELEVATION / SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	STONE VENEER SEE SPECIFICATIONS FOR TYPE, LAY, AND FINISH.
	LAP SIDING HISTORIC HORIZONTAL CHANNEL LAP 8" SIDING AS PER SPECIFICATIONS
	12" METAL PANELS SEE SPECIFICATIONS FOR TYPE, PATTERN AND COLOR.
NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL	
KEYNOTE INSTRUCTIONAL	



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PARK CITY UTAH

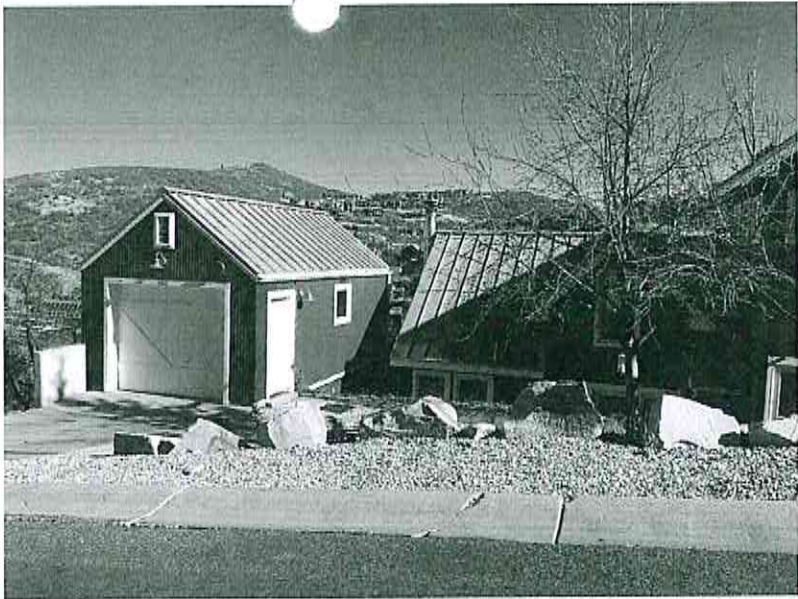
PROJECT NO. 16098
ORG DATE: SEPT 2016
REVISIONS:
2017 / 07 / 20 - 4TH REVISION

SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:

A206

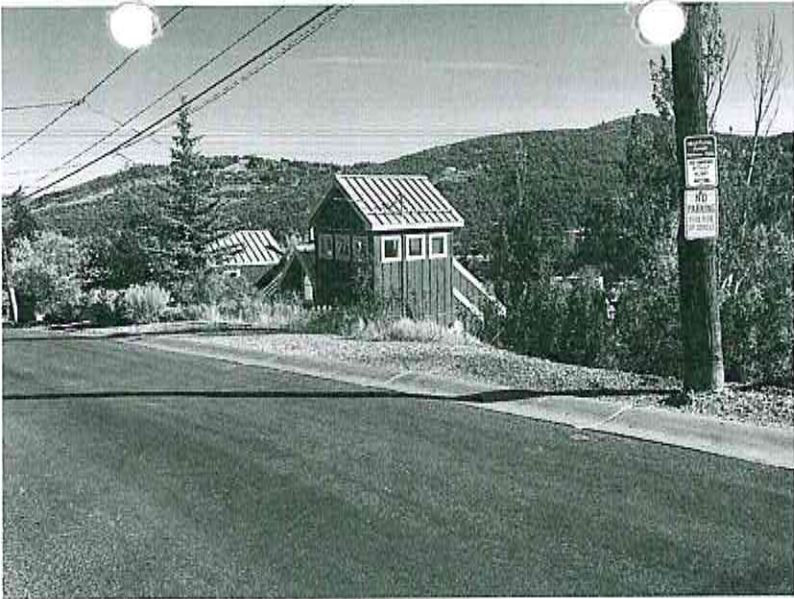
HDDR 2017.08.14



1. NEIGHBORING HOME TO THE NORTH OF SUBJECT PROPERTY



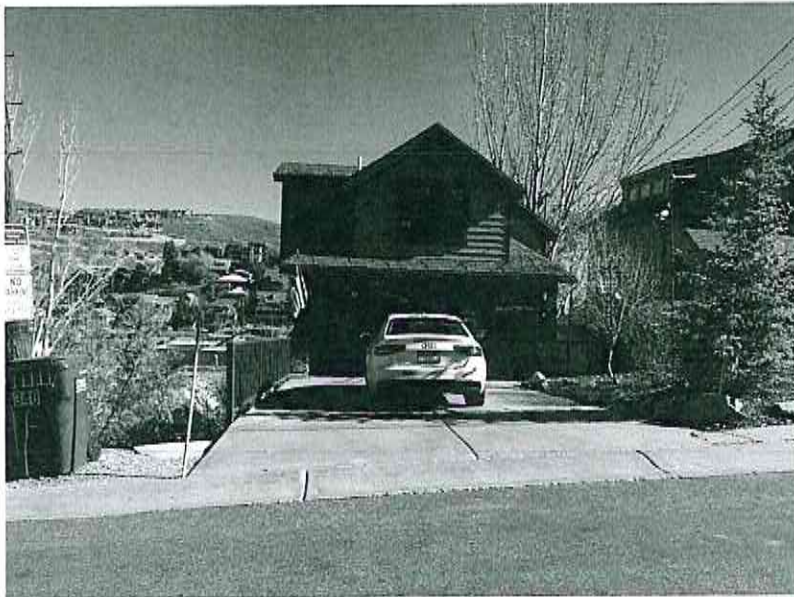
2. NEIGHBORING HOME DIRECTLY TO THE NORTH OF SUBJECT PROPERTY



3. LOOKING NORTH EAST FROM THE SOUTH WEST STREET



4. LOOKING SOUTH EAST FROM NORTH EAST STREET FACE



5. NEIGHBORING HOME DIRECTLY TO THE SOUTH OF SUBJECT PROPERTY



6. SECOND HOUSE TO THE SOUTH OF SUBJECT PROPERTY



7. EXST HOME SOUTH/EAST OF PROPERTY



8. EXST HOMES EAST OF PROPERTY



Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

5151 South 900 East, Suite 200
Salt Lake City, UT 84117
ph. 801.269.0065
fax. 801.269.1426
www.thinkdk.com

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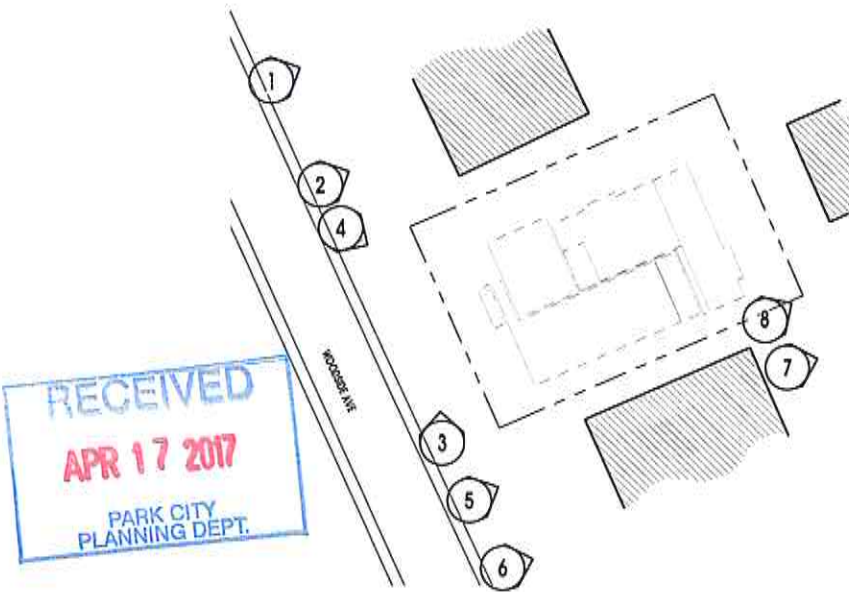
TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY UTAH

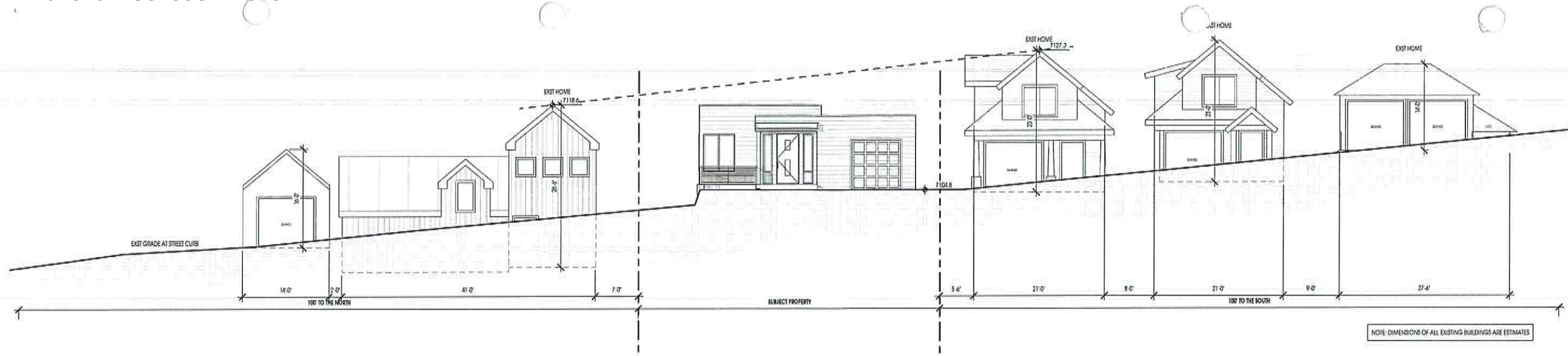
DESIGN REVIEW 2016.04.17

PROJECT NO. 16098
DATE: SEPT 2016
REVISIONS:

SHEET TITLE:
EXISTING SITE PHOTOS

SHEET NUMBER:
SP105





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Land Planning
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STREETSCAPE ELEVATION AT CURB

1/8" = 1'-0"



SITE PLAN AERIAL

1" = 20'-0"



TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY UTAH

PROJECT NO. 16098
DATE: SEPT 2016
REVISIONS:

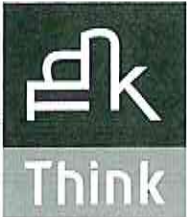
SHEET TITLE:
STREET ELEVATION

SHEET NUMBER:

SP104

DESIGN REVIEW 2016.04.17





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Architecture

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Interior Design
Landscape Architecture
Land Planning
Construction Management

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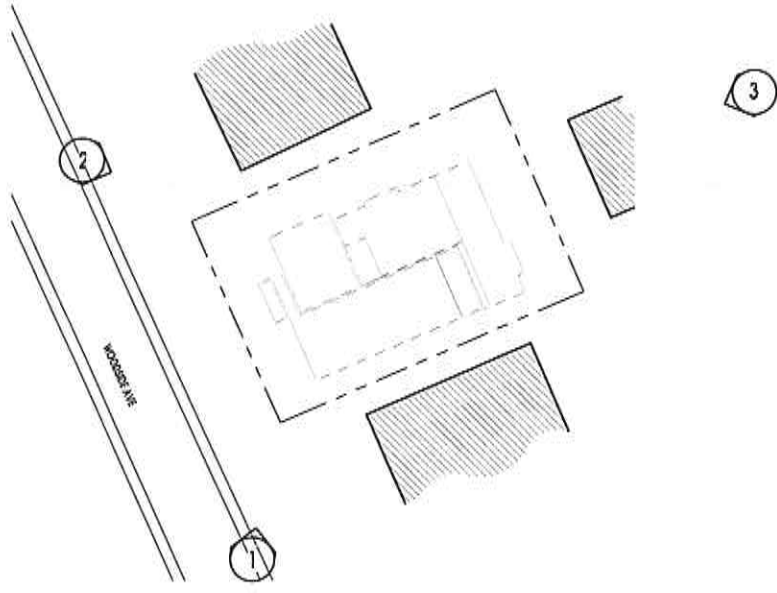
1. ARTISTIC CONCEPT OF STREET VIEW FROM SOUTH OF THE PROPERTY



2. ARTISTIC CONCEPT OF STREET VIEW FROM NORTH OF PROPERTY



3. ARTISTIC CONCEPT OF PROPOSED STRUCTURE, VIEWED FROM ACROSS THE CANYON



TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY, UTAH

DESIGN REVIEW 2016.04.17

PROJECT NO. 16098
DATE: SEPT 2016
REVISIONS:

SHEET TITLE:
STREET VIEWS

SHEET NUMBER:
SP109



Planning Commission Staff Report



Subject: Second Amended Sunnyside Subdivision Lot 11
Author: Kirsten Whetstone, MS, AICP- Senior Planner
Project Number: PL-17-03584
Date: August 23, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing for the Second Amended Sunnyside Subdivision Lot 11 plat amendment located at 606 Mellow Mountain Road and consider forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Applicant: Fred and Sue Schulte, owners
Applicant Representative: Marshall King, Alliance Engineering
Location: 606 Mellow Mountain Road
Zoning: Single Family (SF) District
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and City Council review and action

Proposal

The applicant requests to combine an adjacent remnant parcel with Lot 11 of the Sunnyside Subdivision to create one (1) 17,884 square foot, platted lot of record for an existing single-family house on the property. Lot 11 and the remnant parcel are commonly owned by the Applicant. (See Exhibit A proposed plat and Exhibit B applicant's letter).

Background

On June 5, 2017, the City received a plat amendment application for Sunnyside Subdivision Lot 11 located at 606 Mellow Mountain Road. The application was deemed complete on June 21, 2017. The property is located within the Single Family (SF) District and developed with a single family house. The 11,648 sf platted lot (Lot 11) and the 6,236 sf remnant parcel are both owned by the applicant and recognized together by Summit County as Parcel #SNS-11.

Sunnyside Subdivision was approved by City Council on July 19, 1979, and recorded at Summit County on August 3, 1979 (See Exhibit C existing Sunnyside Subdivision plat). At the time of plat recordation, there was land, adjacent and to the east, that was by error not included in the subdivision plat drafted for recordation. The eastern boundary of the subdivision was to coincide with the eastern boundary of the MS 5665 Lily No. 3

Mining Claim but it fell approximately thirty-one feet (31') short. See Exhibit D- Summit County Recorder Office working copy of the Sunnyside Subdivision plat, Exhibit E- County Recorder Map, Exhibit F- Boundary Survey of Mining Claim Lots in the area and Exhibit G- Aerial Photo showing Quit Claim parcel.

The Sunnyside Subdivision plat was drawn up excluding this approximately 31' wide strip of property. The error was discovered in December of 1979 and the strip was quit claimed from the original land owner/developer (Royal Street Land Company) to the owner of the recorded subdivision (Park City Alliance, James Gaddis Investment Company, LTD, etc.), as Entry No. 161985, Book M147, Page 467 at Summit County Recorder Office. The strip of land runs north/south from the southern boundary of Lot 10 to the northern boundary of Lot 11 across Mellow Mountain Road.

On August 27, 1980, a warranty deed, Entry No. 169813, Book M165, Page 247, was recorded at Summit County conveying a parcel approximately 31 feet wide extending the length of Lot 11. On January 15, 1981, a warranty deed, Entry No. 175389, Book M 177, Page 414, was recorded at Summit County conveying a parcel approximately 31 feet wide extending the length of Lot 10 (across Mellow Mountain Road from Lot 11). The remnant parcel adjacent to Lot 10 was combined by the First Amended Sunnyside Subdivision Lot 10 approved by City Council on March 24, 2016 and recorded at Summit County on October 27, 2016.

In 1986, a building permit was issued for construction of a single-family house on Lot 11 located at 606 Mellow Mountain Road. The house was constructed across the warranty deed line and there was no requirement for a plat amendment at that time. The house on Lot 11 was constructed with a side setback measured from the eastern boundary of the warranty deed description (see Exhibit G).

The current owner of Lot 11 would like to record a plat amendment to remove the interior parcel line and resolve this remnant parcel issue. Summit County recognizes Lot 11 and the remnant parcel with a single Tax ID number (SNS-11). The working recorded plat at Summit County indicates that the utility easement along the east boundary of the current lot was moved to the east boundary of the warranty deed description back in the early 1980s.

Purpose

The purpose of the Single Family (SF) Zoning 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.

Analysis

The proposed plat amendment creates one (1) lot of record from platted Lot 11 of the Sunnyside Subdivision and an adjacent remnant parcel. Lot 11 was platted with approval and recordation of the Sunnyside Subdivision in 1979. Lot 11 is 11,648 sf square feet (sf) in area. The adjacent remnant lot is 6,236 sf in area. Amended Lot 11 will have a total of 17,884 sf of lot area. Lots in Sunnyside Subdivision range in area from 8,596 sf to 23,860 sf. The applicant desires to resolve the remnant parcel issue as the common lot line runs through the existing single-family house.

A single-family dwelling is an allowed use in the Single Family (SF) District. Duplexes and multi-dwelling buildings are not allowed. There are no minimum or maximum lot sizes in the SF District. There is not a minimum or maximum lot width identified in the SF District. The existing lot is approximately 106.5 feet wide and the proposed lot is 140.7 feet wide. Access to the property is from Mellow Mountain Road.

The following table shows applicable development parameters in the Single Family (SF) District (Land Management Code Section 15-2.11):

LMC Requirements	Requirements
Building Footprint	No maximum building footprint or house size is required with the SF District or Sunnyside Subdivision.
Front/Rear Yard Setbacks	Front setback- minimum of 25 feet for front facing garage and 20 feet for the main house or side of garage. Existing house/garage is 25' – 45'. Complies. Rear setback- minimum of 15 feet. Existing house is 84'. Complies. (standard exceptions apply)
Side Yard Setbacks	Side setbacks- minimum of 12 feet. Existing house is 12' east side and 35' west side. Complies. (standard exceptions apply)
Building (Zone) Height	No Structure shall be erected to a height greater than twenty-eight (28') from Existing Grade. Exceptions apply, including 5' height to 33' for pitched roof (4:12 and greater). Existing is 25' to 30'. Complies.

Utility easements shall be platted on the amended plat, including 5' wide non-exclusive utility easements along the front, rear and side lot lines. The applicant shall verify that there are no existing utilities in the 5' non-exclusive utility easement along the existing Lot 11 easterly property boundary. The 5' easement was relocated to the east boundary of the warranty deed description by the County in the 1980s. Staff recommends a condition of approval that prior to plat recordation, letters from utility providers (Questar, Rocky Mountain Power, and communications entities) shall be submitted indicating

approval of utility easements associated with the new lot lines. SBWRD has already provided a letter indicating they have no issues with the plat amendment or relocation of utility easements.

The final mylar plat is required to be signed by the Snyderville Basin Water Reclamation District (SBWRD) and this ensures that requirements of the District are addressed prior to plat recordation. A ten foot wide public snow storage easement is required along the front lot line.

A low stacked sandstone retaining wall encroaches 2' across the front property line onto Mellow Mountain Road right-of-way for a distance of approximately twenty feet. Larger loose individual sandstone boulders to the left of the driveway also encroach into the right-of-way (Exhibit H- photos). Staff recommends a condition of approval that these encroachments be resolved to the satisfaction of the City Engineer prior to plat recordation.

Good Cause

Planning Staff finds that there is good cause for this plat amendment as the plat amendment will resolve a remnant parcel issue, and right-of-way encroachment issues. The plat amendment will not cause undo harm to adjacent property owners and all requirements of the Land Management Code for the existing house can be met. Plat recordation and compliance with all requirements of the SF District are required prior to issuance of any future building permits.

Process

Approval of this plat amendment application by the City Council constitutes Final Action that may be appealed following the procedures found in Land Management Code § 1-18.

Department Review

This project has gone through an interdepartmental review. Issues raised regarding the history of the remnant parcel have been further researched by staff and explained by the applicant (see Exhibit B). Other issues have been addressed with conditions of approval.

Notice

On August 3, 2017, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on August 5, 2017, according to requirements of the Land Management Code.

Public Input

No public input was received at the time this report was published.

Alternatives

- The Planning Commission may forward a positive recommendation to the City Council for the Second Amended Sunnyside Subdivision Lot 11 plat amendment as conditioned or amended; or
- The Planning Commission may forward a negative recommendation to the City Council for the Second Amended Sunnyside Subdivision Lot 11 plat amendment and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on this item.

Consequences of not taking the Planning Department's Recommendation

The platted lot and remnant parcel would remain as is, and continue to be commonly owned. The existing house would be a non-complying structure due to being constructed across the property line. The issue of the remnant parcel would remain unresolved. Sunnyside Subdivision does not have house size limitations based on lot size.

Summary Recommendation

Staff recommends the Planning Commission hold a public hearing for the Second Amended Sunnyside Subdivision plat amendment located at 606 Mellow Mountain Road 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

Ordinance

Exhibit A – Proposed Second Amended Plat

Exhibit B – Applicant's Project Intent and existing conditions survey

Exhibit C – Existing Sunnyside Subdivision plat

Exhibit D – Records Working Copy of Sunnyside Subdivision plat

Exhibit E – County Recorder Plat Map

Exhibit F – Boundary Survey of Mining Claims- Lilly No. 3

Exhibit G – Quit Claim property Exhibit

Exhibit H – Photos

Ordinance No. 2017-XX

**AN ORDINANCE APPROVING THE SECOND AMENDED SUNNYSIDE
SUBDIVISION LOT 11 PLAT AMENDMENT, LOCATED AT 606 MELLOW
MOUNTAIN ROAD, PARK CITY, UTAH.**

WHEREAS, the owner of the property located at 606 Mellow Mountain Road has petitioned the City Council for approval of the Plat Amendment; and

WHEREAS, on August 5, 2017, the property was properly noticed according to the requirements of the Land Management Code and legal notice was published in the Park Record; and

WHEREAS, on August 3, 2017, the property was posted and notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on August 23, 2017, to receive input on the Plat Amendment; and

WHEREAS, the Planning Commission, on August 23, 2017, forwarded a recommendation to the City Council; and,

WHEREAS, on September 21, 2017, 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 the Second Amended Sunnyside Subdivision Lot 11 plat amendment.

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

SECTION 1. APPROVAL. The Second Amended Sunnyside Subdivision Lot 11 plat amendment 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 606 Mellow Mountain Road.
2. The property is in the Single Family (SF) Zoning District.
3. The subject property consists of platted Lot 11 of the Sunnyside Subdivision and a remnant parcel located adjacent to the easterly boundary of Lot 11.
4. The property, including Lot 11 and the remnant parcel, is recognized by Summit County as Parcel SNS-11 (Tax ID).
5. The property is currently developed with a single family house that straddles the common lot line between Lot 11 and the remnant parcel.
6. The proposed plat amendment creates one (1) 17,884 square foot (sf), platted lot

of record, by combining the 11,648 sf existing Lot 11 and the 6,236 sf remnant parcel under common ownership.

7. There are no minimum or maximum lot sizes in the SF District.
8. Lots in Sunnyside Subdivision range in area from 8,596 sf to 23,860 sf.
9. Sunnyside Subdivision was approved by City Council on July 19, 1979 and recorded at Summit County on August 3, 1979.
10. At the time of original plat recordation in 1979, land adjacent and to the east, was by error not included in the subdivision plat drafted for recordation. The eastern boundary of the subdivision was to coincide with the eastern boundary of the MS 5665 Lilly No. 3 Mining Claim.
11. The Sunnyside Subdivision plat was drawn up excluding this approximately 31' wide strip of property on the eastern boundary. The strip of land runs north/south from the southern boundary of Lot 10 to the northern boundary of Lot 11 across Mellow Mountain Road.
12. The platting error was discovered in December of 1979 and the 31' wide strip was quit claimed from the original land owner/developer (Royal Street Land Company) to the owner of the recorded subdivision (Park City Alliance, James Gaddis Investment Company, LTD, etc.), as Entry No 161985, Book M147, Page 467 at the Summit County Recorder's Office.
13. On August 27, 1980, a warranty deed, Entry No. 169813, Book M 165, Page 247, was recorded at the Summit County Recorder's office conveying a parcel approximately 31 feet wide extending the length of Lot 11 from the southerly boundary to the northerly boundary. This parcel is the 6,236 sf remnant parcel subject to the requested plat amendment.
14. A similar warranty deed was entered into the records for Lot 10 and the remnant parcel adjacent to Lot 10 was combined by the First Amended Sunnyside Subdivision Lot 10, approved by the City Council on March 24, 2016 and recorded at Summit County on October 27, 2016.
15. In 1986 a building permit was issued for construction of a single family house on Lot 11 located at 606 Mellow Mountain Road. The house was constructed across the warranty deed line and there was no requirement for a plat amendment at that time. The house on Lot 11 was constructed with a side setback measured from the eastern boundary of the warranty deed description, which is the eastern boundary of TAX ID number SNS-11.
16. The applicant desires to resolve the remnant parcel issue.
17. There is no maximum building footprint or house size identified for the Sunnyside Subdivision and all requirements of Land Management Code Section 15-2.11 (SF District) apply.
18. A single-family dwelling is an allowed use in the Single Family (SF) District.
19. There is not a minimum or maximum lot width identified in the SF District. The existing lot is approximately 106.5 feet wide and the proposed lot is 140.7 feet wide.
20. Access to the property is from Mellow Mountain Road, a public street. No changes are proposed to the existing driveway.
21. A low stacked sandstone retaining wall encroaches 2' over the front property line onto Mellow Mountain Road right-of-way for a distance of approximately twenty

feet. Larger, loose individual sandstone boulders to the left of the driveway also encroach into the right-of-way.

22. Utility easements recorded on the Sunnyside Subdivision plat are required to be shown on the amended plat, including 5' wide non-exclusive utility and drainage easements along the front, rear and side lot lines.
23. Summit County documents show that the 5' easement was moved to the eastern boundary of the warranty deed. The applicant will verify that there are no existing utilities in the platted 5' non-exclusive utility easement along the existing Lot 11 easterly property boundary.
24. The final mylar plat is required to be signed by the Snyderville Basin Water Reclamation District to ensure that requirements of the District are addressed prior to plat recordation.
25. Snow storage area is required along public streets and rights-of-way due to the possibility of large amounts of snowfall in this location.
26. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

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 plat amendments.
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 the plat is not recorded 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 new construction shall comply with LMC setback regulations in effect at the time of building permit issuance.
4. A ten foot (10') wide public snow storage easement is required along the Mellow Mountain Road frontage of the property and shall be shown on the plat prior to recordation.
5. A five foot (5') wide non-exclusive public utilities, drainage, and SBWRD easement is required along the front, rear and side lot lines of the new lot.
6. Modified 13-D sprinklers are required for any new construction and shall be noted on the plat.
7. All requirements of the Snyderville Basin Water Reclamation District shall be satisfied prior to recordation of the plat.

8. Prior to plat recordation, letters from utility providers (Questar, Rocky Mountain Power, and communications entities) shall be submitted indicating approval of utility easements associated with the new property lines.
9. Staff recommends a condition of approval that the identified encroachments be resolved to the satisfaction of the City Engineer prior to plat recordation.

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

PASSED AND ADOPTED this 21th day of September, 2017.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibit A- Proposed plat



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 7248891, as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the tract of land into lots and streets, together with easements, hereafter to be known as SUNNYSIDE SUBDIVISION LOT 11- FIRST AMENDED and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

LEGAL DESCRIPTION

PARCEL 1:

Beginning at the southeast corner of Lot 11, SUNNYSIDE SUBDIVISION according to the official plat thereof on file and of record in the Summit County Recorder's Office, and running thence South 66°30' East 34.20 feet; thence North 232.61 feet; thence South 30°10' West 62.42 feet to a point on the easterly line of Lot 11; thence South along said easterly line 165.006 feet to the point of beginning.

PARCEL 2:

Lot 11, SUNNYSIDE SUBDIVISION, according to the official plat thereof, recorded in the Summit County Recorder's Office.

Excepting therefrom:

Beginning at the northeast corner of Lot 11, SUNNYSIDE SUBDIVISION, and running thence South along the easterly line of Lot 11, 55.29 feet; thence South 30°10' West 104.72 feet; thence North 55.00 feet to a point on the northwesterly line of said Lot 11; thence North 30°10' East along said northwesterly line 104.72 feet to the point of beginning.

PARCEL 3:

Beginning at a point which is located South 30°10' West 62.42 feet from the corner No. 1 of the Lilly No. 3 Mining Claim (Survey No. 5865), said point also being on the east boundary line of the SUNNYSIDE SUBDIVISION, as recorded, and also located South 112.77 feet and East 1371.80 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and running thence North along said east boundary line 55.29 feet; thence South 30°10' West along the boundary of said Subdivision 104.72 feet; thence South 55.29 feet to a point of intersection with the northeasterly sideline of the said Lilly No. 3 Mining Claim; thence North 30°10' East along the said northeasterly sideline 104.72 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, Fred Schulte & Sue Schulte, husband & wife as tenants in common, hereby certify that they have caused a survey to be made and this SUNNYSIDE SUBDIVISION LOT 11-FIRST AMENDED to be prepared and hereby consent to the recordation of this SUNNYSIDE SUBDIVISION LOT 11-FIRST AMENDED.

In witness whereof, the undersigned set his hand this

____ day of _____, 2017,

By: Fred Schulte

In witness whereof, the undersigned set her hand this

____ day of _____, 2017.

By: Sue Schulte

ACKNOWLEDGMENT

State of: _____

County of: _____

On this _____ day of _____, 2017, Fred Schulte personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Fred Schulte acknowledged to me that he is the person whose name is subscribed to this instrument, and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

ACKNOWLEDGMENT

State of: _____

County of: _____

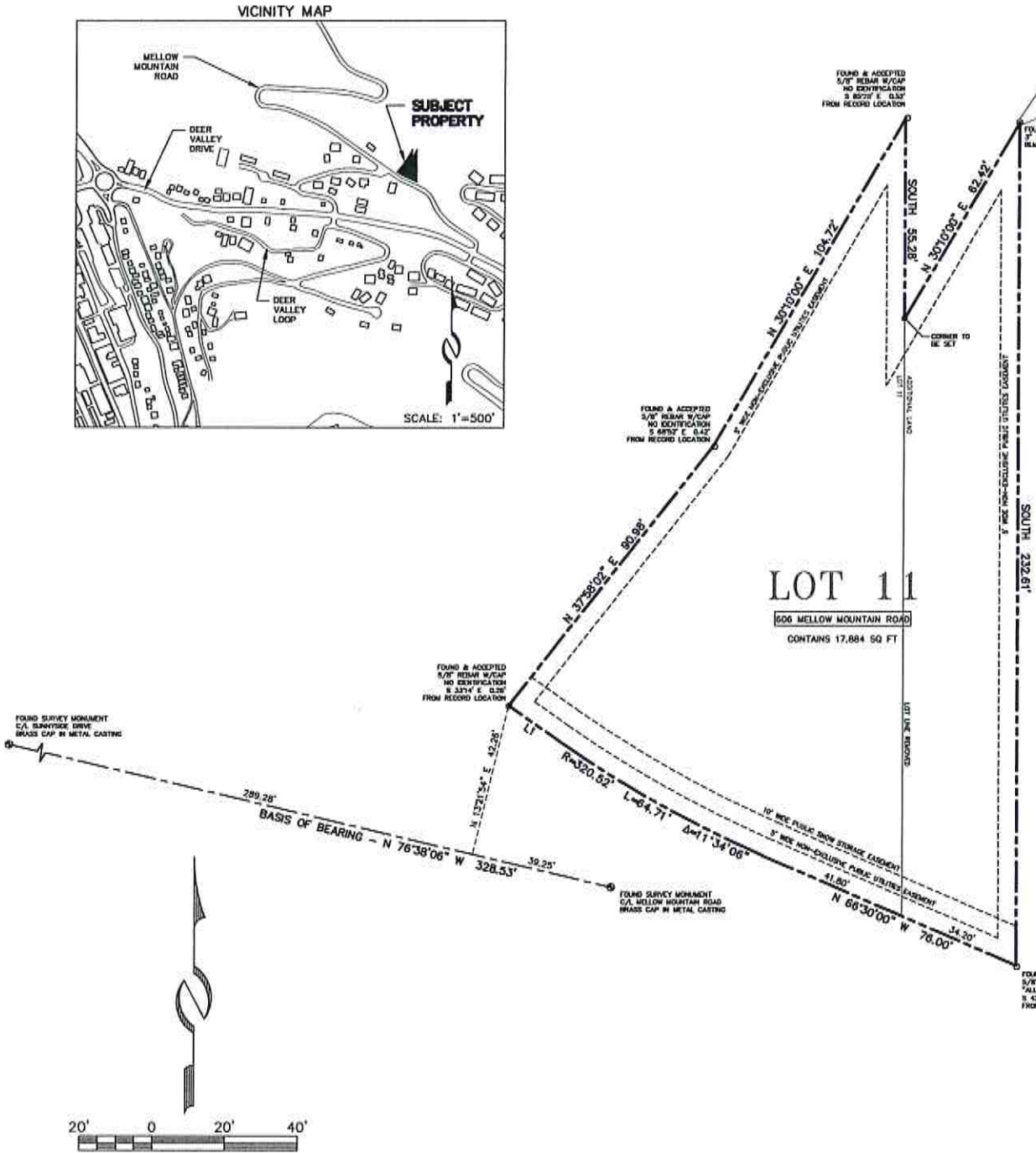
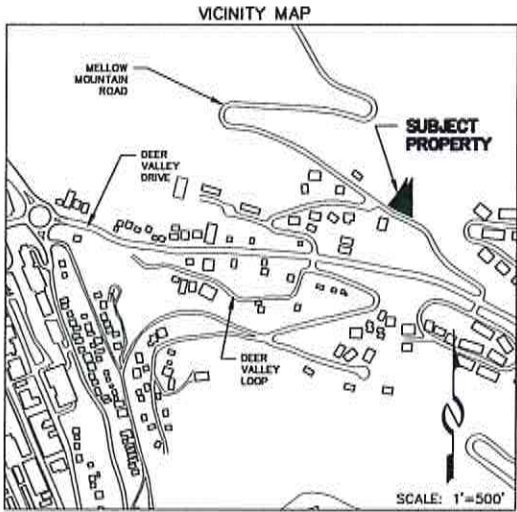
On this _____ day of _____, 2017, Sue Schulte personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Sue Schulte acknowledged to me that she is the person whose name is subscribed to this instrument, and that she signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 54°55'54" W	17.00

NOTES

1. This subdivision is subject to the Conditions of Approval in Ordinance 17-_____

SUNNYSIDE SUBDIVISION LOT 11-FIRST AMENDED

A SINGLE FAMILY SUBDIVISION LOCATED IN SECTION 15
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN

SHEET 1 OF 1

8/30/17 JOB NO.: 8-10-16 FILE: X:\EastofOldTown\dwg\sv\plat2016\081016.dwg



SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2017
BY: S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____
DAY OF _____, 2017
BY: CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2017
BY: PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2017
BY: PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017
BY: MAYOR

CERTIFICATE OF ATTEST
I CERTIFY THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2017
BY: PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
DATE _____ TIME _____ ENTRY NO. _____
FEE _____ RECORDER _____

SUNNYSIDE SUBDIVISION
LOT 11 PLUS ADDITIONAL

(606 MELLOW MOUNTAIN ROAD)

PROJECT INTENT

March 23, 2017

Sunnyside Subdivision was recorded August 3, 1979, in the office of the Summit County Recorder. At the time of the plat recordation, there was additional land to the east of Sunnyside Subdivision that erroneously was not included in the originally recorded subdivision. The east boundary of Sunnyside Subdivision was to be the east boundary of the Lilly No. 3 mining claim, but the Lilly No. 3 mining claim was previously surveyed in the incorrect location.

On December 5, 1979, a quitclaim deed, Entry No. 161985, Book M147, Page 467, for a parcel approximately 31 feet wide (the difference between where the Lilly No. 3 mining claim should have been and where the subdivision was actually platted) extending from the northerly boundary of Lot 11, Sunnyside Subdivision, across Mellow Mountain Road to the southerly boundary of Lot 10 Sunnyside Subdivision, was granted to the developer of Sunnyside Subdivision. The portion of that parcel that is adjacent to Lot 11 is now a part of platted Lot 11. The existing single family residence is located across Lot 11 and the additional parcel to the east of Lot 11.

It is the desire of the current owner to unify the original Lot 11 with the additional 31-foot-wide strip to the east into one lot of record.



SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I held 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.

REGISTERED LAND SURVEYOR
No. 4938739
MARTIN A. MORRISON
Martin A. Morrison
State of Utah
2-16-

NOTES

1. Site Benchmark: Sanitary sewer manhole
Elevation=7184.44'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey performed on November 10, 2016.
4. Property corners were found.

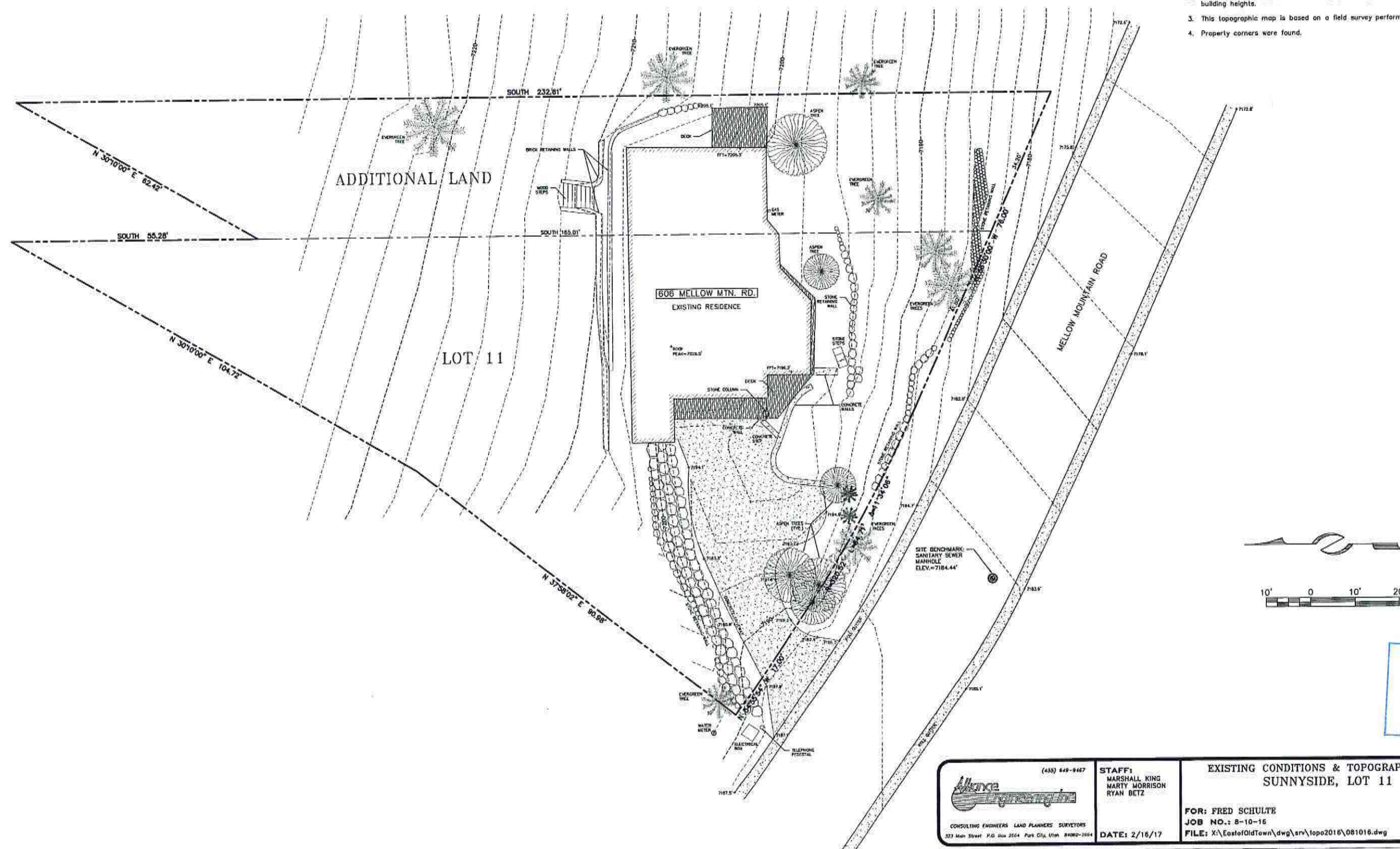
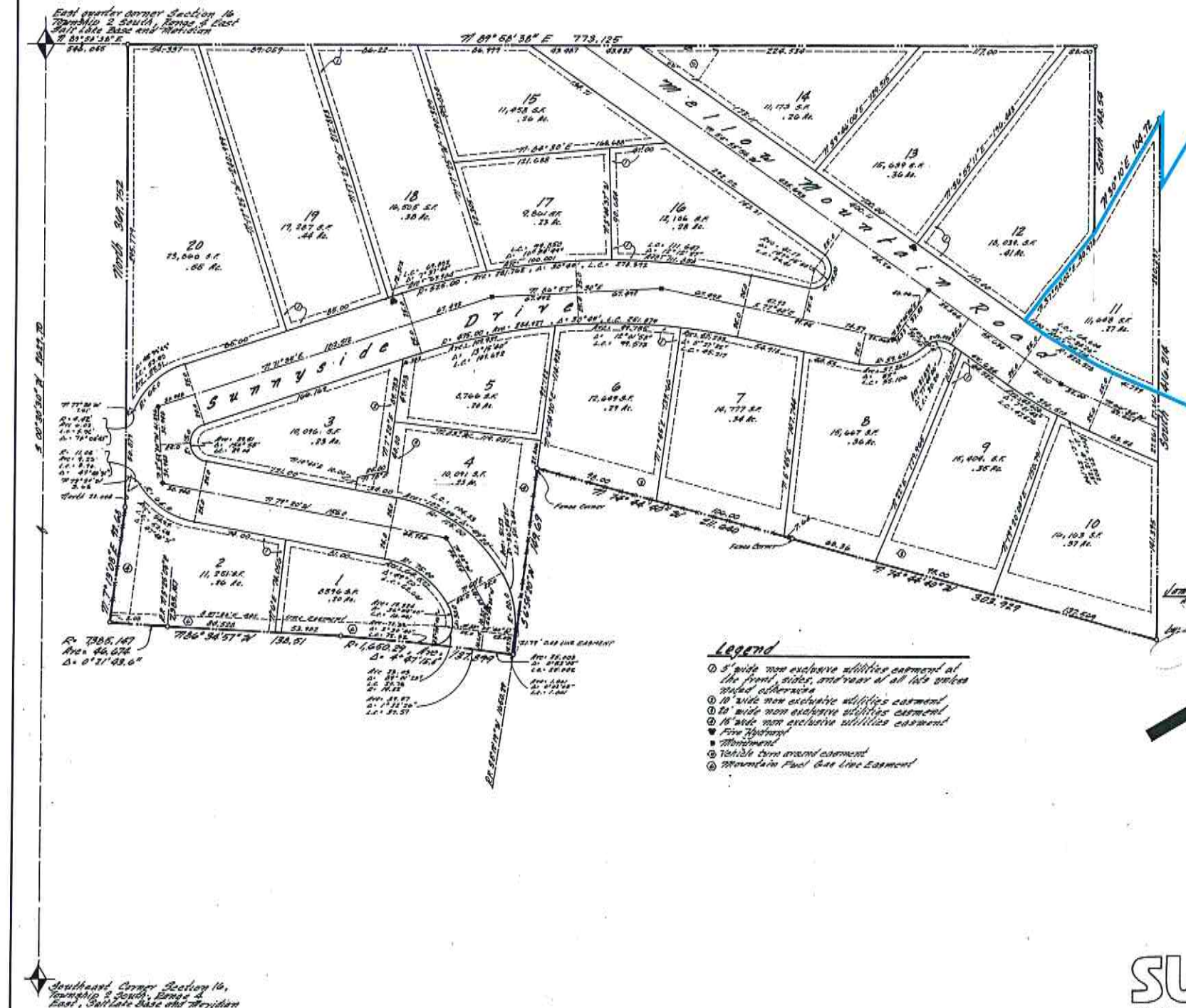


EXHIBIT C



Surveyors Certificate

I, D.L. Silver do hereby certify that I am a Registered Land Surveyor and that I have surveyed the above described land and have subdivided said tract of land into lots and streets, hereinafter known as SUNNYSIDE SUBDIVISION, and that same has been correctly surveyed and staked on the ground as shown on this plat.

Beginning at a point which is North 89°58'36" East 544.065 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, running thence North 89°58'36" East 773.125 feet; thence South 148.54 feet; thence North 30°10' East 104.72 feet; thence South 416.214 feet; thence North 78°44'40" West 303.929 feet; more or less, to a fence corner; thence North 74°44'40" West 149.69 feet to a point on a 1450.59 foot radius curve to the left, the station point of which is South 6°12'19" West 1450.29 feet; thence westerly along the arc of said curve 137.879 feet to a point of tangency; thence North 64°54'57" West 138.51 feet to a point of a 1085.147 foot radius curve to the right, the station point of which is North 5°25'05" East 7385.147 feet; thence westerly along the arc of said curve 44.674 feet; thence North 7°13'05" East along a fence line 92.65 feet to a fence corner; thence North 369.752 feet to the point of beginning.

Contains 8.066 Acres

Owners Dedication

Know all men by these presents that we the undersigned owners of the hereto described tract of land having caused same to be subdivided into lots and streets to be hereinafter known as SUNNYSIDE SUBDIVISION 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 we have hereunto set our hands this 5th day of June, A.D. 1977

Acknowledgement

State of Utah
County of Summit

On this 5th day of June, A.D. 1977 personally appeared before me, the undersigned Notary Public in and for said State and County, R.S. McKnight, who being sworn duly swore to say that he is an owner of the tract of land shown on this plat as intended for public use, and that he signed the owners dedication freely and voluntarily for the purposes therein mentioned.

Acknowledgement

State of Utah
County of Summit

On this 2nd day of August, A.D. 1977 personally appeared before me, the undersigned Notary Public in and for said State and County, James Badde, who being duly sworn did say that he is the general partner of James Badde Partnership Co., Ltd., a Utah Limited Partnership and that said Limited Partnership is an owner in common of the property on which the proposed Sunnyside Subdivision is located, and that he signed the owners dedication freely and voluntarily for the purposes therein mentioned.

SUNNYSIDE SUBDIVISION
A Single Family Subdivision located in the West 1/2 of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian

Prepared By: Alliance Engineering Civil Engineering Planning - Surveying 323 Main Street, P.O. Box 2064 Park City, Utah 84060	City Planning Commission Approved and Accepted by the Park City Planning Commission this 23rd day of May, A.D. 1977 Bursia Watta Chairman	Engineers Certificate Approved and Accepted by the Park City Engineering Department this 23rd day of June, A.D. 1977 Johnny R. Chaboe Park City Engineer	Approval as to Form Approved as to Form this 10th day of July, A.D. 1977 Michael D. McKay Park City Attorney	Certificate of Attest Attest this 23rd day of July, A.D. 1977 Linda W. Heathman Park City Recorder	Commission Approval & Acceptance Approved and Accepted by the Park City Council this 19th day of July, A.D. 1977 John C. Decker Mayor	Recorded 158192 State of Utah, County of Summit, Recorded and Filed at the request of: Michael D. Keivtch Date: Aug 2, 1977 Time: 4:25 PM Page: 1 Fee: \$20.00 Hanna Z. Springer Summit County Clerk
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EXHIBIT D

Surveyors Certificate

"I, Ed Silver do hereby certify that I am a Registered Land Surveyor and that I hold certificate #7144 as prescribed under the laws of the State of Utah. I further certify that by the authority of the survey, I have made a survey of the tract of land shown on this plan and described herein and have subdivided said tract as land lots and streets, described herein as subdivision subdivision, and that same has been correctly surveyed and staked to the ground as shown on this plan.

[illegible]

Carlisle Ross Arms

Owners Dedication

Trust all men by those principles that
 we the undersigned partners of the herein
 described tract of land having devised
 same to be subdivided into lots and streets
 to be hereafter known as SUNNYSIDE
SUBDIVISION do hereby dedicate for
 perpetual use of the public as parcels
 of land shown on this plat as intended
 for public use. In witness whereof we
 have hereunto set our hands this 5th
 day of June A.D. 1979

James Earl Ray Fornication & Mole SONAG

by: [Signature] P.B. Wright

James Earl Ray Armed Robbery

Acknowledgements

State of Utah
County of Benoni

On this 6th Day of June
A.D. 1978, personally appeared before me,
the undersigned Notary Public in and for
said State and County, R. H. Knight, sole
agent of one and, well known to me as
being the owner of the property upon
which the proposed monument dedication is
proposed, and that he signed the annexed declaration
truthfully and voluntarily for the purposes therein
mentioned.

Donald K. Hunt
NIGHT PRINCE
My commission expires 10-7-50
Residing in Santa Clara County, Ill.

Acknowledgment

State of Utah
County of Garfield
on this _____ Day of _____ A.D. 1877,
personally appeared before me, the undersigned,
Henry Smith, in and for said state and County,
James Smith, who being duly sworn did say
that he is the several partners of various families
known as the _____ Partnership
and that said Smith Partnership is an entity
as created in and for said property on which
the various separate obligations is placed, and
that he signed the various obligations freely and
voluntarily for the purposes therein mentioned.

Charles P. Brooks
NOTARY PUBLIC
My Commission Expires June 1, 1993
Notary Public for County of

RECEIVED
JAN 08 2016

PLANNING DEPT.

SUNNYSIDE SUBDIVISION

A Single Family Subdivision located in the West 1/4 of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian

Recorded concurrently herewith a Declaration
of Protective Covenants for Sunnyside Subdivision

Prepared By: Alliance Engineering Civil Engineering Planning Surveying 518 Wilson Street, Suite 2004 Fort City, FL 32604	<u>City Planning Commission</u> Approved and Accepted by the Fort City Planning Commission On <u>23</u> Day of <u>July</u> A.D. 1977	<u>Engineers Certificate</u> Approved and Accepted by the Fort City Engineering Department On <u>23</u> Day of <u>July</u> A.D. 1977	<u>Approval as to Form</u> Approved as to Form On <u>23</u> Day of <u>July</u> A.D. 1977	<u>Certificate of Affect</u> Affect On <u>23</u> Day of <u>July</u> A.D. 1977	<u>Council Approval & Acceptance</u> Approved & Accepted by the Fort City Council On <u>23</u> Day of <u>July</u> A.D. 1977	# <u>155132</u> <u>Recorded</u> State of Fla., County of Duval, Recorded and Filed at the Request of: <u>Michael D. Kavitch</u> Col. Aug. 2, 1977, Pm 4:25, and Page = <u>120.00</u> <u>Theresa E. Thompson</u> <u>Recorder</u>
	<u>Bruce H. Harte</u> Chairman	<u>James R. Carter</u> Fort City Engineer	<u>Michael D. McLean</u> Fort City Recorder	<u>Linda A. Hoffman</u> Fort City Recorder	<u>John C. Davis, Jr.</u> Mayor	

SUNNYSIDE SUE

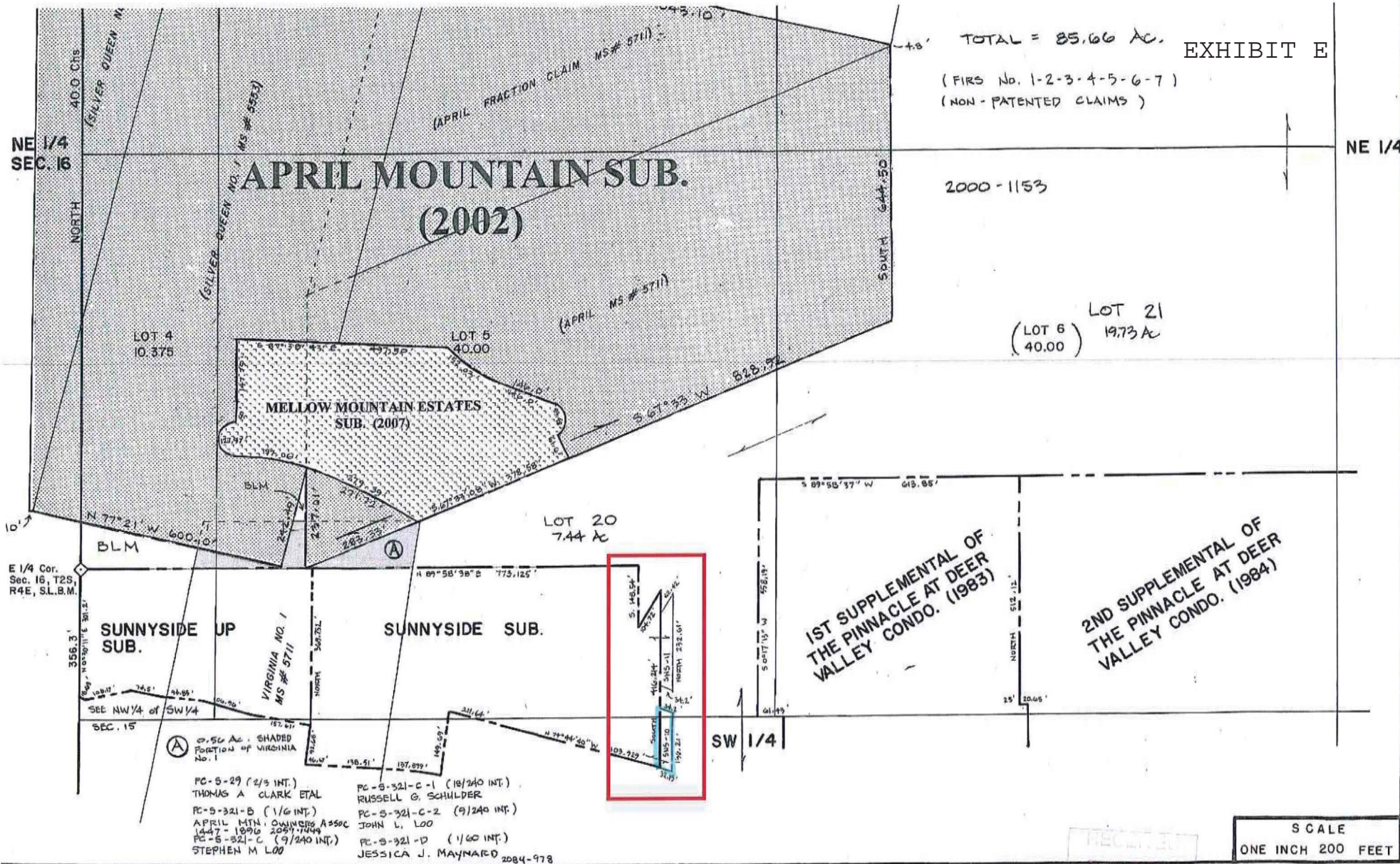
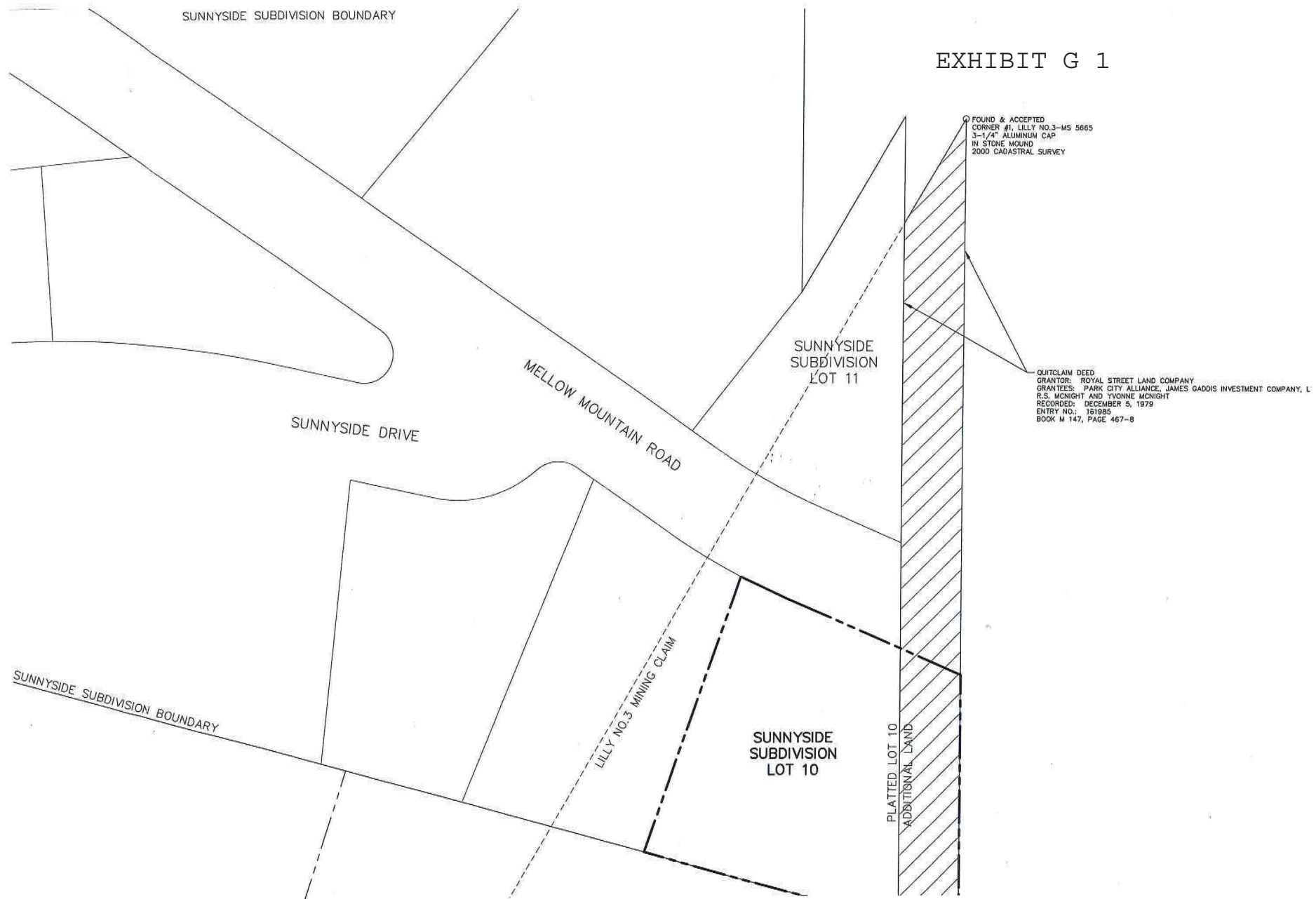
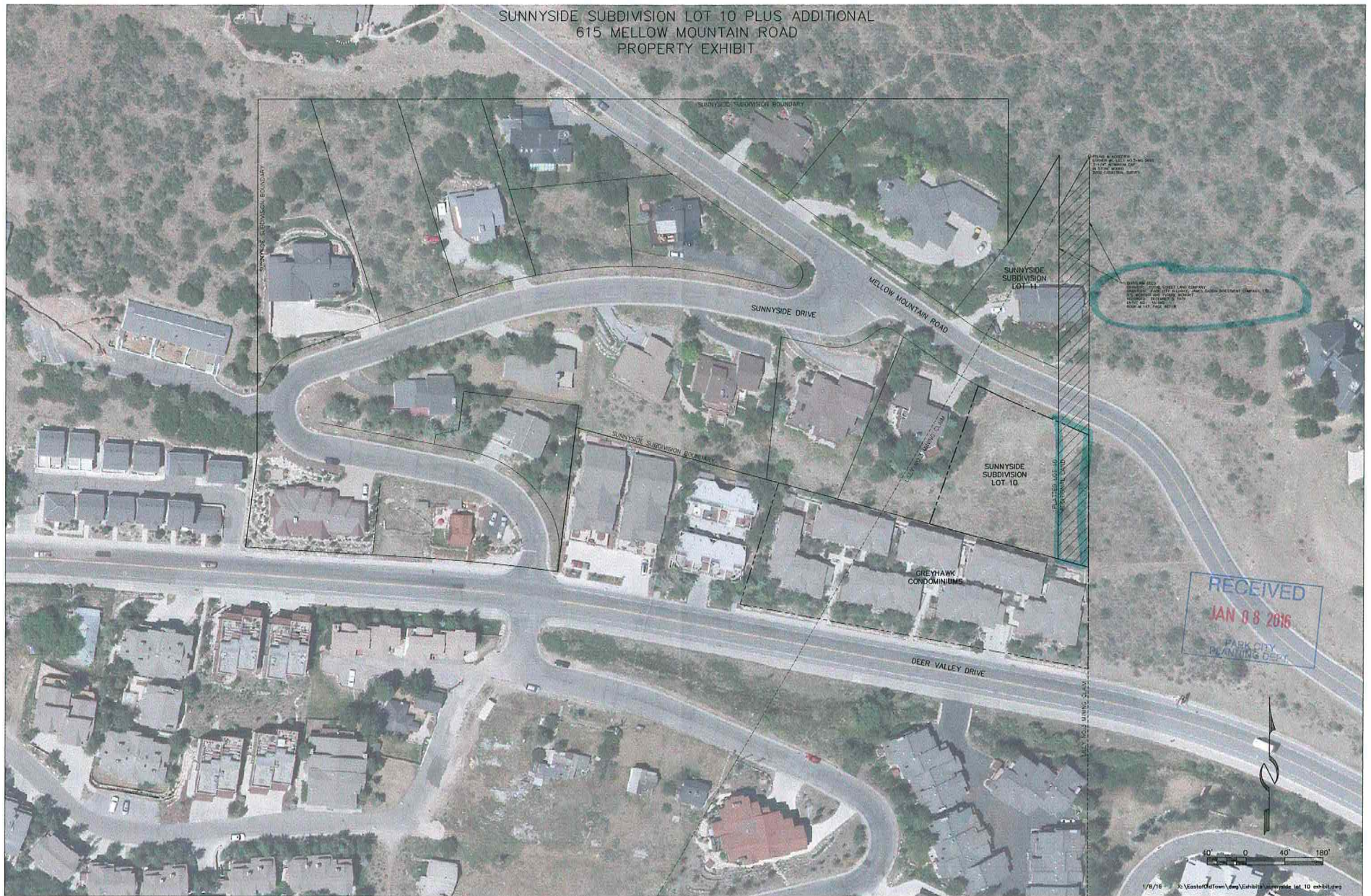


EXHIBIT G 1







Sunnyside, Lot 11 – looking northerly





Sunnyside, Lot 11 – looking east





Sunnyside, Lot 11 – looking west





Sunnyside, Lot 11 – looking southwesterly





Sunnyside, Lot 11 – looking south





DATE: August 23, 2017

TO HONORABLE MAYOR AND COUNCIL

Respectfully:

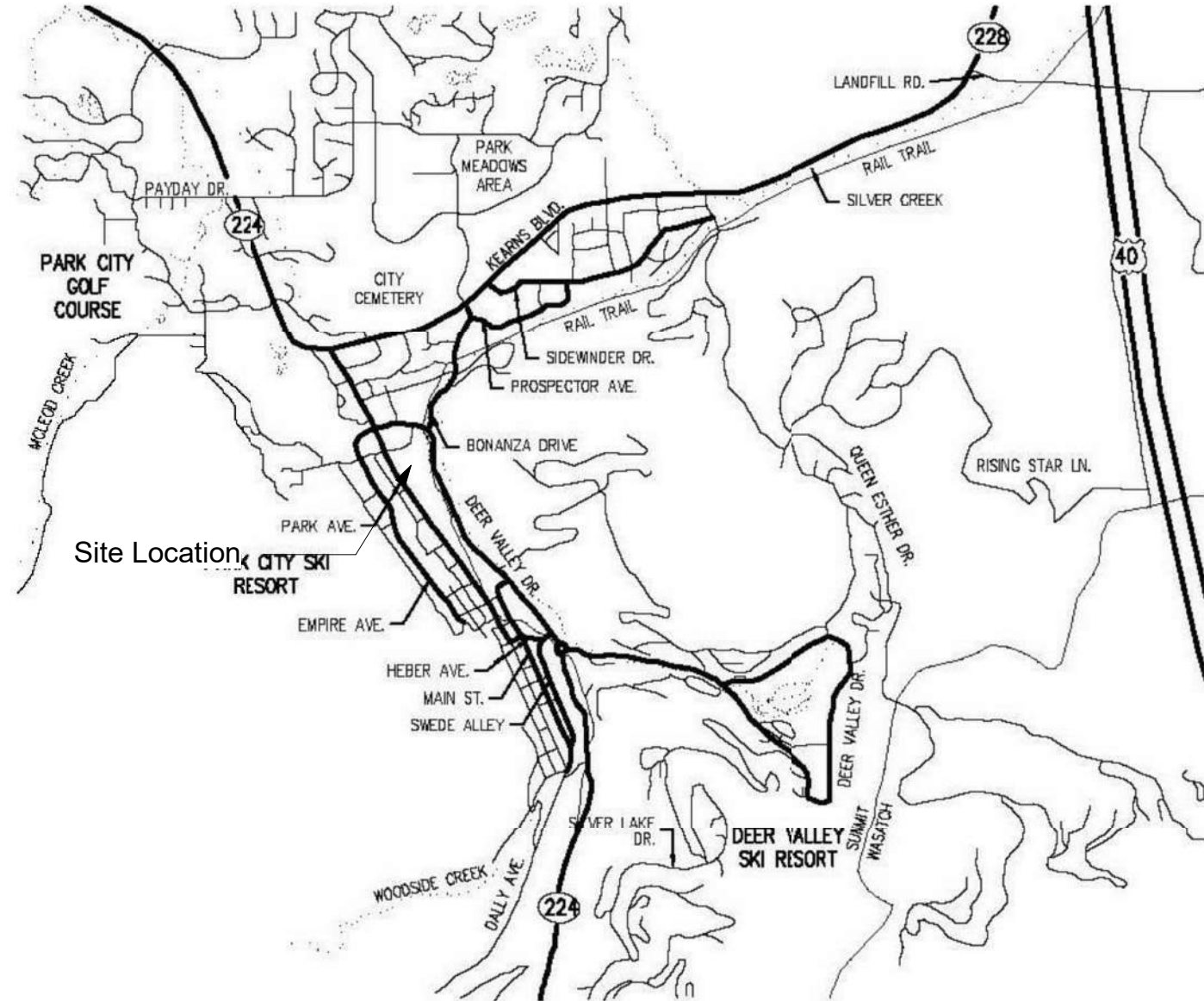
Hannah Tyler, Planner II

Exhibit A - Woodside Park Affordable Housing
Project Phase I Plans

Woodside Park

1353 Park Ave
Park City, Utah
Master Planned Development

January 26th, 2017 (Rev.
05/04/2017)



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
Park City Municipal Corporation 445 Marsac Avenue, P.O.Box 1480 Park City, UT 84060	EWG Architecture 449 Main Street, P.O. Box 3419 Park City, UT 84060 435-649-0092 Contact: Steve Bruemmer, AIA	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
Alliance Engineering 323 Main Street, P.O. Box 2664 Park City, UT 84060 435-649-9467 Contact: Michael Demkowicz		EWG Architecture 449 Main Street, P.O. Box 3419 Park City, UT 84060 435-649-0092 Contact: Sid Ostergaard
STRUCTURAL ENGINEER	PLUMBING ENGINEER MECHANICAL ENGINEER	ELECTRICAL ENGINEER

SERVICE CONTACTS

Rocky Mountain Power 201 South Main St, Suite 2300 Salt Lake City, UT 84111 (866) 870-3419	Qwest Phone Company Salt Lake City, UT (800) 922-7387
Park City School District 2700 Kearns Blvd Park City, UT 84060 (435) 645-5600	Park City Fire Department 730 Bitter Rd Park City, UT 84098 (435) 649-6706
Park City Municipal Corp 1354 Park Ave Park City, UT 84060 (435) 658-9471	Comcast Cable 1777 Sun Peak Dr. #105 Park City, UT 84098 (435) 649-4020
Questar Gas P.O. Box 45360 Salt Lake City, UT 84145 (800) 541-2824	Division of Water Quality 288 South 1460 East Salt Lake City, UT 84112 (801) 538-6146
Snyderville Post Office 6440 Hwy 224 Park City, UT 84098 (800) 275-8777	Snyderville Basin Water Reclamation District 2800 Homestead Rd Park City, UT 84098 (435) 649-7993

DRAWING INDEX

MPD		
MPD-001	COVER SHEET	
1 of 1	SURVEY	
MPD-003	EXISTING SITE PLAN	
MPD-004	PROPOSED SITE PLAN	
MPD-005	PROPOSED ROOF PLAN	
MPD-006	SITE SUITABILITY	
MPD-007	OPEN SPACE AREA PLAN	
MPD-008	AREA PLAN	
MPD-009	CONTEXTUAL ANALYSIS	
MPD-010	CONTEXTUAL ANALYSIS	
MPD-011	CONTEXTUAL ANALYSIS	
MPD-012	CONTEXTUAL ANALYSIS	
MPD-013	CONTEXTUAL ANALYSIS	
MPD-014	CONTEXTUAL ANALYSIS	
MPD-015	SITE SECTION ANALYSIS	
1 of 2	UTILITY PLAN	
2 of 2	STORMWATER MANAGEMENT PLAN	
L-100	LANDSCAPE PLAN	
L-200	LANDSCAPE PLAN	

BUILDING DESCRIPTION

The proposed project consist of combining the existing non-historic fire station lot at 1353 Park Avenue with the 1364 Woodside Avenue lot (Sernyak Subdivision Lot 2) to accommodate a new development of five affordable housing residential units and open space.

The non-historic fire station at 1353 Park Avenue will be demolish (Per Demolition Permit) to accommodate the new residential units and the 1364 Woodside Avenue (Sernyak Subdivision Lot 2) will be use as parking area for them.

The relatively flat lot of the old fire station will accommodate one single family home located at the new 1343 Park Avenue parcel and four townhouse units with lockout units on the back at the new 1354 Woodside Avenue parcel.

All residential units consist of two levels with pitched and flat roofs under the hight requirements. The response of the statutory regulation, all new work or repair, replacement, rehabilitation or restoration shall be compliant. Design Guidelines intended to secure, compatibility with and provide for visual aesthetics complement to the character and function of the community shall be paramount to any proposed improvement. All design on these houses has been design to comply with the Design Guidelines regulations.

Master Planned Development
January 26th, 2017 (Rev. 05/04/2017)



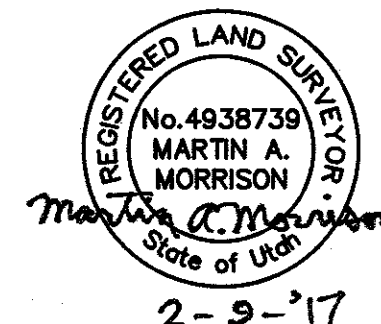
Woodside Park

1353 Park Ave
Park City, Utah

COVER SHEET

MPD-001

SURVEYOR'S CERTIFICATE

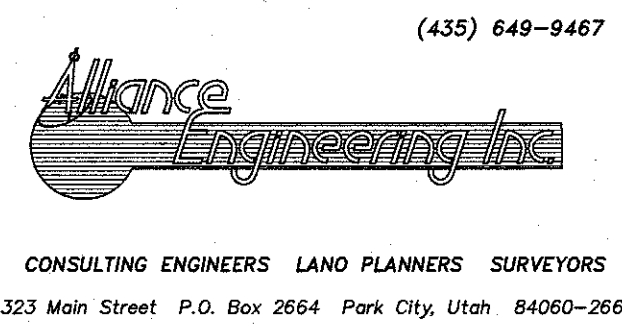
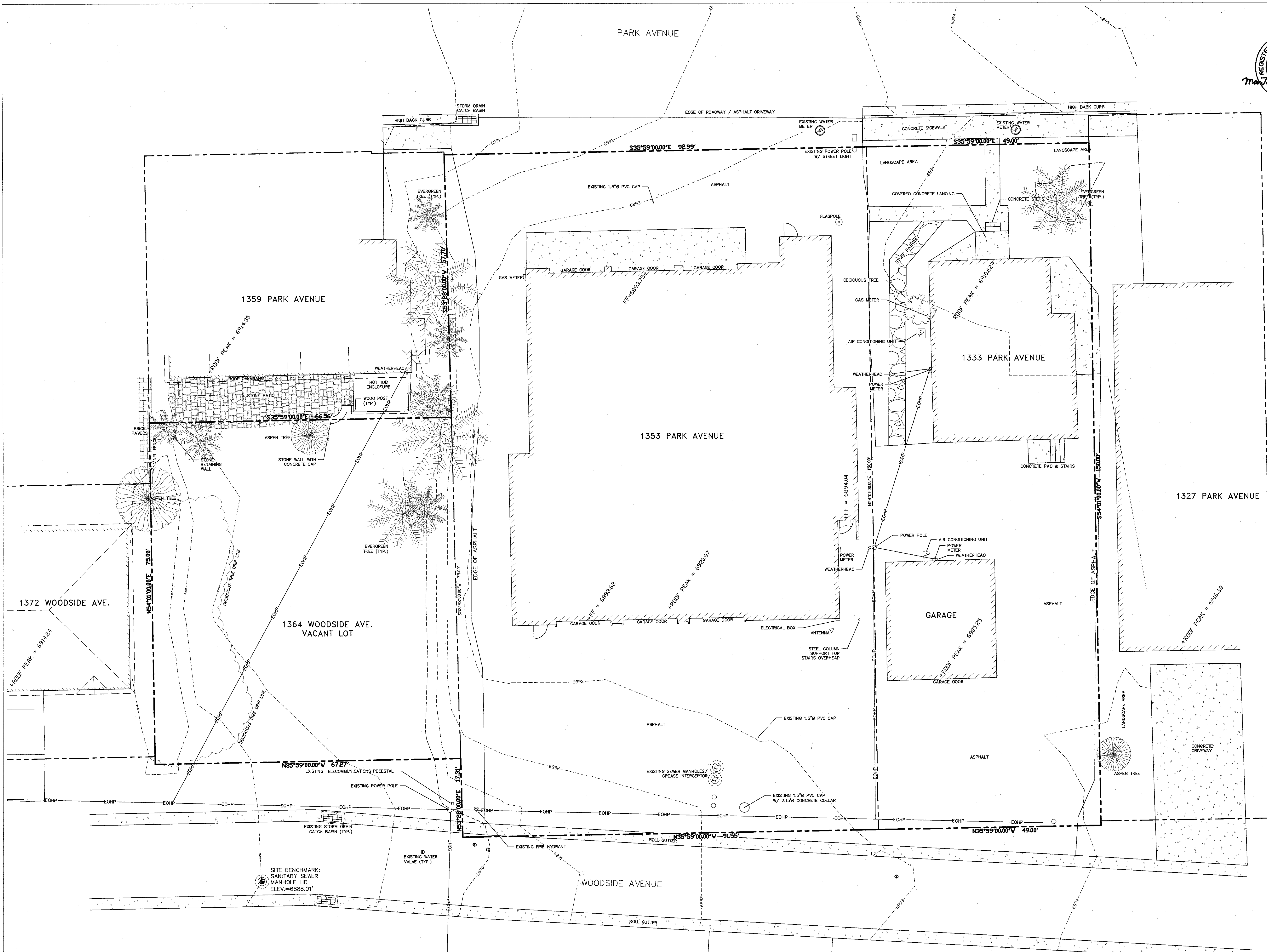


I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made under my direction of the lands shown and described hereon. I further certify 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.

2-9-17

NOTES

1. Site Benchmark: Sanitary Sewer Manhole Lid
Elevation=6888.01'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey performed on October 5, 2015, and October 20, 2016.
4. Property corners were not set or found as part of this survey. Alliance Engineering performed a Record of Survey on 1364 Woodside Avenue recorded as S-8845 on November 4, 2016 on file and of record with the Summit County Recorder's Office. This surveyor has not completed a boundary survey on the remaining parcels. Bearings and distances shown are per deed.



(435) 649-9467

STAFF:
MICHAEL DEMKOWICZ
DEVIN EARL
CHIP TOMSUDEN
MARTIN MORRISON
CHARLES GALATI

EXISTING CONDITIONS & TOPOGRAPHIC MAP

1333, 1353 PARK AVE. & 1364 WOODSIDE AVE.

FOR: PARK CITY MUNICIPAL CORPORATION

JOB NO.: 7-10-16

FILE: X:\SnydersAddition\dwg\src\topo2016\071016 - Woodside Park.dwg

DATE: 2/7/17

SHEET
1
OF
1



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 7248891, as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the tract of land into lots and streets, together with easements, hereafter to be known as WOODSIDE PARK SUBDIVISION – PHASE I and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

PARCEL 1

Beginning at a point which is North 54°01' East 350.00 feet and South 35°59' East 222.00 feet from the Northwest corner of Block 24, SNYDER'S ADDITION TO PARK CITY, said point also being on the Westerly right-of-way line of Park Avenue; running thence South 35°59' East along said right-of-way line 92.99 feet; thence South 54°01' West 150.00 feet; thence North 35°59' West 91.55 feet; thence North 53°28' East 150.1 feet to the point of beginning.

PARCEL 2

Beginning at a point which is South 54°01' West 329 feet and South 35°59' East 325.0 feet from the Northeast corner of Block 24, SNYDER'S ADDITION, Park City, Utah, and running thence South 35°59' East 39 feet; thence South 54°1' West 150 feet; thence North 35°59' West 49 feet, more or less, to a wooden fence; thence North 54°1' East along said wooden fence 150 feet; thence South 35°59' East 10 feet to the point of beginning.

PARCEL 3

All of Lot 2, SERNYAK SUBDIVISION, according to the official plat thereof, on file and of record in the Summit County Recorder's Office

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that _____, the undersigned owner of the herein described tract of land, to be known hereafter as WOODSIDE PARK SUBDIVISION–PHASE I, does hereby certify that he/she has caused this Plat Amendment to be prepared, and does hereby consent to the recordation of this Plat.

In witness whereof, the undersigned set his/her hand this _____ day, of _____, 2017.

ACKNOWLEDGMENT

_____, Authorized Representative

State of _____:
County of _____:

On this _____ day of _____, 2017, _____ personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, _____ acknowledged to me that he/she is the authorized representative of _____ and that he/she signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public
A Notary Public commissioned in _____

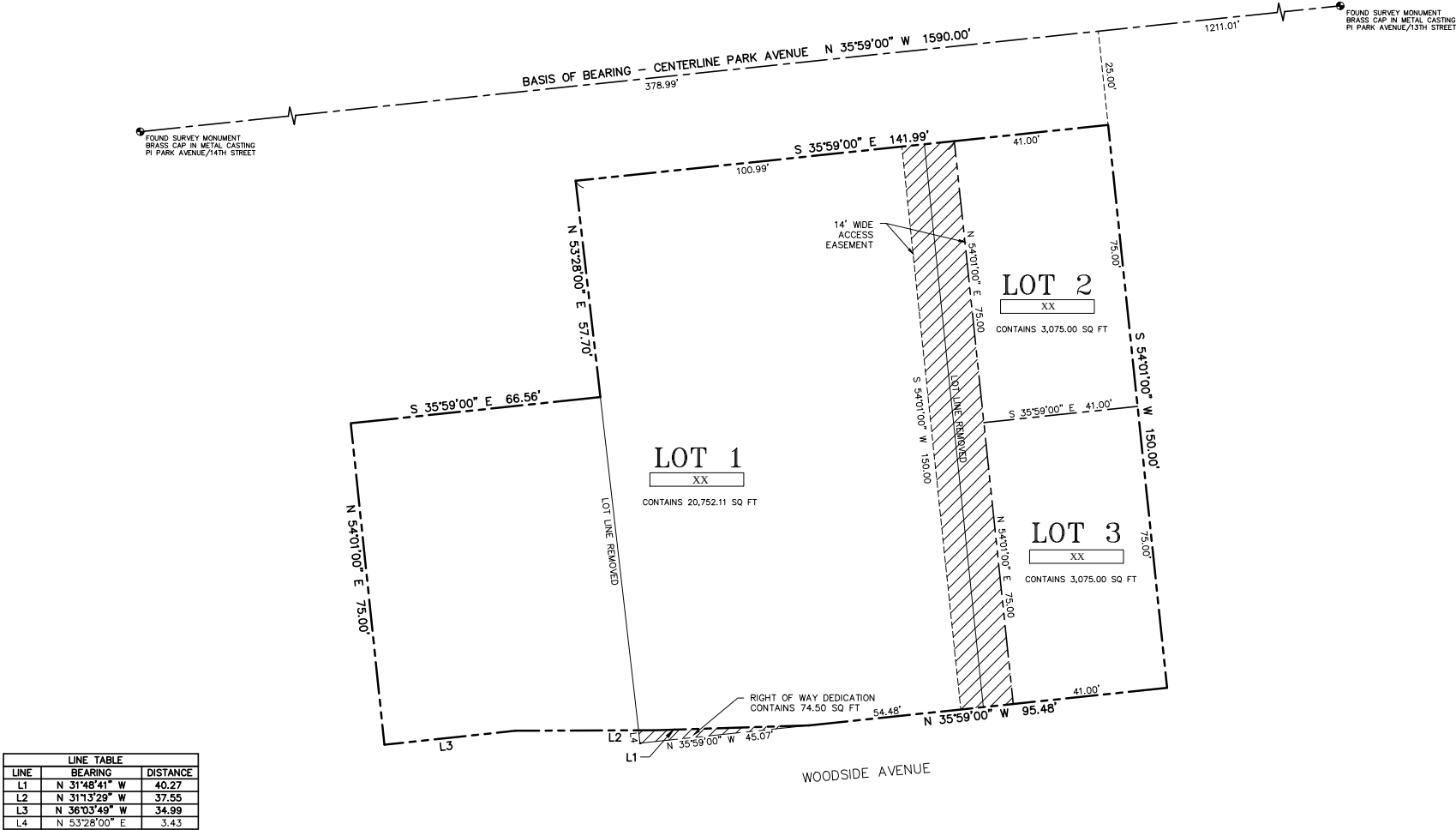
Printed Name

Residing in: _____

My commission expires: _____

NOTE

This subdivision is subject to the Conditions of Approval in Ordinance 2017–_____.



WOODSIDE PARK SUBDIVISION–PHASE I

LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



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 _____, 2017
BY _____
S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____
DAY OF _____, 2017
BY _____
CHAIR

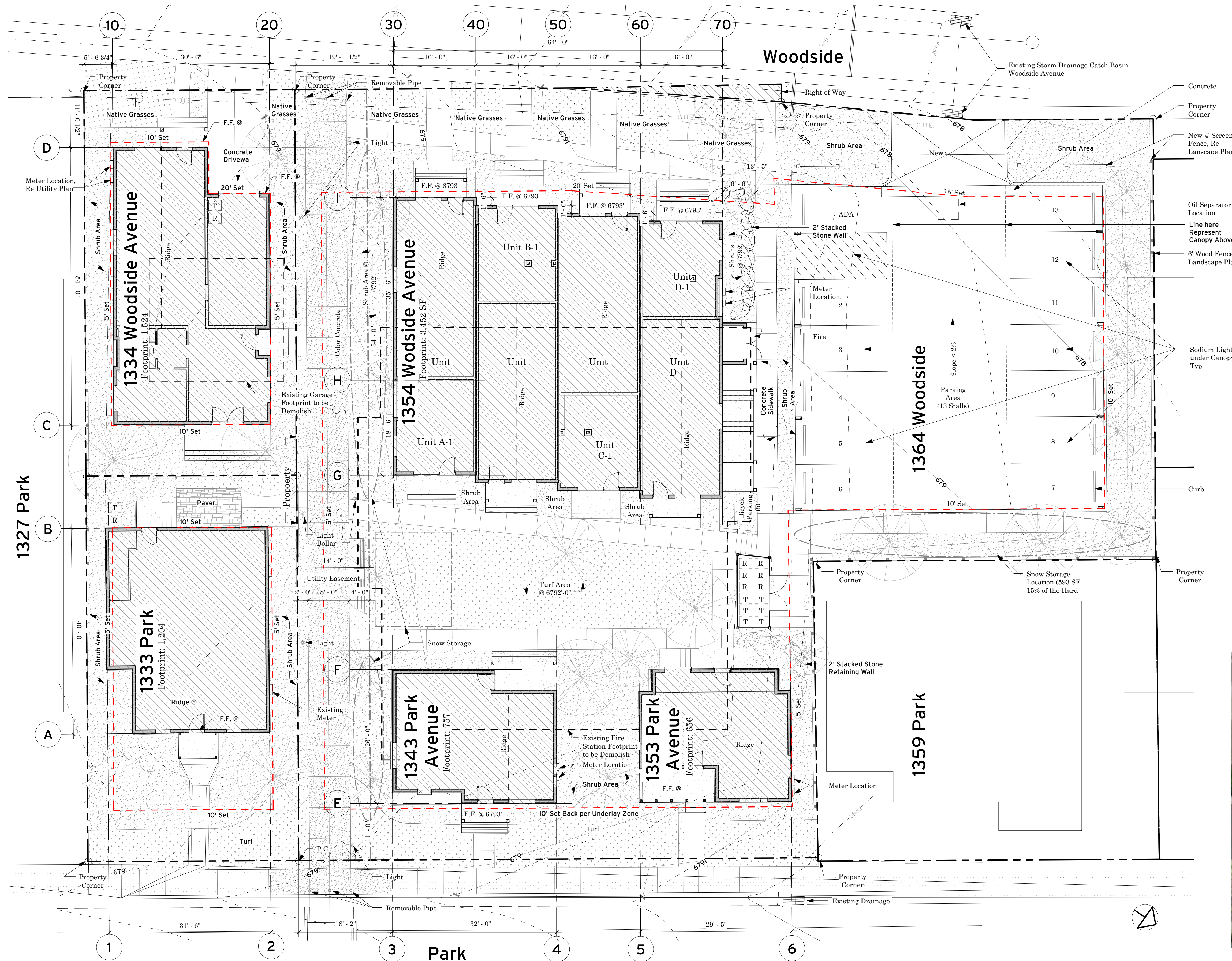
ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2017
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2017
BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017
BY _____
MAYOR

CERTIFICATE OF ATTEST
I CERTIFY THIS SUBDIVISION PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2017
BY _____
PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
DATE _____ TIME _____ ENTRY NO. _____
FEE _____ RECO _____



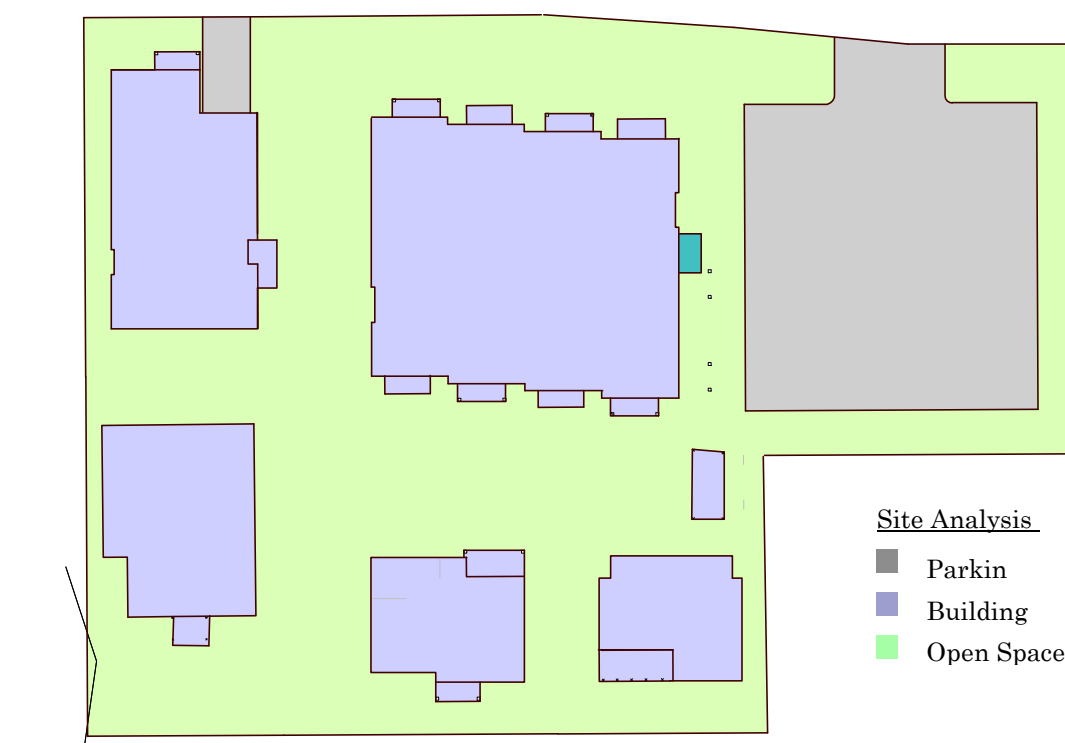
Parking Analysis

	Parking Requirement
1333 Park Avenue	0
1354 Park Avenue	0
1343 Park Avenue	1.5
1334 Woodside Avenue	2
1354 Woodside Avenue	10
TOTAL REQUIRED STALLS	13.5
Surface Parking	14
Structure Parking	1
TOTAL PROPOSED STALL	15

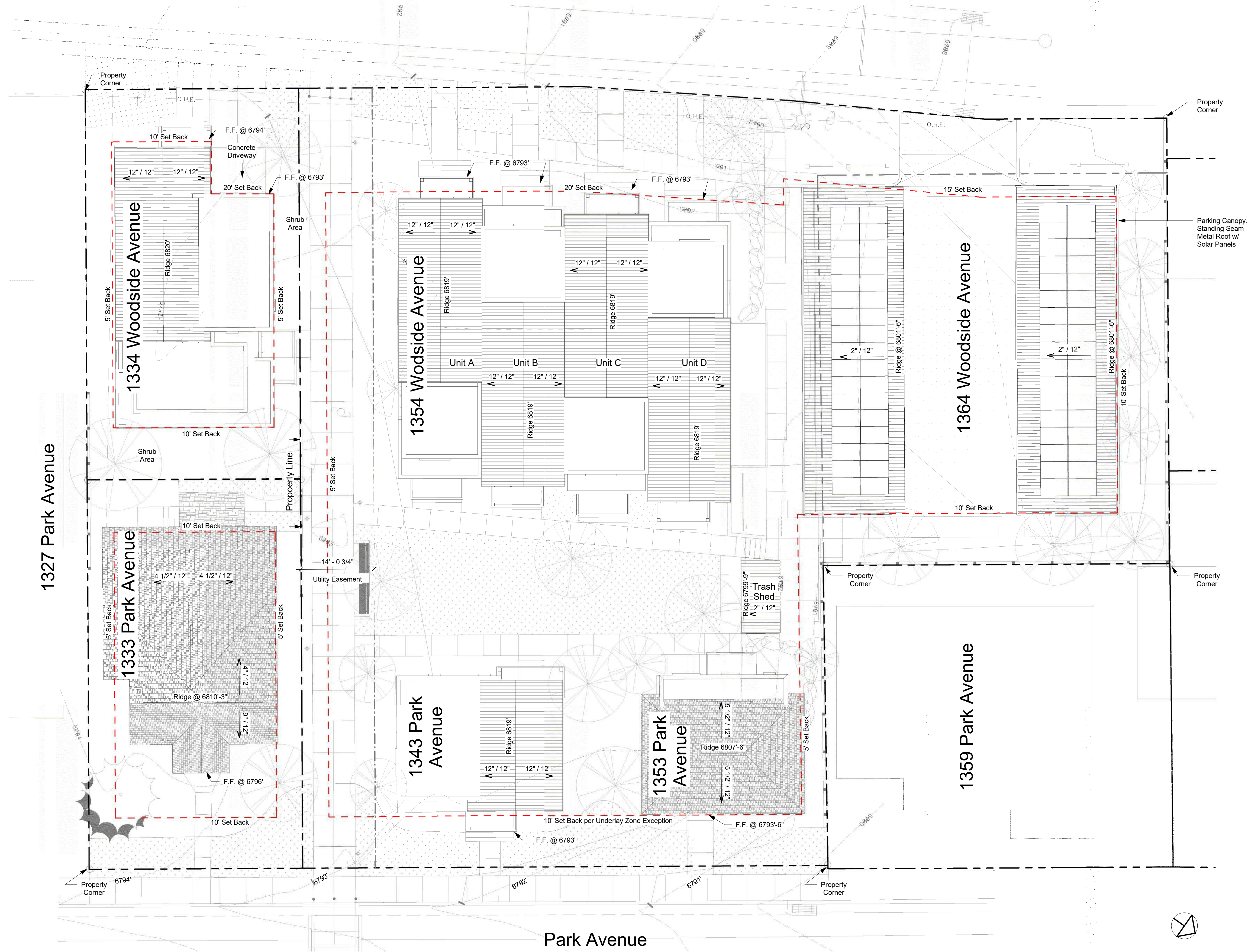
Site Analysis

	Area	Acres	Percentage
Driveways/Parking	4,397	0.1	16.32%
Building Area	8,424	0.193	31.27%
Open Space	14,119	0.323	52.41%
TOTAL PROPERTY	26,940	0.616	100.00%

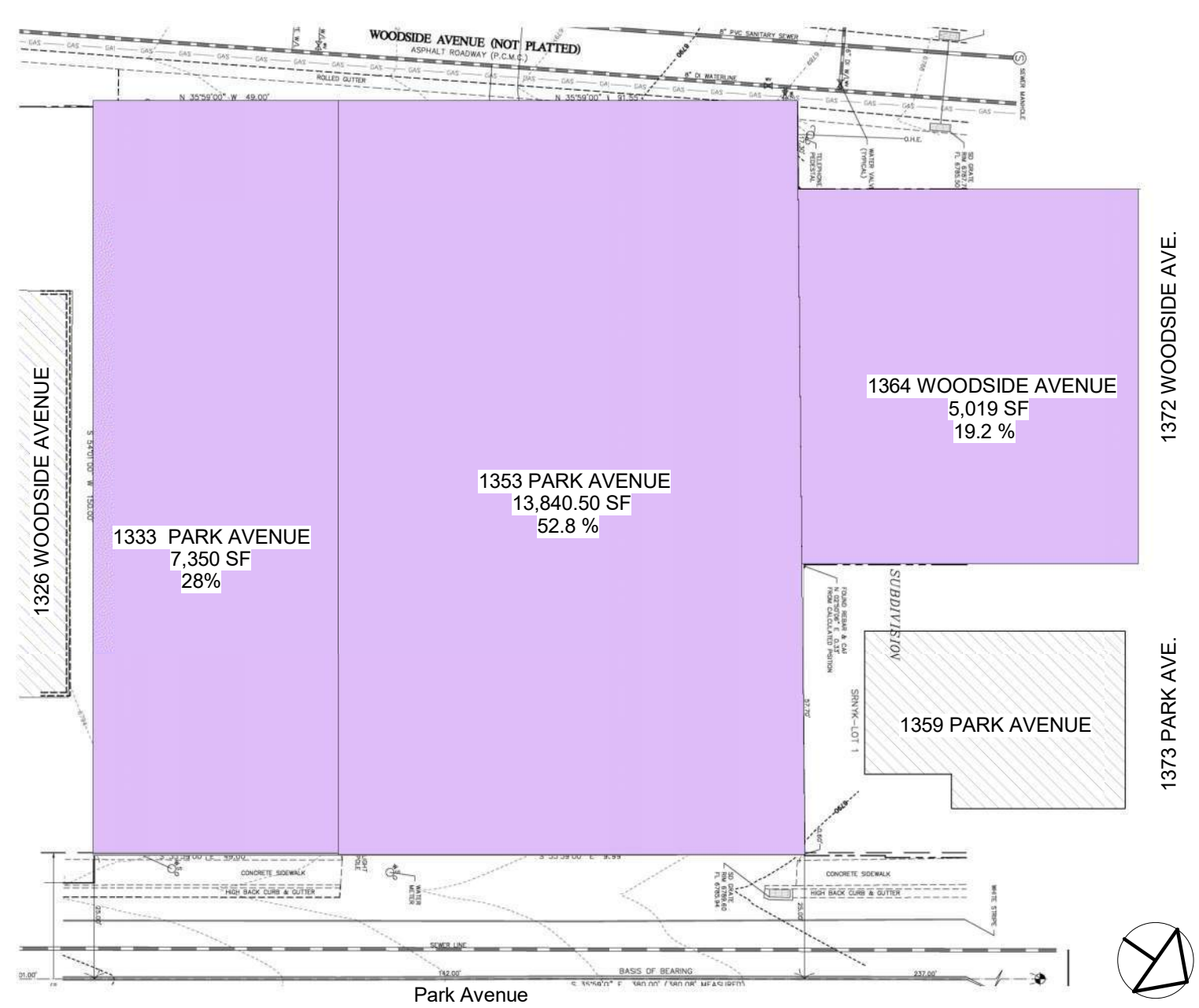
* Re: LMC 15-6-5-D



2 Proposed Aerial Photo
SCALE: 1" = 40'-0"

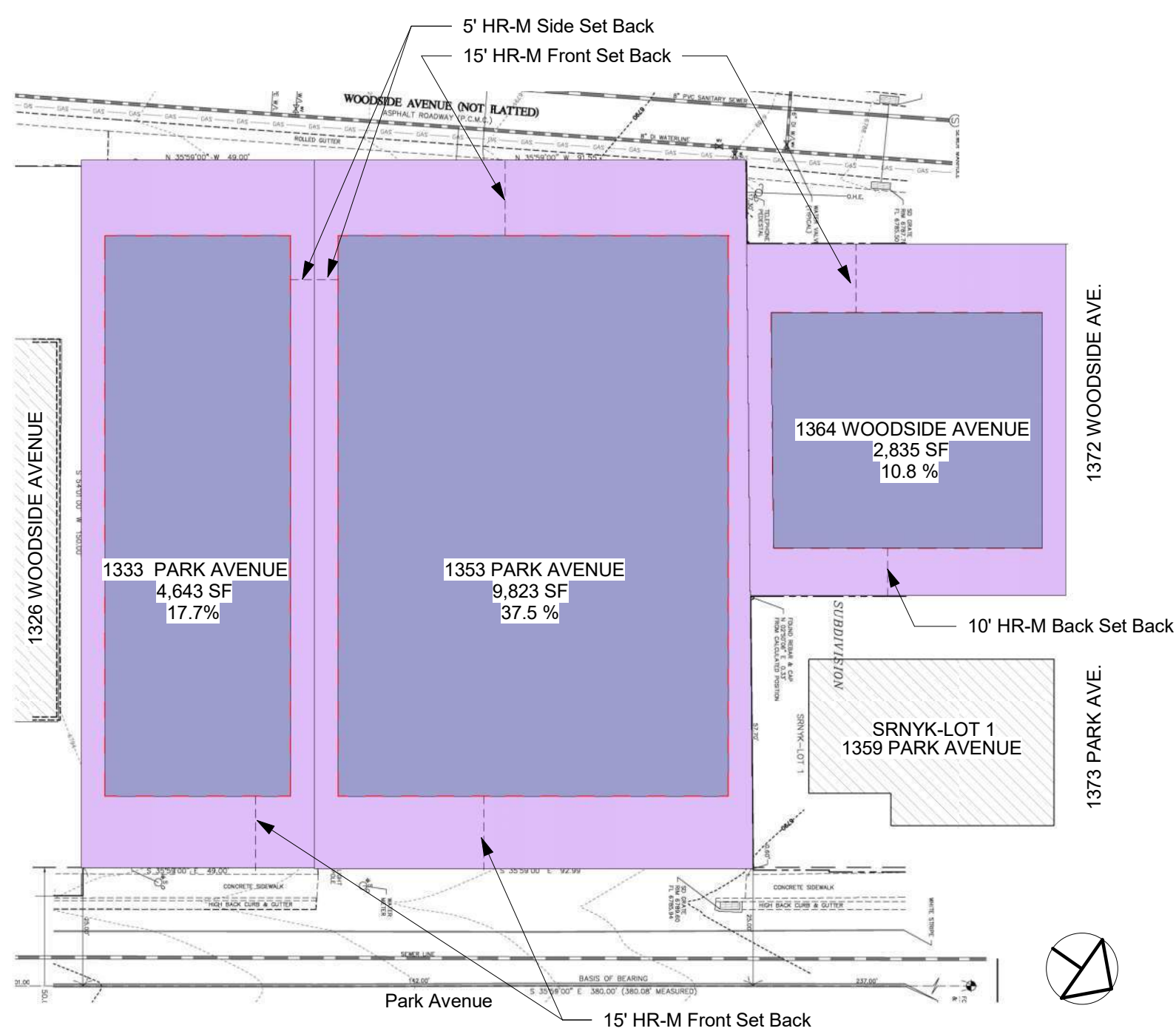


1 Proposed General Roof Plan
SCALE: 1" = 10'-0"



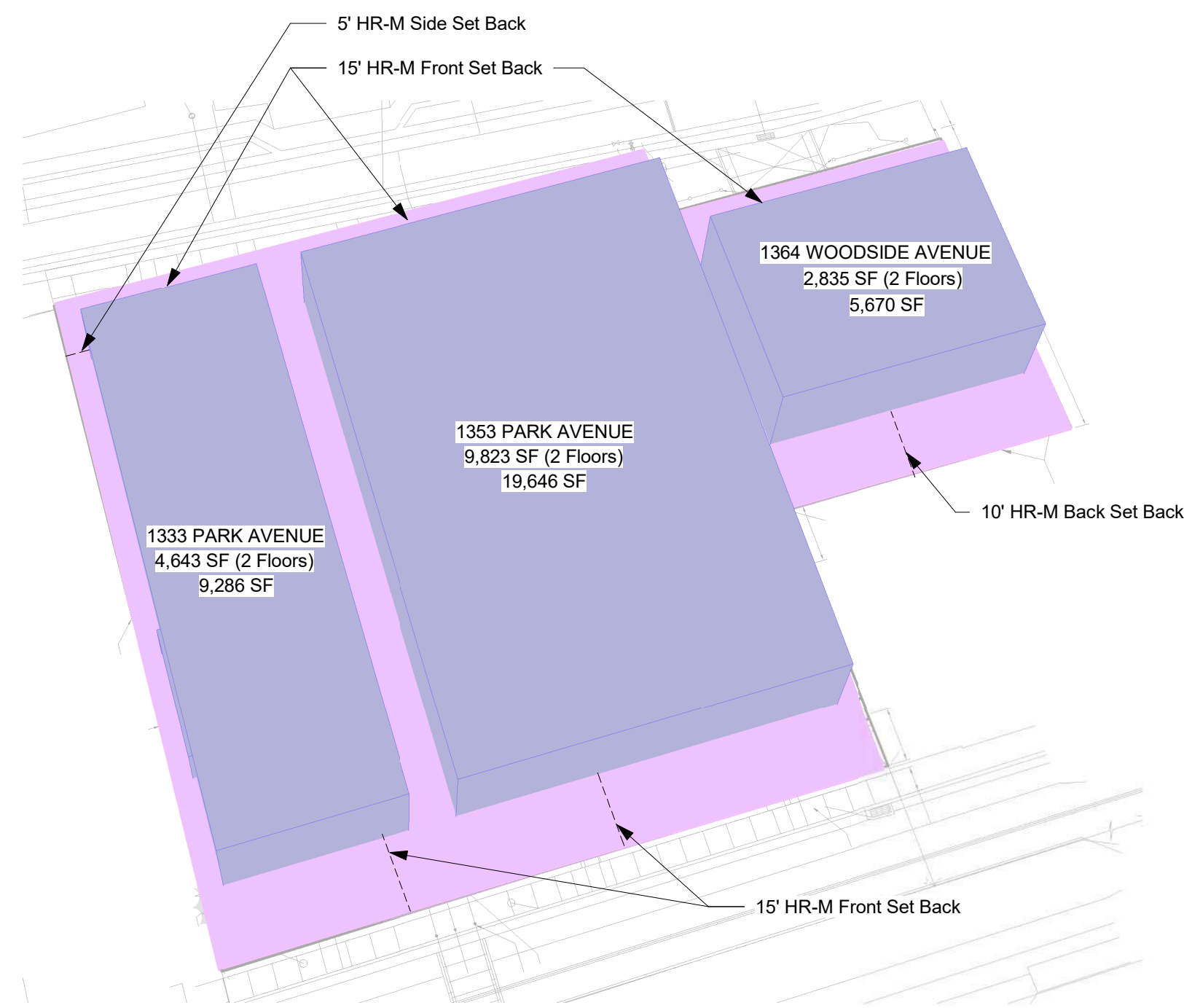
Property Area (Existing)

26,209.50 SQ FT = 100%



Buildable Area (Existing)

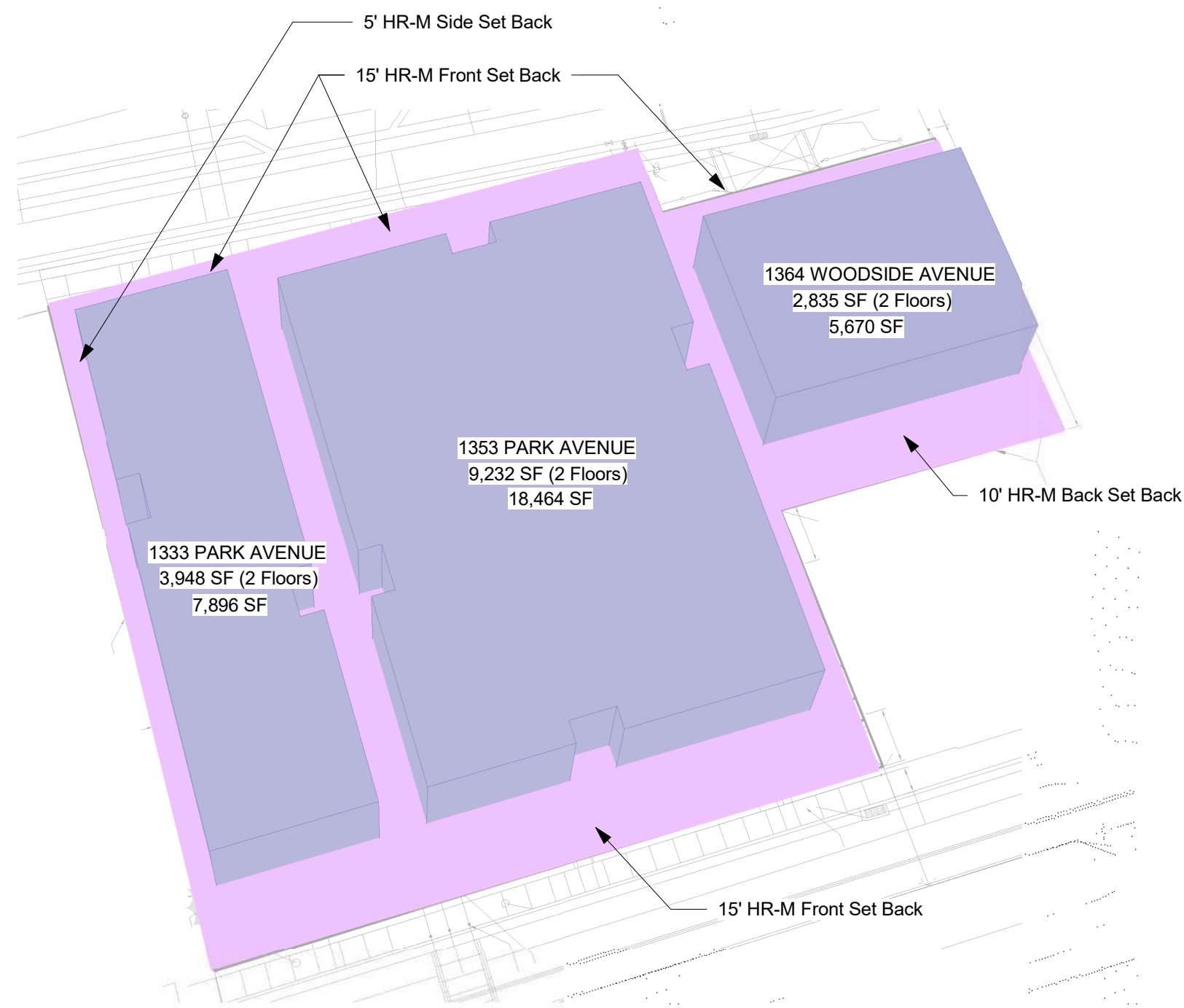
17,301 SQ FT = 66%
8,908.5 SQ FT = 34%



Buildable Volume (Existing)

34,602 SF

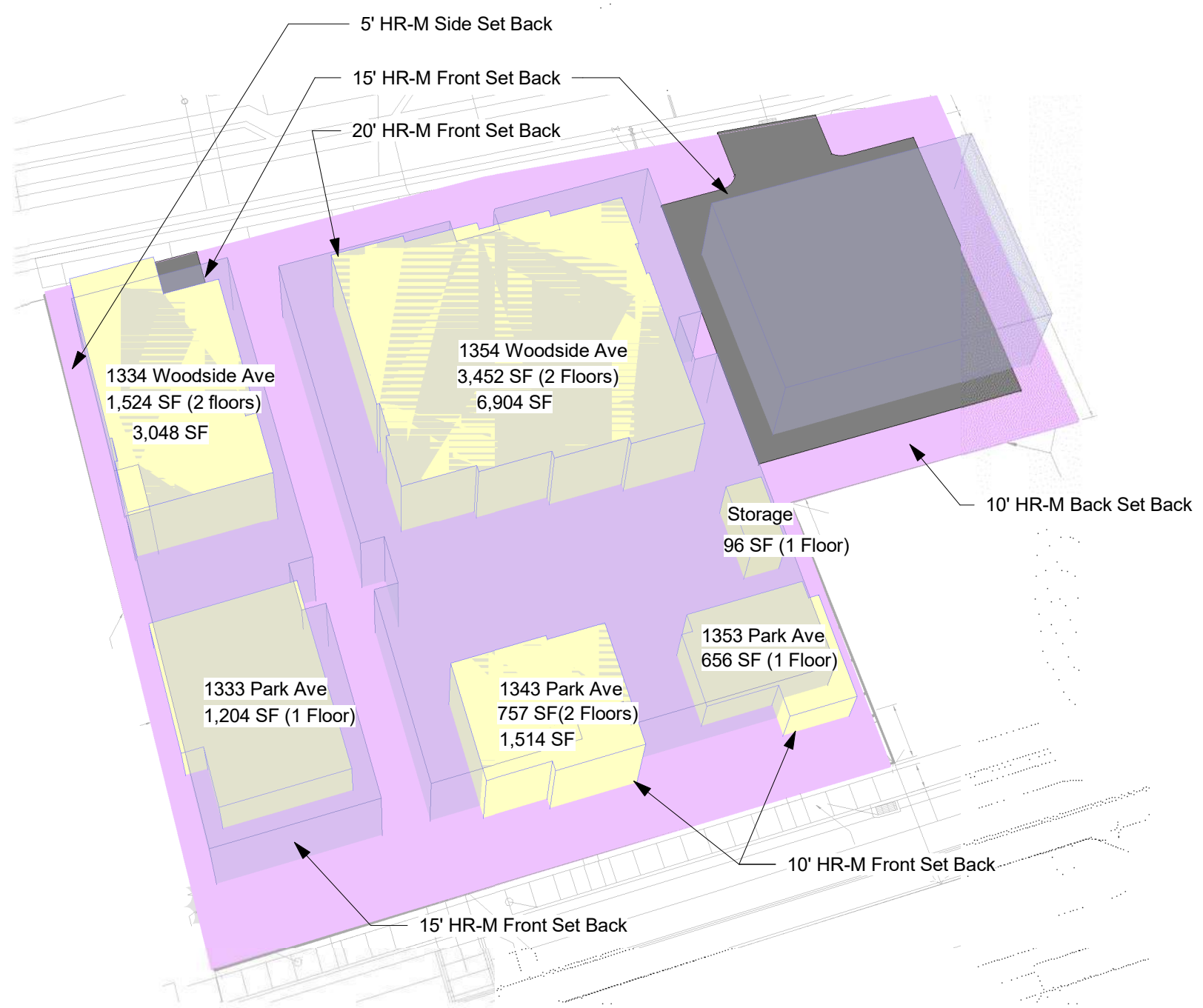
HR-M Zone Height 27' Maximum Building Developable Area



Buildable Volume (Allowable)

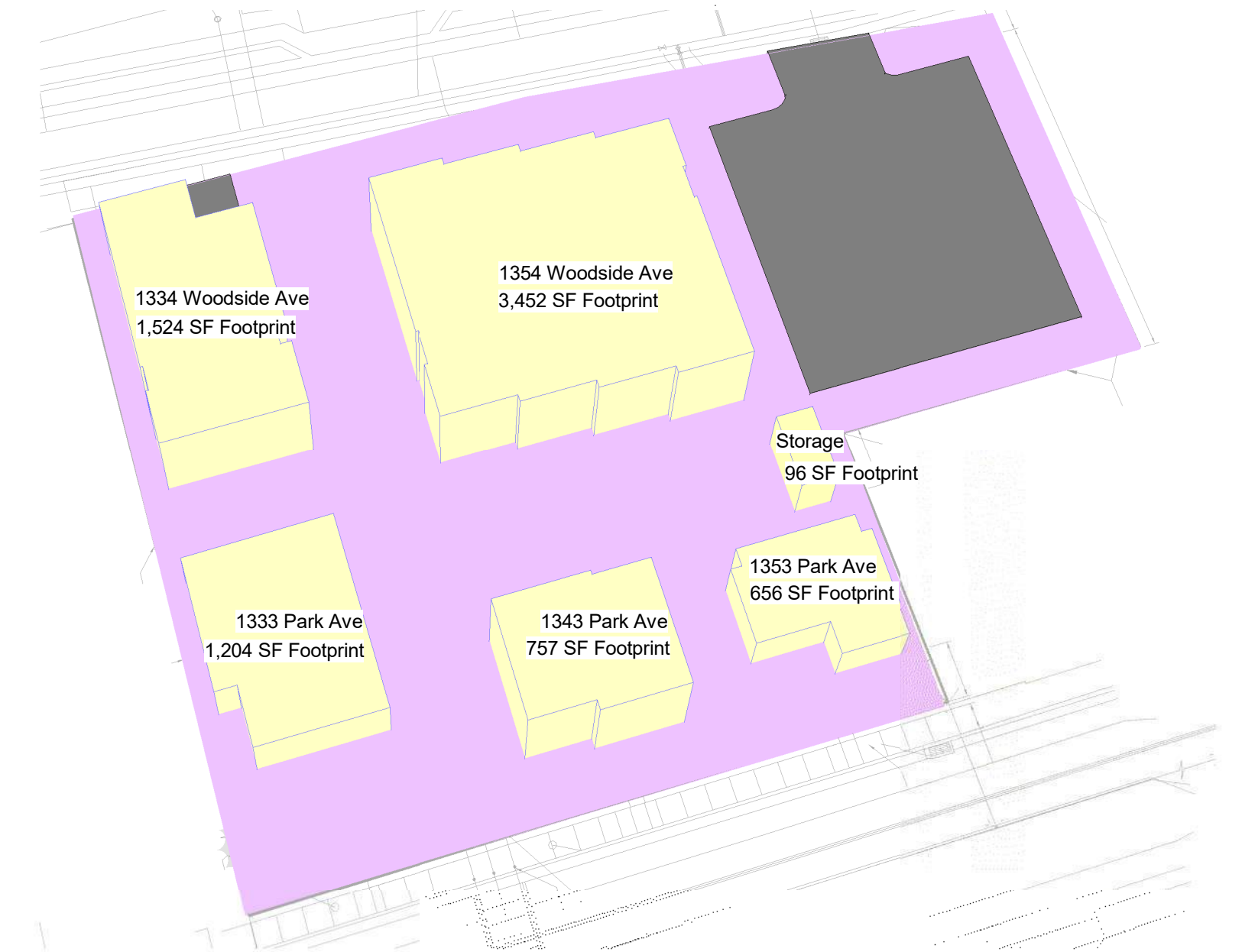
HR-M Zone Height 27' 26,209 SF

Maximum Building Developable Footprint 16,015 = 61 %
Open Space Area 10,194 = 39 %



Proposed Buildings

Proposed Building	Area	13,422 SF
Proposed Building Footprint	7,593 SF	
Proposed Storage	96 SF	



Proposed Open Space

4,397 SF Parking = 16.34 %
14,119 SF Open Space = 52.48 %

Legend

- Open space
- Buildable Area
- Parking
- Proposed Area

Site Analysis

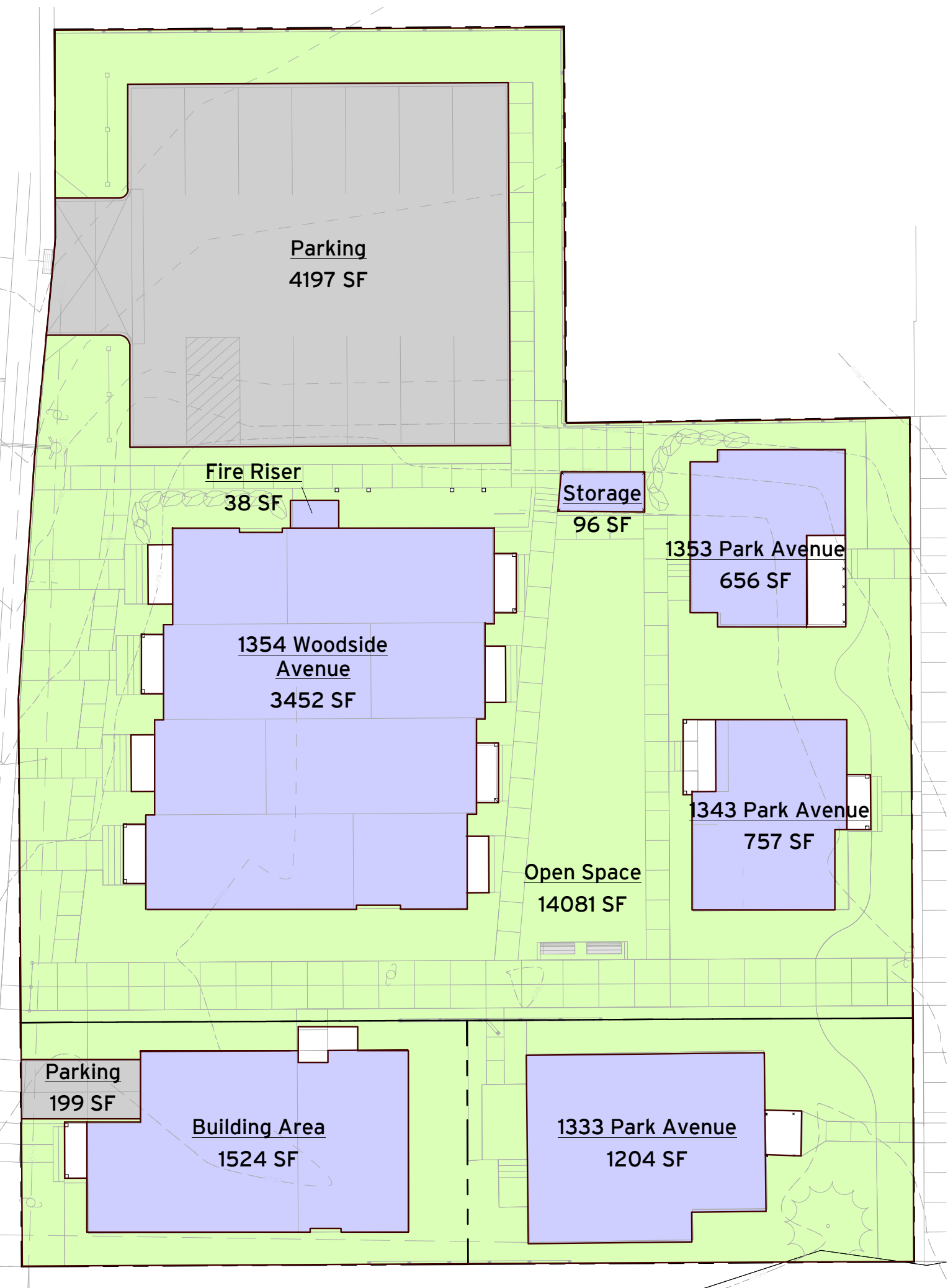
	Area	Acres	Percentage
Driveways/Parking	4,397	0.094	16.32%
Building Footprint	7,727	0.177	28.68%
Private Hardscape	697	0.014	2.59%
Open Space	14,119	0.307	52.41%
TOTAL PROPERTY	26940	0.592	100.00%

LEGEND

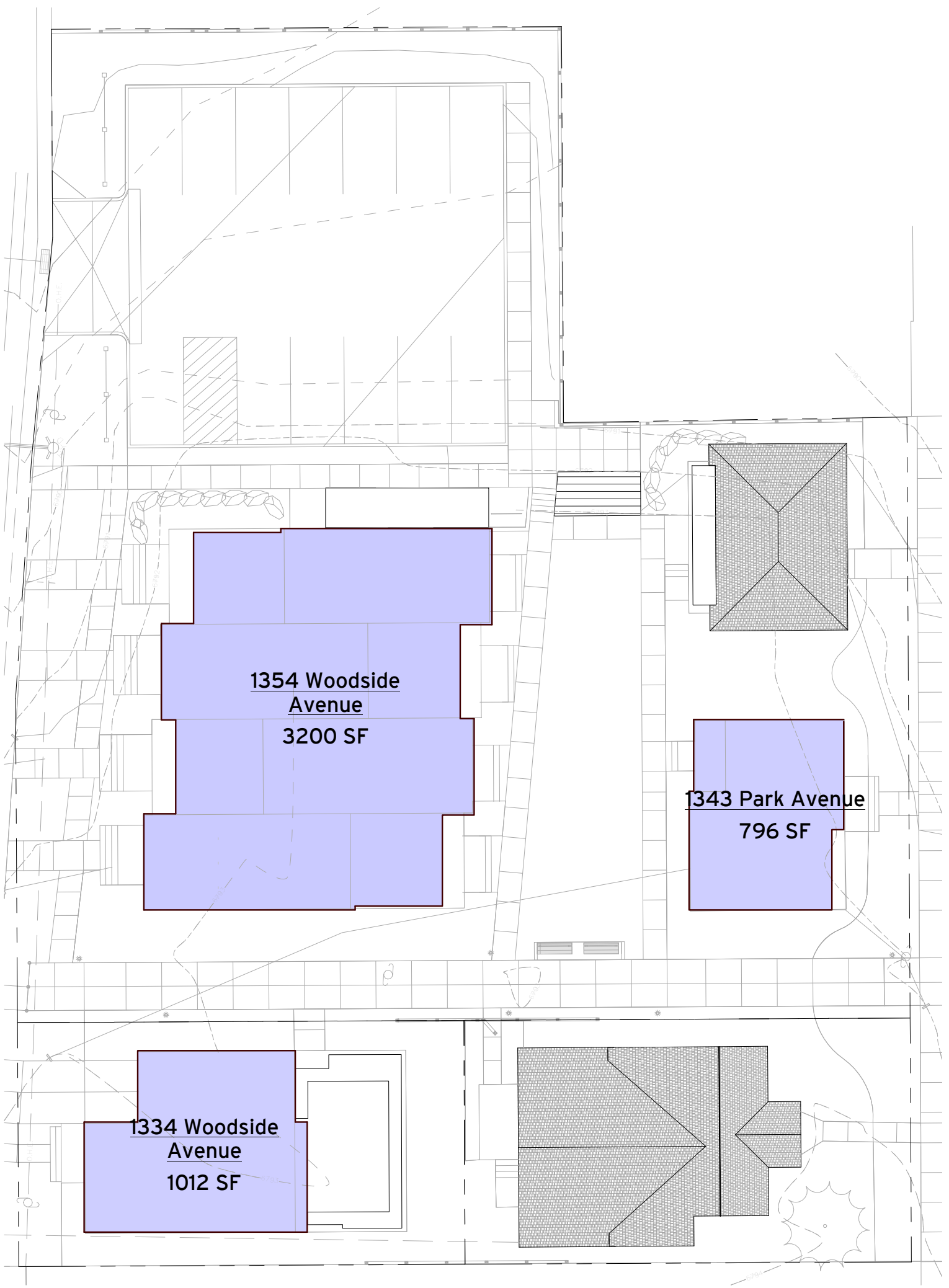
- Driveway/Parki
- Building
- Private
- Open Space

AREA CALCULATION - Gross / Net / UE's

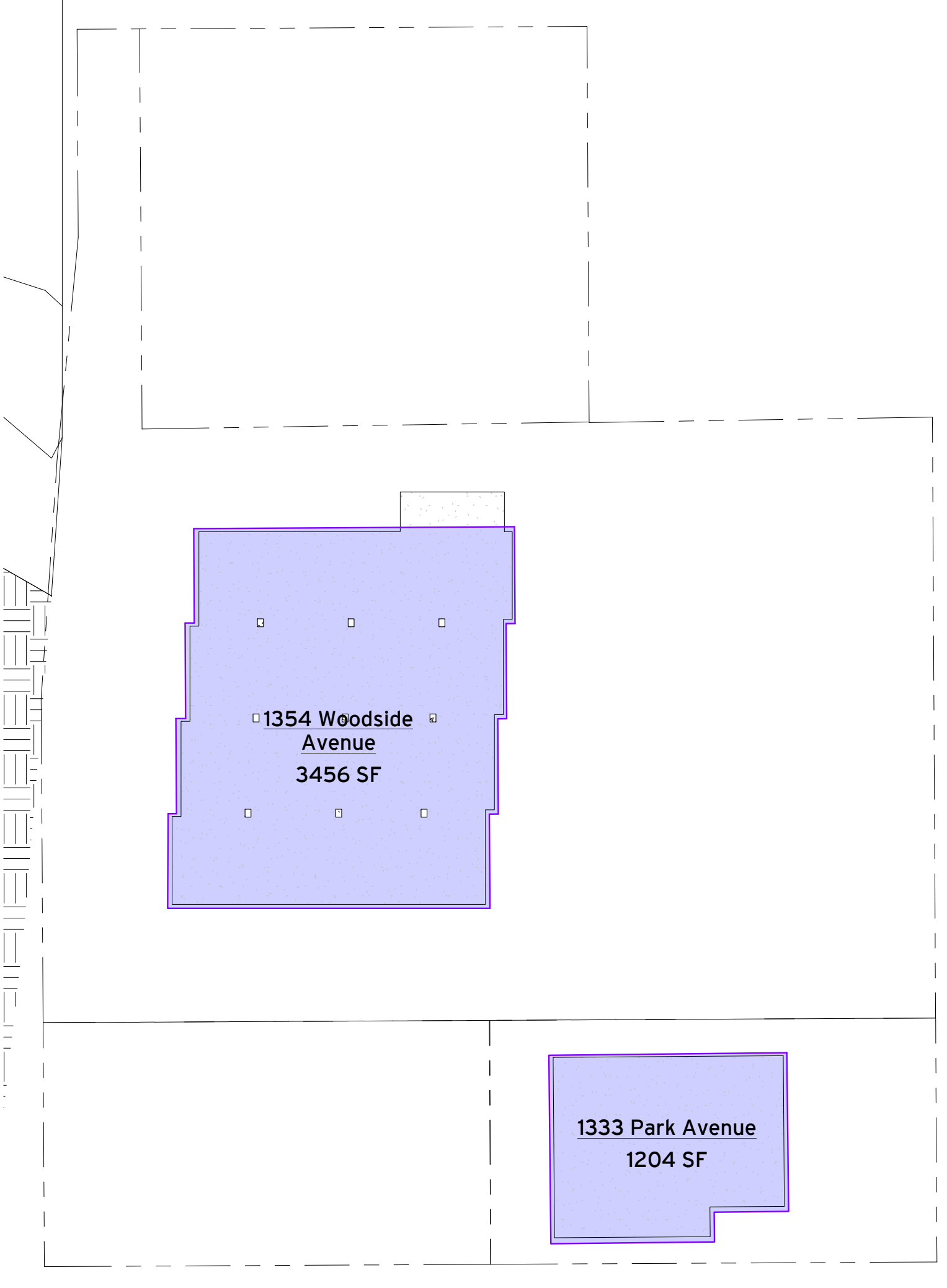
1333 Park Avenue								
Level	Useable Area	Gross Area	Residential Use	Commercial Use	Affordable Use	Residential UE	Commercial UE	Affordable UE
Lower Level	0	1,204			900			0.00
Level 1	1,036	1,204			900			1.15
TOTAL	1036	2,408						1.15
Percentage								100%
1353 Park Avenue								
Level	Useable Area	Gross Area	Residential Use	Commercial Use	Affordable Use	Residential UE	Commercial UE	Affordable UE
Level 1	576	656			900			0.64
TOTAL	576	656						0.64
Percentage								100%
1343 Park Avenue								
Level	Useable Area	Gross Area	Residential Use	Commercial Use	Affordable Use	Residential UE	Commercial UE	Affordable UE
Level 1	671	757			900			0.75
Level 2	648	796			900			0.72
TOTAL	1319	1553						1.47
Percentage								100%
1334 Woodside Avenue								
Level	Useable Area	Gross Area	Residential Use	Commercial Use	Affordable Use	Residential UE	Commercial UE	Affordable UE
Level 1	1,091	1,524	2,000			0.55		
Level 2	882	1,012	2,000			0.44		
TOTAL	1973	2,536				0.99		
Percentage						100%	0%	0%
1354 Woodside Avenue								
Level	Useable Area	Gross Area	Residential Use	Commercial Use	Affordable Use	Residential UE	Commercial UE	Affordable UE
Lower Level	0	3,456			900			0.00
Level 1	3,078	3,452			900			3.42
Level 2	2,710	3,200			900			3.01
TOTAL	5788	10,108						6.43
Percentage								100%
TOTAL	10692	17261				0.99	0.00	9.69
Percentage						9%	0%	91%



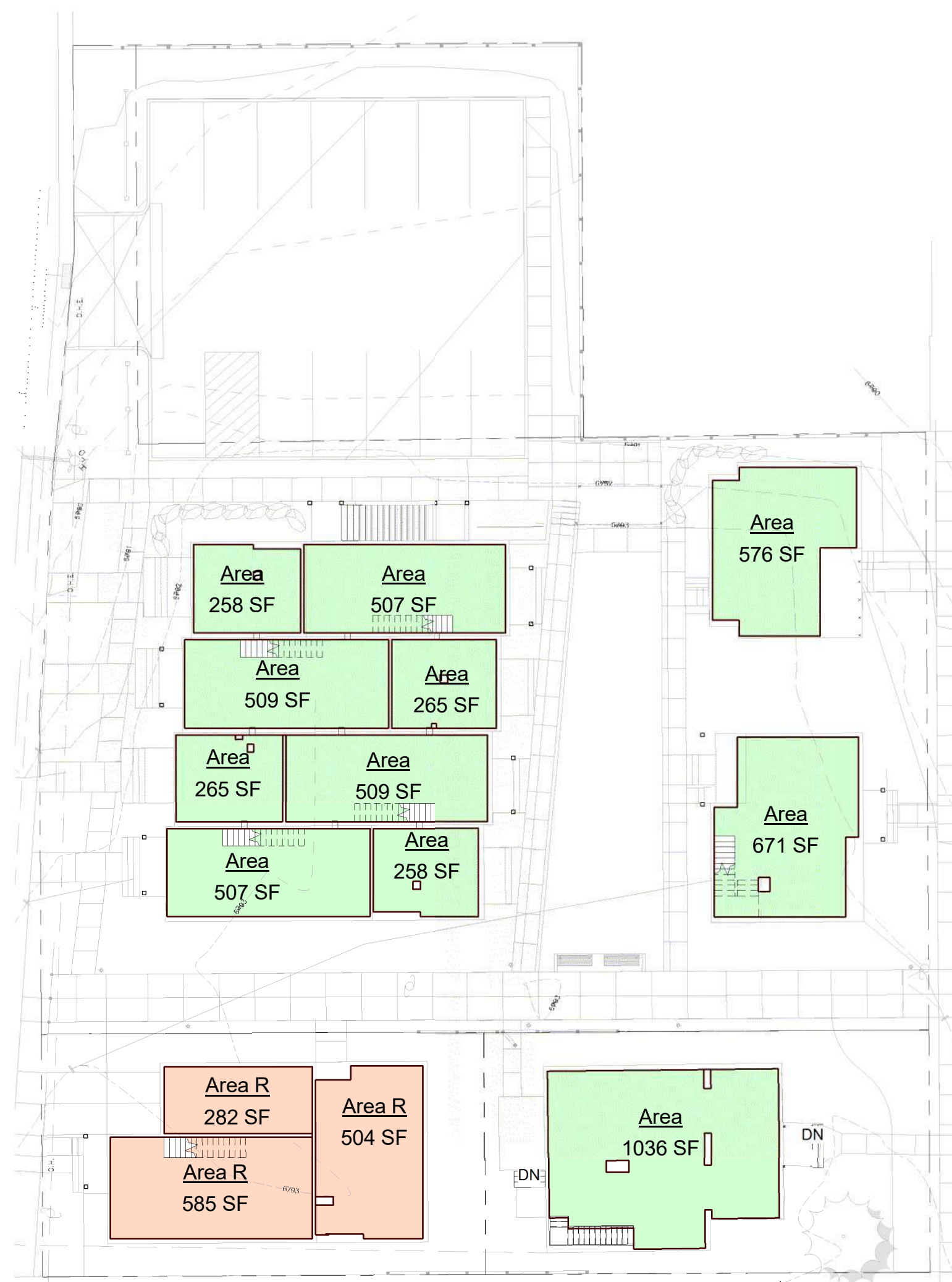
1 Gross Main Level
SCALE: 1" = 20'-0"



2 Gross Second Level
SCALE: 1" = 20'-0"



3 Gross Storage Level
SCALE: 1" = 20'-0"



1 Net Floor Level
SCALE: 1" = 20'-0"



2 Net Second Level
SCALE: 1" = 20'-0"

AREA CALCULATION - Net / Parking

Residential

Unit Name	Parcel	Level	Area SF	Area SF Total	Parking Ratio	Parking Requirements
1334 Woodside	Parcel 4	Level 1	585			
		Level 2	882			
				1,467	1.5 Stalls / Between 1,000-2,000SF	1.5
Accessory Building	Parcel 4	Level 1	504	504	1 Stall / Less than 1,000SF	1
TOTAL				1971		2.5

Affordable Housing

Unit Name	Parcel	Level	Area SF	Area SF Total	Parking Ratio	Parking Requirements
1333 Park Avenue	Parcel 1	Level 1	1,036	1,036	0 Stalls/ Historic	0
1353 Park Avenue	Parcel 2	Level 1	576	576	0 Stalls/ Historic	0
1343 Park Avenue	Parcel 3	Level 1	671			
		Level 2	648			
				1,319	1.5 Stalls / Between 1,000-2,000SF	1.5
1354 Woodside Avenue	Parcel 5	Level 1	507			
		Level 2	670			
				1,177	1.5 Stalls / Between 1,000-2,000SF	1.5
	Parcel 6	Level 1	509			
		Level 2	685			
				1,194	1.5 Stalls / Between 1,000-2,000SF	1.5
	Parcel 7	Level 1	509			
		Level 2	685			
				1,194	1.5 Stalls / Between 1,000-2,000SF	1.5
	Parcel 8	Level 1	507			
		Level 2	670			
				1,177	1.5 Stalls / Between 1,000-2,000SF	1.5
Accessory Building	Parcel 5	Level 1	258	258	1 Stall / Less than 1,000SF	1
	Parcel 6	Level 1	265	265	1 Stall / Less than 1,000SF	1
	Parcel 7	Level 1	265	265	1 Stall / Less than 1,000SF	1
	Parcel 8	Level 1	258	258	1 Stall / Less than 1,000SF	1
TOTAL				8719		11.5



Aerial View 1 From Park Avenue



Aerial View 2 From Woodside Avenue



Courtyard View 1



Courtyard View 2



Park Avenue View



Woodside Avenue View



Woodside Avenue View



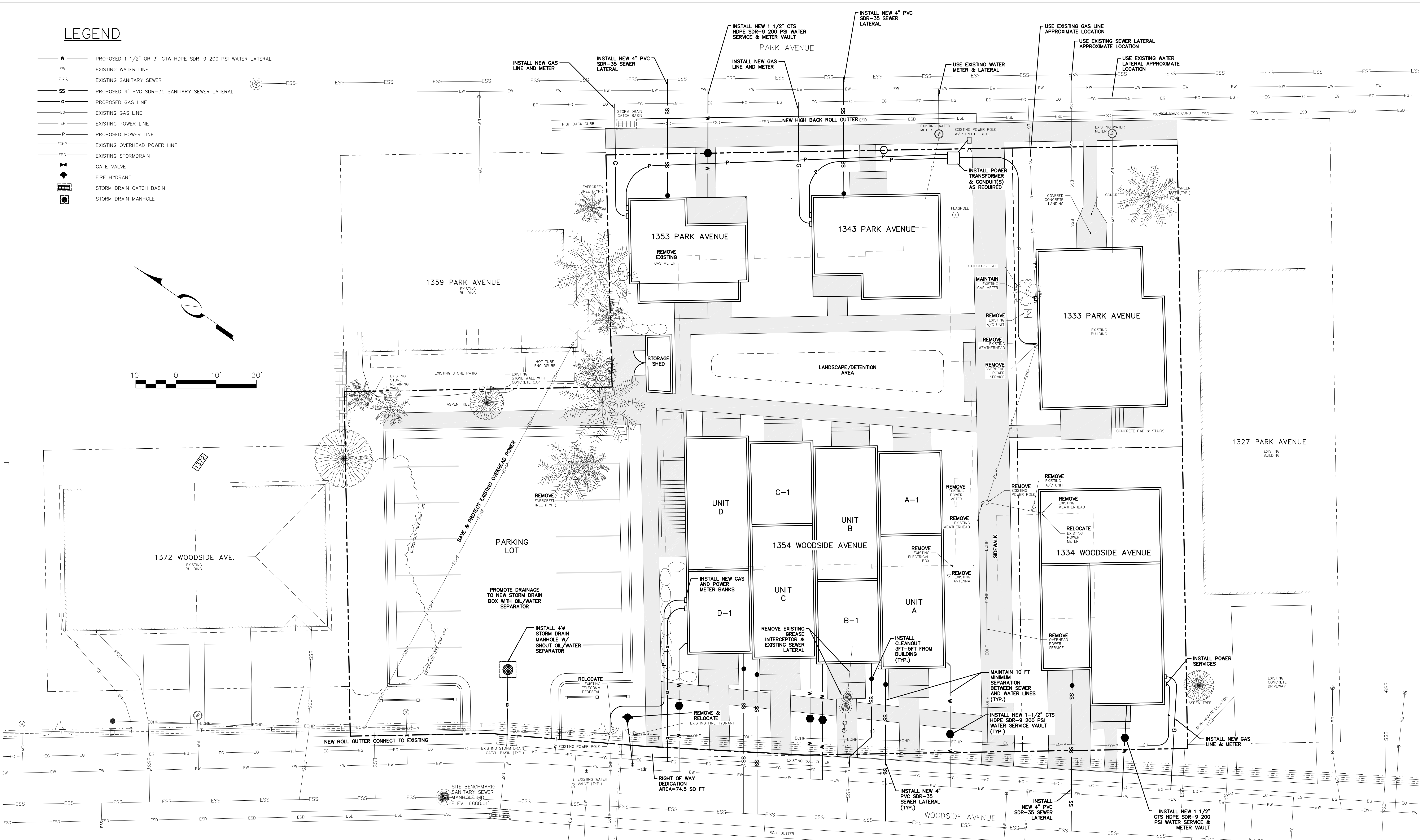
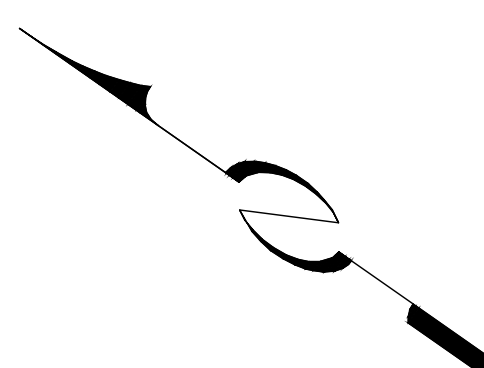
Woodside Avenue View



1 Section
SCALE: 1/8" = 1'-0"

LEGEND

- W PROPOSED 1 1/2" OR 3" CTW HDPE SDR-9 200 PSI WATER LATERAL
- EW EXISTING WATER LINE
- ESS EXISTING SANITARY SEWER
- SS PROPOSED 4" PVC SDR-35 SANITARY SEWER LATERAL
- G PROPOSED GAS LINE
- EG EXISTING GAS LINE
- EP EXISTING POWER LINE
- P PROPOSED POWER LINE
- EOHP EXISTING OVERHEAD POWER LINE
- ESD EXISTING STORMDRAIN
- Gate Valve
- Fire Hydrant
- Storm Drain Catch Basin
- Storm Drain Manhole



(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
JUAN CARRASCO
TANDIN CHAPMAN

DATE: 4/25/17

1333, 1353 PARK AVE. & 1364 WOODSIDE AVE.

WOODSIDE PARK

CONCEPT UTILITY PLAN

FOR: PARK CITY MUNICIPAL CORPORATION

JOB NO.: 7-10-16

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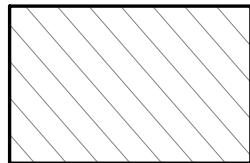
SHEET

1

OF

2

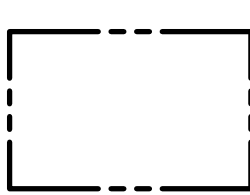
LEGEND



PERVIOUS SURFACE



IMPERVIOUS SURFACE



ANALYSIS AREA
BOUNDARY

4/24/2017



Precipitation Frequency Data Server

NOAA Atlas 14, Volume 1, Version 5

Location name: Park City, Utah, USA*

Latitude: 40.85° Longitude: -111.5°

Elevation: 6936.48 ft**

* source: EPR Maps

** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Samir Perica, Sarah Diaz, Sarah Hain, Li-Bin Hsu, Kazungu Mubarek, Delonah Martin, Sandra Paredes, Walter Ritz, Carl Topinka, David Ulrich, Fengyu Yao, Michael Yedda, Tim Zhou, Geoffrey Bortnik, Daniel Brewen, Li-Chuan Chen, Tye Pateylock, John Vardachin

NOAA, National Weather Service, Silver Spring, Maryland

PF tabular | PF graphical | Maps & website

PF tabular

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.54 (1.36-1.79)	1.84 (1.72-2.28)	2.68 (2.34-3.10)	3.32 (2.89-3.89)	4.40 (3.71-5.10)	5.41 (4.42-6.40)	6.59 (5.20-7.90)	7.98 (6.05-9.73)	16.2 (7.34-12.8)	12.3 (6.41-18.8)
10-min	1.17 (1.03-1.36)	1.48 (1.30-1.72)	2.03 (1.79-2.30)	2.53 (2.19-2.90)	3.35 (2.82-3.88)	4.12 (3.36-4.87)	5.02 (3.96-6.07)	6.08 (4.60-7.45)	7.80 (5.99-9.74)	9.37 (6.40-12.0)
15-min	0.964 (0.848-1.12)	1.22 (1.08-1.42)	1.69 (1.47-1.94)	2.19 (1.91-2.44)	2.77 (2.33-3.26)	3.40 (2.78-4.02)	4.14 (3.27-4.98)	5.02 (3.80-6.12)	6.44 (4.62-8.05)	7.74 (5.28-9.92)
30-min	0.650 (0.572-0.739)	0.824 (0.724-0.930)	1.13 (0.963-1.31)	1.41 (1.20-1.64)	1.86 (1.57-2.19)	2.29 (1.87-2.71)	2.79 (2.20-3.34)	3.38 (2.64-4.12)	4.34 (3.11-4.42)	5.22 (3.06-8.08)
60-min	0.402 (0.303-0.498)	0.510 (0.449-0.592)	0.699 (0.612-0.811)	0.873 (0.759-1.01)	1.15 (0.970-1.35)	1.42 (1.16-1.68)	1.73 (1.36-2.07)	2.09 (1.58-2.55)	2.69 (1.92-3.35)	3.23 (2.21-4.13)
2-hr	0.258 (0.223-0.293)	0.320 (0.284-0.364)	0.420 (0.379-0.477)	0.512 (0.459-0.564)	0.664 (0.586-0.763)	0.805 (0.670-0.922)	0.973 (0.782-1.15)	1.17 (0.904-1.41)	1.50 (1.09-1.85)	1.79 (1.29-2.27)
3-hr	0.198 (0.179-0.222)	0.245 (0.222-0.274)	0.311 (0.279-0.348)	0.372 (0.332-0.417)	0.470 (0.409-0.528)	0.556 (0.474-0.634)	0.661 (0.547-0.787)	0.785 (0.627-0.948)	1.00 (0.757-1.25)	1.21 (0.869-1.53)
6-hr	0.132 (0.122-0.143)	0.163 (0.150-0.179)	0.198 (0.182-0.219)	0.233 (0.211-0.253)	0.289 (0.251-0.310)	0.329 (0.282-0.387)	0.364 (0.317-0.413)	0.419 (0.364-0.480)	0.518 (0.421-0.630)	0.610 (0.477-0.775)
12-hr	0.084 (0.077-0.090)	0.103 (0.094-0.113)	0.128 (0.115-0.137)	0.144 (0.131-0.151)	0.172 (0.155-0.190)	0.195 (0.173-0.217)	0.220 (0.191-0.246)	0.247 (0.210-0.280)	0.288 (0.239-0.337)	0.322 (0.260-0.380)
24-hr	0.054 (0.050-0.059)	0.067 (0.061-0.072)	0.080 (0.074-0.087)	0.091 (0.084-0.099)	0.106 (0.097-0.115)	0.118 (0.108-0.129)	0.131 (0.118-0.142)	0.143 (0.129-0.156)	0.160 (0.143-0.175)	0.173 (0.154-0.198)
2-day	0.032 (0.030-0.035)	0.040 (0.037-0.043)	0.048 (0.044-0.052)	0.054 (0.050-0.058)	0.064 (0.059-0.069)	0.070 (0.064-0.077)	0.078 (0.071-0.085)	0.085 (0.077-0.093)	0.095 (0.085-0.104)	0.102 (0.091-0.113)
3-day	0.024 (0.022-0.026)	0.030 (0.027-0.032)	0.036 (0.033-0.039)	0.041 (0.037-0.044)	0.048 (0.043-0.052)	0.053 (0.048-0.058)	0.059 (0.053-0.064)	0.064 (0.058-0.070)	0.072 (0.064-0.079)	0.078 (0.069-0.086)
4-day	0.020 (0.018-0.022)	0.025 (0.023-0.027)	0.030 (0.027-0.032)	0.034 (0.031-0.037)	0.040 (0.036-0.043)	0.044 (0.040-0.048)	0.049 (0.044-0.054)	0.054 (0.048-0.059)	0.060 (0.053-0.067)	0.066 (0.057-0.073)
7-day	0.014 (0.013-0.015)	0.017 (0.016-0.019)	0.020 (0.019-0.021)	0.023 (0.021-0.025)	0.027 (0.025-0.029)	0.030 (0.027-0.033)	0.033 (0.030-0.037)	0.036 (0.033-0.040)	0.041 (0.036-0.046)	0.044 (0.039-0.049)
10-day	0.011 (0.010-0.012)	0.014 (0.012-0.015)	0.016 (0.015-0.018)	0.018 (0.017-0.020)	0.021 (0.019-0.023)	0.023 (0.021-0.026)	0.025 (0.023-0.030)	0.028 (0.025-0.033)	0.030 (0.026-0.035)	0.032 (0.028-0.036)
20-day	0.007 (0.007-0.008)	0.009 (0.008-0.010)	0.011 (0.010-0.011)	0.012 (0.011-0.013)	0.013 (0.012-0.015)	0.015 (0.013-0.018)	0.016 (0.014-0.017)	0.017 (0.015-0.019)	0.018 (0.017-0.020)	0.019 (0.017-0.021)
30-day	0.006 (0.005-0.006)	0.007 (0.007-0.008)	0.008 (0.008-0.009)	0.009 (0.009-0.010)	0.011 (0.010-0.012)	0.012 (0.011-0.013)	0.013 (0.011-0.014)	0.013 (0.012-0.015)	0.014 (0.013-0.016)	0.015 (0.014-0.017)
45-day	0.005 (0.004-0.005)	0.006 (0.005-0.006)	0.007 (0.007-0.007)	0.008 (0.008-0.009)	0.009 (0.009-0.010)	0.010 (0.009-0.011)	0.010 (0.009-0.011)	0.011 (0.010-0.012)	0.012 (0.011-0.013)	0.012 (0.011-0.014)
60-day	0.004 (0.004-0.005)	0.005 (0.005-0.006)	0.006 (0.006-0.007)	0.007 (0.006-0.007)	0.008 (0.007-0.008)	0.008 (0.008-0.010)	0.010 (0.009-0.010)	0.010 (0.009-0.011)	0.011 (0.009-0.012)	0.011 (0.010-0.012)

* Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parentheses are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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http://hdsc.nws.noaa.gov/hdsc/pfds/pfds_printpage.html?lat=40.8500&lon=-111.5000&data=interim&units=english&series=pds

14

METHOD OF ANALYSIS: RATIONAL METHOD Q=CIA

STORM RETURN PERIOD: 100 YEARS

STORM DURATION: 15 MIN

Q=RUNOFF FLOWRATE [CUBIC FEET/SEC]

C=RUNOFF COEFFICIENT=(0.1*PERVIOUS AREA+0.9*IMPERVIOUS AREA)/TOTAL AREA

I=STORM INTENSITY [INCHES/HR]

A=AREA [ACRES]

PRE-DEVELOPMENT

ANALYSIS AREA (LOT BOUNDARY) = 0.618 ACRES

PRE-DEVELOPMENT PERVIOUS AREA = 0.182 ACRES

PRE-DEVELOPMENT IMPERVIOUS AREA = 0.436 ACRES

C = RUNOFF COEFFICIENT = 0.664

i = STORM INTENSITY = 4.14 IN/HR

Q = CIA = (0.664)(4.14 IN/HR)(0.618 ACRES) = 1.70 CFS

POST-DEVELOPMENT

ANALYSIS AREA (LOT BOUNDARY) = 0.618 ACRES

POST-DEVELOPMENT PERVIOUS AREA = 0.230 ACRES

POST-DEVELOPMENT IMPERVIOUS AREA = 0.388 ACRES

C = RUNOFF COEFFICIENT = 0.602

i = STORM INTENSITY = 4.14 IN/HR

Q = CIA = (0.602)(4.14 IN/HR)(0.618 ACRES) = 1.54 CFS

SUMMARY

ΔQ = 1.54 CFS - 1.70 CFS = -0.16 CFS

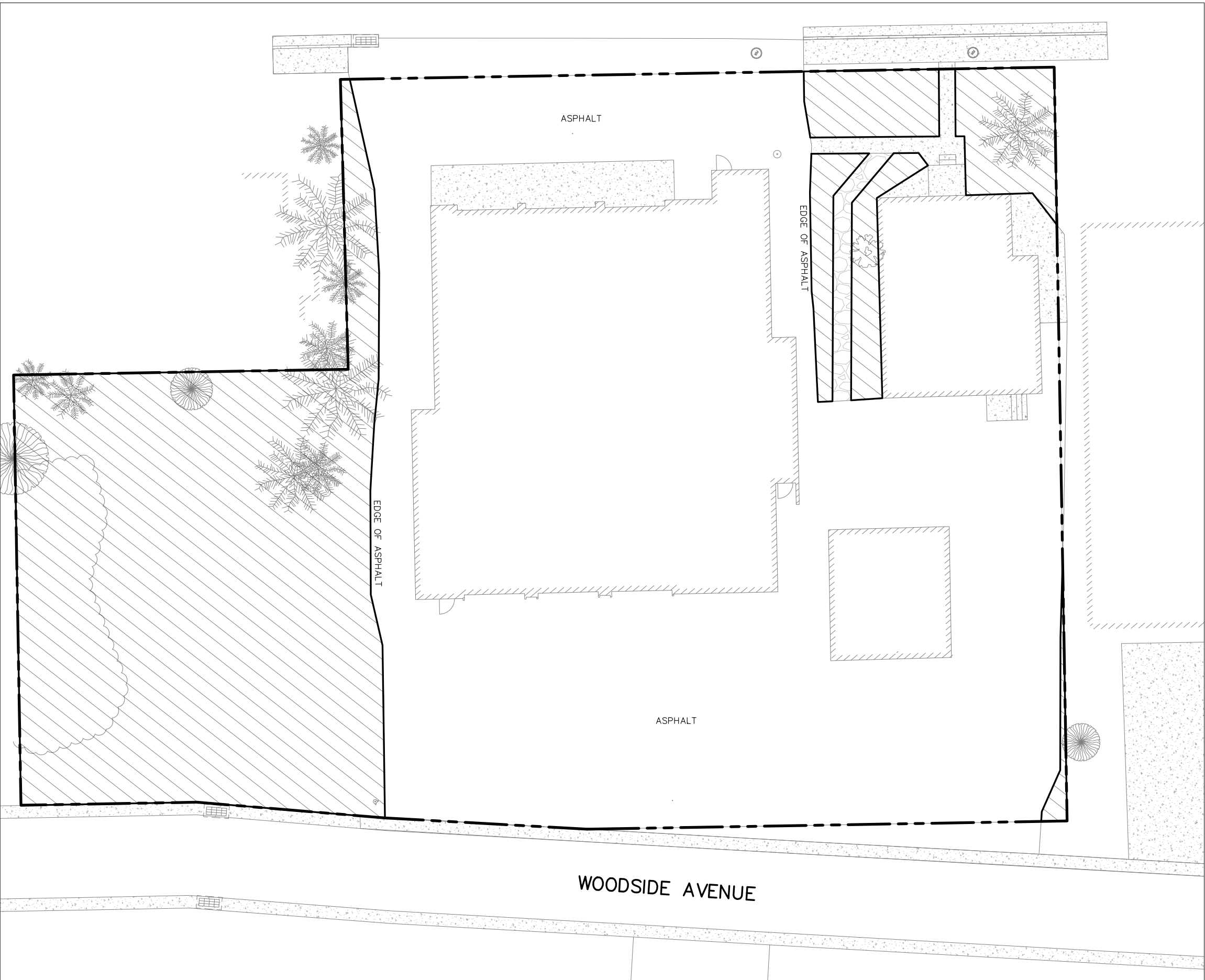
THE RUNOFF FROM PRE-DEVELOPMENT TO POST-DEVELOPMENT

DECREASES, THEREFORE NO ON-SITE DETAINMENT IS REQUIRED.

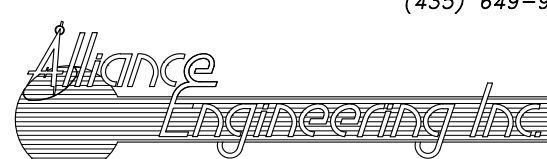
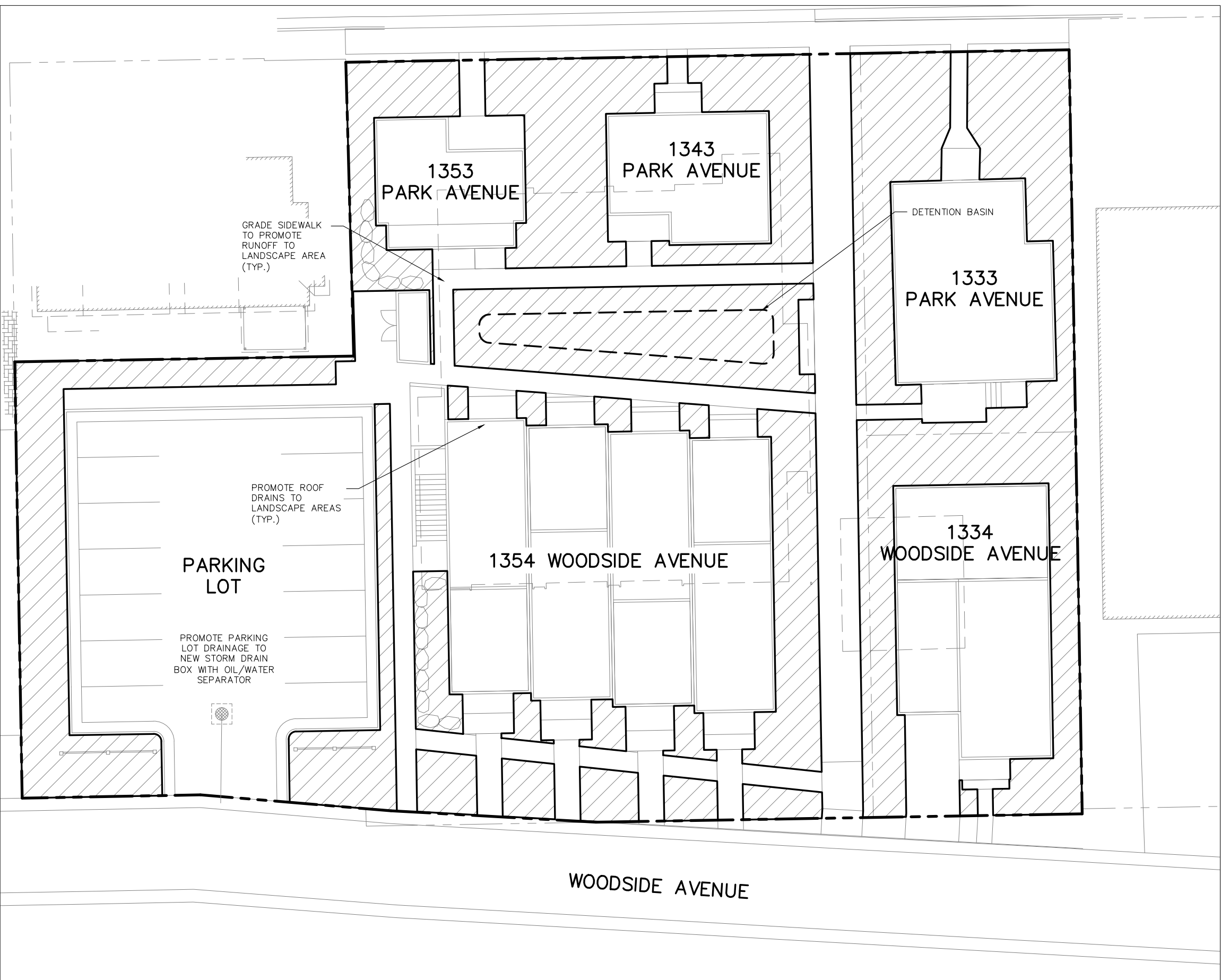
HOWEVER, DEVELOPMENT WILL STILL PROMOTE ON-SITE

DETENTION AT LANDSCAPE AREAS.

PRE-DEVELOPMENT



POST-DEVELOPMENT



(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:

MICHAEL DEMKOWICZ
JUAN CARRASCO
TANDIN CHAPMAN

DATE: 4/25/17

1333, 1353 PARK AVE. & 1364 WOODSIDE AVE.

WOODSIDE PARK
STORMWATER MANAGEMENT PLAN

FOR: PARK CITY MUNICIPAL CORPORATION

JOB NO.: 7-10-16

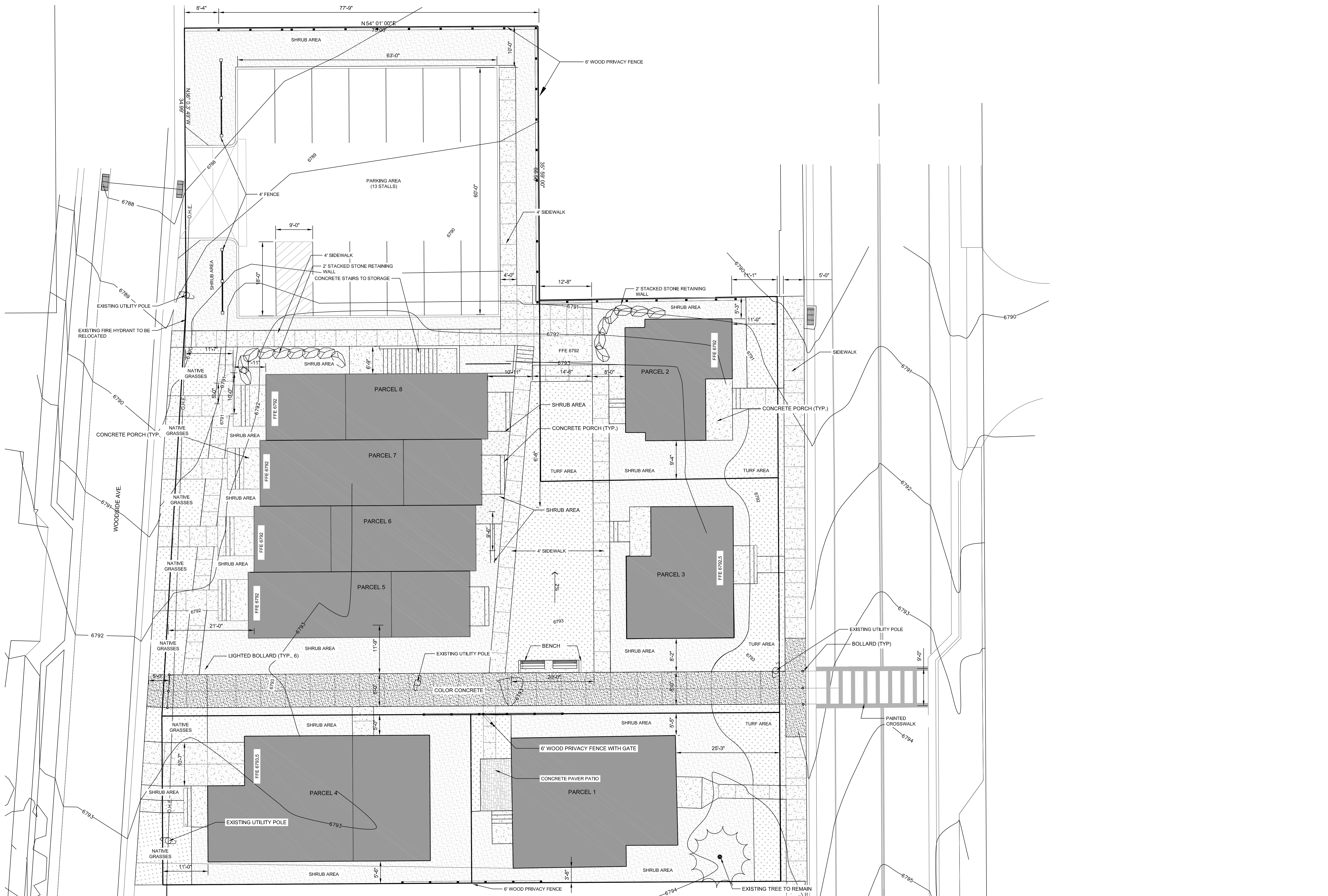
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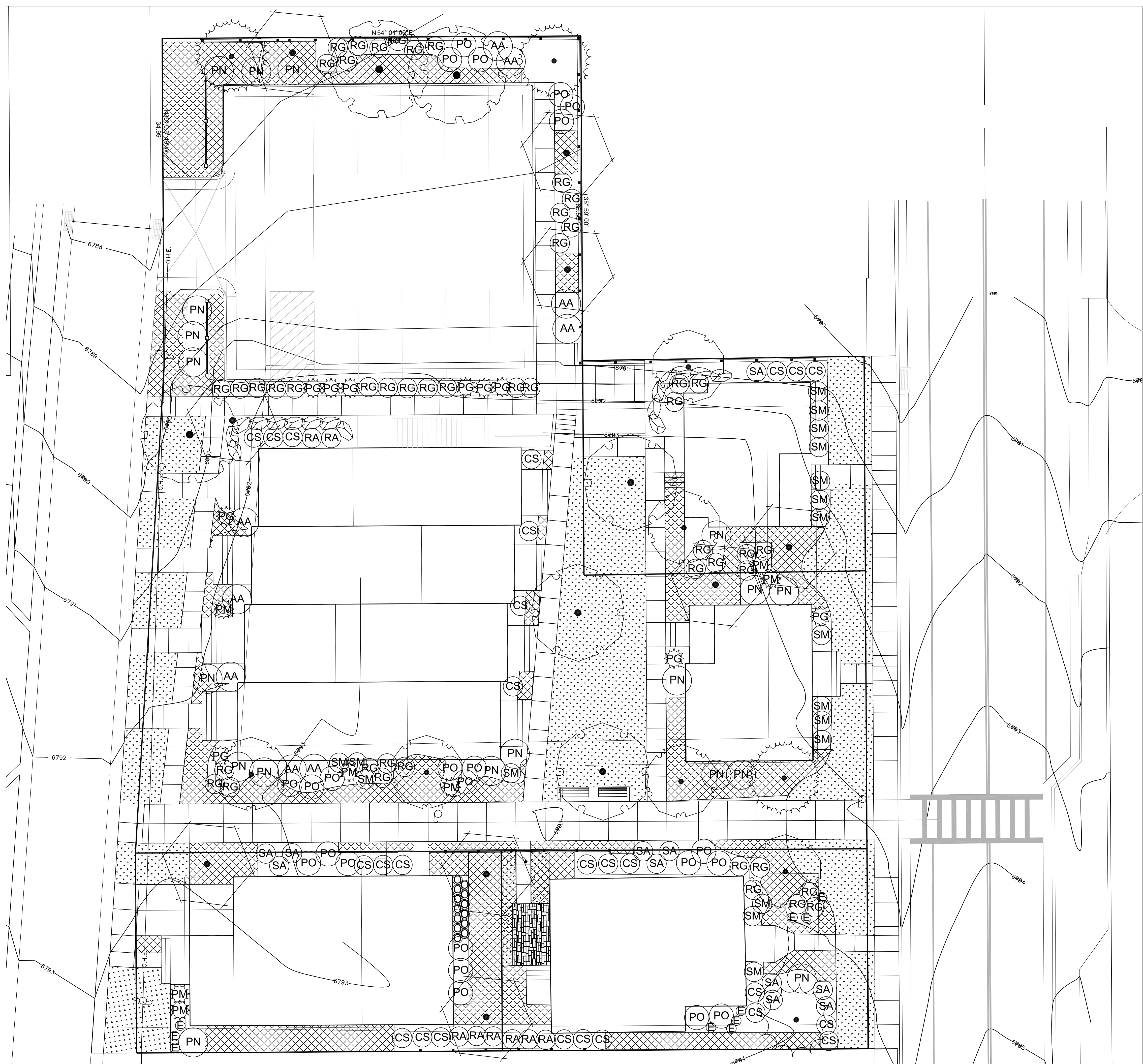
SHEET

2

OF

2

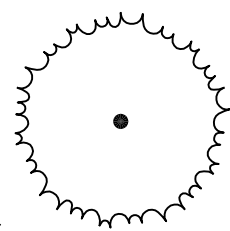




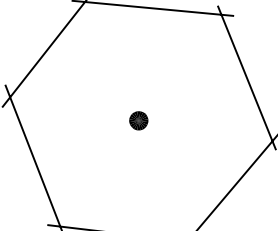
PLANT SCHEDULE

TREES

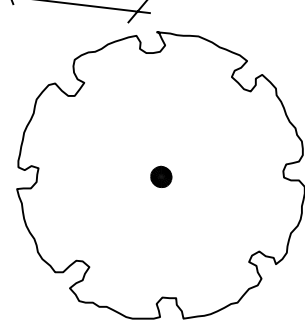
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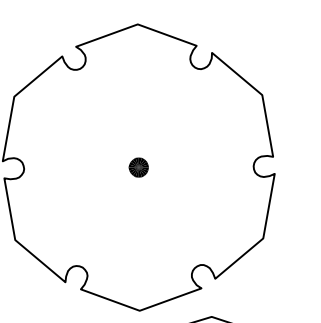
ABIES LASIOCARPA / ALPINE FIR



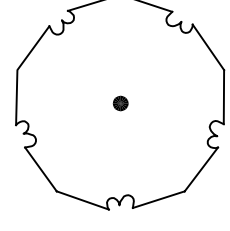
ACER GINNALA 'FLAME' / FLAME AMUR MAPLE



CRATAEGUS CRUS-GALLI 'INERMIS' / THORNLESS HAWTHORN



FRAXINUS PENNSYLVANICA 'MARSHALL'S SEEDLESS' / MARSHALL'S SEEDLESS ASH



SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC

SHRUBS

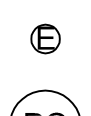
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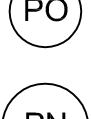
AMELANCHIER ALNIFOLIA 'STANDING OVATION' TM / SERVICEBERRY



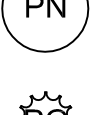
CORNUS SERICEA 'FIREDANCE' / RED TWIG DOGWOOD



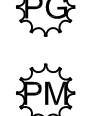
ERICAMERIA NAUSEOSA SPECIOSA / DWARF BLUE RABBITBRUSH



PHYSOCARPUS OPULIFOLIUS 'DART'S GOLD' / YELLOW NINEBARK



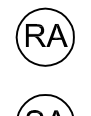
PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE' / SUMMER WINE NINEBARK



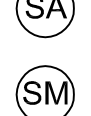
PICEA GLAUCA 'PROSTRATA WELLS BLUE HORIZON' / CREEPING COLORADO BLUE SPRUCE



PINUS MUGO 'WHITEBUD' / MUGO PINE



RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC



RIBES ALPINUM / ALPINE CURRANT



SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY



SYRINGA X HYACINTHIFLORA 'MOUNT BAKER' / MOUNT BAKER LILAC

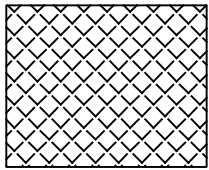
GRASSES

BOTANICAL NAME / COMMON NAME



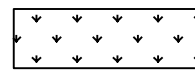
ORYZOPSIS HYMENOIDES / INDIAN RICE GRASS

PERENNIAL PLANT AREA



PERENNIAL MIX

- ACHILLEA MILLEFOLIUM 'MOONSHINE' / YARROW
- ACHILLEA MILLEFOLIUM 'SUMMER PASTELS' / SUMMER PASTELS YARROW
- ASTER ALPINUS / APLINE ASTER
- ASTER TONGOLENSIS 'WARTBURG STAR' / SUMMER ASTER
- BOUTELLOUA GRACILIS / BLUE GRAMA
- CHRYSANTHEMUM X SUPERBUM 'ALASKA' / SHASTA DAISY
- ECHINACEA X 'BIG SKY SOLAR FLARE' / BIG SKY CONEFLOWER
- GAILLARDIA X GRANDIFLORA 'MESA BRIGHT BICOLOR' / BLANKETFLOWER
- HEMEROCALLIS X 'MOONLIT MASQUERADE' / MOONLIT MASQUERADE DAYLILY
- HYDRANGEA PANICULATA 'QUICK FIRE' / HYDRANGEA
- LEUCANTHEMUM X SUPERBUM 'REAL GLORY' / REAL GLORY SHASTA DAISY
- PENSTEMON EATONII / FIRECRACKER PENSTEMON
- PHLOX SUBULATA 'RED WINGS' / MOSS PHLOX
- SAPONARIA OCYMOIDES 'SPLENDENS' / ROCK SOAPWORT



TURF AREA

Exhibit B - Applicant Written Statement

MPD Description

1353 Park Avenue
Park City UT 84060 (Existing Lot)

January 19, 2017

The project site is located in the Historic District Medium zone (HD-M). It is surrounded by HD-M zone on all property boundaries.

The proposed project consist of a Master Plan Development of the lots in the Snyder's Addition to Park City, block 24, addresses: 1333 Park Avenue, 1353 Park Avenue (Fire Station Lot) and 1364 Woodside Avenue lot (Sernyak Subdivision Lot 2). The project will accommodate a new development of seven affordable housing units with four accessory apartments and one residential unit with accessory apartment, as well as the 1333 Park Avenue historic house and the relocation of the old 1323 Woodside Avenue historic house.

The non-historic fire station at 1353 Park Avenue, will be demolish (Per Demolition Permit) as well as the non-historic garage of the 1333 Park Avenue resident. These lots will accommodate the new residential units, the historic houses and the 1364 Woodside Avenue (Sernyak Subdivision Lot 2) will be use as parking area for them.

The Master Plan Development, as proposed, uses less than 50% of the maximum density (Affordable Housing density increase of 10%) of the site. The development has 51.76% open space, more than the 30% required by the LMC 15-6-5-D.

Exhibit C - 1333 Park Avenue
Historic Preservation Package Plans

1333 Park Avenue

Historic Preservation Package

1333 Park Avenue
Park City, UT 84060

November 1st, 2016



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT
Park City Municipal Corporation 445 Marsac Avenue, P.O. Box 1480 Park City, UT 84060	EWG Architecture 334 Main Street, P.O. Box 3419 Park City, UT 84060 435-649-0062 Contact: Steve Bruemmer
BUILDER	STRUCTURAL ENGINEER
INTERIOR DESIGN	LANDSCAPE ARCHITECTURE

SERVICE CONTACTS

Rocky Mountain Power 201 South Main St, Suite 2300 Salt Lake City UT 84111 (866) 870-3419	CenturyLink Phone Company 4160 Atkinson Dr Park City UT 84098 (435) 649-6186
Park City School District 2700 Kearns Blvd Park City UT 84060 (435) 645-5600	Park City Fire Department 730 Bitner Rd Park City, UT 84098 (435) 649-6706
Park City Municipal Corp 445 Marsac Avenue Park City UT 84060 (435)658-9471	Comcast Cable 1777 Sun Peak Dr. #105 Park City UT 84098 (435)649-4020
Questar Gas P.O. Box 45360 Salt Lake City UT 84145 (800)541-2824	Division of Water Quality 195 North 1950 West Salt Lake City UT 84116 (801)536-4123
Snyderville Post Office 6440 Hwy 224 Park City UT 84098 (800)275-8777	Snyderville Basin Water Reclamation District 2800 Homestead Rd Park City UT 84098 (435)649-7993

Drawing Index HPP

HPP	
HPP-000	Cover
HPP-001	Historic Preservation Photos
HPP-003	Historic Preservation Photos

1333 Park Avenue

1333 Park Avenue
Park City, UT 84060

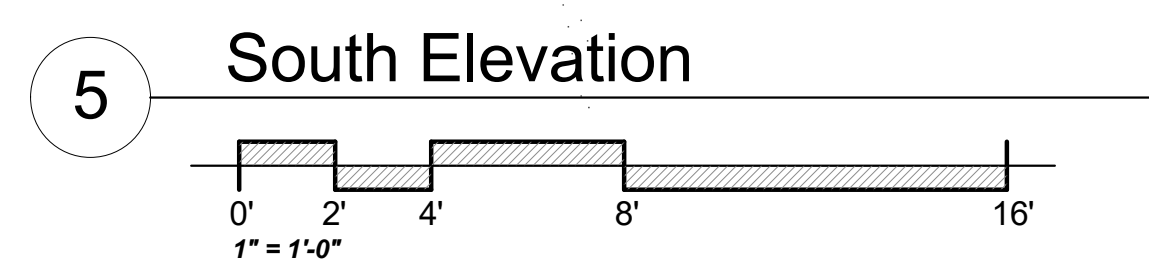
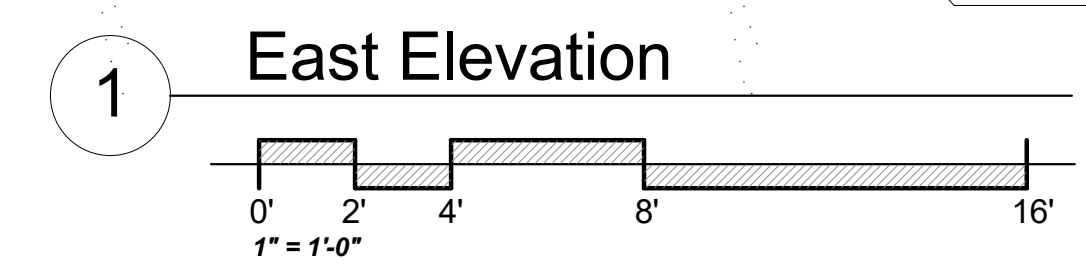
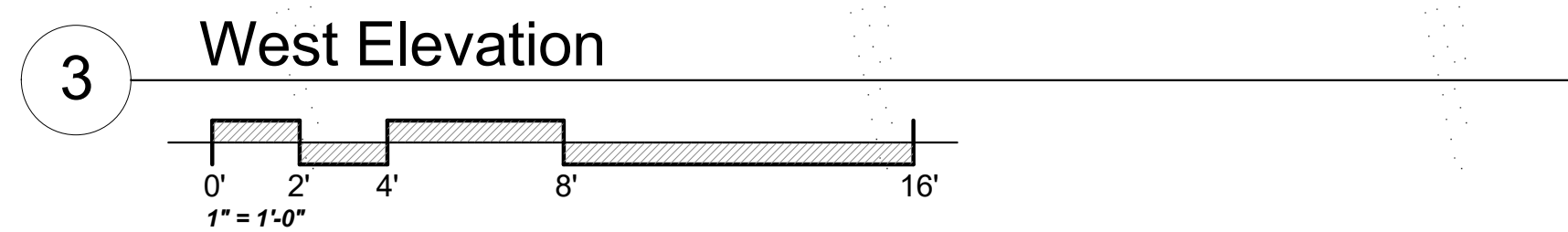
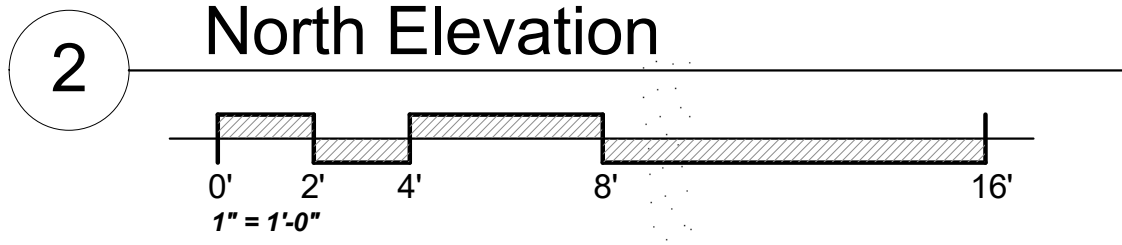
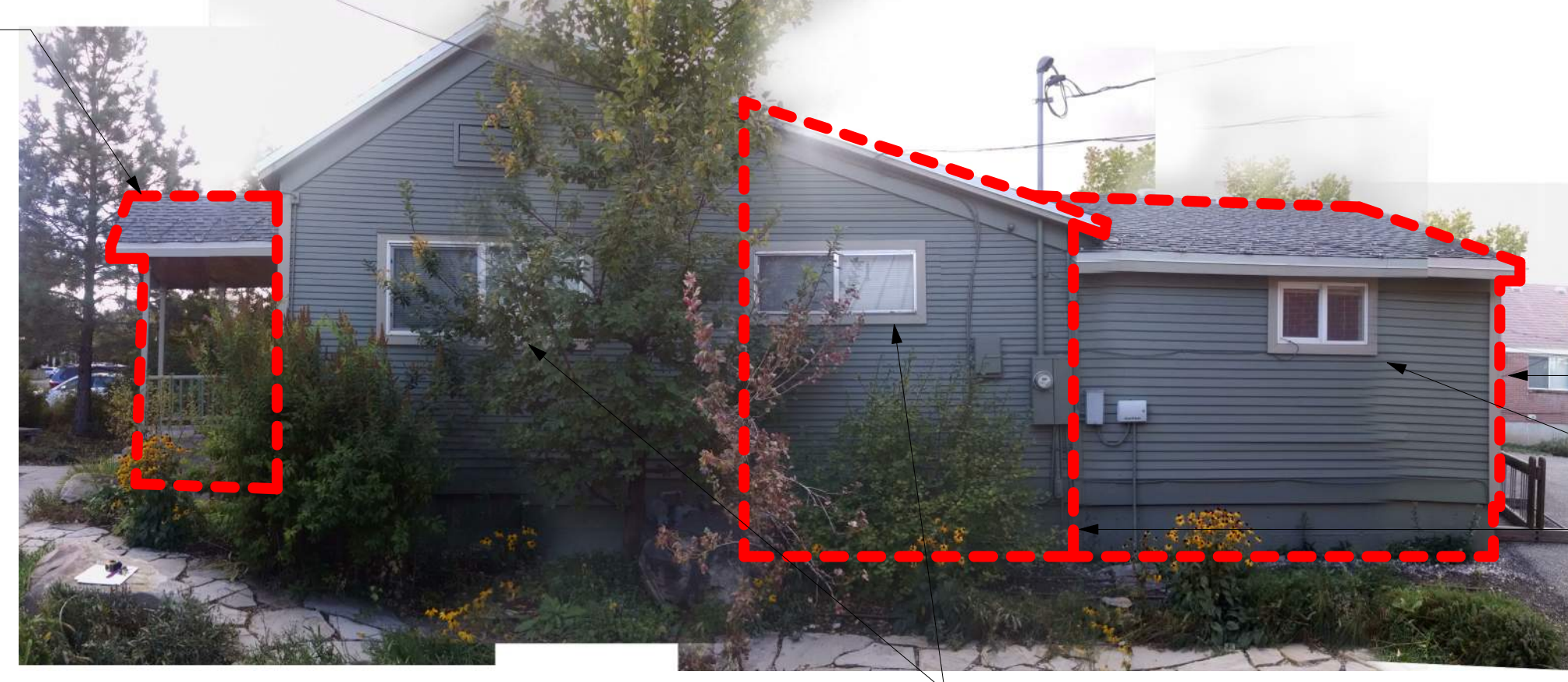
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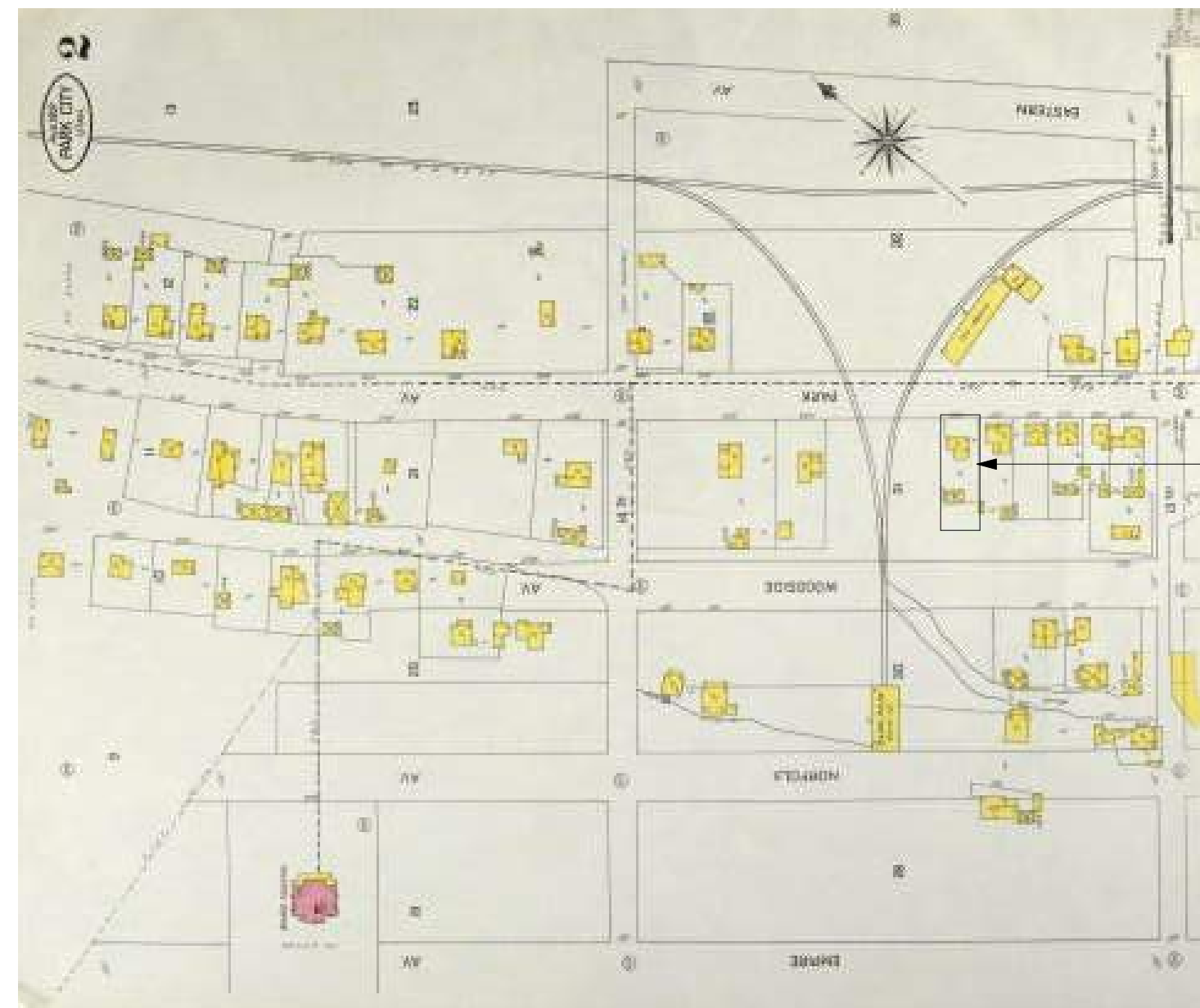
HPP-000

elliott
workgroup
architecture
364 Main Street PO Box 3419 Park City, Utah 84060
435.649.0062 801.415.1838 www.elliottworkgroup.com

November 1st, 2016

Entry Porch Addition w/
Gable Roof to Remain
the same





Sanborn Fire Insurance Map From 1907



1995 Picture

Exhibit D - 1333 Park Avenue
Physical Conditions Report



PHYSICAL CONDITIONS REPORT

For Use with the *Historic District Design Review (HDDR)* Application

For Official Use Only

PLANNER: HANNAH M. TILER APPLICATION #: PL-16-03378
DATE RECEIVED: 11/15/2016

PROJECT INFORMATION

NAME: _____
ADDRESS: 1333 Park Avenue
Park City, UT 84060

TAX ID: none OR
SUBDIVISION: Snyders Addition to Park City OR
SURVEY: _____ LOT #: _____ BLOCK #: 24
HISTORIC DESIGNATION: ☐ LANDMARK ☒ SIGNIFICANT ☐ NOT HISTORIC

APPLICANT INFORMATION

NAME: Craig Elliott
MAILING: P.O. Box 3419
ADDRESS: Park City, UT 84060

PHONE #: (435) 649 - 0092 FAX #: () -
EMAIL: celliot@elliottworkgroup.com

APPLICANT'S REPRESENTATIVE INFORMATION

NAME: Johanna Monson
PHONE #: (435) 649 - 0092
EMAIL: jmonson@elliottworkgroup.com

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014

NOV 15 2016

ACKNOWLEDGMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge. I understand that my application is not deemed complete until a Project Planner has reviewed the application and has notified me that it has been deemed complete.

I will keep myself informed of the deadlines for submission of material and the progress of this application. I understand that a staff report will be made available for my review three days prior to any public hearings or public meetings. This report will be on file and available at the Planning Department in the Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization with the study.

Signature of Applicant: _____

Name of Applicant: _____

Craig Elliott

Mailing _____

P.O.Box 3419

Address: _____

Park City, UT 84060

Phone #: _____

(435) 649 - 0092

Fax #: () -

Email: _____

celliot@elliottworkgroup.com

Type of Application: _____

AFFIRMATION OF SUFFICIENT INTEREST

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action. I further affirm that I am aware of the City policy that no application will be accepted nor work performed for properties that are tax delinquent.

Name of Owner: _____

Park City Municipal Corporation

Mailing Address: _____

P.O. Box 1480

Park City, UT 84060

Street Address/ Legal _____

1333 Park Avenue

Description of Subject Property: _____

Park City, UT 84060

Signature: _____

Date: _____

1. If you are not the fee owner attach a copy of your authorization to pursue this action provided by the fee owner.
2. If a corporation is fee titleholder, attach copy of the resolution of the Board of Directors authorizing the action.
3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership
4. If a Home Owner's Association is the applicant than the representative/president must attach a notarized letter stating they have notified the owners of the proposed application. A vote should be taken prior to the submittal and a statement of the outcome provided to the City along with the statement that the vote meets the requirements set forth in the CC&Rs.

Please note that this affirmation is not submitted in lieu of sufficient title evidence. You will be required to submit a title opinion, certificate of title, or title insurance policy showing your interest in the property prior to Final Action.

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

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SAMPLE PHYSICAL CONDITIONS REPORT

This sample is based on the residence located at 664 Woodside Ave.

Sample Detailed Description of Existing Conditions:

7. Porches

Use this section to describe the porches. Address decorative features including porch posts, brackets, railing, and floor and ceiling materials. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Front Porch (East Facade)

This involves: ☒ An original part of the building
☐ A later addition

Estimated date of construction: 1930s

Describe existing feature:

Based on evidence from Sanborn Maps and historic tax photographs, the L-shaped front porch is an extension of the original 1905 porch and was constructed sometime in the 1930s. The square railings and square balustrades, square porch posts, porch ceiling, roof structure, and square horizontal members are all made of painted wood. The decking material is poured concrete. The roof of the porch is a shed roof and the roof material is standing seam metal. The porch is located on the east facade, wraps along the south facade, and continues to the west facade. The railing and balustrades break at the front entrance door, at the south end of the east facade, and at the side entrance which is centered on the south facade. The porch is flush with the existing grade on the east facade. The porch is very un-ornamental with no brackets or other decorative features.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☐ Good ☒ Fair ☐ Poor

Several of the wood porch posts and horizontal members have been replaced. The new wood porch posts and horizontal members are unpainted. The remaining historic wood railings and balustrades, porch posts, porch ceiling, roof structure, and horizontal members are missing paint. The fascia board at the connection between the east facade gable and porch roof is rotted and damaged. Wires are hanging/detached near the east facade gable and porch roof connection on the east facade. The flashing between the main roof and the porch roof is showing signs of rust.

Photo Numbers: 1, 2, 3, 4, 5, 6, 7, 9, 12, 13

Illustration Numbers: 7a

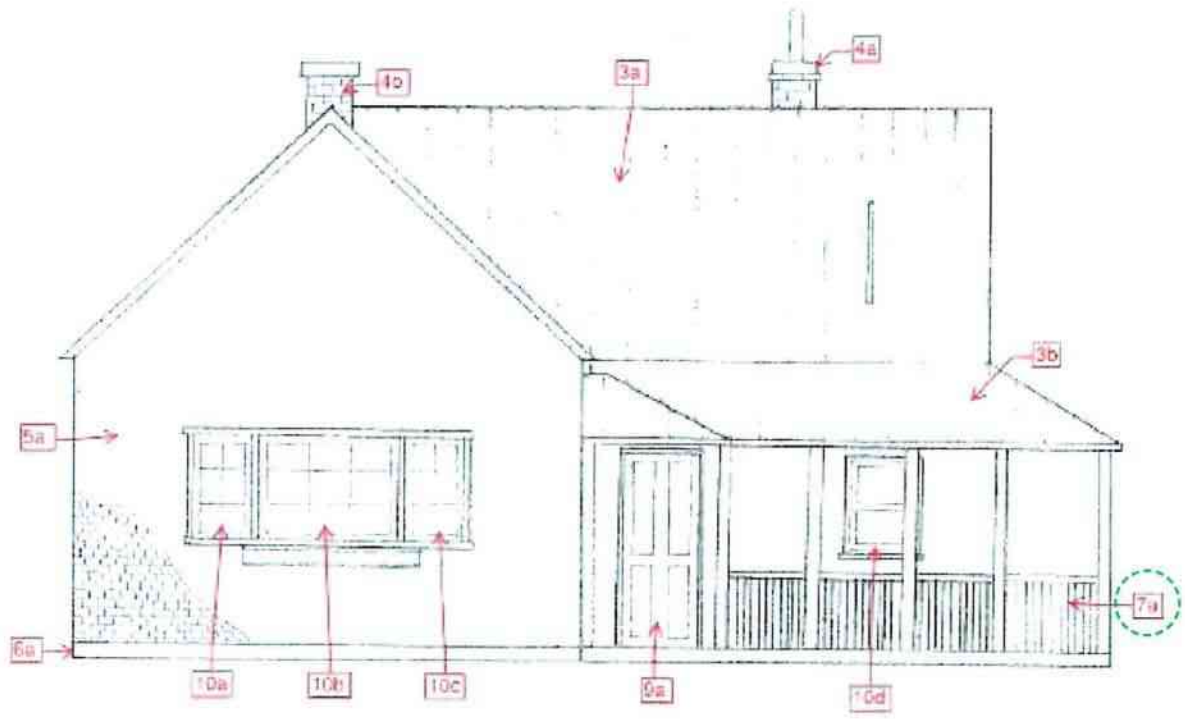
Multiple photos provide detailed documentation of existing features and any deficiencies.

Number corresponding to the illustration on the following page.

NOV 15 2016

SAMPLE ILLUSTRATION

East Facade:



NOV 15 2016

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

SAMPLE PHOTO DOCUMENTATION SHEET

Photo #1: East Elevation



Photo #2: East Elevation Porch Ceiling and Support Structure Detail



NOV 15 2016

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

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PHYSICAL CONDITIONS REPORT

Detailed Description of Existing Conditions. Use this page to describe all existing conditions. Number items consecutively to describe all conditions, including building exterior, additions, site work, landscaping, and new construction. Provide supplemental pages of descriptions as necessary for those items not specifically outlined below.

1. Site Design

This section should address landscape features such as stone retaining walls, hillside steps, and fencing. Existing landscaping and site grading as well as parking should also be documented. Use as many boxes as necessary to describe the physical features of the site. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Landscape and Site

This involves: ☒ An original part of the building
☐ A later addition Estimated date of construction: _____

Describe existing feature:

The site has a slope of 6" from East to West with no retaining walls or fences. An asphalt driveway is found on the West side of the parcel.
Landscape areas with bushes and flowers are located in the North, South and East side of the House, with an evergreen tree in the main entrance area.
Concrete stairs are located in the front porch of the house (East side of house) and back door (West side of the house).

Describe any deficiencies: Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

Photo Numbers: 7 Illustration Numbers: _____

NOV 15 2016

2. Structure

Use this section to describe the general structural system of the building including floor and ceiling systems as well as the roof structure. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Wood Frame**

This involves: ☒ An original part of the building ☐ A later addition Estimated date of construction: **1905**

Describe existing feature:

The Original one story frame Hall-Parlor type house and first addition (Shed addition) is made of light frame construction; wood frame walls, floor joists and roof rafters. By 1995, the house was raised on a concrete foundation. Additional steel beams and wood columns were added under the floor joists to keep the integrity of the wood frame system, in an unfinished basement area where the mechanical system is located.

The second addition of the house, on the West side, is made of light wood framing system; wood walls, roof rafters and wood floor joist over slab on grade concrete. A small difference of height on the floor can be notice inside the house. No data is found of the construction of this addition but it was probably during a period of non historical significance.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☒ Fair ☐ Poor

The structure of the Original house is compromise by the raised concrete foundation. The new steel beams under the floor are supported by wood columns with no structural attachments to it and place over the concrete slabs in the basement.

Photo Numbers: **1,2,3,4,10,11** Illustration Numbers: **5a,5b,6a,6b,6c,6d**

NOV 15 2016

3. Roof

Use this section to describe the roofing system, flashing, drainage such as downspouts and gutters, skylights, chimneys, and other rooftop features. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Roof System**

This involves: ☒ An original part of the building

☒ A later addition

Estimated date of construction: _____

Describe existing feature:

The house has a light wood frame system with wood rafters through out the building. The historic double pitched gable roof was modified by adding a gable roof over the entrance area and the roof line was altered to accommodate the first historic shed addition of the house. On the West side of the house a non-historic structure was added by connecting the historic roof with a new double pitch roof. The historic gable roof is at 9:12 pitch with a 4 1/2:12 pitch over the first historic shed addition. The original shingles have been replace with asphalt shingles and heat tape. One gutter and downspout is found on the south side of the house. The eaves are square cut rafter tails with metal fascia and wood soffit. A Brick chimney flue is located in the south-east corner of the original house.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

Photo Numbers: **1,2,3,4**

Illustration Numbers: **1a,2a,2b**

NOV 15 2016

4. Chimney

Use this section to describe any existing chimneys. One box should be devoted to each existing chimney. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Chimney**

This involves: ☒ An original part of the building
☐ A later addition

Estimated date of construction: _____

Describe existing feature:

A brick chimney is found at the South-east corner of the original house. The chimney runs from the basement where it is use as ventilation for the mechanical equipment, through the main level and the roof.
 No evidence of the original chimney on the main level is found.
 The exterior brick of the chimney has been repair and a metal flue added inside it with metal cap at the end of it.

Describe any deficiencies: Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

The chimney serves as a ventilation flue, not as a chimney as original intended.

Photo Numbers: **8, 12**

Illustration Numbers: _____

NOV 15 2016

5. Exterior Walls

Use this section to describe exterior wall construction, finishes, and masonry. Be sure to also document other exterior elements such as porches and porticoes separately. Must include descriptions of decorative elements such as corner boards, fascia board, and trim. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Original exterior walls**

This involves: ☒ An original part of the building

☐ A later addition

Estimated date of construction: **1905**

Describe existing feature:

The original hall-parlor house with first addition (shed addition) has a clad in narrow horizontal wood lap siding with 4" vertical wood trim. Also a 9" top and bottom board is found on the siding.

The original facade presents two historic double hung windows with wood framing. All side windows are sliders with wood trim.

A height louver window is located on the north side of the house, possible to vent the new attic area created by the interior vermiculite ceiling in the front room.

Five openings are located on the concrete foundation to give ventilation and light to the basement.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

The North and South facade presents slider windows that do not represent the original architectural proportion of the era.

Photo Numbers: **1,2,4**

Illustration Numbers: **1a, 2a, 4a**

NOV 15 2016

Element/Feature: **Addition walls**

This involves: ☐ An original part of the building
☒ A later addition

Estimated date of construction: _____

Describe existing feature:

The second addition of the hall-parlor house has horizontal wood lap siding with 4" vertical wood trim and 9" top and bottom boards. The horizontal wood lap siding on the second addition walls are slightly bigger than the ones on the original side of the house, indicating a different time of construction.

The windows on the North and South facade are horizontal sliders and the window on the West facade is a new double hung. All doors and windows have wood trim around them.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

The North and South facade presents slider windows that do not represent the original architectural proportion of the era.

Photo Numbers: **2,3,4**

Illustration Numbers: **2b, 3a, 4b**

NOV 15 2016

Element/Feature: _____

This involves: ☐ An original part of the building
☐ A later addition

Estimated date of construction: _____

Describe existing feature:

Describe any deficiencies:

Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Photo Numbers: _____ Illustration Numbers: _____



6. Foundation

Use this section to describe the foundation including its system, materials, perimeter foundation drainage, and other foundation-related features. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Foundation**

This involves: ☐ An original part of the building ☒ A later addition Estimated date of construction: **1995**

Describe existing feature:

By 1995 the house was raised on a concrete foundation that accommodates an unfinished basement where all mechanical systems are located. The concrete foundation is located under all exterior walls as well as under the transition of the second addition. Concrete slabs are use in the basement to support new structural columns. No perimeter foundation drainage is found. Five small openings that work as windows with clear cover give light and ventilation to the Basement.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☒ Fair ☐ Poor

The structure of the Original house is compromise by the raised concrete foundation. The new steel beams under the floor are supported by wood columns with no structural attachments to it and place over the concrete slabs in the basement.

Photo Numbers: **9,10,11,12**

Illustration Numbers: **5a**

NOV 15 2016

7. Porches

Use this section to describe the porches. Address decorative features including porch posts, brackets, railing, and floor and ceiling materials. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Front Porch (East Elevation)

This involves: ☐ An original part of the building

☒ A later addition

Estimated date of construction: _____

Describe existing feature:

Based on evidence from the 1907 Sanborn Maps, the front porch was a later addition of the original house. The front porch is a small projecting entry porch with gable roof supported by square wood columns. The 4"x4" columns support the wood railing and vertical wood guard. The gable roof has a flat tongue and groove wooden ceiling at 8' above the concrete entrance.

Concrete steps and entrance that slope away from the house are connected to the existing house floor with a 1"x1" piece of wood.

Describe any deficiencies:

Existing Condition: ☐ Excellent

☐ Good

☒ Fair

☐ Poor

The concrete steps and entry are from a later addition and were never well connected to the existing wood floor of the house. There is a gap of about 1" in between. The slope of the concrete entrance is greater than permitted.

Photo Numbers: 1,5,6

Illustration Numbers: 1b,6a

NOV 15 2016

8. Mechanical System, Utility Systems, Service Equipment & Electrical

Use this section to describe items such as the existing HVAC system, ventilation, plumbing, electrical, and fire suppression systems. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Mechanical System**

This involves: ☐ An original part of the building ☒ A later addition Estimated date of construction: **1995**

Describe existing feature:

The mechanical system of the house has been updated with modern machines. The water heater and Furnace are located in the basement. All vent systems run through the basement ceiling and then vertical through the walls or brick chimney.

Describe any deficiencies: Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

The brick chimney that was used in the original house as a heating element is now use as vertical vent.
There are no signs of the old chimney on the main space. The brick flue is cover by wood paneling.

Photo Numbers: **10,11,12**

Illustration Numbers: **5b,6e**

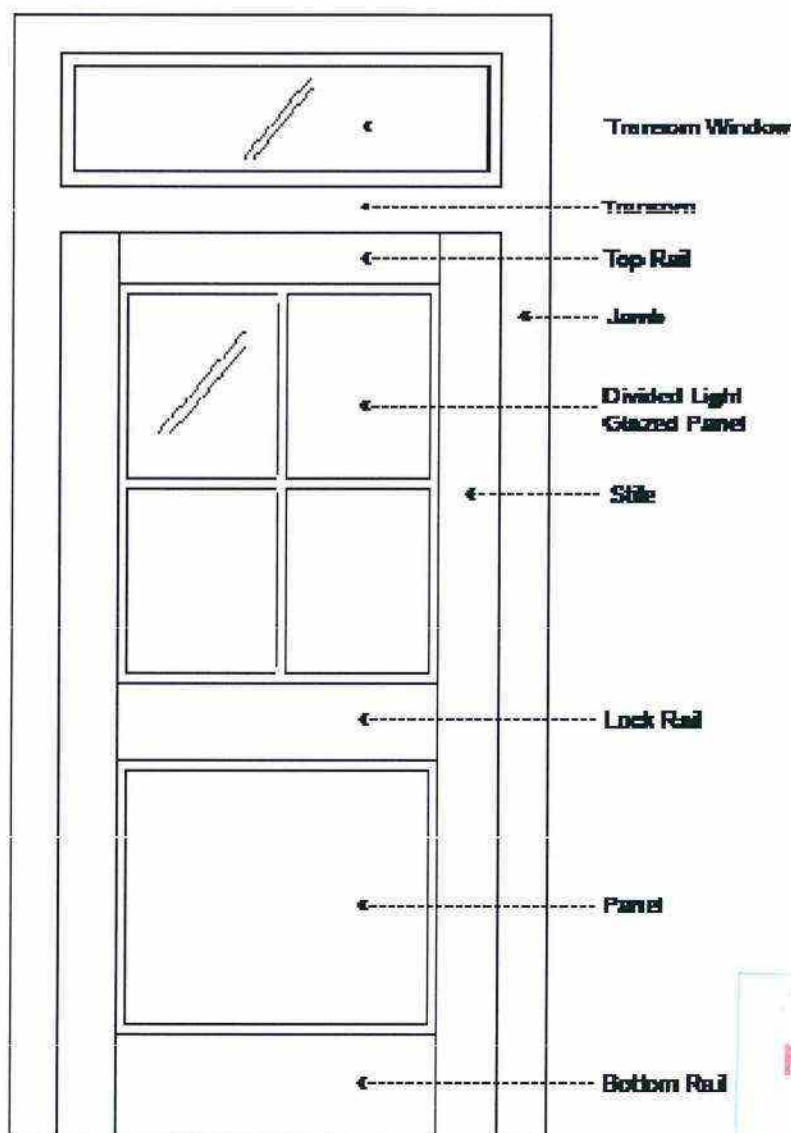
NOV 15 2016

9. Door Survey

Basic Requirements

1. All door openings on the exterior of the structure should be assigned a number and described under the same number in the survey form. Doors in pairs or groupings should be assigned individual numbers. Even those not being replaced should be assigned a number corresponding to a photograph or drawing of the elevation, unless otherwise specified specifically by the planner.
2. Describe the issues and conditions of each exterior door in detail, referring to specific parts of the door. Photographs depicting existing conditions may be from the interior, exterior, or both. Additional close-up photos documenting the conditions should be provided to document specific problem areas.
3. The Planning Department's evaluation and recommendation is based on deterioration/damage to the door unit and associated trim. Broken glass and normal wear and tear are not necessarily grounds for approving replacement.
4. The condition of each door should be documented based on the same criteria used to evaluate the condition of specific elements and features of the historic structure or site: Good, Fair, Poor.

Don't forget to address service, utility, and garage doors where applicable.



If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

Door Survey Form

Total number of door openings on the exterior of the structure: 2

Number of historic doors on the structure: 1

Number of existing replacement/non-historic doors: 1

Number of doors completely missing: 0

Please reference assigned door numbers based on the Physical Conditions Report.

Number of doors to be replaced: 2

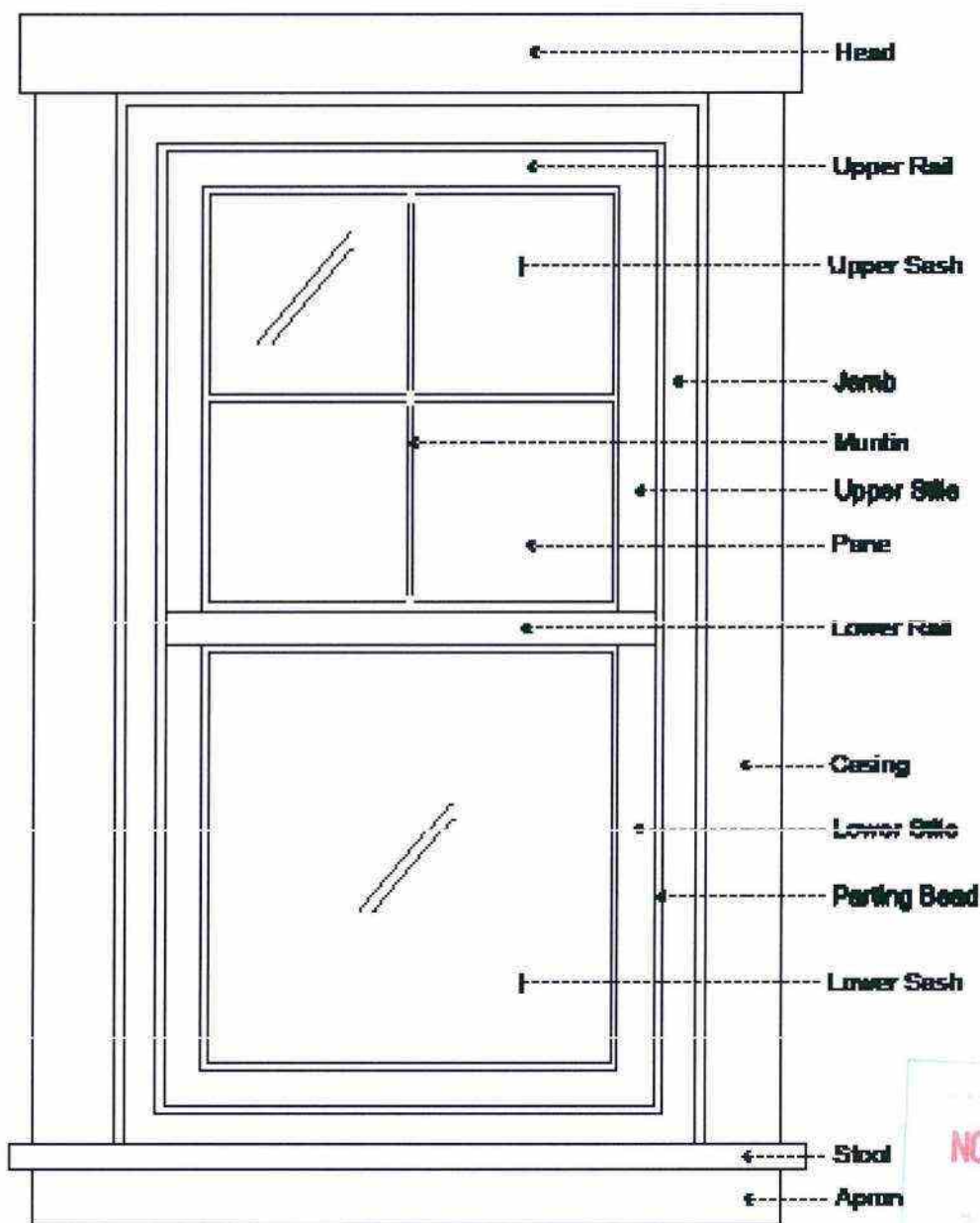
[illegible]

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

10. Window Survey

Basic Requirements

1. All window openings on the structure should be assigned a number and described under the same number in the survey form. Windows in pairs or groupings should be assigned individual numbers. Even those not being replaced should be assigned a number corresponding to a photograph or drawing of the elevation, unless otherwise specified specifically by the planner.
2. Describe the issues and conditions of each window in detail, referring to specific parts of the window. Photographs depicting existing conditions may be from the interior, exterior, or both. Additional close-up photos documenting the conditions should be provided to document specific problem areas.
3. The Planning Department's evaluation and recommendation is based on deterioration/damage to the window unit and associated trim. Broken glass and windows that are painted shut alone are not grounds for approving replacement.



NOV 15 2016

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 815-5060 or visit us online at www.parkcity.org. Updated 10/2014.

Window Survey Form

Total number of window openings on the exterior of the structure: 9
 Number of historic windows on the structure: 2
 Number of existing replacement/non-historic windows: 7
 Number of windows completely missing: 0

Please reference assigned window numbers based on the Physical Conditions Report.

Number of windows to be replaced: 9

Window #:	Existing Condition (Excellent, Good, Fair, Poor):	Describe any deficiencies:	Photo #:	Historic (50 years or older):
A	Good	Wooden double hung window	22	X
B	Good	Wooden double hung window	22	X
C	Good	Vinyl slider window	23	
D	Good	Vinyl slider window	24	
E	Good	Vinyl slider window	25	
F	Good	Vinyl double hung window	27	
G	Fair	Vinyl slider window	25	
H	Fair	Vinyl slider window	26	
I	Fair	Vinyl slider window	23	
	Fair			
	Fair			
	Fair			
	Fair			NOV 15 2016

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

11. Interior Photographs

Use this section to describe interior conditions. Provide photographs of the interior elevations of each room. (This can be done by standing in opposite corners of a square room and capturing two walls in each photo.)

Element/Feature: **Original Hall-Parlor House**

This involves: ☒ An original part of the building ☐ A later addition Estimated date of construction: **1905**

Describe existing feature:

The original hall-parlor house interior has been modify through the years. It has one large room at the front of the house with new vertical wood paneling in three walls, carpet and vermiculite flat ceiling. The windows on the East side are historic wood double hung windows and the two windows on the North and South of the room are vinyl slider windows, probably from a time of non historical significance. The brick chimney flue is furred in with wood paneling.

Describe any deficiencies: Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

Photo Numbers: **28** Illustration Numbers: **6e**

NOV 15 2016

Element/Feature: **First Addition**

This involves: ☐ An original part of the building
☒ A later addition

Estimated date of construction: _____

Describe existing feature:

The first addition (shed addition) of the house was build in a time of historical significance but the interior has been modify through the years.
 We found two smaller rooms with flat ceilings. The rooms are finish with painted gypsum board in the wall and ceiling, wood baseboard and carpet.
 In between them is located the only bathroom of the house. Consisting of a sink and toilet, no shower is located in the house.

Describe any deficiencies: Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

Photo Numbers: **29,30** Illustration Numbers: **6f,6h**



Element/Feature: **Second Addition**

This involves: ☐ An original part of the building
☒ A later addition

Estimated date of construction: **1995**

Describe existing feature:

The second addition of the house, consist of two rooms on the West side of the house. Both rooms have vaulted ceiling with painted gypsum board in the walls and ceilings, carpet, and wood baseboards. One of the rooms has a door to the exterior and the stairs to the basement.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

Photo Numbers: **31,32**

Illustration Numbers: **6c**

NOV 15 2016

Element/Feature: _____

This involves: ☐ An original part of the building
☐ A later addition

Estimated date of construction: _____

Describe existing feature:

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Photo Numbers: _____ Illustration Numbers: _____



Supplemental Sheets

Supplemental Page ____ of ____

Supplemental pages should be used to describe any additional elements and features not previously described in this packet.

Element/Feature: **Utility system**

This involves: ☐ An original part of the building

☒ A later addition

Estimated date of construction: _____

Describe existing feature:

All utility systems have been updated from the original house.
The electrical panel is located in the basement.
The gas and electric meter are located on the North exterior wall of the house.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

The brick chimney that was used in the original house as a heating element is now use as vertical vent.

Photo Numbers: 17,18

Illustration Numbers: 2c,2d,6b

NOV 15 2016

Exhibit E - 1333 Park Avenue
Historic Preservation Plan

PARK CITY MUNICIPAL CORPORATION
 PLANNING DEPARTMENT
 445 MARSAC AVE - PO BOX 1480
 PARK CITY, UT 84060
 (435) 615-5060



HISTORIC PRESERVATION PLAN

For Use with the *Historic District/Site Design Review Application*

For Official Use Only

PLANNER: HANNAH M. TYLER APPLICATION #: PL-16-03378
 DATE RECEIVED: _____
 PLANNING DIRECTOR _____ CHIEF BUILDING OFFICIAL _____
 APPROVAL DATE/INITIALS: _____ APPROVAL DATE/INITIALS: _____

PROJECT INFORMATION

☐ LANDMARK ☒ SIGNIFICANT DISTRICT: _____

NAME: _____

ADDRESS: 1333 Park Avenue
Park City, UT 84060

TAX ID: none OR

SUBDIVISION: Snyder's Addition to Park City OR

SURVEY: _____ LOT #: _____ BLOCK #: 24

APPLICANT INFORMATION

NAME: Craig Elliott

PHONE #: (435) 649 - 0092 FAX #: () -

EMAIL: celliot@elliottworkgroup.com



If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

INSTRUCTIONS FOR HISTORIC PRESERVATION PLAN

The purpose of the HISTORIC PRESERVATION PLAN is to provide a detailed description of the proposed project, including the scope of work, methods/techniques being considered, and the potential impacts and/or benefits to Park City's historic resources. The Planning Department is authorized to require a Historic Preservation Plan as a condition of approving an application for a building project that affects a historic structure, site or object. The Planning Director and the Chief Building Official, or their designees, must approve the Historic Preservation Plan.

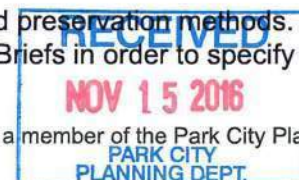
It is important to address the condition of each element, feature, or space of a historic site and/or structure as identified by the Physical Conditions Report.

Please note the following:

1. **Multiple Buildings and/or Structures.** For Historic District Design Reviews (HDDR) that include more than one (1) structure, please complete an individual Physical Conditions Report for each structure on the site.
2. **Scope of Work.** Summarize the impacts the proposed project will have on each of the elements/features identified by the Physical Conditions Report. If the project proposes a negative impact on any character-defining feature, explain why it is unavoidable and what measures are proposed to mitigate the adverse affects.
3. **Construction Issues.** Following the format of the Physical Condition Report, summarize the work being proposed for each feature. Provide reference to or excerpts from the Physical Condition Report if needed to supplement the work summaries. Address the treatments being considered and the methods and techniques being proposed.

According to the *Design Guidelines for Historic Districts and Historic Sites* the four treatments for historic sites include:

- **Preservation.** If you want to stabilize a building or structure, retain most or all of its historic fabric, and keep it looking the way it does now, you will be preserving it. Preservation is the first treatment to consider and it emphasizes conservation, maintenance and repair.
 - **Rehabilitation.** If you want to update a building for its current or a new use, you will be rehabilitating it. Rehabilitation, the second treatment, also emphasizes retention and repair of historic materials, though replacement is allowed because it is assumed that the condition of existing materials is poor.
 - **Restoration.** If you want to take a building back to an earlier time by removing later features, you will be restoring it. Restoration, the third treatment, centers on retaining materials from the most significant period in the property's history. Because changes in a site convey important information about the development history of that site and its structures, restoration is less common than the previous treatments.
 - **Reconstruction.** If you want to bring back a building that no longer exists or cannot be repaired, you will be reconstructing it. Reconstruction, the fourth treatment, is used to recreate a non-surviving building or one that exists now, but is extremely deteriorated and unsalvageable. Reconstruction is rarely recommended.
4. **Conditions Evaluation.** The scope of work for those features/elements identified as fair or poor in the Physical Conditions Report require a more comprehensive approach to its deteriorated condition. Please provide specific details outlining your scope of work.
 5. **References.** Specific conditions should be addressed using recognized preservation methods. It may be helpful to reference the National Park Service's Preservation Briefs in order to specify



recognized preservation methods for features/elements such as wood windows, porches, and masonry chimneys. These and other features are described in the Preservation Briefs, available online at: <http://www.nps.gov/tps/how-to-preserve/briefs.htm>.



Site Design

Use this section to describe the scope of work and preservation treatment for landscape features such as stone retaining walls, hillside steps, and fencing. Existing landscaping and site grading as well as parking should also be documented. Use supplemental pages if necessary.

Element/Feature: **Site**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Demolish existing non- historic garage to bring back the original layout of the site. Add new landscape area on the West side of the house.

Structure

Use this section to describe scope of work and preservation treatment for the general structural system of the building including floor and ceiling systems as well as the roof structure. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Wood Frame**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Lift the existing wood frame house to rehabilitate the structural foundation. Replace floor structure, add new beams, columns and repair concrete foundation to give adequate structural support to the house.

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Roof

Use this section to describe the proposed scope of work and preservation treatment for the roofing system, flashing, drainage such as downspouts and gutters, skylights, chimneys, and other rooftop features. Use supplemental pages if necessary.

Element/Feature: **Roof System**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Rehabilitated the roof flashing, eave and drainage system as well as the exterior brick chimney. Replace and add new downspouts and gutters where needed.

Chimney

Use this section to describe the proposed scope of work and preservation treatment for any existing chimneys. One box should be devoted to each existing chimney. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Brick Chimney**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Rehabilitated the exterior brick chimney of the house to preserved the original architecture of the front facade. Remove the modify interior brick flue left from previous remodels, including the metal flue in the basement and main level.

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Exterior Walls

Use this section to describe the proposed scope of work and preservation treatment for the exterior wall construction, finishes, and masonry. Please describe the scope of work for each individual exterior wall, use supplemental pages if necessary.

Element/Feature: **East Wall**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Rehabilitated the concrete porch with new concrete stairs and entrance floor. Level entrance with interior floor level.
 Replace existing double hung windows with new wood windows of the same dimensions and characteristics. New windows will be added where the basement opening are located to avoid any water leaking into the basement.
 The exterior siding will be replace by new lap siding throughout all four facades of the same proportions and characteristics of the original house.

Element/Feature: **North Wall**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The proposed work will include the replacement of the existing non-historic slider windows with new wood casement windows. New windows will meet egress requirements and will have the vertical proportions of the historic era. New windows will be added where the basement openings are located to avoid any water leaking into the basement.
 The exterior siding will be replace by new lap siding throughout all four facades of the same proportions and characteristics of the original house.



West Wall

Element/Feature:

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The proposed work will include the replacement of the existing vinyl double hung window with new double hung wood window of the same dimensions. The back entrance porch will be replace with a new concrete slab with stairs looking north into the new back yard and the non-historic metal railing will be replace by wood railing. The exterior siding will be replace by new lap siding throughout all four facades of the same proportions and characteristics of the original house.

South Wall

Element/Feature:

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The proposed work will include the replacement of the existing non-historic slider windows with new wood casement windows of similar proportions. New windows will meet egress requirements and will have the vertical proportions of the historic era. New windows will be added where the basement openings are located to avoid any water leaking into the basement. The exterior siding will be replace by new lap siding throughout all four facades of the same proportions and characteristics of the original house.

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PLANNING DEPT.

Foundation

Use this section to describe the proposed scope of work and preservation treatment for the foundation including its system, materials, perimeter foundation drainage, and other foundation-related features. Use supplemental pages if necessary.

Element/Feature: **Concrete Foundation**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Lift the existing wood frame house to rehabilitate the structural foundation. Replace floor structure, add new beams, columns and repair concrete foundation to give adequate structural support to the house.

Porches

Use this section to describe the proposed scope of work and preservation treatment for all porches. Address decorative features including porch posts, brackets, railing, and floor and ceiling materials.

Element/Feature: **Entry Porch**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The proposed work for the entry porch includes the rehabilitation of the concrete. New concrete stairs and entrance floor level with the main house.

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Doors

Use this section to describe the proposed scope of work and preservation treatment for all exterior doors, door openings, and door parts referenced in the Door Survey of the Physical Conditions Report. Please describe the scope of work for each individual exterior door, use supplemental pages if necessary.

Element/Feature: **Front Door**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The front door will be replace by a new solid wood door of the same dimensions and characteristics.

Element/Feature: **Back Door**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The back non-historic door will be replace by a new full glass door with wood frame of the same dimensions.



Windows

Use this section to describe the proposed scope of work and preservation treatment for all exterior windows, window openings, and windows parts referenced in the Door Survey of the Physical Conditions Report. Please describe the scope of work for each individual exterior window, use supplemental pages if necessary.

Element/Feature: **Front Windows**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Replace existing double hung windows with new wood windows of the same dimensions and characteristics.

Element/Feature: **Side Windows**

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

Replace existing non-historic slider windows for new wood casement windows of similar proportions. New windows will meet egress requirements and will have the vertical proportions of the historic era.



Mechanical System, Utility Systems, Service Equipment & Electrical

Use this section to describe proposed scope of work and preservation treatment for items such as the existing HVAC system, ventilation, plumbing, electrical, and fire suppression systems. Supplemental pages should be used to describe additional elements and features. Use supplemental pages if necessary.

Element/Feature: **Mechanical and Utility Systems**

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The mechanical ducts and vents will be replace to meet the new needs of the interior space of the house.

Additions

Use this section to describe the proposed scope of work for any additions. Describe the impact and the preservation treatment for any historic materials. Supplemental pages should be used to describe additional elements and features. Use supplemental pages if necessary.

Element/Feature: _____

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:



4. PROJECT TEAM

List the individuals and firms involved in designing and executing the proposed work. Include the names and contact information for the architect, designer, preservation professional, contractor, subcontractors, specialized craftspeople, specialty fabricators, etc...

Provide a statement of competency for each individual and/or firm listed above. Include a list or description of relevant experience and/or specialized training or skills.

Will a licensed architect or qualified preservation professional be involved in the analysis and design alternatives chosen for the project? ~~Yes~~ or No. If yes, provide his/her name.

Will a licensed architect or other qualified professional be available during construction to ensure the project is executed according to the approved plans? ~~Yes~~ or No. If yes, provide his/her name.

5. SITE HISTORY

Provide a brief history of the site to augment information from the Historic Site Form. Include information about uses, owners, and dates of changes made (if known) to the site and/or buildings. Please list all sources such as permit records, current/past owner interviews, newspapers, etc. used in compiling the information.

6. FINANCIAL GUARANTEE

The Planning Department is authorized to require that the Applicant provide the City with a financial Guarantee to ensure compliance with the conditions and terms of the Historic Preservation Plan. (See Title 15, LMC Chapter 11-9) Describe how you will satisfy the financial guarantee requirements.

7. ACKNOWLEDGMENT OF RESPONSIBILITY

I have read and understand the instructions supplied by Park City for processing this form as part of the Historic District/Site Design Review application. The information I have provided is true and correct to the best of my knowledge.

Signature of Applicant:  Date: 11/01/2016

Name of Applicant: Craig Elliott



Exhibit F - 1353 Park Avenue
Historic Preservation Package Plans

1353 Park Avenue

Historic Preservation Package

1353 Park Avenue
(old 1323 Woodside Ave)
Park City, Utah
November 1st, 2016

Historic Preservation Package
November 1st, 2016



PROJECT CONTACT INFORMATION

Owner	Architect
Park City Municipal Corporation 445 Marsac Avenue, P.O.Box 1480 Park City, UT 84060	EWG Architecture 449 Main Street, PO BOX 3419 Park City, Utah 84060 801.415.1839 CONTACT: Craig Elliott

DRAWING INDEX

Historic Preservation Drawings	
HPP-001	Cover Sheet
HPP-002	Historic Preservation Photo Documentation
HPP-003	Existing Survey
HPP-004	Demolition/ Preservation Site Plans
HPP-005	Demolition/ Preservation Floor Plan
HPP-006	Demolition/ Preservation Elevations



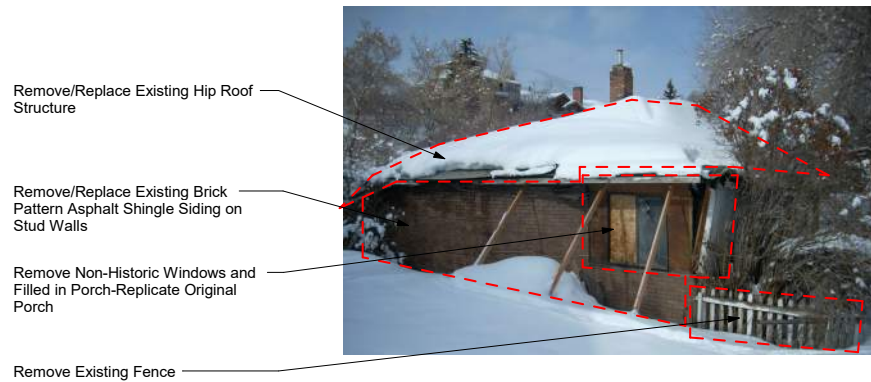
Green House Foundation
1353 Park Avenue

1353 Park Avenue
(old 1323 Woodside Ave)
Park City, Utah

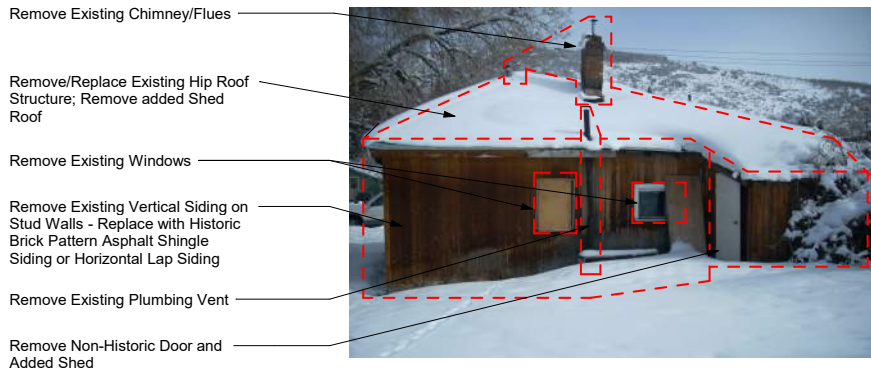
Cover Sheet
HPP-001

GENERAL NOTES

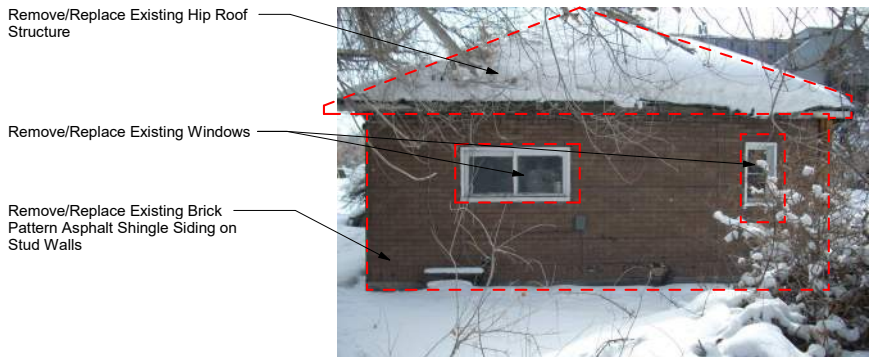
- 1. Non-Historic Additions Are to be Removed by Contractor & Disposed of Properly According to the Municipality
- 2. Items to be Removed Shown Dashed.
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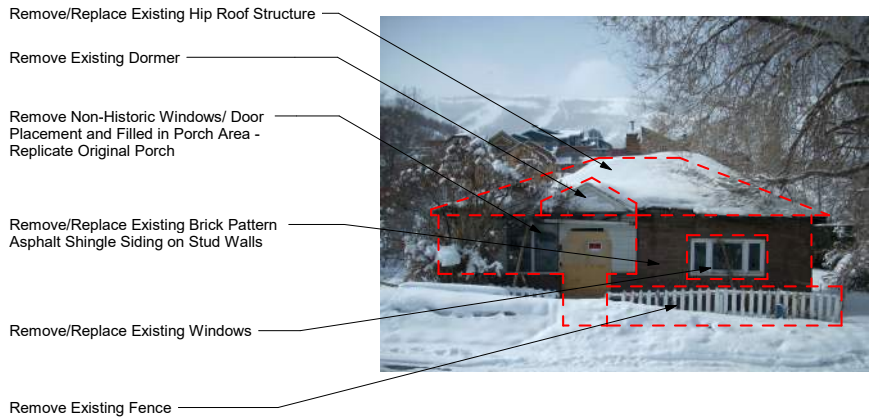
5 Existing Looking North
SCALE:N.T.S.



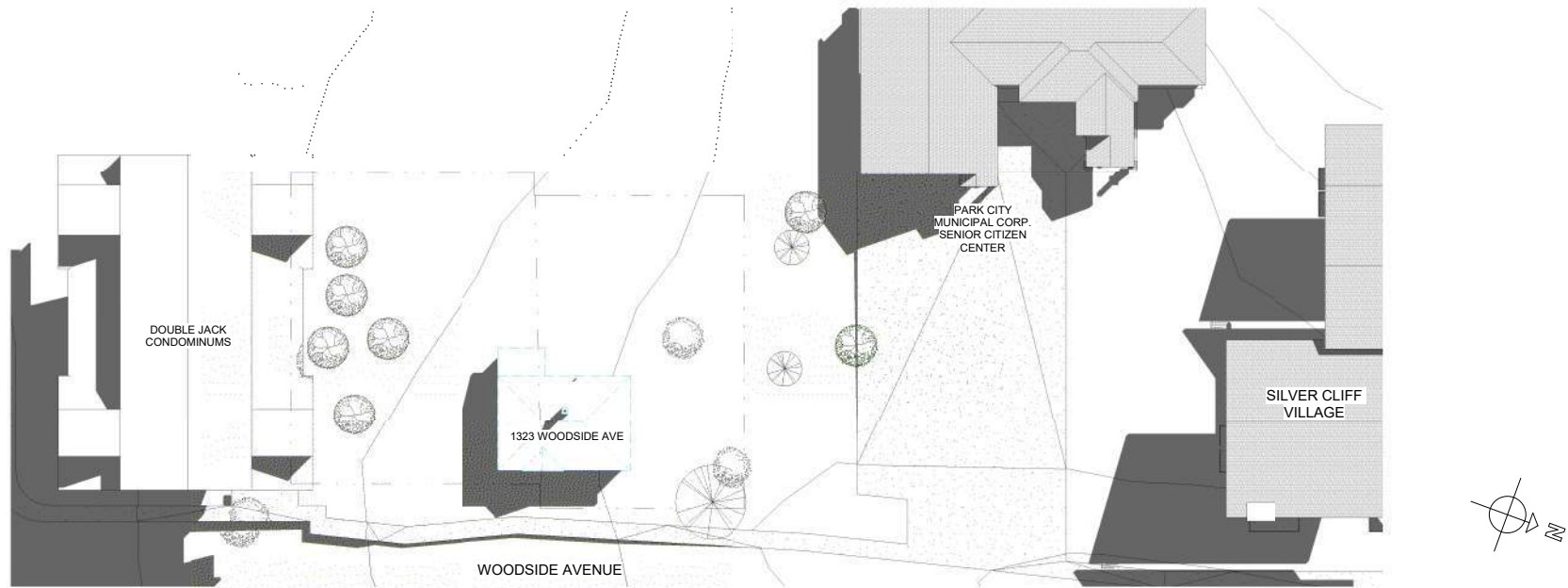
4 Existing Looking East
SCALE:N.T.S.



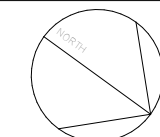
3 Existing Looking South
SCALE:N.T.S.



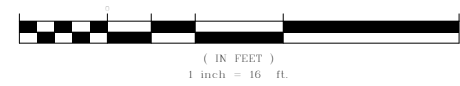
2 Existing Looking West
SCALE:N.T.S.



1 Site plan/ photo documentation
SCALE: 1" = 20'-0"



GRAPHIC SCALE



DEED DESCRIPTION(S)

BOOK 1750 PAGE 1100:
BEGINNING AT A POINT WHICH IS NORTH 54° 01' EAST 150.0 FEET AND NORTH 35° 59' WEST 156.50 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY; THENCE SOUTH 54° 01' WEST 69.0 FEET; THENCE NORTH 35° 59' WEST 1.5 FEET; THENCE NORTH 54° 01' EAST 69.0 FEET; THENCE SOUTH 35° 59' EAST 1.5 FEET TO THE POINT OF BEGINNING.

BOOK 1750 PAGE 1098:
BEGINNING AT A POINT WHICH IS NORTH 54° 01' EAST 150.0 FEET AND NORTH 35° 59' WEST 106.50 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY, UTAH AND RUNNING THENCE SOUTH 54° 01' WEST 75.00 FEET; THENCE NORTH 35° 59' WEST 40.78 FEET; THENCE NORTH 54° 01' EAST 75.00 FEET; THENCE SOUTH 35° 59' EAST 40.78 FEET TO THE POINT OF BEGINNING.

BOOK 1750 PAGE 1096:
BEGINNING AT A POINT NORTH 54° 01' EAST 156 FEET AND SOUTH 35° 59' EAST 332 FEET FROM THE NORTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY; THENCE SOUTH 35° 59' EAST 60 FEET; THENCE SOUTH 54° 01' WEST 75 FEET; THENCE NORTH 35° 59' WEST 60 FEET; THENCE NORTH 54° 01' EAST 75 FEET TO THE PLACE OF BEGINNING.

BEGINNING AT A POINT WHICH IS NORTH 54° 01' EAST 150.0 FEET AND NORTH 35° 59' WEST 147.28 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY, UTAH AND RUNNING THENCE SOUTH 54° 01' WEST 75 FEET; THENCE NORTH 35° 59' WEST 9.22 FEET; THENCE NORTH 54° 01' EAST 75.00 FEET; THENCE SOUTH 35° 59' EAST 9.22 FEET TO THE POINT OF BEGINNING.

COMBINED PARCEL DESCRIPTION

COMMENCING AT THE INTERSECTION OF 14TH STREET AND PARK AVENUE, SNYDERS ADDITION TO PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLATS THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER AND RUNNING THENCE SOUTH 35° 59'00" EAST ALONG THE CENTERLINE OF SAID PARK AVENUE, 458.50 FEET AND SOUTH 54° 01'00" WEST A DISTANCE OF 225.00 FEET TO THE TRUE POINT OF BEGINNING (SAID POINT OF BEGINNING ALSO BEING NORTH 54° 01'00" EAST, 150.00 FEET AND NORTH 35° 59'00" WEST, 106.50 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY SURVEY); THENCE SOUTH 54° 01'00" WEST A DISTANCE OF 75.00 FEET; THENCE NORTH 35° 59'00" WEST A DISTANCE OF 50.00 FEET; THENCE NORTH 54° 01'00" EAST A DISTANCE OF 6.00 FEET; THENCE NORTH 35° 59'00" WEST A DISTANCE OF 61.50 FEET; THENCE NORTH 54° 01'00" EAST A DISTANCE OF 75.00 FEET; THENCE SOUTH 35° 59'00" EAST A DISTANCE OF 60.00 FEET; THENCE SOUTH 54° 01'00" WEST A DISTANCE OF 6.00 FEET; THENCE SOUTH 35° 59'00" EAST A DISTANCE OF 51.50 FEET TO THE POINT OF BEGINNING. CONTAINS: 8,353.50 SQUARE FEET OR 0.19 ACRES.

SURVEYOR'S CERTIFICATE

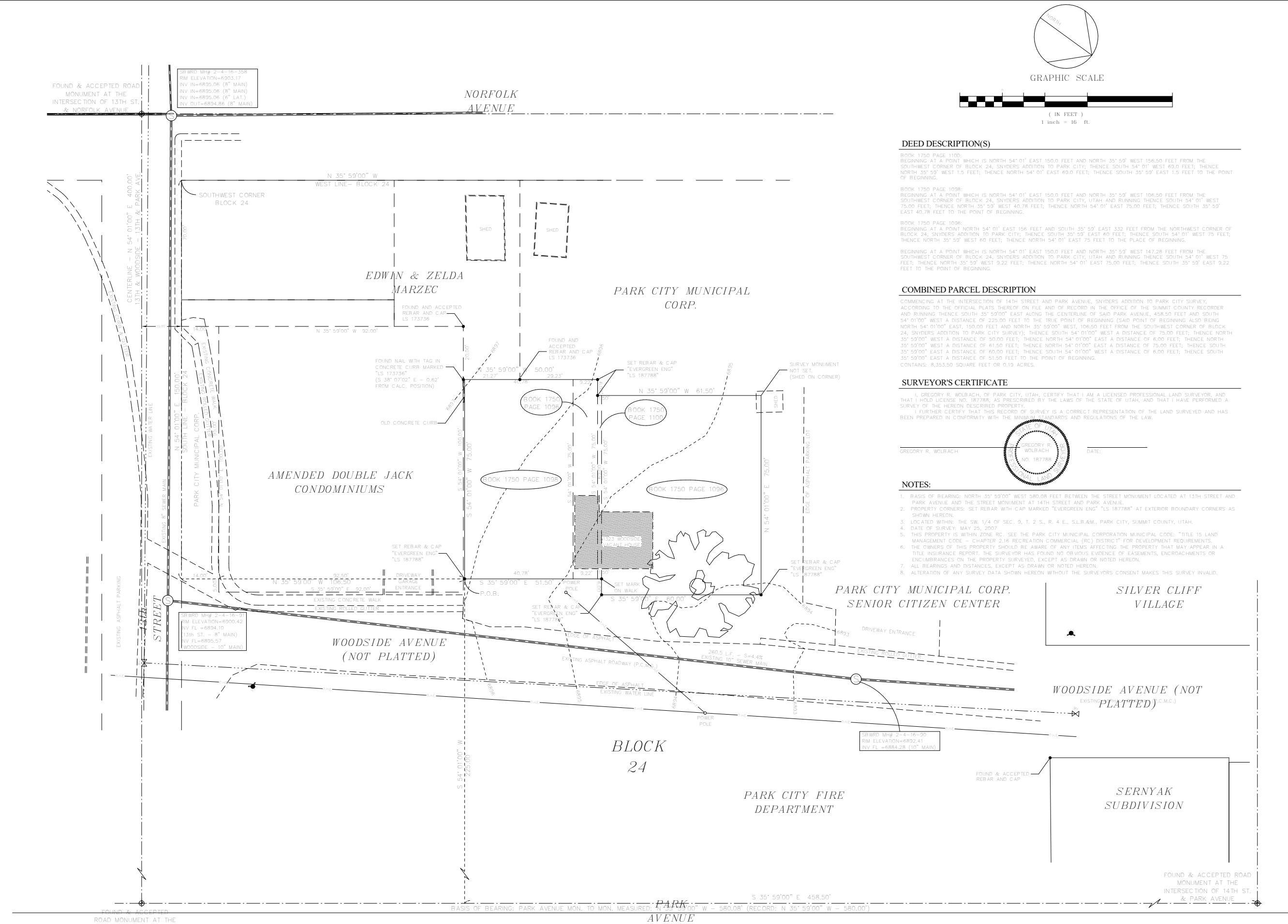
I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 18778R, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREIN DESCRIBED PROPERTY.

I FURTHER CERTIFY THAT THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINUTES, BYLAWS AND REGULATIONS OF THE LAW.



NOTES:

1. BASIS OF BEARING: NORTH 35° 59'00" WEST 580.08 FEET BETWEEN THE STREET MONUMENT LOCATED AT 13TH STREET AND PARK AVENUE AND THE STREET MONUMENT AT 14TH STREET AND PARK AVENUE.
2. PROPERTY CORNERS: SET REBAR WITH CAP MARKED "EVERGREEN ENG" "LS 18778R" AT EXTERIOR BOUNDARY CORNERS AS SHOWN HEREON.
3. LOCATED WITHIN: THE SW 1/4 OF SEC. 9, T. 2 S., R. 4 E., S.L.B.&M., PARK CITY, SUMMIT COUNTY, UTAH.
4. DATE OF SURVEY: MAY 25, 2007.
5. THIS PROPERTY IS WITHIN ZONE RC. SEE THE PARK CITY MUNICIPAL CORPORATION MUNICIPAL CODE: "TITLE 15 LAND MANAGEMENT CODE - CHAPTER 2.16 RECREATION COMMERCIAL (RC) DISTRICT" FOR DEVELOPMENT REQUIREMENTS.
6. THE OWNERS OF THIS PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCRUMPTIONS OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS DRAWN OR NOTED HEREON.
7. ALL BEARINGS AND DISTANCES, EXCEPT AS DRAWN OR NOTED HEREON.
8. ALTERATION OF ANY SURVEY DATA SHOWN HEREON WITHOUT THE SURVEYORS CONSENT MAKES THIS SURVEY INVALID.



GENERAL NOTES

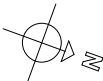
- 1. Non-Historic Additions Are to be Removed by Contractor & Disposed of Properly According to the Municipality
- 2. Items to be Removed Shown Dashed.
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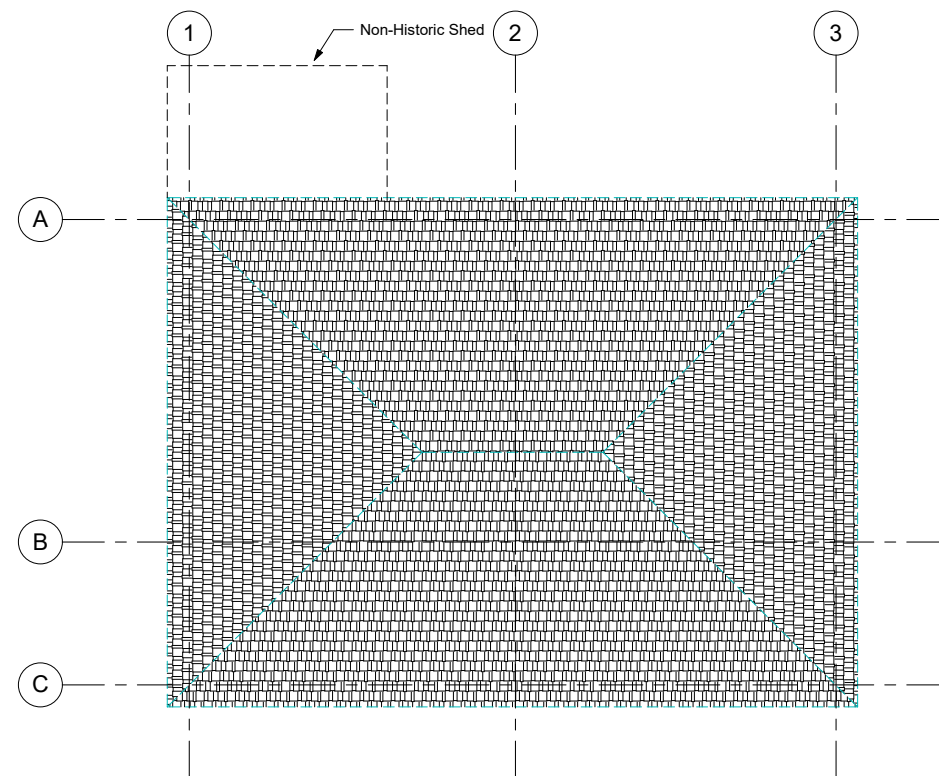


PROPOSED DEMO/PRESERVATION SITE PLAN

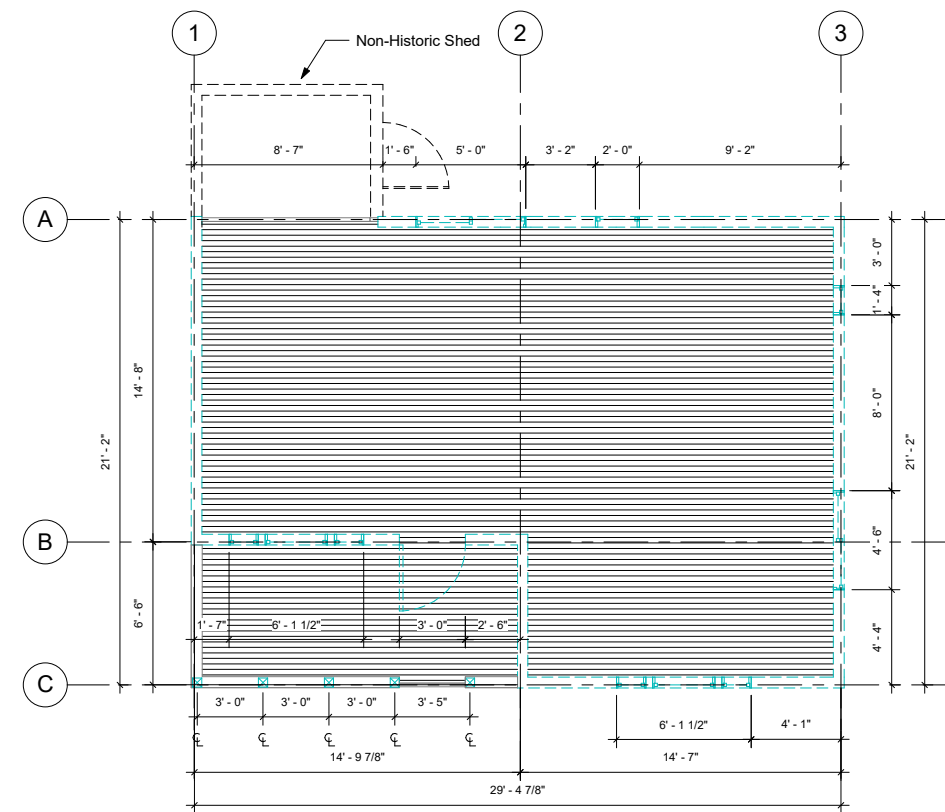
1

SCALE: 1/8" = 1'-0"





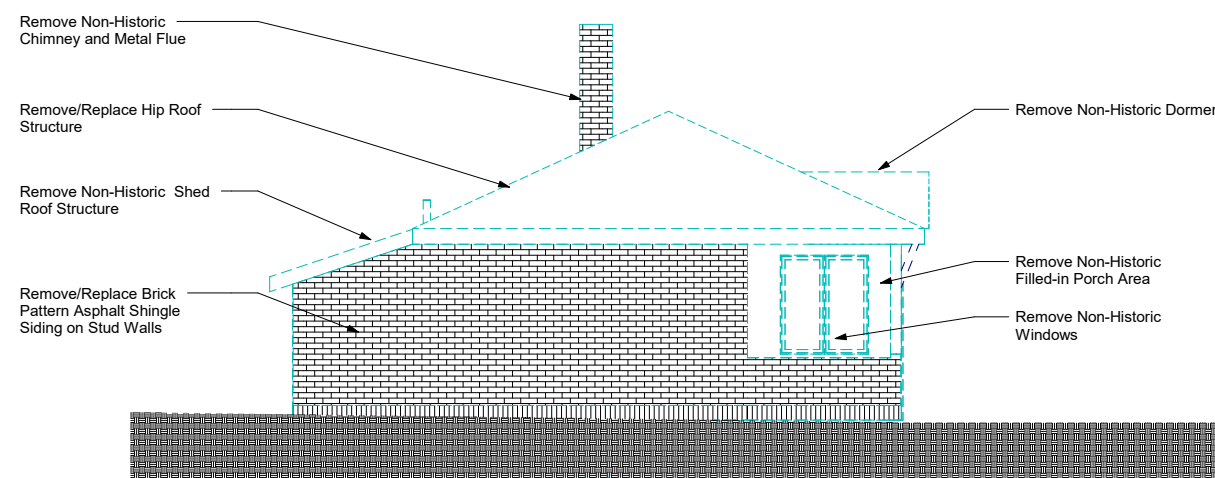
2 Roof Plan
SCALE: 1/4" = 1'-0"



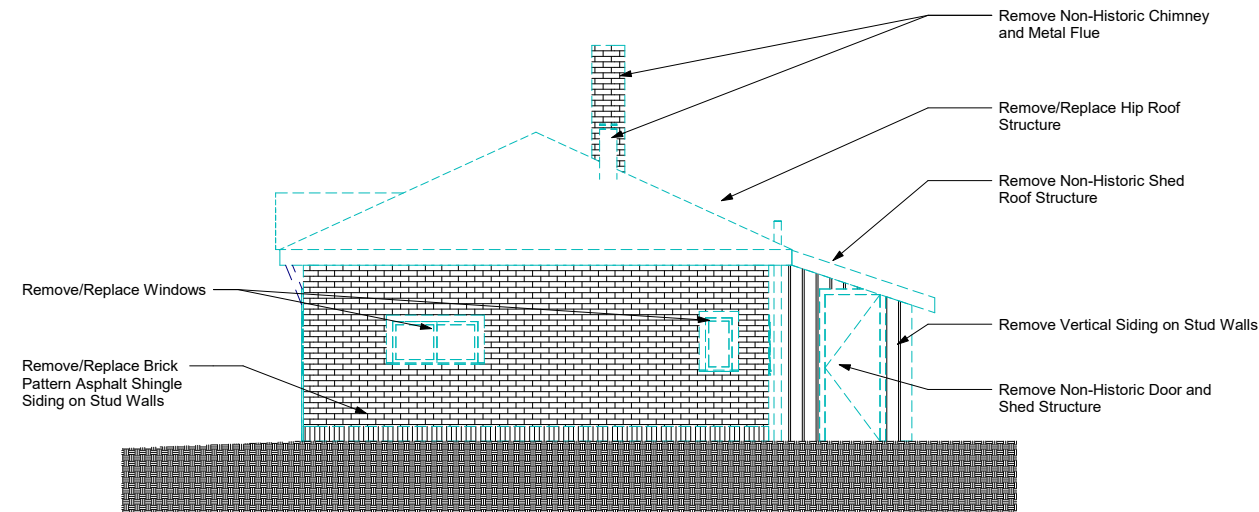
1 Level 1 Floor Plan
SCALE: 1/4" = 1'-0"

GENERAL NOTES

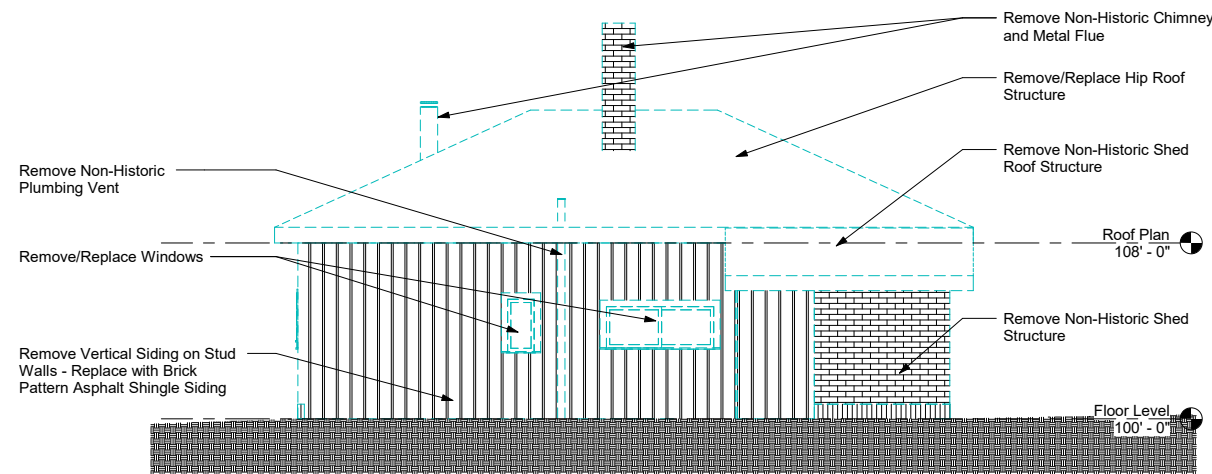
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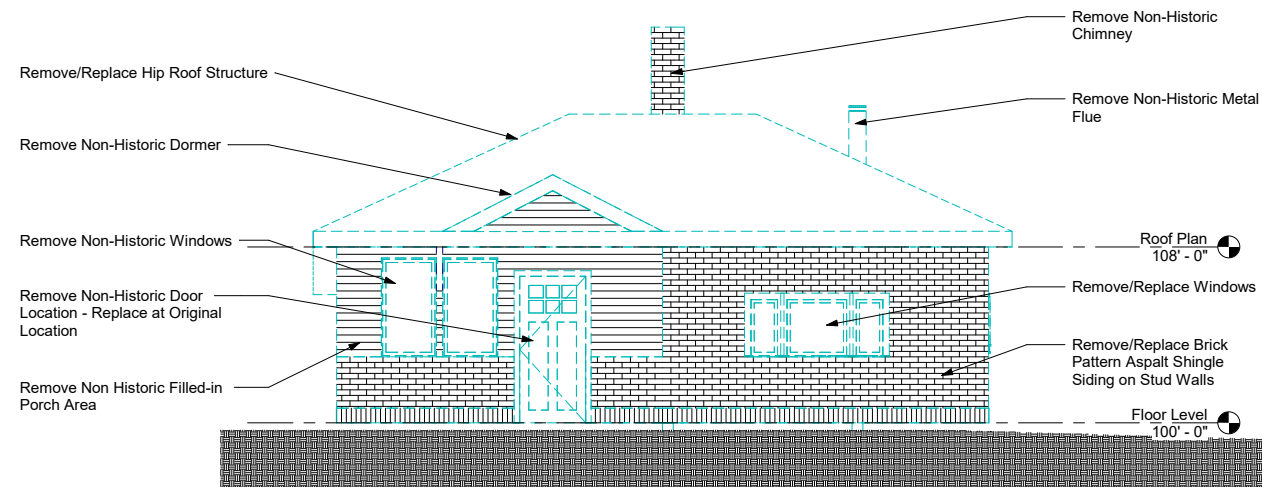
4 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



3 WEST ELEVATION
SCALE: 1/4" = 1'-0"



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

Exhibit G - 1353 Park Avenue
Historic Preservation Plan

PARK CITY MUNICIPAL CORPORATION
PLANNING DEPARTMENT
445 MARSAC AVE - PO BOX 1480
PARK CITY, UT 84060
(435) 615-5060



HISTORIC PRESERVATION PLAN

For Use with the *Historic District/Site Design Review Application*

For Official Use Only

PLANNER: <u>HANNAH M. TYLER</u>	APPLICATION #: <u>PL-16-03376</u>
	DATE RECEIVED: <u>11/15/2016</u>
PLANNING DIRECTOR	CHIEF BUILDING OFFICIAL
APPROVAL DATE/INITIALS: _____	APPROVAL DATE/INITIALS: _____

PROJECT INFORMATION

☐ LANDMARK	☒ SIGNIFICANT	DISTRICT: _____
NAME:	<u>1323 Woodside Avenue (Old site location per Demolition Permit)</u>	
ADDRESS:	<u>1353 Park Avenue (New site location)</u>	
	<u>Park City, UT 84060</u>	
TAX ID:	<u>SA-273-x</u>	OR
SUBDIVISION:	<u>Snyder's Addition to Park City</u>	OR
SURVEY:	LOT #: _____	BLOCK #: <u>24</u>

APPLICANT INFORMATION

NAME:	<u>Craig Elliott</u>		
PHONE #:	<u>(435) 649 - 0092</u>	FAX #:	<u>() -</u>
EMAIL:	<u>cellriott@elliottworkgroup.com</u>		



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Please note the following:

1. **Multiple Buildings and/or Structures.** For Historic District Design Reviews (HDDR) that include more than one (1) structure, please complete an individual Physical Conditions Report for each structure on the site.
2. **Scope of Work.** Summarize the impacts the proposed project will have on each of the elements/features identified by the Physical Conditions Report. If the project proposes a negative impact on any character-defining feature, explain why it is unavoidable and what measures are proposed to mitigate the adverse affects.
3. **Construction Issues.** Following the format of the Physical Condition Report, summarize the work being proposed for each feature. Provide reference to or excerpts from the Physical Condition Report if needed to supplement the work summaries. Address the treatments being considered and the methods and techniques being proposed.

According to the *Design Guidelines for Historic Districts and Historic Sites* the four treatments for historic sites include:

- **Preservation.** If you want to stabilize a building or structure, retain most or all of its historic fabric, and keep it looking the way it does now, you will be preserving it. Preservation is the first treatment to consider and it emphasizes conservation, maintenance and repair.
 - **Rehabilitation.** If you want to update a building for its current or a new use, you will be rehabilitating it. Rehabilitation, the second treatment, also emphasizes retention and repair of historic materials, though replacement is allowed because it is assumed that the condition of existing materials is poor.
 - **Restoration.** If you want to take a building back to an earlier time by removing later features, you will be restoring it. Restoration, the third treatment, centers on retaining materials from the most significant period in the property's history. Because changes in a site convey important information about the development history of that site and its structures, restoration is less common than the previous treatments.
 - **Reconstruction.** If you want to bring back a building that no longer exists or cannot be repaired, you will be reconstructing it. Reconstruction, the fourth treatment, is used to recreate a non-surviving building or one that exists now, but is extremely deteriorated and unsalvageable. Reconstruction is rarely recommended.
4. **Conditions Evaluation.** The scope of work for those features/elements identified as fair or poor in the Physical Conditions Report require a more comprehensive approach to its deteriorated condition. Please provide specific details outlining your scope of work.
 5. **References.** Specific conditions should be addressed using recognized preservation methods. It may be helpful to reference the National Park Service's Preservation Briefs in order to specify

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recognized preservation methods for features/elements such as wood windows, porches, and masonry chimneys. These and other features are described in the Preservation Briefs, available online at: <http://www.nps.gov/tps/how-to-preserve/briefs.htm>.



Site Design

Use this section to describe the scope of work and preservation treatment for landscape features such as stone retaining walls, hillside steps, and fencing. Existing landscaping and site grading as well as parking should also be documented. Use supplemental pages if necessary.

Element/Feature: Site

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The new 1353 Park Avenue site will be restore to accommodate the reconstruction of 1323 Woodside Avenue historic house. The existing non- historic Fire Station building presented on the site will be demolish, per demolition permit.

Structure

Use this section to describe scope of work and preservation treatment for the general structural system of the building including floor and ceiling systems as well as the roof structure. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Structural System

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The poor condition of the structural system made the building deemed unsafe. The structural system will be reconstructed to bring the historic house to a safe condition. Reference Preservation Package Plans (attached).

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Roof

Use this section to describe the proposed scope of work and preservation treatment for the roofing system, flashing, drainage such as downspouts and gutters, skylights, chimneys, and other rooftop features. Use supplemental pages if necessary.

Element/Feature: Roof

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The roof system was collapsing by the time it was disassemble. The proposed work will reconstruct the original roof lines bringing the historic house to a safe condition. Reference Preservation Package Plans (attached).

Chimney

Use this section to describe the proposed scope of work and preservation treatment for any existing chimneys. One box should be devoted to each existing chimney. Supplemental pages should be used to describe additional elements and features.

Element/Feature: _____

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The non-historic chimney and metal flue will be remove and replace by a new ventilation system. Reference Preservation Package Plans (attached).

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Exterior Walls

Use this section to describe the proposed scope of work and preservation treatment for the exterior wall construction, finishes, and masonry. Please describe the scope of work for each individual exterior wall, use supplemental pages if necessary.

Element/Feature: Primary Facade

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

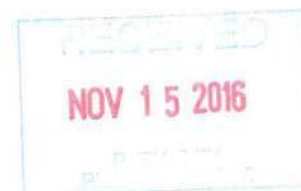
The poor condition of the structure made the building deemed unsafe. The proposed work will reconstruct the exterior walls to bring the historic house to a safe condition and it's original architectural value. The existing non-historic dormer will be removed and the filled in porch will be restore to it's original layout by removing the non-historic windows. The windows on the Primary facade will be replaced by new ones and the siding will be replace by horizontal lap siding. Reference Preservation Package Plans (attached).

Element/Feature: Secondary Facade

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The poor condition of the structure made the building deemed unsafe. The proposed work will reconstruct the exterior walls to bring the historic house to a safe condition and it's original architectural value. The filled in porch will be restore to it's original layout by removing the non-historic windows on the South -East corner. The non-historic shed on the South-West corner of the house will be removed. The windows on the South facade will be replaced by new ones and the siding will be replace by horizontal lap siding. Reference Preservation Package Plans (attached).



Element/Feature: Secondary Facade

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

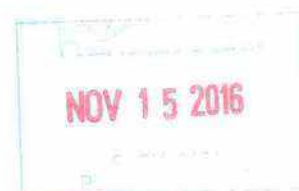
The poor condition of the exterior walls made the building deemed unsafe. The proposed work will reconstruct the exterior walls to bring the historic house to a safe condition and its original architectural value. The windows on the North facade will be replaced by new ones and the siding will be replace by horizontal lap siding. Reference Preservation Package Plans (attached).

Element/Feature: Rear Facade

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The poor condition of the structure made the building deemed unsafe. The proposed work will reconstruct the exterior walls to bring the historic house to a safe condition and it's original architectural value. The non-historic shed will be removed. Part of the rear wall and two windows will be remove to accommodate the new addition of the house. The siding will be replace by horizontal lap siding. Reference Preservation Package Plans (attached).



Foundation

Use this section to describe the proposed scope of work and preservation treatment for the foundation including its system, materials, perimeter foundation drainage, and other foundation-related features. Use supplemental pages if necessary.

Element/Feature: Concrete Foundation

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

A new concrete foundation will be added to the historic house to assure a safe structural system.

Porches

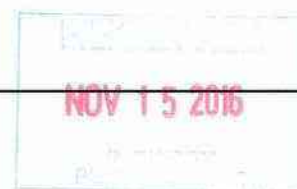
Use this section to describe the proposed scope of work and preservation treatment for all porches. Address decorative features including porch posts, brackets, railing, and floor and ceiling materials.

Element/Feature: Porch

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The existing inclose porch will be restore to its original use by removing the non- historic walls and windows.



Doors

Use this section to describe the proposed scope of work and preservation treatment for all exterior doors, door openings, and door parts referenced in the Door Survey of the Physical Conditions Report. Please describe the scope of work for each individual exterior door, use supplemental pages if necessary.

Element/Feature: Entrance Door

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

A new wood door will be install where the original door was ones located.

Element/Feature: Shed Door

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The non-historic shed door will be remove to accommodate the new addition of the house.



Windows

Use this section to describe the proposed scope of work and preservation treatment for all exterior windows, window openings, and windows parts referenced in the Door Survey of the Physical Conditions Report. Please describe the scope of work for each individual exterior window, use supplemental pages if necessary.

Element/Feature: **Original windows**

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

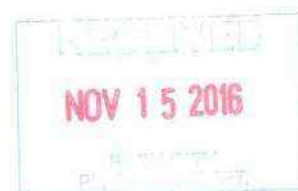
The original windows will be replace for new wood windows. The window on the North Facade will be replace by two casement wood windows to meet egress requirements. Reference Preservation Package Plans (attached).

Element/Feature: **Non-historic windows**

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The non-historic windows on the porch will be remove to restore the original facade of the house. The rear facade widows will be removed to accommodate the new addition of the house. Reference Preservation Package Plans (attached).



Mechanical System, Utility Systems, Service Equipment & Electrical

Use this section to describe proposed scope of work and preservation treatment for items such as the existing HVAC system, ventilation, plumbing, electrical, and fire suppression systems. Supplemental pages should be used to describe additional elements and features. Use supplemental pages if necessary.

Element/Feature: Mechanical System

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☒ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

A new mechanical system will be install in the house. New utility systems and service equipment will be install in the new site location.

Additions

Use this section to describe the proposed scope of work for any additions. Describe the impact and the preservation treatment for any historic materials. Supplemental pages should be used to describe additional elements and features. Use supplemental pages if necessary.

Element/Feature: Shed

This involves: ☐ Preservation ☒ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The non-historic shed will be remove to accommodate the new addition of the house. Reference Preservation Package Plans (attached).

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4. PROJECT TEAM

List the individuals and firms involved in designing and executing the proposed work. Include the names and contact information for the architect, designer, preservation professional, contractor, subcontractors, specialized craftspeople, specialty fabricators, etc...

Provide a statement of competency for each individual and/or firm listed above. Include a list or description of relevant experience and/or specialized training or skills.

Will a licensed architect or qualified preservation professional be involved in the analysis and design alternatives chosen for the project? ~~Yes~~ or No. If yes, provide his/her name.

Will a licensed architect or other qualified professional be available during construction to ensure the project is executed according to the approved plans? ~~Yes~~ or No. If yes, provide his/her name.

5. SITE HISTORY

Provide a brief history of the site to augment information from the Historic Site Form. Include information about uses, owners, and dates of changes made (if known) to the site and/or buildings. Please list all sources such as permit records, current/past owner interviews, newspapers, etc. used in compiling the information.

6. FINANCIAL GUARANTEE

The Planning Department is authorized to require that the Applicant provide the City with a financial Guarantee to ensure compliance with the conditions and terms of the Historic Preservation Plan. (See Title 15, LMC Chapter 11-9) Describe how you will satisfy the financial guarantee requirements.

7. ACKNOWLEDGMENT OF RESPONSIBILITY

I have read and understand the instructions supplied by Park City for processing this form as part of the Historic District/Site Design Review application. The information I have provided is true and correct to the best of my knowledge.

Signature of Applicant: _____

Date: 11/01/2016

Craig Elliott

Name of Applicant: _____



Supplemental Sheets

Supplemental Page ____ of ____

Supplemental pages should be used to describe the scope of work and preservation treatment for any additional elements and features not previously described in this packet.

Element/Feature: Trim

This involves: ☐ Preservation ☐ Restoration
☒ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:

The existing trim will be replace by new trim that follows the original house architecture.

Element/Feature: _____

This involves: ☐ Preservation ☐ Restoration
☐ Reconstruction ☐ Rehabilitation

Based on the condition and deficiencies outlined in the Physical Conditions Report, please describe in detail the proposed work:



Site History

1323 Woodside Avenue
Park City, UT 84060

Historic Preservation Plan

Building Description

The building is a one story structure with a modified pyramid roof. The exterior is a mismatch of brick asphalt shingle siding, lap siding and vertical groove plywood siding. The roofing is a deteriorated asphalt shingle. After further investigation, the brick asphalt shingle siding and the existing windows (With the exception of the windows in the filled in porch area) appear to be the original components to the house. The roof has partially collapsed and the south-east corner of the building has split open. The existing condition is very poor and is rapidly deteriorating.

Original Date of Construction

1925

History

<u>Year</u>	<u>Owner</u>
1924	Ontario Silver Mining Co.
1936	Laura Trotman
1941	Robert Wall
1946	Clyde/Araminta Henrikson
1977	Clyde/Araminta Henrikson & Jack Merrill Henrikson
1980	Woodside LTD Trust
1983	David R and Carol C Downs
2006	Katherine/Paul Marsh
2008	Woodside One L.L.C.
2008	Elliott Workgroup Development, L.L.C.

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Exhibit H - 1353 Park Avenue
Physical Conditions Report



PHYSICAL CONDITIONS REPORT

For Use with the *Historic District Design Review (HDDR)* Application

For Official Use Only

PLANNER: HANNAH M. TYLER APPLICATION #: PL-16-03376
DATE RECEIVED: 11/15/17

PROJECT INFORMATION

NAME: 1323 Woodside Avenue (Old site per Demolition Permit)
ADDRESS: 1353 Park Avenue (New proposed site location)
Park City, UT 84060
TAX ID: SA-273-x (1353 Park Avenue) OR
SUBDIVISION: Snyder's addition to Park City OR
SURVEY: _____ LOT #: _____ BLOCK #: 24
HISTORIC DESIGNATION: ☐ LANDMARK ☒ SIGNIFICANT ☐ NOT HISTORIC

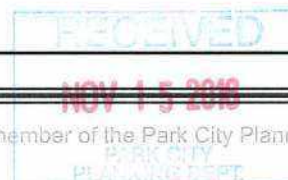
APPLICANT INFORMATION

NAME: Craig Elliott
MAILING: P.O. Box 3419
ADDRESS: Park City UT 84060
PHONE #: (435) 649 - 0092 FAX #: () -
EMAIL: celliot@elliottworkgroup.com

APPLICANT'S REPRESENTATIVE INFORMATION

NAME: Johanna Monson
PHONE #: (435) 649 - 0092
EMAIL: jmonson@elliottworkgroup.com

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.



ACKNOWLEDGMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge. I understand that my application is not deemed complete until a Project Planner has reviewed the application and has notified me that it has been deemed complete.

I will keep myself informed of the deadlines for submission of material and the progress of this application. I understand that a staff report will be made available for my review three days prior to any public hearings or public meetings. This report will be on file and available at the Planning Department in the Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization with the study.

Signature of Applicant:



Name of Applicant:

Craig Elliott

Mailing

P.O. Box 3419

Address:

Park City UT 84060

Phone #:

(435) 649 - 0092

Fax #: () -

Email:

celllott@elliottworkgroup.com

Type of Application:

HDDR

AFFIRMATION OF SUFFICIENT INTEREST

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action. I further affirm that I am aware of the City policy that no application will be accepted nor work performed for properties that are tax delinquent.

Name of Owner:

Park City Municipal Corporation

Mailing Address:

P.O.Box 1480

Park City UT 84060

Street Address/ Legal

1323 Woodside Avenue, Park City UT 8460

Description of Subject Property:

Residential not in use

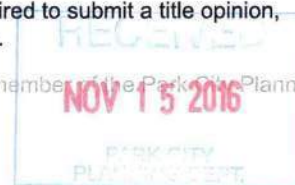
Signature:

Date:

1. If you are not the fee owner attach a copy of your authorization to pursue this action provided by the fee owner.
2. If a corporation is fee titleholder, attach copy of the resolution of the Board of Directors authorizing the action.
3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership
4. If a Home Owner's Association is the applicant than the representative/president must attaché a notarized letter stating they have notified the owners of the proposed application. A vote should be taken prior to the submittal and a statement of the outcome provided to the City along with the statement that the vote meets the requirements set forth in the CC&Rs.

Please note that this affirmation is not submitted in lieu of sufficient title evidence. You will be required to submit a title opinion, certificate of title, or title insurance policy showing your interest in the property prior to Final Action.

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.



PHYSICAL CONDITIONS REPORT

Detailed Description of Existing Conditions. Use this page to describe all existing conditions. Number items consecutively to describe all conditions, including building exterior, additions, site work, landscaping, and new construction. Provide supplemental pages of descriptions as necessary for those items not specifically outlined below.

1. Site Design

This section should address landscape features such as stone retaining walls, hillside steps, and fencing. Existing landscaping and site grading as well as parking should also be documented. Use as many boxes as necessary to describe the physical features of the site. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Landscaping

This involves: ☒ An original part of the building
☐ A later addition

Estimated date of construction: _____

Describe existing feature:

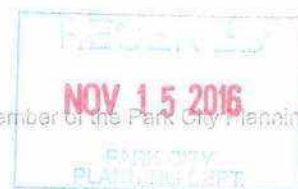
No natural landscape present on new site. A non-historic building located on the center of the property is present. Asphalt driveway and parking exist covering the site. For old site landscaping reference Preservation Package submitted on February 19, 2009. No retaining walls, exterior steps or fences found on new site.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☒ Good ☐ Fair ☐ Poor

Photo Numbers: 1,2

Illustration Numbers: _____



2. Structure

Use this section to describe the general structural system of the building including floor and ceiling systems as well as the roof structure. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Structural System**

This involves: ☒ An original part of the building 1925
☐ A later addition Estimated date of construction: _____

Describe existing feature:

The building was boarded up and deemed unsafe. Any interior investigation of the building was not allowed. No records of the existing structural system exist. It is assumed to be a wood framed building.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

Photo Numbers: 5, 6, 7 & 8 Illustration Numbers: _____



3. Roof

Use this section to describe the roofing system, flashing, drainage such as downspouts and gutters, skylights, chimneys, and other rooftop features. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Roof

This involves: ☒ An original part of the building 1925
☐ A later addition Estimated date of construction: _____

Describe existing feature:

Hip roof structure with asphalt shingles. Roof have either collapsed or are in the process of collapsing. By comparing historic photos to the existing structure, it appears that, several roof lines have been altered. The historic roof at the East side of the house was modified by adding a pitched roof over the porch area. On the west side of the house a non-historic shed structure was added by extending the roof at the same angle as the historic pitch. The historic hip roof is at a 5.5:12 pitch. At the west side of the roof a brick chimney and a metal vent were added.
 Reference Preservation Package.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The roof have either collapsed or be in the process of collapsing by the time it was disassemble and save in storage for new reconstruction.

Photo Numbers: 3,4 Illustration Numbers: 1a



4. Chimney

Use this section to describe any existing chimneys. One box should be devoted to each existing chimney. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Brick Chimney**

This involves: ☐ An original part of the building
☒ A later addition

Estimated date of construction: _____

Describe existing feature:

At the West side of the roof a brick chimney and a metal vent are found.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The chimney and vent were collapsing by the time the house was disassemble.

Photo Numbers: 3,4,8

Illustration Numbers: _____



5. Exterior Walls

Use this section to describe exterior wall construction, finishes, and masonry. Be sure to also document other exterior elements such as porches and porticoes separately. Must include descriptions of decorative elements such as corner boards, fascia board, and trim. Supplemental pages should be used to describe additional elements and features.

Element/Feature: Primary Facade

This involves: ☒ An original part of the building 1925
☐ A later addition Estimated date of construction: _____

Describe existing feature:

The primary facade adjacent to Woodside Avenue has a brick pattern asphalt shingle siding on stud wall. The historic porch area has been framed in and converted to interior space. Non-historic windows and door have been added and this area is currently boarded up.
 The facade presents a historic three partition window with wood framing. The windows are believed to be casements windows.
 The primary facade measures 29'-5" length by 8'-0" height.
 Reference submitted Preservation.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The primary facade is in poor condition. Exterior studs where place to hold the existing facade and avoiding it to collapsed.

Photo Numbers: 5 Illustration Numbers: 1a



Element/Feature: Secondary Facade 1

This involves: ☒ An original part of the building ☐ A later addition
Estimated date of construction: 1925

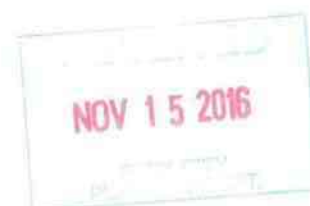
Describe existing feature:

The South facade consists of brick asphalt shingle siding on the stud wall. On the South - East corner the non-historic windows and filled in porch area have been added to convert this area into interior space. No other penetration has been made into this facade. On the South-West corner of the facade a non-historic shed structure was added with asphalt shingle siding on the stud wall. Historic facade measures 21'-2" by 8'-0". Non-historic shed measures 6'-6" in length. Reference Preservation Package.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The secondary facade is in poor condition. Exterior studs where place to hold the existing facade and avoiding it to collapsed.

Photo Numbers: 6 Illustration Numbers: 3a



Element/Feature: Secondary Facade 2

This involves: ☒ An original part of the building ☐ A later addition Estimated date of construction: 1925

Describe existing feature:

The North facade consists of brick asphalt shingle siding on the stud wall. Two historic windows exist on this facade, a casement and a slider window with wood framing. No other modified elements are present. The North facade measures 21'-2" by 8'-0" Reference Preservation Package.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

Possible decay of the facade structure because of the unsave condition of the building.

Photo Numbers: 7 Illustration Numbers: 4a



6. Foundation

Use this section to describe the foundation including its system, materials, perimeter foundation drainage, and other foundation-related features. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Foundation**

This involves: ☒ An original part of the building 1925
☐ A later addition Estimated date of construction: _____

Describe existing feature:

No known foundation exists for this building. The Historic site Form states that there is no existing foundation.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

Photo Numbers: 17 Illustration Numbers: _____



7. Porches

Use this section to describe the porches. Address decorative features including porch posts, brackets, railing, and floor and ceiling materials. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Porch**

This involves: ☒ An original part of the building

☐ A later addition

Estimated date of construction: **1925**

Describe existing feature:

The historic porch is located on the South - East corner of the building. The porch has been framed in and converted to interior space. Door and windows have been added. 96 square feet of adjacent space was capture to increase the footprint of the building. The historic pony wall exist of brick asphalt shingles on stud wall. The dimension of the original porch was 14'-10" by 6'-6". Reference Preservation Package.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The modify historic porch is in poor condition. Studs were added to the exterior of the porch to support the structure of the building.

Photo Numbers: **5,6 & 9**

Illustration Numbers: **1b, 3b**



8. Mechanical System, Utility Systems, Service Equipment & Electrical

Use this section to describe items such as the existing HVAC system, ventilation, plumbing, electrical, and fire suppression systems. Supplemental pages should be used to describe additional elements and features.

Element/Feature: **Mechanical system**

This involves: ☐ An original part of the building
☒ A later addition

Estimated date of construction: _____

Describe existing feature:

The building was boarded up and deemed unsafe. Any interior investigation of the building was not allowed. No records of the existing mechanical system exist.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Photo Numbers: _____ Illustration Numbers: _____

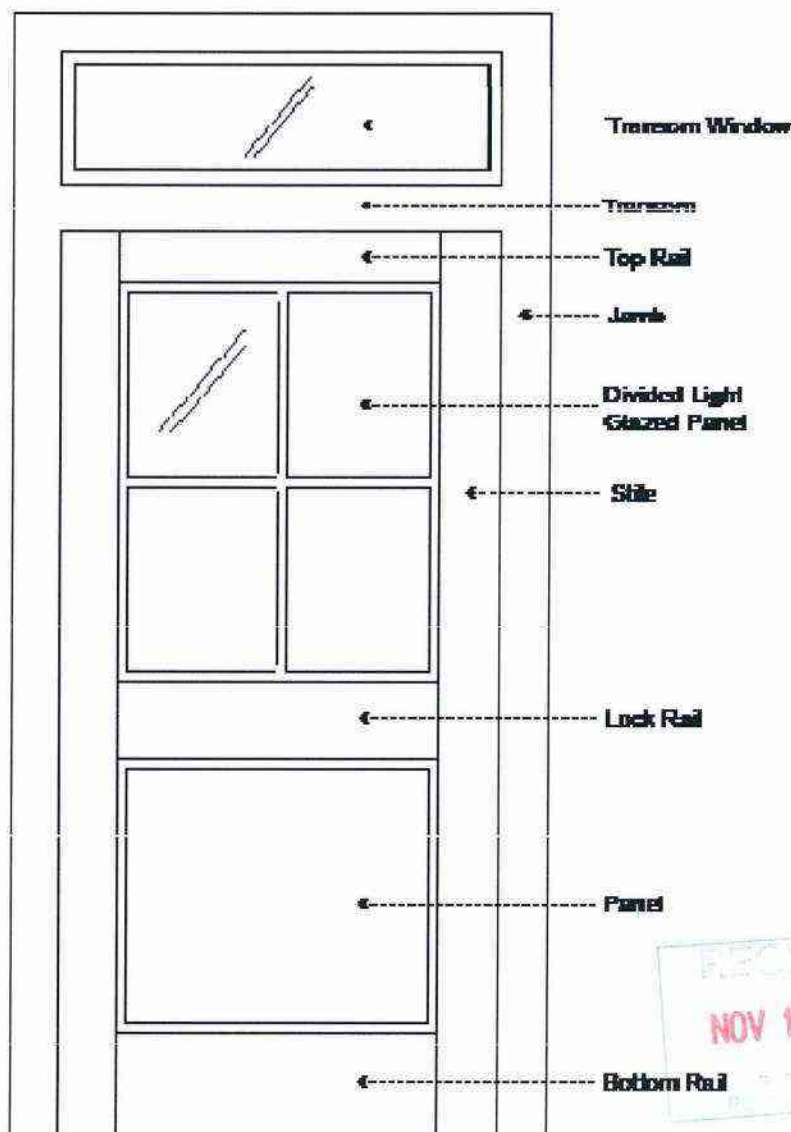


9. Door Survey

Basic Requirements

1. All door openings on the exterior of the structure should be assigned a number and described under the same number in the survey form. Doors in pairs or groupings should be assigned individual numbers. Even those not being replaced should be assigned a number corresponding to a photograph or drawing of the elevation, unless otherwise specified specifically by the planner.
2. Describe the issues and conditions of each exterior door in detail, referring to specific parts of the door. Photographs depicting existing conditions may be from the interior, exterior, or both. Additional close-up photos documenting the conditions should be provided to document specific problem areas.
3. The Planning Department's evaluation and recommendation is based on deterioration/damage to the door unit and associated trim. Broken glass and normal wear and tear are not necessarily grounds for approving replacement.
4. The condition of each door should be documented based on the same criteria used to evaluate the condition of specific elements and features of the historic structure or site: Good, Fair, Poor.

Don't forget to address service, utility, and garage doors where applicable.



If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

Door Survey Form

Total number of door openings on the exterior of the structure: 2

Number of historic doors on the structure: 1

Number of existing replacement/non-historic doors: 1

Number of doors completely missing: 1

Please reference assigned door numbers based on the Physical Conditions Report.

Number of doors to be replaced: 2

Door #:	Existing Condition (Excellent, Good, Fair, Poor):	Describe any deficiencies:	Photo #:	Historic (50 years or older):
1	Poor	Entrance door is boarded up	9	
2	Poor	Non historic shed door	10	
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			
	Fair			

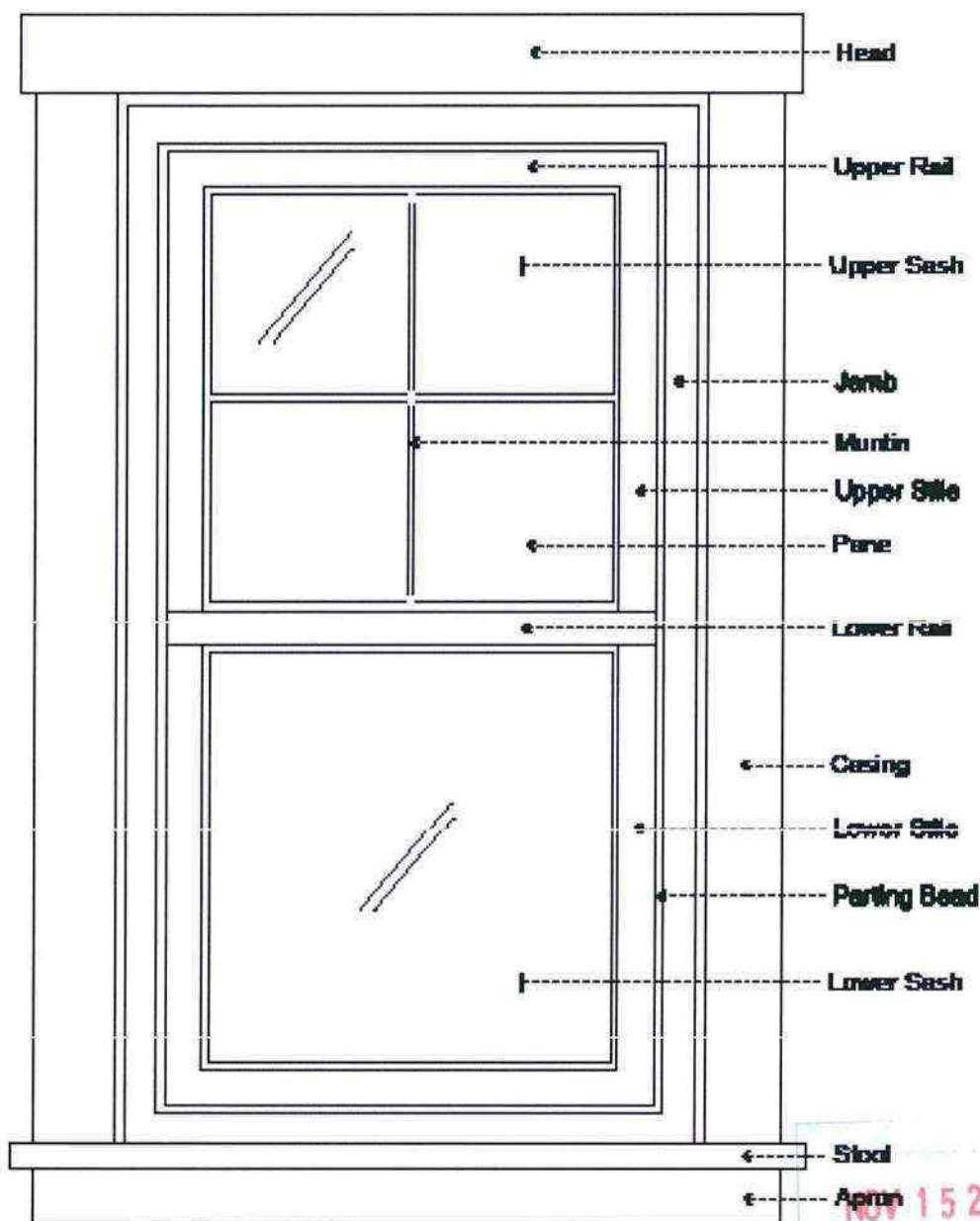
If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 815-5050 or visit us online at www.parkcity.org. Updated 10/2014.

NOV 15 2016

10. Window Survey

Basic Requirements

1. All window openings on the structure should be assigned a number and described under the same number in the survey form. Windows in pairs or groupings should be assigned individual numbers. Even those not being replaced should be assigned a number corresponding to a photograph or drawing of the elevation, unless otherwise specified specifically by the planner.
2. Describe the issues and conditions of each window in detail, referring to specific parts of the window. Photographs depicting existing conditions may be from the interior, exterior, or both. Additional close-up photos documenting the conditions should be provided to document specific problem areas.
3. The Planning Department's evaluation and recommendation is based on deterioration/damage to the window unit and associated trim. Broken glass and windows that are painted shut alone are not grounds for approving replacement.



If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

Window Survey Form

Total number of window openings on the exterior of the structure: 11
 Number of historic windows on the structure: 7
 Number of existing replacement/non-historic windows: 4
 Number of windows completely missing: 3

Please reference assigned window numbers based on the Physical Conditions Report.

Number of windows to be replaced: 11

Window #:	Existing Condition (Excellent, Good, Fair, Poor):	Describe any deficiencies:	Photo #:	Historic (50 years or older):
1	Poor	fixed window	11	x
2	Poor	inoperable window	11	x
3	Poor	inoperable window	11	x
4	Poor	inoperable slider window	12	x
5	Poor	inoperable casement window	13	x
6	Poor	non-historic	14	
7	Poor	non-historic	14	
8	Poor	missing	6	
9	Poor	missing	6	
10	Poor	missing	8	
11	Poor	non visible slider	8	
	Fair			
	Fair			

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org. Updated 10/2014.

NOV 15 2016

11. Interior Photographs

Use this section to describe interior conditions. Provide photographs of the interior elevations of each room. (This can be done by standing in opposite corners of a square room and capturing two walls in each photo.)

Element/Feature: Interior

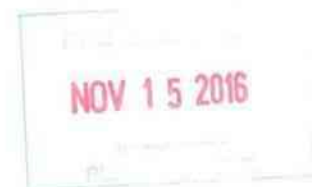
This involves: ☒ An original part of the building ☐ A later addition Estimated date of construction: 1925

Describe existing feature:

The building was boarded up and deemed unsfe. Any interior of the building was not allowed .

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

Photo Numbers: _____ Illustration Numbers: _____



Supplemental Sheets

Supplemental Page ____ of ____

Supplemental pages should be used to describe any additional elements and features not previously described in this packet.

Element/Feature: Rear Facade

This involves: ☒ An original part of the building
☐ A later addition

Estimated date of construction: 1925

Describe existing feature:

The West facade consists of non-historic vertical wood siding on the stud wall. On the South-West corner a non-historic door and shed structure were added with a combination of vertical wood siding and brick asphalt shingles siding on the stud wall. One slider window and a casement window exists on the vertical siding. A non-historic plumbing vertical vent exist on the center of the facade. The West facade measures 29'-5" by 8'-0".
 Reference Preservation Package.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The rear facade is in poor condition with not maintain vertical siding. The structure of the facade is compromised by the unsafe interior of the house.

Photo Numbers: 8 Illustration Numbers: 2a



Supplemental Page ____ of ____

Element/Feature: Trim

This involves: ☒ An original part of the building ☐ A later addition
Estimated date of construction: 1925

Describe existing feature:

No visible trim found around windows and doors. The windows have a 2" square edge wood frame.
The eaves and soffits of the roof had a 1"x4" square wood fascia with no details.
No corner boards or pilasters are found in this building.
Reference Preservation Package.

Describe any deficiencies: Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The trim of the house was collapsing by the time the house was disassemble.

Photo Numbers: 15 & 16 Illustration Numbers: _____



Supplemental Page ____ of ____

Element/Feature: Shed

This involves: ☐ An original part of the building
☒ A later addition

Estimated date of construction: _____

Describe existing feature:

The shed on the South-West corner was added to the building. No chronological information is available. The shed consist of a combination of brick asphalt shingle and vertical wood siding with a single pitch roof attached to the original building. The shed measures 9'-8" length by 6'-6" with. The porch framed in is consider by the Historic Site Form a major addition.

Describe any deficiencies:

Existing Condition: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

The building was deemed unsafe.

Photo Numbers: 10

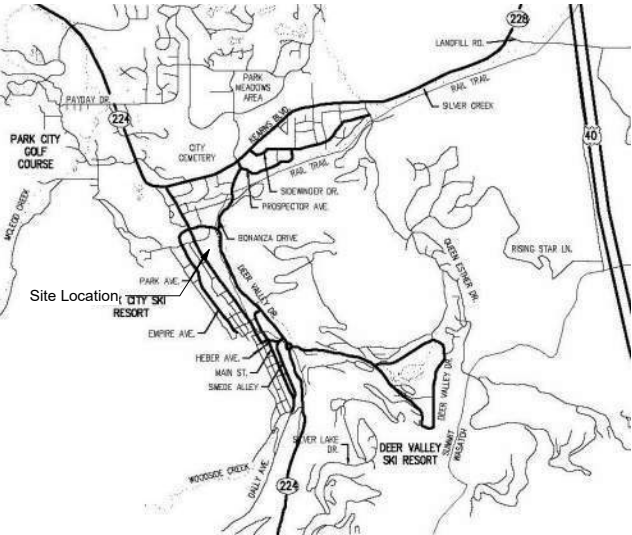
Illustration Numbers: _____



Exhibit F - Historic District Design Review
Existing and Proposed Plans

1353 Park Avenue

1353 Park Avenue
(old 1323 Woodside Ave)
Park City, Utah
Historic Distric Design Review
November 1st, 2016



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
Park City Municipal Corporation 445 Marsac Avenue, P.O. Box 1480 Park City, UT 84060	EWG Architecture 449 Main Street, P.O. Box 3419 Park City, UT 84060 435-649-0092 Contact: Steve Bruemmer	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
STRUCTURAL ENGINEER	PLUMBING ENGINEER MECHANICAL ENGINEER	ELECTRICAL ENGINEER

SERVICE CONTACTS

Rocky Mountain Power 201 South Main St, Suite 2300 Salt Lake City, UT 84111 (866) 870-3419	Qwest Phone Company Salt Lake City, UT (800) 922-7387
Park City School District 2700 Kearns Blvd Park City, UT 84060 (435) 645-5600	Park City Fire Department 730 Bitter Rd Park City, UT 84098 (435) 649-6706
Park City Municipal Corp 1354 Park Ave Park City, UT 84060 (435) 658-9471	Comcast Cable 1777 Sun Peak Dr. #105 Park City, UT 84098 (435) 649-4020
Questar Gas P.O. Box 45360 Salt Lake City, UT 84145 (800) 541-2824	Division of Water Quality 288 South 1460 East Salt Lake City, UT 84112 (801) 538-6146
Snyderville Post Office 6440 Hwy 224 Park City, UT 84098 (800) 275-8777	Snyderville Basin Water Reclamation District 2800 Homestead Rd Park City, UT 84098 (435) 649-7993

DRAWING INDEX

Historic District Design Review	
HDDR-005	EXISTING PLANS
HDDR-006	EXISTING ELEVATIONS
Historic District Design Review	
HDDR-001	COVER SHEET
HDDR-002	SURVEY
HDDR-003	EXISTING SITE PLAN
HDDR-004	PHOTOS - EXISTING CONDITIONS
HDDR-007	SURVEY- NEW LOCATION
HDDR-008	PROPOSED SITE PLAN
HDDR-009	PHOTOS - NEW LOCATION
HDDR-010	PROPOSED FLOOR PLANS
HDDR-011	PROPOSED SECTION & STREETScape
HDDR-012	PROPOSED ELEVATIONS
HDDR-013	WINDOWS & DOORS TYPES/ DETAILS

BUILDING DESCRIPTION

The resident located at 1323 Woodside in Park City, was built in 1925 on the Woodside Avenue site (Per Demolition Permit). The proposed location in 1353 Park Avenue, has a relatively flat site with no natural landscape. The historic House is a "foursquare" form one story structure with hipped roof. Many element of the house where altered like the roof and porch (See Preservation Package). The porch area has it's original form as well as the roof. A new addition on the back follows the historic era and improves the interior space. In response to statutory regulation, all new work or repair, replacement, rehabilitation or restoration shall be compliant. Design Guidelines intended to secure, compatibility with and provide for visual aesthetic complement to the character and function of the community shall be paramount to any proposed improvement. All new design on this house has been design to comply with the Design Guidelines regulation.

1353 Park Avenue

1353 Park Avenue
(old 1323 Woodside Ave)
Park City, Utah

COVER SHEET

HDDR-001

November 1st, 2016

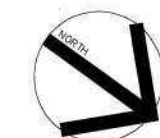
elliott
workgroup
architecture

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

FOUND & ACCEPTED ROAD MONUMENT AT THE INTERSECTION OF 13TH ST. & NORFOLK AVENUE

SBWRD MH# 2-4-16-358
RM ELEVATION=6903.17
INV IN=6895.06 (8" MAIN)
INV IN=6895.06 (8" MAIN)
INV IN=6895.06 (8" LAT.)
INV OUT=6894.86 (8" MAIN)

NORFOLK AVENUE



GRAPHIC SCALE

(IN FEET)
1 inch = 16 ft

DEED DESCRIPTION(S)

BOOK 1750 PAGE 1100:
BEGINNING AT A POINT WHICH IS NORTH 54°01' EAST 150.0 FEET AND NORTH 35°59' WEST 156.50 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY, UTAH AND RUNNING THENCE SOUTH 54°01' WEST 69.0 FEET; THENCE NORTH 35°59' WEST 1.5 FEET; THENCE NORTH 54°01' EAST 69.0 FEET; THENCE SOUTH 35°59' EAST 1.5 FEET TO THE POINT OF BEGINNING.

BOOK 1750 PAGE 1098:
BEGINNING AT A POINT WHICH IS NORTH 54°01' EAST 150.0 FEET AND NORTH 35°59' WEST 106.50 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY, UTAH AND RUNNING THENCE SOUTH 54°01' WEST 75.00 FEET; THENCE NORTH 35°59' WEST 40.78 FEET; THENCE NORTH 54°01' EAST 75.00 FEET; THENCE SOUTH 35°59' EAST 40.78 FEET TO THE POINT OF BEGINNING.

BOOK 1750 PAGE 1096:
BEGINNING AT A POINT NORTH 54°01' EAST 156 FEET AND SOUTH 35°59' EAST 332 FEET FROM THE NORTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY, UTAH AND RUNNING THENCE SOUTH 54°01' WEST 75 FEET; THENCE NORTH 35°59' WEST 60 FEET; THENCE NORTH 54°01' EAST 75 FEET TO THE PLACE OF BEGINNING.

BEGINNING AT A POINT WHICH IS NORTH 54°01' EAST 150.0 FEET AND NORTH 35°59' WEST 147.28 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY, UTAH AND RUNNING THENCE SOUTH 54°01' WEST 75 FEET; THENCE NORTH 35°59' WEST 9.22 FEET; THENCE NORTH 54°01' EAST 75.00 FEET; THENCE SOUTH 35°59' EAST 9.22 FEET TO THE POINT OF BEGINNING.

COMBINED PARCEL DESCRIPTION

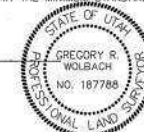
COMMENCING AT THE INTERSECTION OF 14TH STREET AND PARK AVENUE, SNYDERS ADDITION TO PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLATS THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER AND RUNNING THENCE SOUTH 35°59'00" EAST ALONG THE CENTERLINE OF SAID PARK AVENUE, 458.50 FEET AND SOUTH 54°01'00" WEST A DISTANCE OF 225.00 FEET TO THE TRUE POINT OF BEGINNING (SAID POINT OF BEGINNING ALSO BEING NORTH 54°01'00" EAST, 150.00 FEET AND NORTH 35°59'00" WEST, 106.50 FEET FROM THE SOUTHWEST CORNER OF BLOCK 24, SNYDERS ADDITION TO PARK CITY SURVEY); THENCE SOUTH 54°01'00" WEST A DISTANCE OF 75.00 FEET; THENCE NORTH 35°59'00" WEST A DISTANCE OF 50.00 FEET; THENCE NORTH 54°01'00" EAST A DISTANCE OF 6.00 FEET; THENCE NORTH 35°59'00" WEST A DISTANCE OF 61.90 FEET; THENCE NORTH 54°01'00" EAST A DISTANCE OF 75.00 FEET; THENCE SOUTH 35°59'00" EAST A DISTANCE OF 60.00 FEET; THENCE SOUTH 54°01'00" WEST A DISTANCE OF 6.00 FEET; THENCE SOUTH 35°59'00" EAST A DISTANCE OF 51.50 FEET TO THE POINT OF BEGINNING. CONTAINS: 8,353.50 SQUARE FEET OR 0.19 ACRES.

SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREIN DESCRIBED PROPERTY.

I FURTHER CERTIFY THAT THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

GREGORY R. WOLBACH



DATE:

NOTES

1. BASIS OF BEARING: NORTH 35°59'00" WEST 580.08 FEET BETWEEN THE STREET MONUMENT LOCATED AT 13TH STREET AND PARK AVENUE AND THE STREET MONUMENT AT 14TH STREET AND PARK AVENUE.
2. PROPERTY CORNERS: SET REBAR WITH CAP MARKED "EVERGREEN ENG" "LS 187788" AT EXTERIOR BOUNDARY CORNERS AS SHOWN HEREON.
3. LOCATED WITHIN: THE SW 1/4 OF SEC. 9, T. 2 S., R. 4 E., S.L.B.&M., PARK CITY, SUMMIT COUNTY, UTAH.
4. DATE OF SURVEY: MAY 25, 2007
5. THIS PROPERTY IS WITHIN ZONE RC. SEE THE PARK CITY MUNICIPAL CORPORATION MUNICIPAL CODE: "TITLE 15 LAND MANAGEMENT CODE - CHAPTER 2.16 RECREATION COMMERCIAL (RC) DISTRICT" FOR DEVELOPMENT REQUIREMENTS.
6. THE OWNERS OF THIS PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS DRAWN OR NOTED HEREON.
7. ALL BEARINGS AND DISTANCES, EXCEPT AS DRAWN OR NOTED HEREON.
8. ALTERATION OF ANY SURVEY DATA SHOWN HEREON WITHOUT THE SURVEYOR'S CONSENT MAKES THIS SURVEY INVALID.

SBWRD MH# 2-4-16-91
RM ELEVATION=6900.42
INV FL=6894.10
(13th ST. - 8" MAIN)
INV FL=6895.57
(WOODSIDE - 10" MAIN)

AMENDED DOUBLE JACK CONDOMINIUMS

WOODSIDE AVENUE (NOT PLATTED)

BLOCK 24

PARK CITY FIRE DEPARTMENT

PARK CITY MUNICIPAL CORP.
SENIOR CITIZEN CENTER

SILVER CLIFF VILLAGE

WOODSIDE AVENUE (NOT PLATTED)

SERNYAK SUBDIVISION

FOUND & ACCEPTED ROAD MONUMENT AT THE INTERSECTION OF 13TH ST. & PARK AVENUE

BASIS OF BEARING: PARK AVENUE MON. TO MON. MEASURED: N 35°59'00" W - 580.08' (RECORD: N 35°59'00" W - 580.00')

PARK AVENUE

FOUND & ACCEPTED ROAD MONUMENT AT THE INTERSECTION OF 14TH ST. & PARK AVENUE

PLOTTED: JUNE 5, 2007

1353 Park Avenue

November 1st, 20

Packet Pg. 291



Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
200 West 200 South, Suite 200
P.O. Box 2881 • Park City, UT • 84060
Phone: 435-649-4687 • Fax: 435-649-9219
E-mail: office@evergreen-eng.com

REVISIONS	COMMENTS
DATE	BY

SURVEYED BY:
GRW/ADM
DRAWN BY:
GRW
CHECKED BY:
GRW

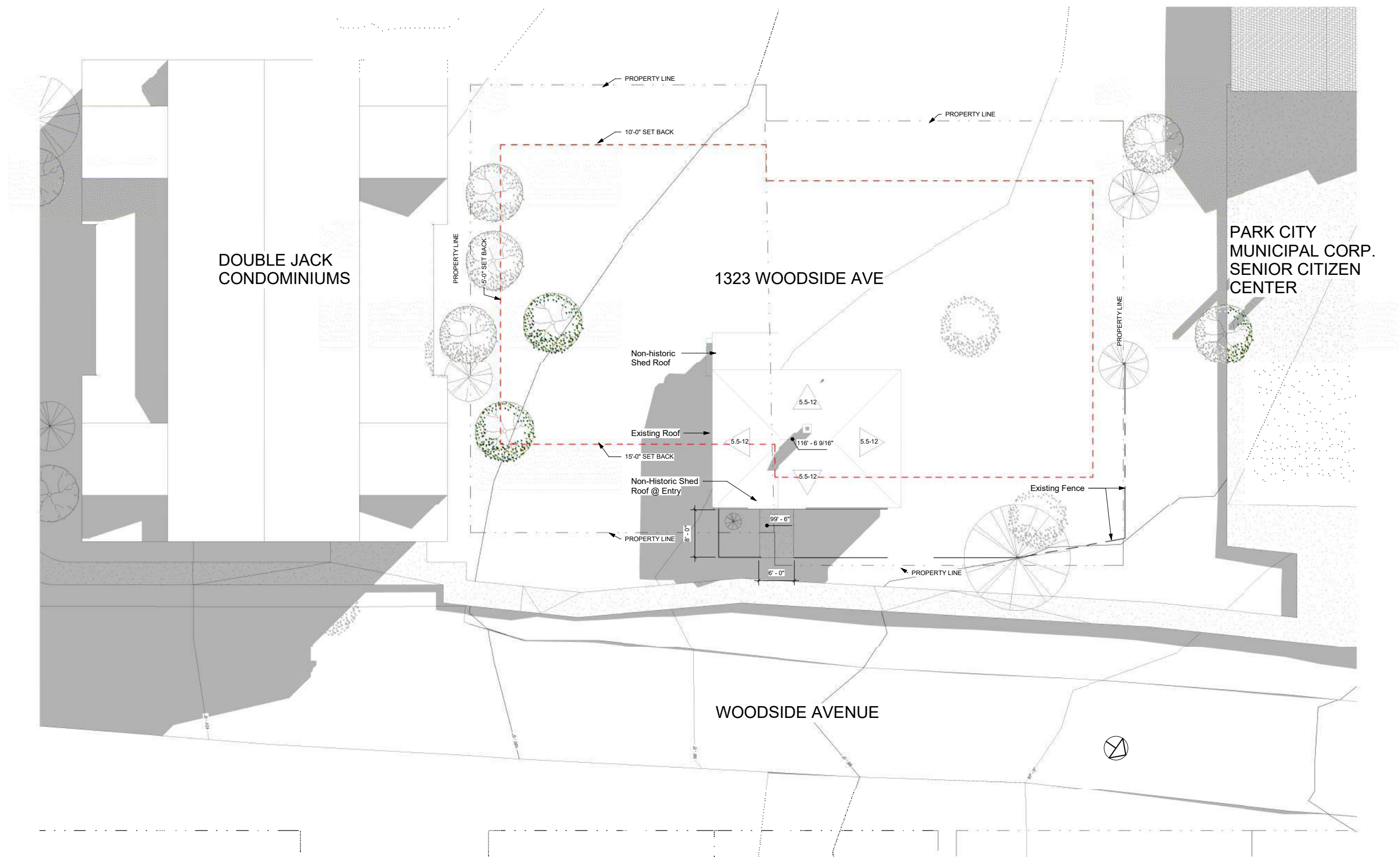
EXISTING CONDITIONS SURVEY
1321-1323 WOODSIDE AVENUE

0724

B24R05.DWG

MR. PAUL MARSH

SHEET 1 OF 1



1 1323 Woodside Ave. Site Plan
SCALE: 1/8" = 1'-0"



7 Neighborhood Looking West
SCALE: 1" = 1'-0"



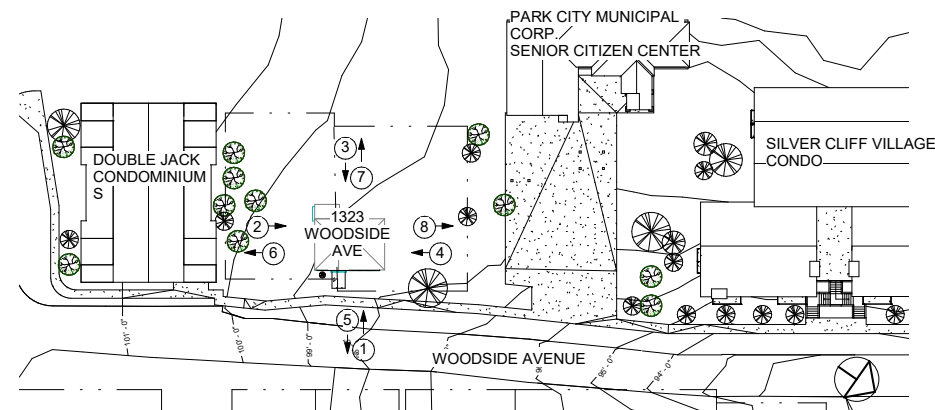
3 Existing Looking East
SCALE: N.T.S.



8 Neighborhood Looking North
SCALE: 1" = 1'-0"



2 Existing Looking North
SCALE: N.T.S.



4 Existing Looking South
SCALE: N.T.S.



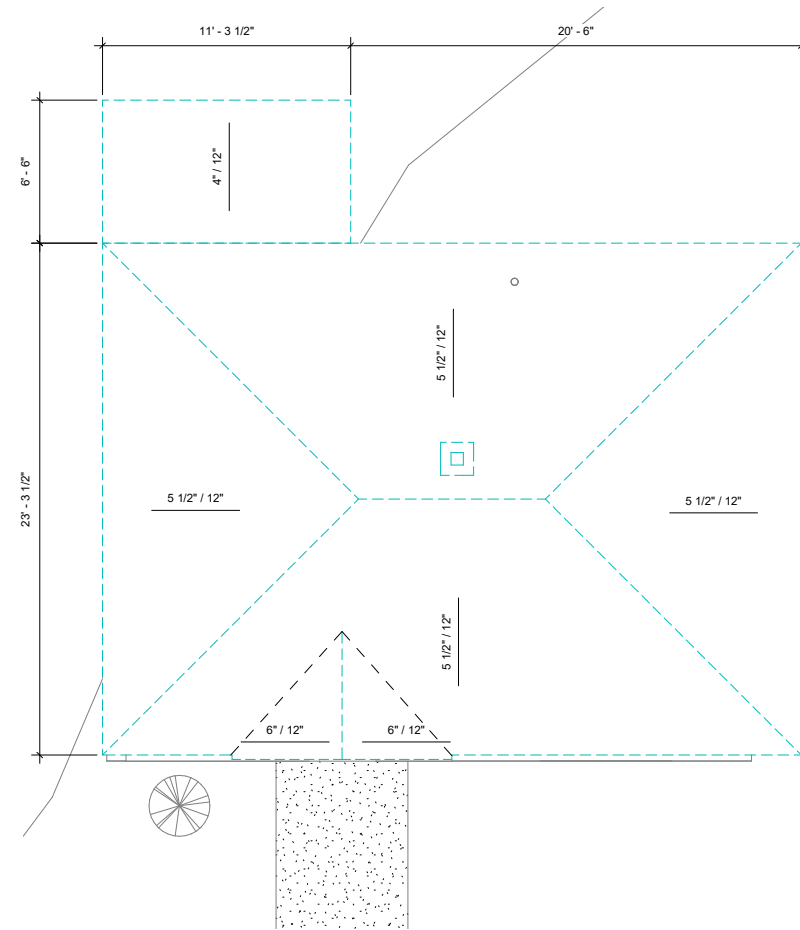
6 Neighborhood Looking South
SCALE: 1" = 1'-0"



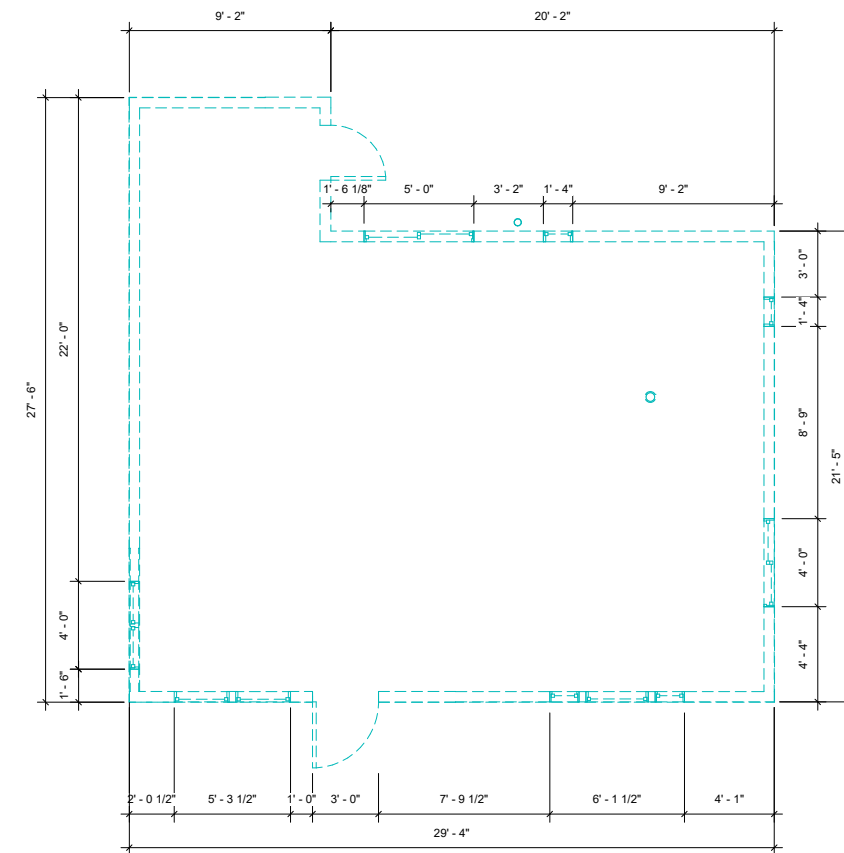
1 Existing Looking West
SCALE: N.T.S.



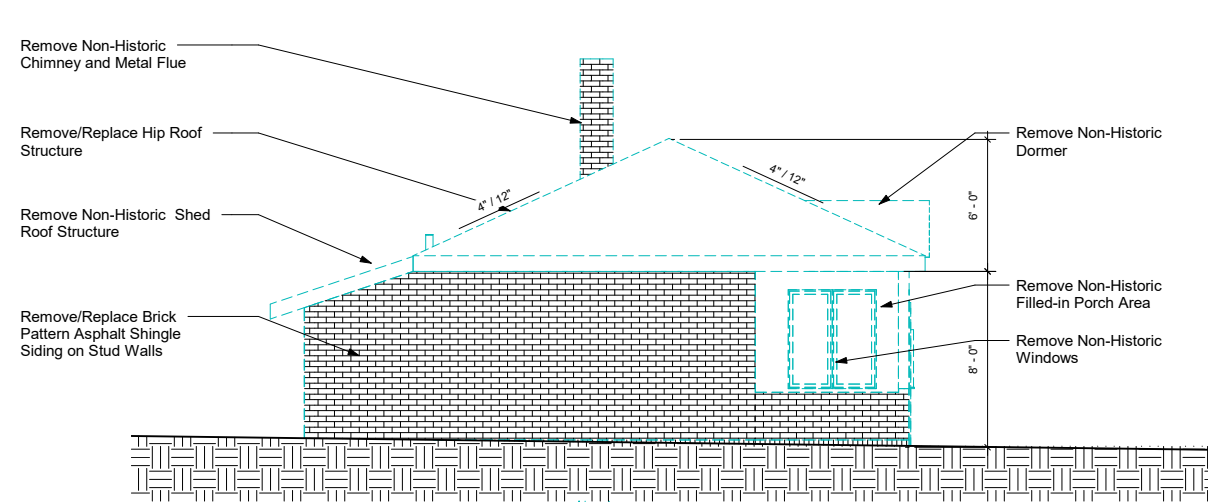
5 Neighborhood Looking East
SCALE: 1" = 1'-0"



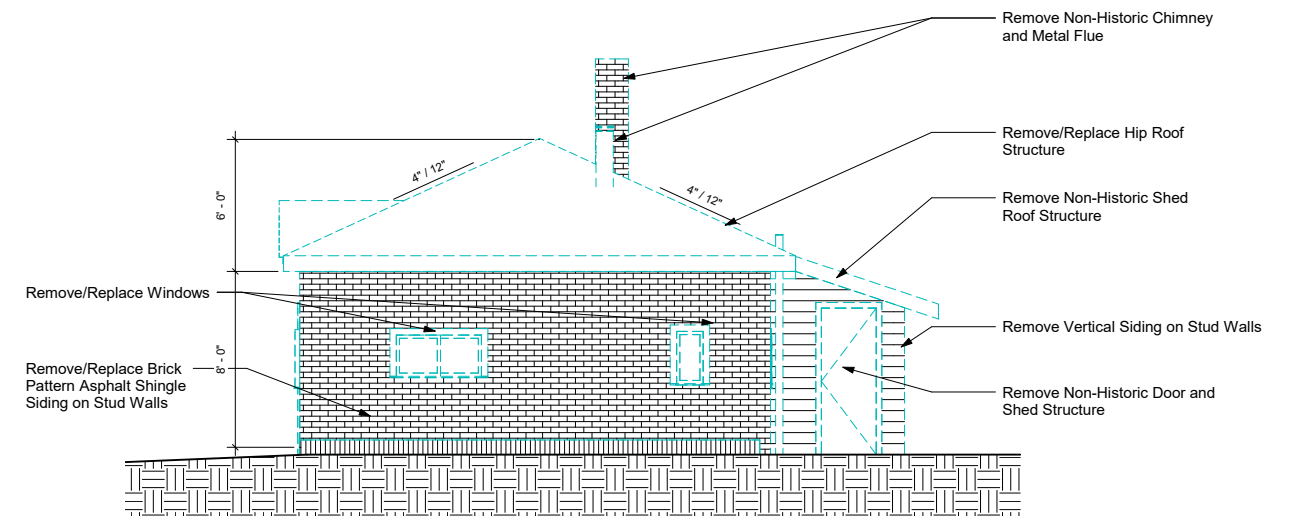
2 Existing Roof Plan
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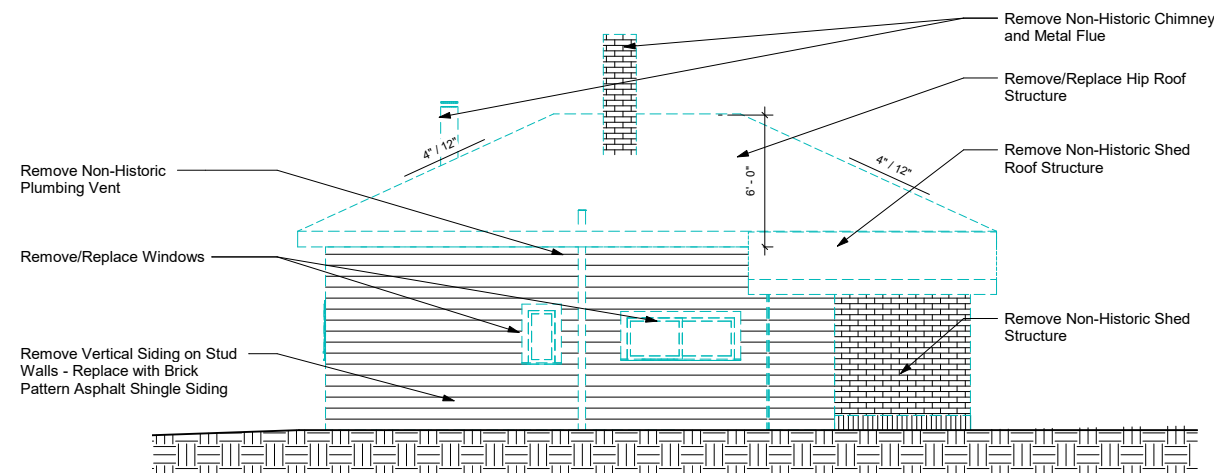
1 Existing Floor Plan
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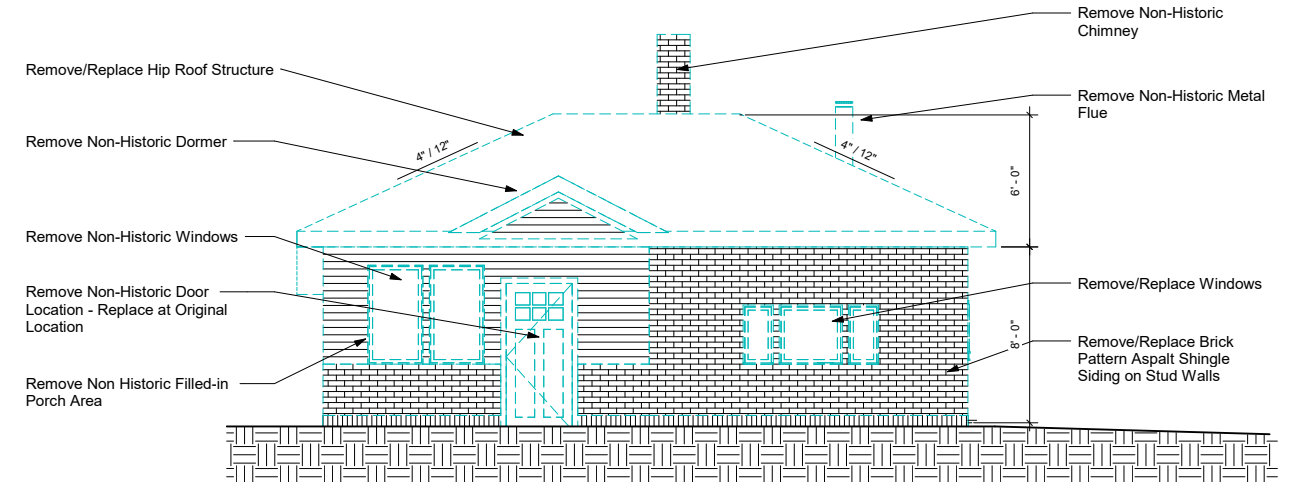
4 SOUTH ELEVATION
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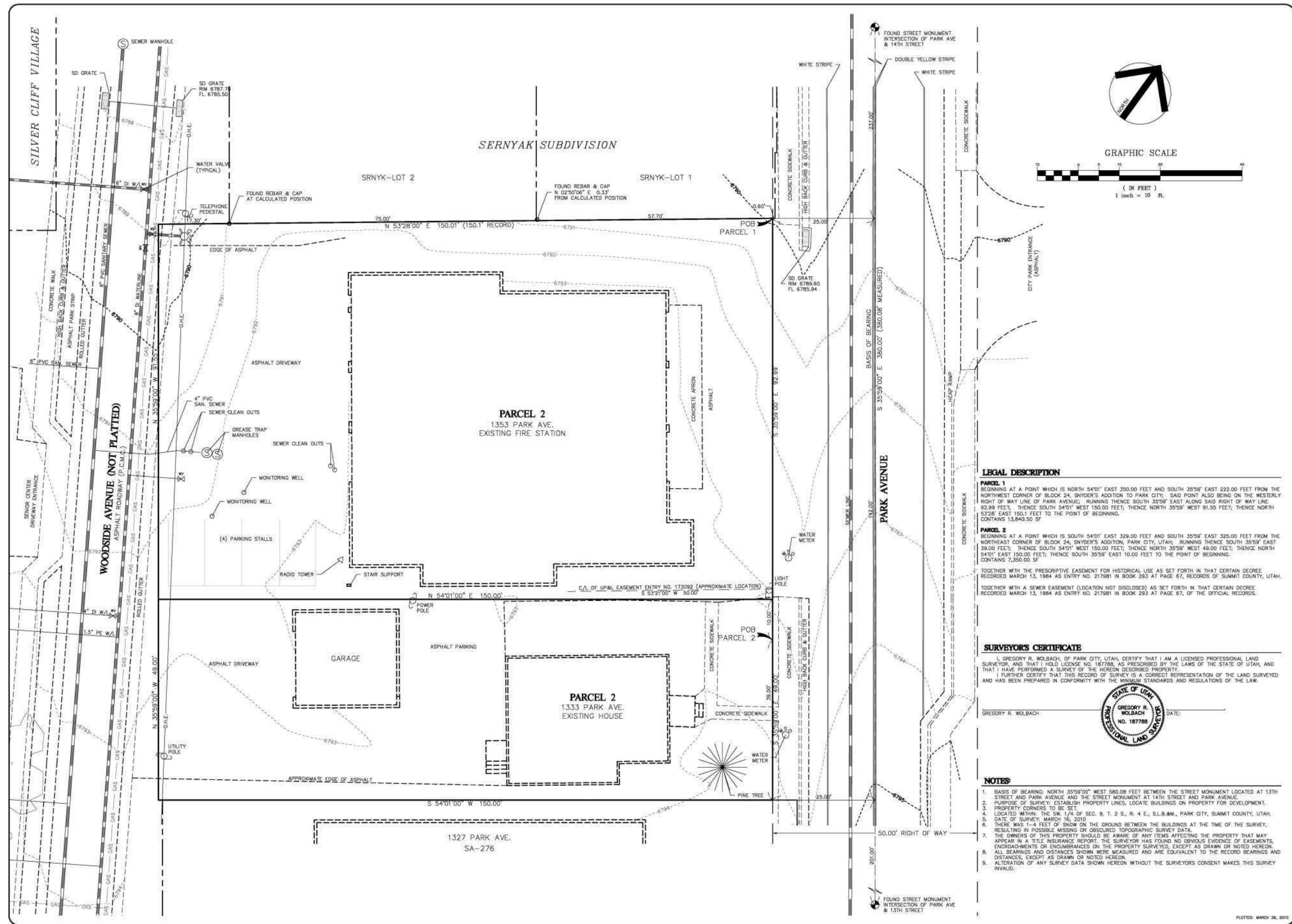
2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



3 WEST ELEVATION
SCALE: 1/4" = 1'-0"



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
1670 Baranosa Drive • Suite 104 • 84090
Phone: (435) 849-4687 • Fax: (435) 849-8279
E-mail: office@evergreen-eng.com

DATE	BY	REVISIONS	COMMENTS

SURVEYED BY: GRW/ADM
DRAWN BY: ADM
CHECKED BY: GRW/ADM

BOUNDARY & TOPOGRAPHIC SURVEY
1333/1353 PARK AVE.

DATE: 1003
DWG: EEPARK-ROS.DWG
FOR: ELLIOTT WORKGROUP

SHEET 1 OF 1



1 1353 Park Ave. Looking North
SCALE: 1" = 1'-0"



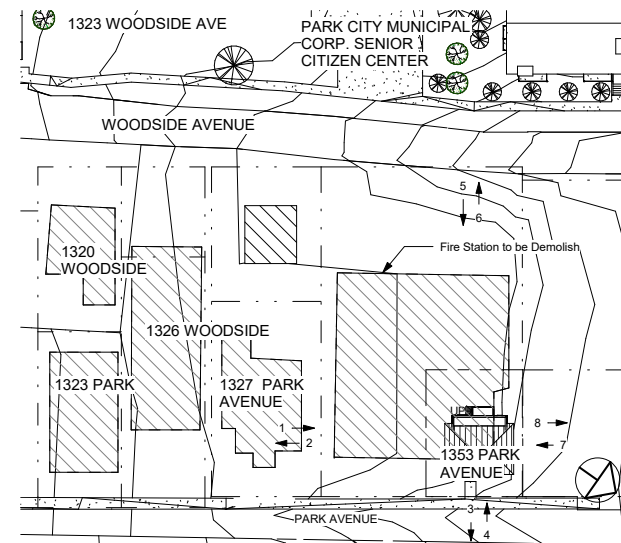
5 1353 Park Ave. Looking East
SCALE: 1" = 1'-0"



6 1353 Neighborhood Looking West
SCALE: 1" = 1'-0"



2 1353 Neighborhood Looking South
SCALE: 1" = 1'-0"



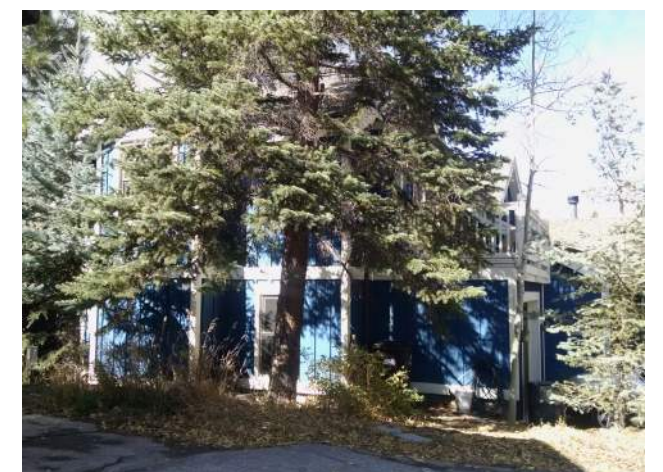
7 1353 Park Ave. Looking South
SCALE: 1" = 1'-0"



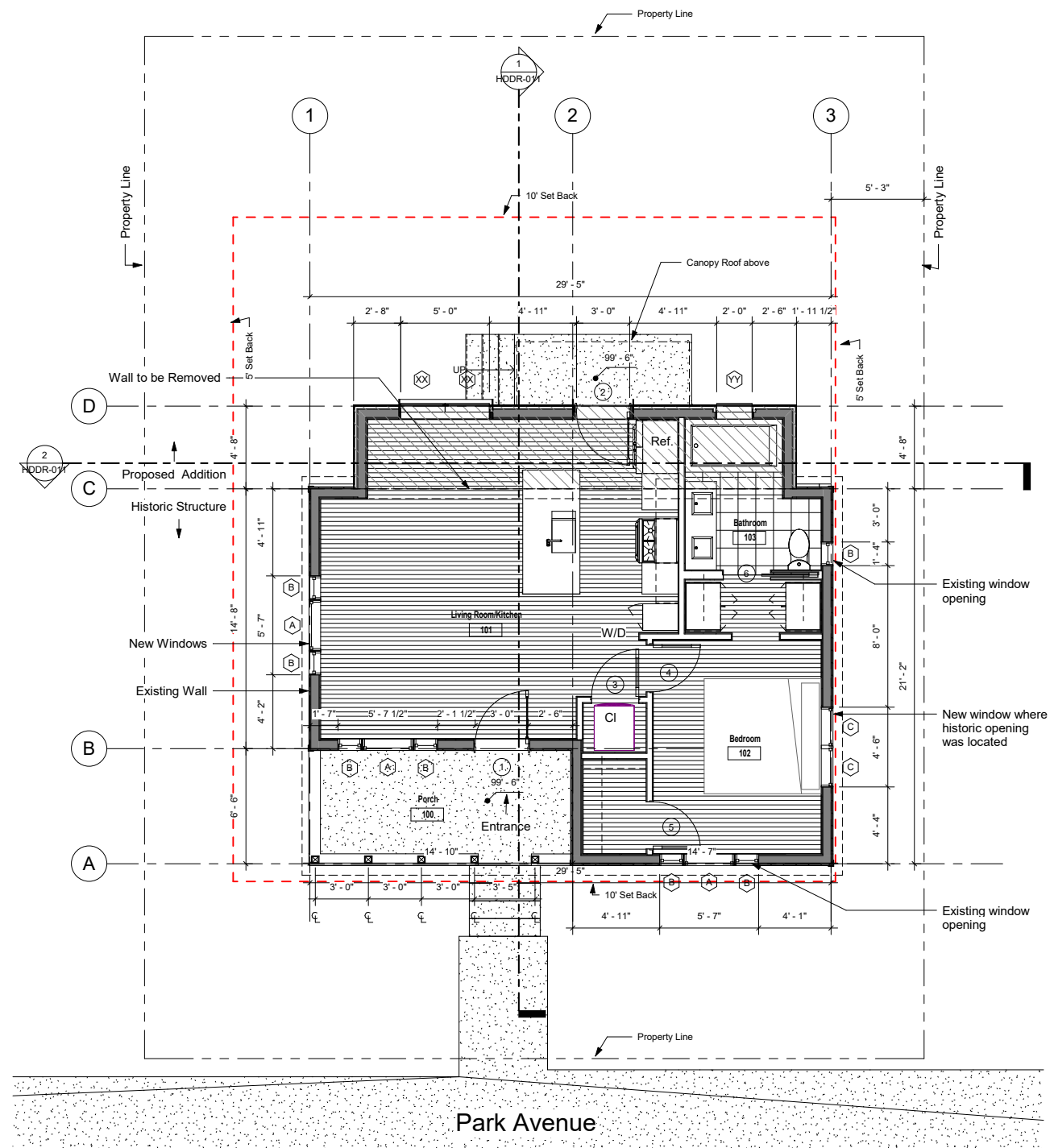
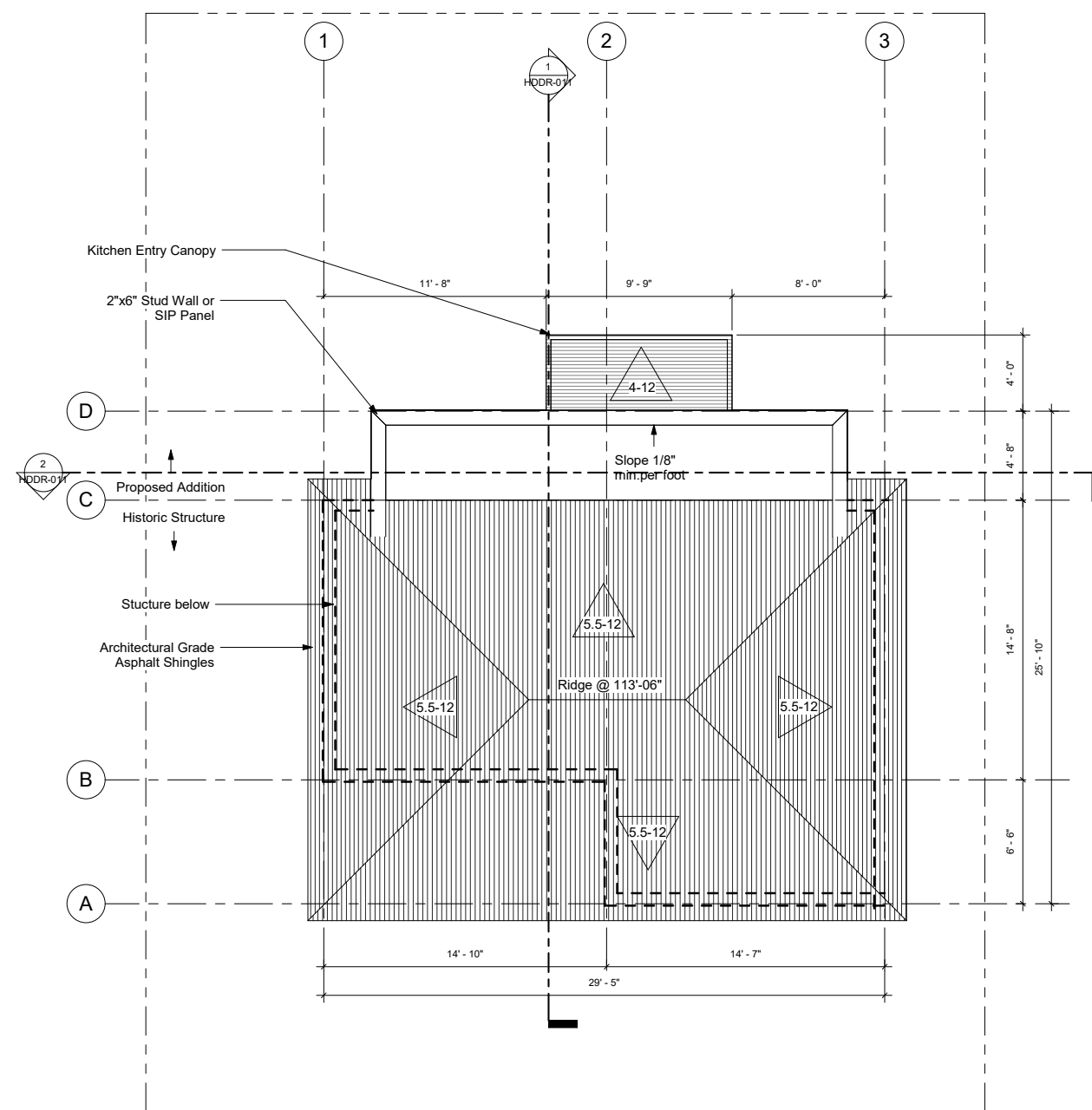
3 1353 Park Avenue Neighborhood Looking East
SCALE: 1" = 1'-0"



4 1353 Park Ave. Looking West
SCALE: 1" = 1'-0"



8 1353 Park Ave. Neighborhood Looking North
SCALE: 1" = 1'-0"

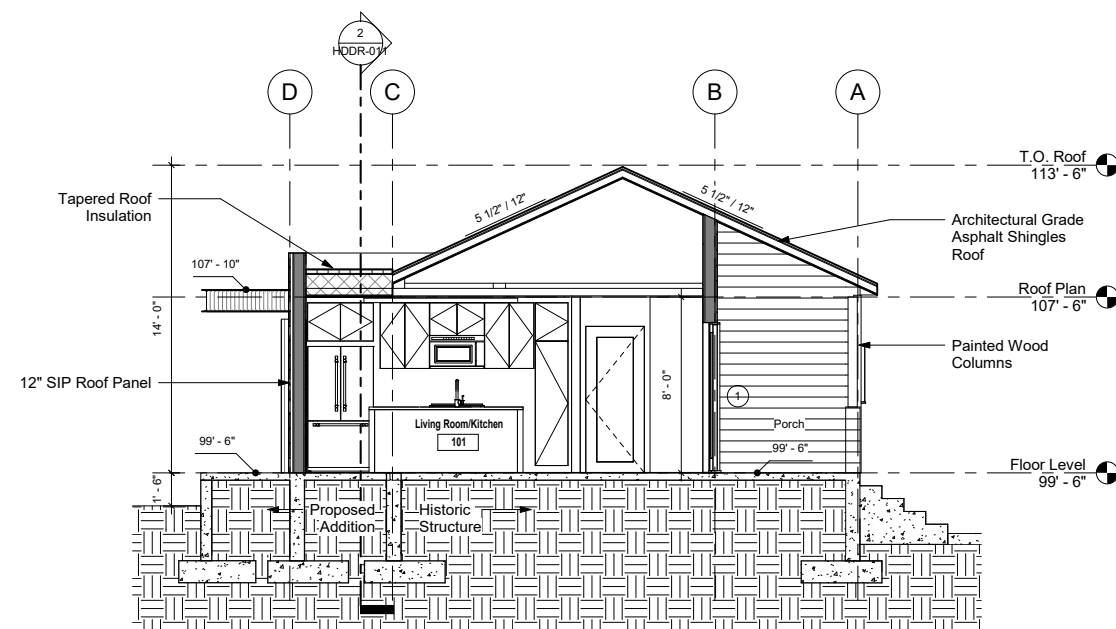




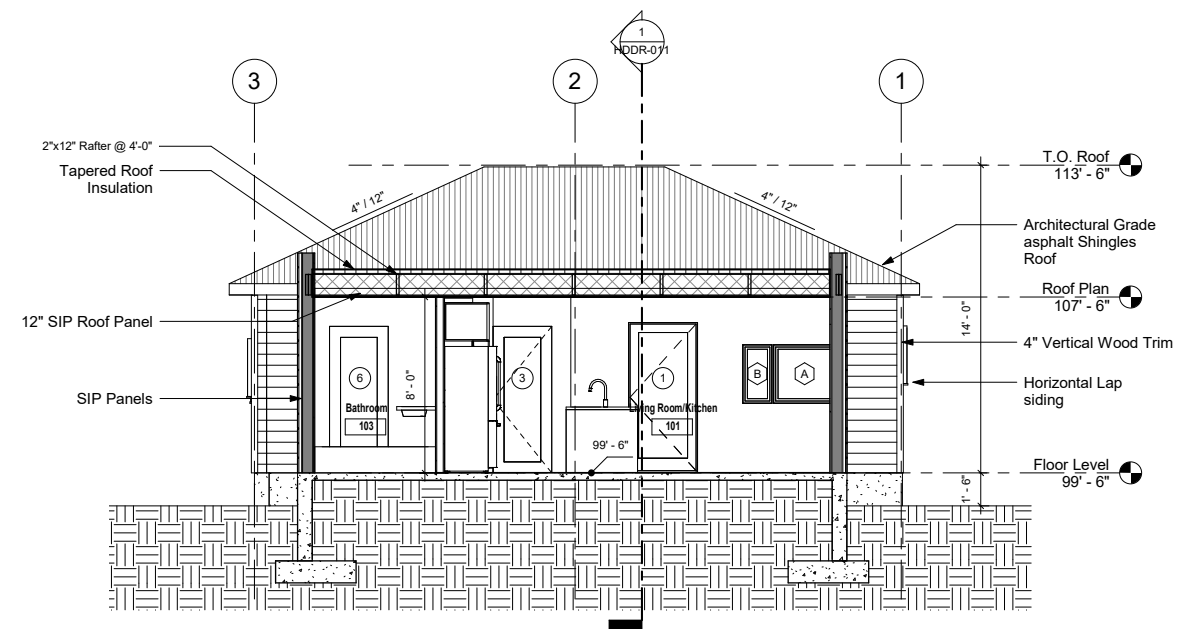
4 Streetscape 1353 Park Avenue
SCALE: 1" = 10'-0"



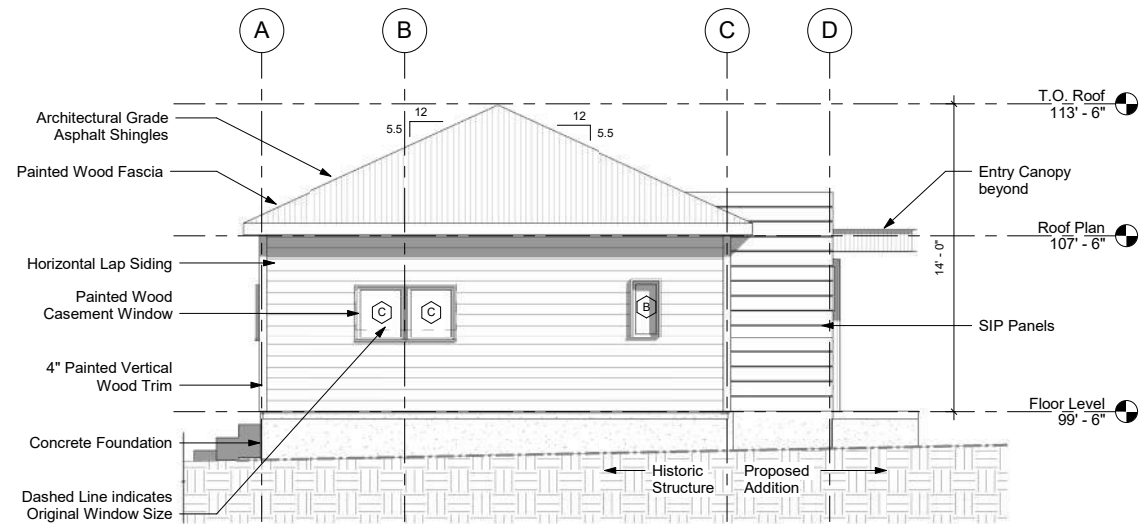
3 Streetscape 1323 Woodside Ave.
SCALE: 1" = 10'-0"



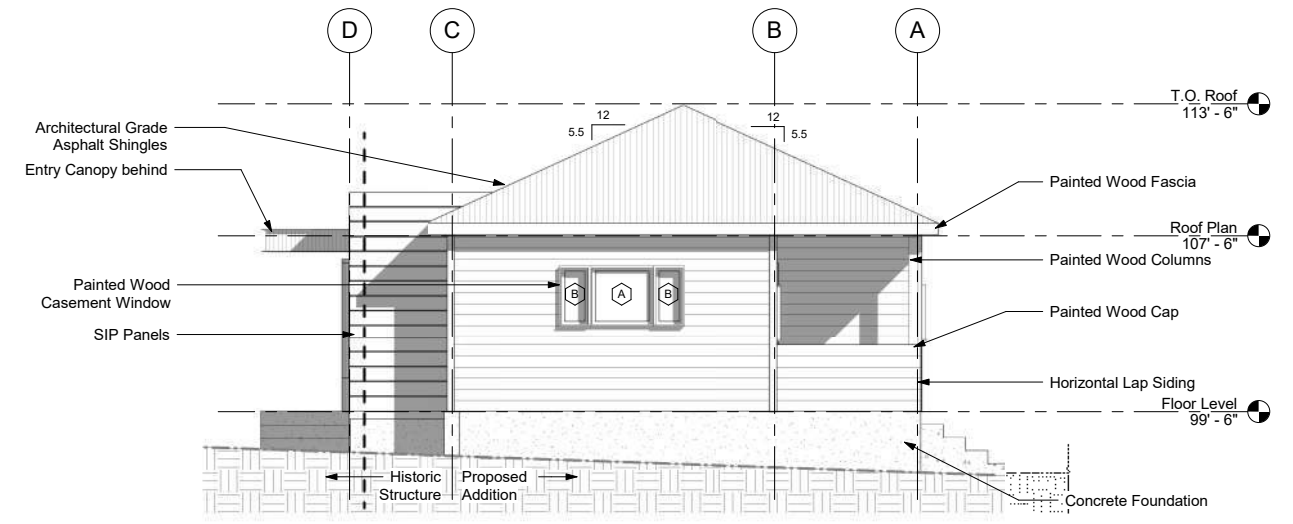
1 Section 1
SCALE: 1/4" = 1'-0"



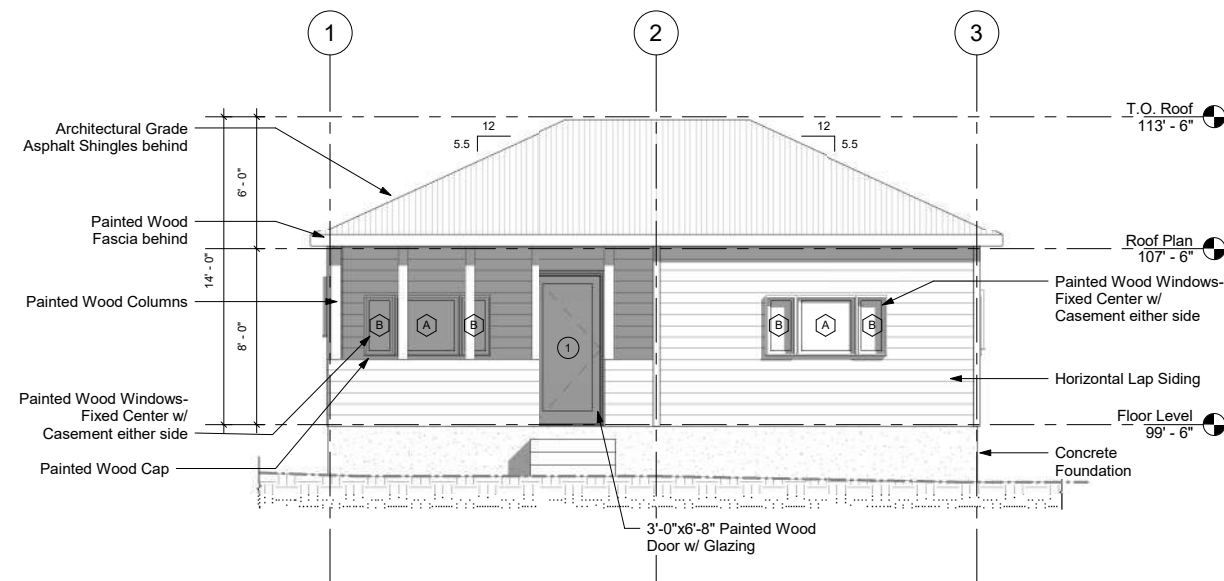
2 Section 2
SCALE: 1/4" = 1'-0"



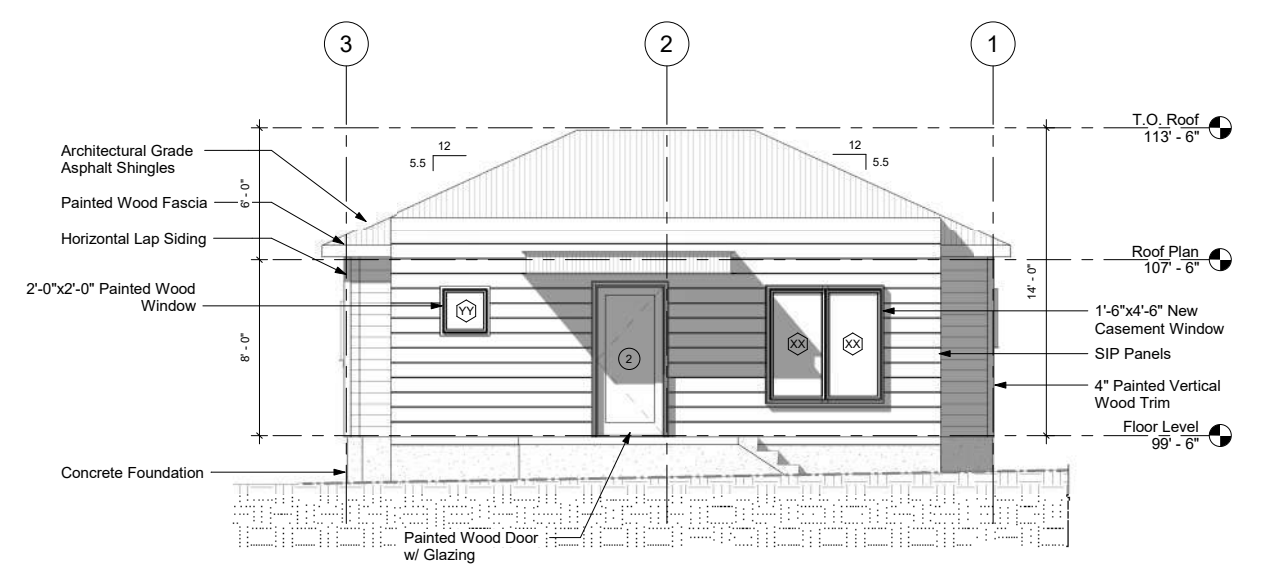
4 New South Elevation
SCALE: 1/4" = 1'-0"



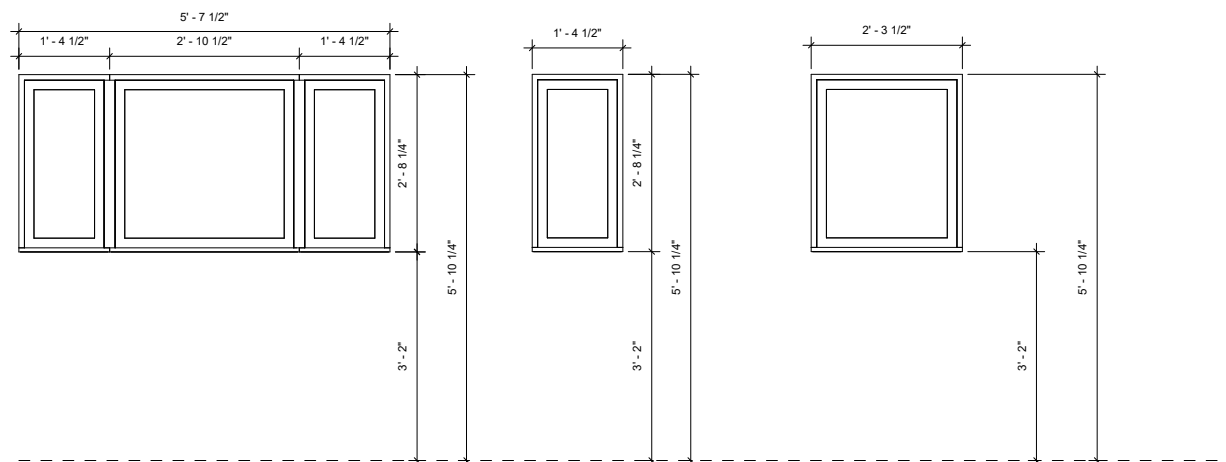
2 New North Elevation
SCALE: 1/4" = 1'-0"



3 New West Elevation
SCALE: 1/4" = 1'-0"



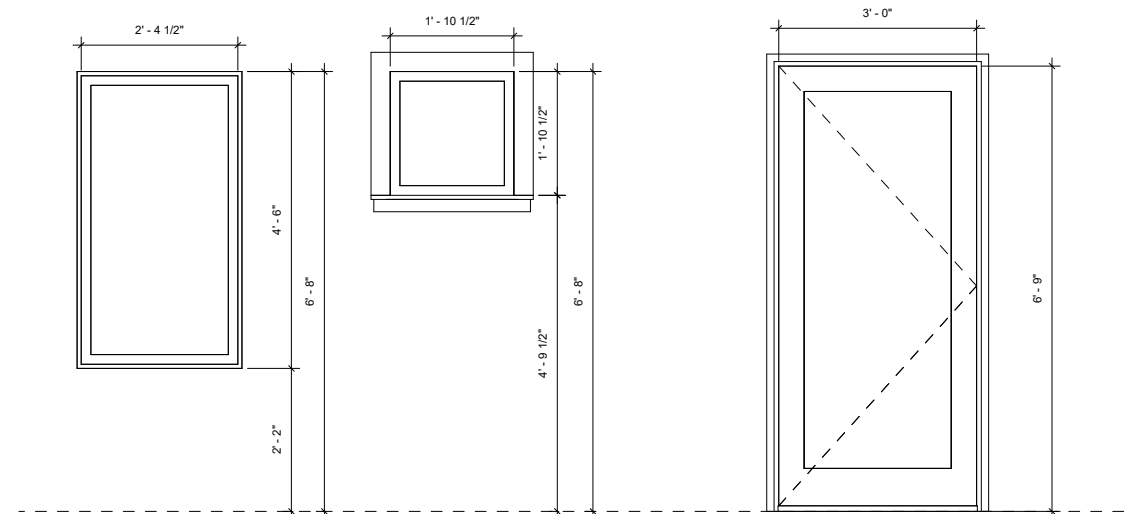
1 New East Elevation
SCALE: 1/4" = 1'-0"



EXISTING WINDOW
TYPE A
FIXED CENTER W/ TYPE B CASEMENT EITHER SIDE

EXISTING WINDOW
TYPE B
CASEMENT

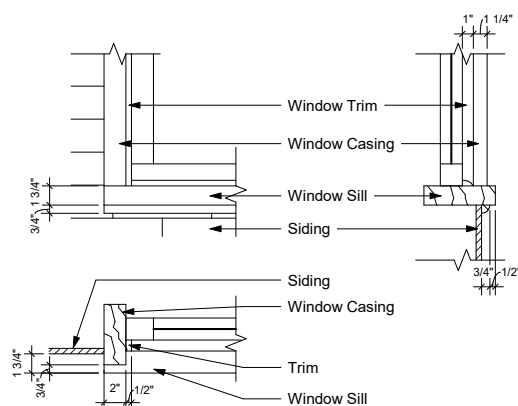
NEW WINDOW
TYPE C (WHERE ORIGINAL
WINDOW WAS LOCATED)
CASEMENT



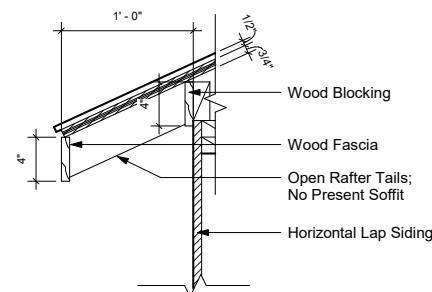
NEW WINDOW
TYPE XX
CASEMENT

NEW WINDOW
TYPE YY
CASEMENT

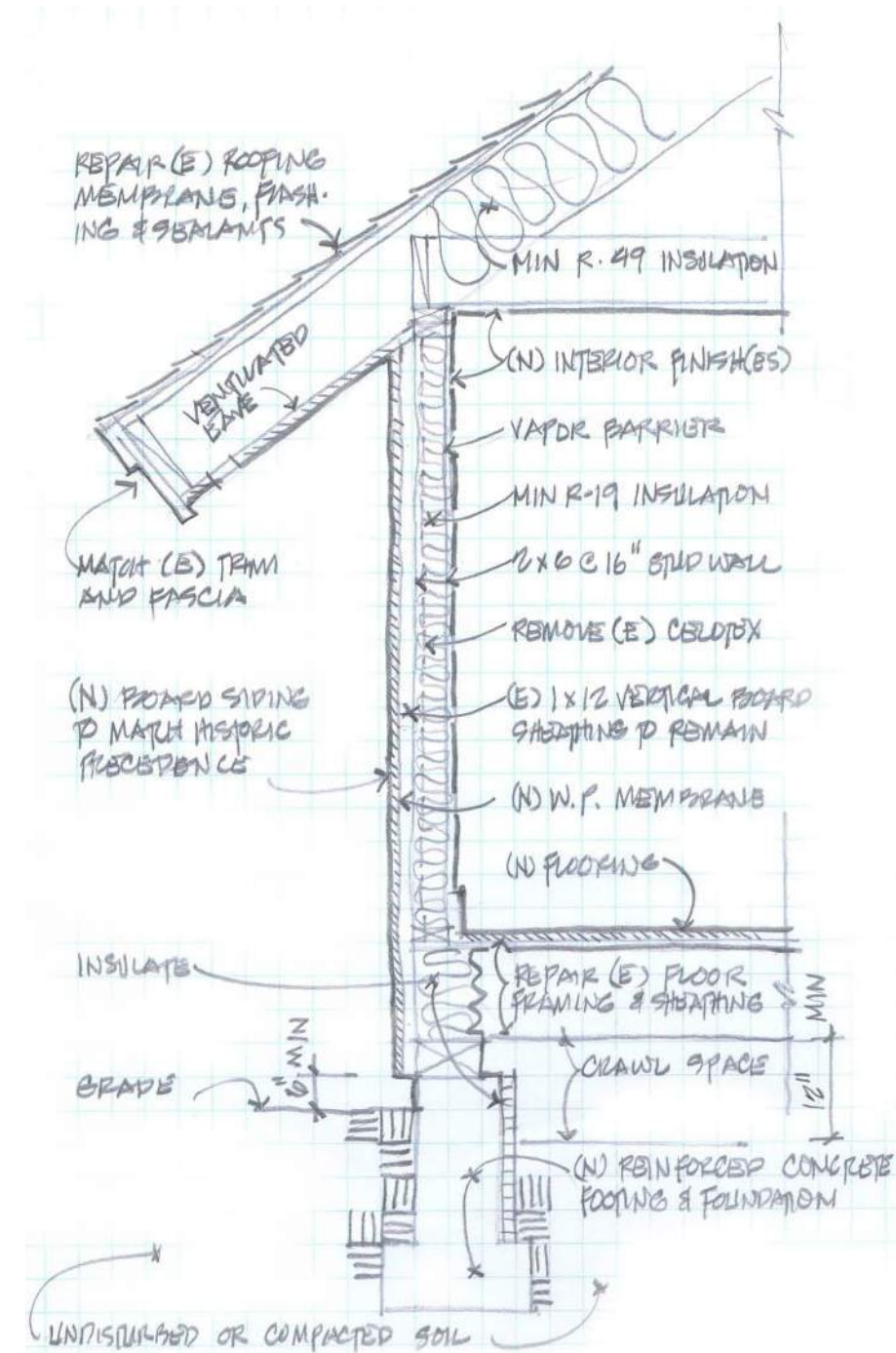
EXTERIOR DOOR 1 & 2



2 Window Detail
SCALE: 1 1/2" = 1'-0"



1 Fascia / Eave Detail
SCALE: 1 1/2" = 1'-0"



3 Section Detail
SCALE: 1" = 1'-0"

Exhibit I: December 1, 2016 City Council Staff Report
regarding Conceptual Drawings – Woodside Park
Affordable Housing Project Phase II



DATE: December 1, 2016

TO HONORABLE MAYOR AND COUNCIL

The City Council is being asked to provide preliminary direction on a preferred concept for affordable housing on City property between Woodside and Empire Avenues. The City Council will consider the financial analysis and presentation, during which staff and Elliott Work Group will walk Council through each of the housing options and explain the main policy variables, which should be considered, when evaluating the project, including:

- Rent versus for sale units;
- Product mix, size and type;
- Density;
- Level of subsidy; and
- Design, zoning, neighborhood compatibility.

Currently staff is supportive of Option 2, which is a mixed project of ownership (townhomes or stacked flats) and rental units (stacked flats) in that:

- Our housing study identifies there is a need for both;
- It is compatible with the neighborhood context;
- It appears to be financially viable (meaning not above our bonding capacity), meaning we can develop it ourselves, which we believe it will give us more control over the outcomes, and will be less expensive.

Respectfully:

Jonathan Weidenhamer, Economic Development Manager



City Council Staff Report

Subject: Lower Park Avenue Affordable Housing in the 1300 block of Woodside and Empire Avenues (location of the current Senior Center Parcel (1361 Woodside))

Authors: Jonathan Weidenhamer
Nate Rockwood
Anne Laurent

Department: Economic Development, Budget, Community Development

Date: December 1, 2016

Type of Item: Administrative

Summary Recommendation

Provide preliminary direction on a preferred concept for affordable housing on City property between Woodside and Empire Avenues. City Council should consider the financial analysis and presentation, during which staff and Elliott Work Group will walk Council through each of the housing options and explain the main policy variables, which should be considered, when evaluating the project, including:

- Rent versus for sale units;
- Product mix, size and type;
- Density;
- Level of subsidy; and
- Design, zoning, neighborhood compatibility.

Currently we are supportive of Option 2, which is a mixed project of ownership (townhomes or stacked flats) and rental units (stacked flats) in that:

- Our housing study identifies there is a need for both;
- It is compatible with the neighborhood context;
- Mountainlands Community Housing has expressed preliminary support for a mixed project; and
- It appears to be financially viable (meaning not above our bonding capacity), meaning we can develop it ourselves, which we believe it will give us more control over the outcomes, and will be less expensive.

Acronyms

AMI	Area Median Income
PCMC	Park City Municipal Corporation
RDA	Lower Park Avenue Redevelopment Authority

Background

August 25, 2016 City Council Meeting (p.3: [link](#))

The staff report from the August 25, 2016 City Council meeting, where significant direction was provided on the scope of Phase 1 or Woodside Park (the former fire station parcel) has detailed background and overview of:

- Housing affordability;
- Housing mix;
- Housing budget;
- Public engagement;
- Specific funding analysis on that parcel.

Funding

As part of the Council adopted 5-year capital improvement plan, the City has allocated \$40 million towards achieving its affordable housing goals. This \$40 million is a funding mixture to be achieved by leveraging future 15-year property tax increment in the LPA RDA, leveraging sales tax revenue from the Additional Resort Communities Sales Tax and sales of asset generated by the sales of individual affordable housing units or the sale of a larger collection of rentable units to a management company.

Currently only a portion of the potential affordable housing projects are developed to a point to which they can be evaluated in the context of the \$40 million budget. An understanding the funding sources and expenditure types will aid City Council in evaluating current and future proposals. Because of the high cost of land and construction in Park City and the comparatively low sales ranges established by the community development staff, the total subsidy required for affordable housing units in the City will be significant. With preliminary pro forma analysis of many on the potential projects underway staff has prepared a funding allocation flow plan specific to the \$40 million budget and Councils adopted housing goals by type. This financial flow analysis allows Council and staff to make informed financial decision on building and unit type, sales or rental rates, and density (unit count) in the contexts of the larger housing financial plan and housing unit goal. This plan will also be used to lay out a recommended path forward in regards to project timing, debt issuance and recommend potential for sales and rental unit types and prices.

Housing Policy Levers Related to the financial models

As we move forward implementing Council's housing goals, developing concepts for Lower Park Avenue, the Yard and other pending housing projects, City Council will need to consider multiple concepts that balance the following levers:

- Rent versus for sale units;
- Product mix, size and type;
- Density;
- Level of subsidy; and
- Design, zoning, neighborhood compatibility.

Rent versus For Sale Units

Housing staff is finalizing a housing study which among other things will quantify the city's rental need. Preliminary findings suggest that there are large deficiencies in both rental and for sale units (below 100% Average Median Income (AMI)). These findings **may** trigger somewhat of a shift in focus to building a mix of owner and 12-month lease rental units, in that rental is a market that has not been met in many years.

Historically, City Council has directed staff to focus on ownership units for two primary reasons (these are not the opinions of each and every individual elected official; rather the following are the general, historical sentiments towards municipal investment in for-purchase versus for-rent properties):

1. Maintaining community vibrancy through creation of affordable units that would be occupied on a year-round basis. A few of the underlying concepts related to ownership:
 - a. Longevity in the community is higher amongst those who own property than those who rent property;
 - b. Those who own property in the community may have a greater, vested interest in long term community outcomes and may be more likely to become involved in the community.
2. A belief that the business community should provide and/or contribute to the creation of employee housing units for seasonal employees.
3. Municipal investment in rental housing should be considered once strong inroads have been made into the affordable ownership market.
4. Other organizations, particularly those who can take advantage of the tax credits associated with rental unit development, may be better situated to develop rental units.
5. Municipal investment in ownership units makes the most sense because:
 - a. The private sector is unlikely to develop these units; and
 - b. Municipal funding can do more with fewer dollars by subsidizing ownership units and reinvesting the sale price into other affordable units. In essence, building a significant quantity of rental units would severely diminish funding and may limit the City's ability to directly fund additional large affordable housing developments moving forward.

With regard to municipal investment in both ownership and rental units, there are many tradeoffs, assumptions, and differing viewpoints related to this topic, including:

- Meeting with Scoot Loomis on November 7, and his professional opinion that building a mix of owner and rental units is suitable for this location;
- Housing for year round residents is a critical need;
- HPCA wants units for employees;
- Staff are not targeting seasonal units, however if a seasonal worker is willing to assume a 12 month lease, it would be challenging from precluding them and maintain fair housing practices;
- Employees that live in town and therefore don't commute into town for work align with our transportation goals;

- Year round residents that don't work in town align with community goals, but are inconsistent with our transportation goals; and
- Staff anticipates future near-term opportunities to provide rental units in Bonanza Park and Prospector neighborhoods.

Product mix, size, type

Understanding that focusing on a mix of 12-month lease rental and for sale units has a very direct impact on size and type of unit:

- Ownership units will be more inclined to be single family and townhome orientation; However, there can easily be small, efficiency, for rent accessory units within the townhomes;
- For rent units often end up being configured as apartment or "stacked flats", where double loaded corridors with shared areas for elevators with common parking areas. If the goal is "for sale" affordable housing units, the amount and market interest in stacked flats should be evaluated more in depth;
- Stacked flats are the most efficient use of space, and can therefore be the densest;
- Staff is of mixed opinions on where the best location is for each type;
- Ownership & HOA's for a mixed for rent/for sale product can get tricky in terms of special assessments; and
- Mixing market units with affordable, can further underwrite the housing program; and
- Market units would need to be located within the boundaries of the LPA RDA.

Density

City Council has very aggressive goals for increasing the quantity of deed restricted affordable housing units. Of late, City Council has been willing to consider projects that have a mix of ownership and rental units. Forgoing an opportunity to pursue dense projects may be inconsistent with stated affordable housing goals.

Level of Subsidy

The \$40 million, as budgeted, anticipates zero return on land acquisitions and an 80 percent recovery on construction costs. Each of the project options returns approximately 75 percent of the construction cost if all units were priced at 60% AMI as for sale units. Staff is currently evaluating the return on construction cost if units were restricted as rentals as sold to a management firm. It is not recommended that the City retain rental units as this would not allow the City to reinvest funds into the next affordable housing project.

As discussed above, staff is currently outlining a potential funding allocation plan specific to the \$40 million which will be useful when setting the AMI levels or market rate options. It is anticipated that Lower Park and the Yard will be the first large-scale projects addressing housing needs. The project in Lower Park RDA has more flexibility to include market rate units in the project which may be used to offset other large affordable housing that are in the funding pipeline. For example, market rate units in a portion of the Lower Park project could potentially raise the subsidy level on the project

above 100% and allow more sale of asset funding to be used on another large project outside the RDA boundaries. By reviewing options in the context of the financial flow analysis, Council will be able to weigh these options in better context to the overall funding sources and housing goals.

Design, zoning, neighborhood compatibility

Neighborhood compatibility will be at the forefront of the regulatory process. While the MPD and Affordable MPD process allow for 4 story buildings and parking flexibility, what the Planning Director and Commission ultimately determine as compatible will affect these projects considerably. A full review will not take place until the submission of a complete application. All final approvals are subject to applicable regulatory approvals through the standard application process.

Absorption

Staff anticipates the market will easily absorb any of the presented densities of affordable housing. With regard to any market rate units in this project, if priced appropriately, the proximity of these units to the Park City Mountain base area will help minimize the amount of time the City has to carry these units.

While not anticipated to be an issue at this early stage, the City continues to develop affordable housing units of any type – and market rate units to support the affordable units – paying attention to and forecasting absorption rates will become increasingly important. Need, price, and state of the US economy, and state of the local real estate market are all factors staff will evaluate to provide absorption forecasts for future municipal projects.

Analysis

While different staff members hold differing opinions on where the best location is for each housing type, staff members agree that delivering a mix of rental and for sale units of different building types, sizes, and levels of affordability is preferred.

Summary of Options:

Summary of Options	Option 1	Option 2	Option 3
Unit Types	3 Stacked Flat (apartment buildings) w/ Underground Parking	1 Stacked flat (apt.building) w/ Underground Parking & 3 Multi-Unit Townhouse Buildings	2 Apartment Buildings w/ Underground Parking & 1 Multi-Unit Townhouse Building
Rental/For Sale	Rental	Mixed	Mixed
Height	3 Stories	3 Stories	3 Stories
Building Density	Each Building has 27 Housing Units	The Apartment Building has 27 Affordable Housing Units; There are 17 townhomes total, each with an additional studio apartment.	The 2 Apartment Buildings have 27 Affordable Housing Units each; There are 7 Townhouses, each with an additional Studio Apartment.
Overall Density	81 units	63 units	68 units
Total Cost	\$21.3 million	\$15.5 million	\$17.7 million
ROI Total Cost	75%	74%	74%
Subsidy per Unit	\$66,770	\$63,301	\$68,644
Pros	Highest unit count option	Provides Variety in Housing Types	Provides Variety in Housing Types
	Project Scale Fits into Surrounding Buildings	Townhouse Construction Cost is Lower	Townhouse Construction Cost is Lower
	Parking is Primarily Under Cover	Townhouse Type is Good for Ownership	Townhouse Type is Good for Ownership
		Project Scale Fits into Surrounding Buildings	Project Scale Fits into Surrounding Buildings
		Parking is Primarily Under Cover	Parking is Primarily Under Cover
		Phased Construction is Possible	Phased Construction is Possible
		Soils Cost could be Lower due to Less Underground Parking	Soils Cost could be Lower due to Less Underground Parking
Cons		Provides Best Access into Apartment Building Underground Parking	
	Most Expensive Project Due to Underground Parking and Common	Unit Count is Lowest	Unit Count is Lower
	Soil Costs could be Higher due to Underground Parking	Driveway Adjacent to Plaza Area Diminishes Quality of Plaza Space.	
	Unit Types Similar For Sale Units Construction Cost is Higher		

Currently staff is unanimous in its support of Option 2, which is a mixed project of ownership (townhomes or stacked flats) and rental units (stacked flats):

- Our housing study identifies there is a significant need for both rental and ownership units , meaning we don't believe lack of absorption is a risk;
- It is compatible with the neighborhood context;
- The stacked flats can be either rental or for sale;
- The stacked flats can be either market or affordable;
- Mountainlands Community Housing has expressed preliminary support for a mixed project; and
- It appears to be financially viable (meaning not above our bonding capacity) to develop it ourselves, which we believe it will give us more control over construction timing and the overall project outcome, and will be less expensive in terms of not needing to pay a third party developer a profit.

Other Analysis

- Option 1 may be too dense for the neighborhood and is limited to stacked flats and doesn't provide a variety of housing types;
- Parking, or lack thereof in almost all cases limits number of units. In the case where a structured parking solution is available, it should be explored. Especially in this case when a mass excavation option (i.e. dig one hole) can accommodate a financially efficient parking garage is available;

- Access to the stacked flats building along Empire is a challenge. Taking access to an underground parking structure from Empire limits the impacts taking access from Empire would have on the developable footprint; and
- We did explore two or three market rate single family homes at Empire, but the stacked flat option for rental or ownership and for market or affordable provides significantly higher bang for the buck.

Financial Comparison

Exhibit C, shows a financial comparison of each of the three options with AMI level controlled for comparison at 60% for sale units. (Staff is continuing to work on a comparison methodology of for rental units).

The comparison at 60% AMI, shows relatively similar ROI of 75%. Option one, is the densest with an estimated unit count of 81 and an estimated construction cost of just over \$21 million. Option two, is less dense at 63 units and an estimated construction cost of \$15.5 million and a per unit subsidy of \$63,301 (lowest). Option three falls in-between with a unit count of 68 for a total construction cost of \$17.7 million and a per unit subsidy of \$68,644 (highest). All three options are within the RDA's bonding capacity and return. All options show a good ROI and low per unit subsidy.

The "recommended with Mix of 60% & 80% AMI" option, details option two with a mix of AMI which allows the project to meet the targeted 80% ROI on construction costs. Each option could potentially be adjusted to meet the 80% ROI level.

General Plan Review

Goal 7 of the Park City General Plan 2014 Volume 1([Link to General Plan](#)) is: *Life Cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents* (p. 70). Relevant Community Planning and City Implementation Strategies are:

- 7.1 *Identify sites within primary residential neighborhoods in which one or more of the following could be accommodated* (p. 72).
 - 7.1.1 *Decreased minimum and maximum lot size requirements that might allow for affordable/attainable infill housing.*
 - 7.1.2 *Increased density that might allow for affordable/attainable housing.*
 - 7.1.3 *Smaller residential units to create market rate attainable housing in Park City and/or "step down" housing options for seniors in the community.*
- 7.7 *Utilize RDA funding for new housing opportunities and retrofit existing, aging residential housing stock* (p. 73).
- 7.8 *Leverage the State required 20 percent of RDA funds for affordable housing to secure greater resources for housing needs city-wide* (p. 73).
- 7.9 *Explore opportunities to create "step down" housing for empty nesters as well as progression of housing types that might include assisted living and long-term care units. Public Private Partnership (PPP) opportunities should be considered* (p. 73).

Goal 8 is: *Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City* (p.74). Relevant Community Planning and City Implementation Strategies are:

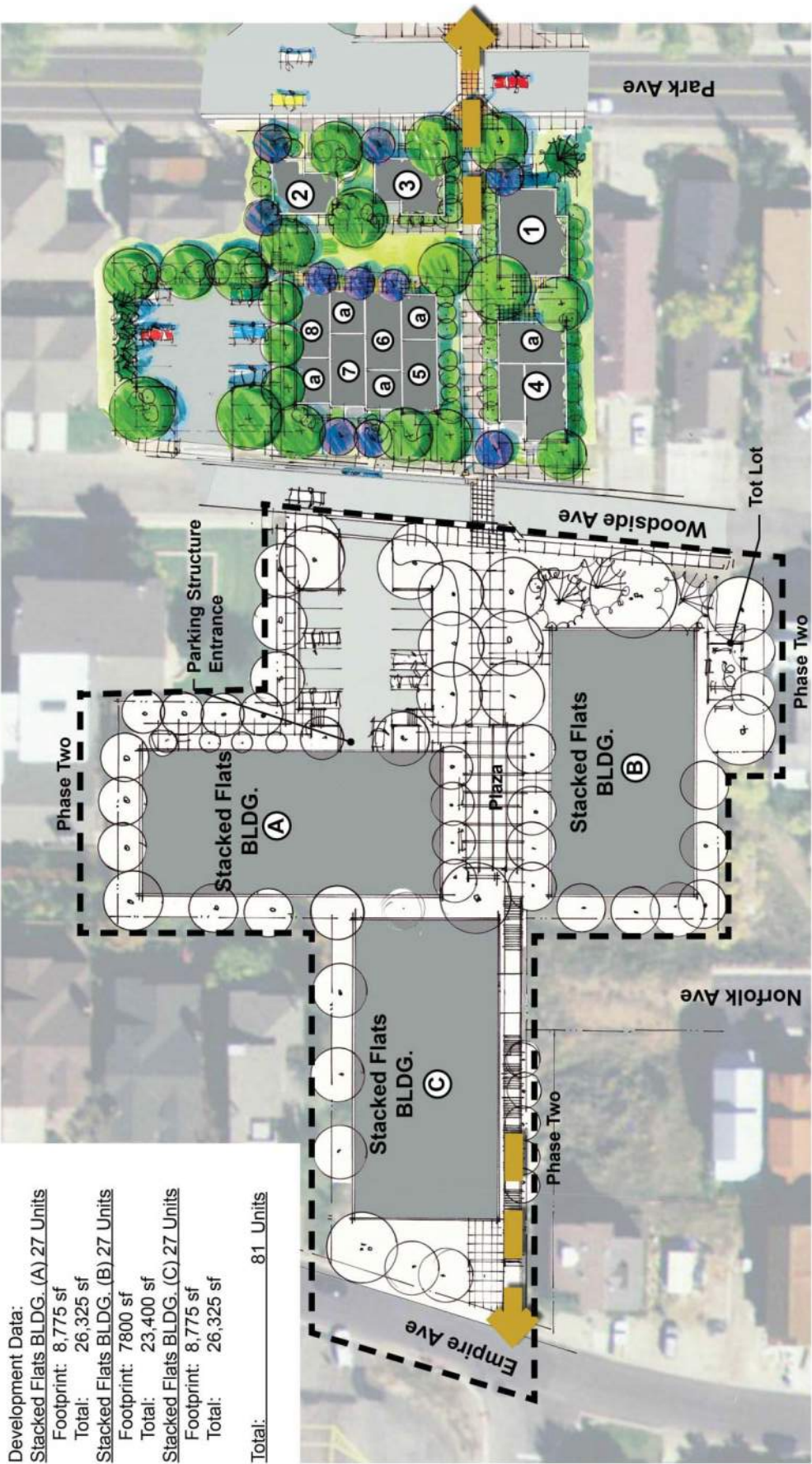
- 8.1 Increased *affordable housing opportunities through implementation of strategies within the housing toolbox.*
- 8.4 Update *incentives for density bonuses for affordable housing developments to include moderate and mixed-income housing.*
- 8.5 Evaluate *the Land Management Code to remove unnecessary barriers to affordable housing.*
- 8.15 *Identify and acquire property for future development of affordable housing.*
- 8.17 *Prioritize housing acquisitions that support multiple City goals, such as historic preservation and/or carbon reduction.*

Exhibits

- A Alternatives
- B Pros & Cons
- C Financial Comparison Tables

Development Data:

<u>Stacked Flats BLDG. (A) 27 Units</u>	
Footprint:	8,775 sf
Total:	26,325 sf
<u>Stacked Flats BLDG. (B) 27 Units</u>	
Footprint:	7800 sf
Total:	23,400 sf
<u>Stacked Flats BLDG. (C) 27 Units</u>	
Footprint:	8,775 sf
Total:	26,325 sf
Total:	81 Units

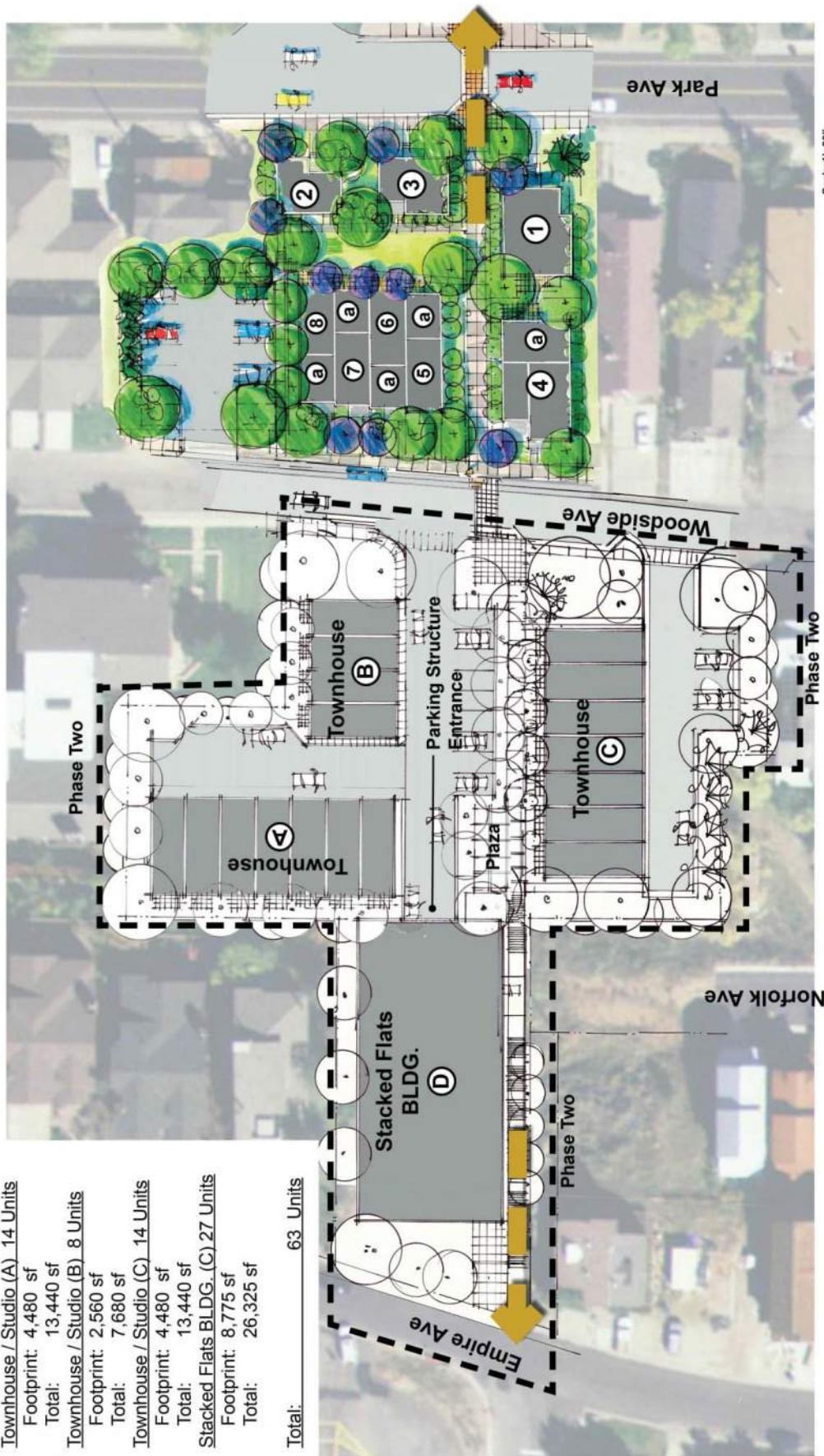


Woodside Park
Park City, Utah

Phase Two
Option (1)

Development Data:

Townhouse / Studio (A)	14 Units
Footprint:	4,480 sf
Total:	13,440 sf
Townhouse / Studio (B)	8 Units
Footprint:	2,560 sf
Total:	7,680 sf
Townhouse / Studio (C)	14 Units
Footprint:	4,480 sf
Total:	13,440 sf
Stacked Flats BLDG. (D)	27 Units
Footprint:	8,775 sf
Total:	26,325 sf
Total:	63 Units

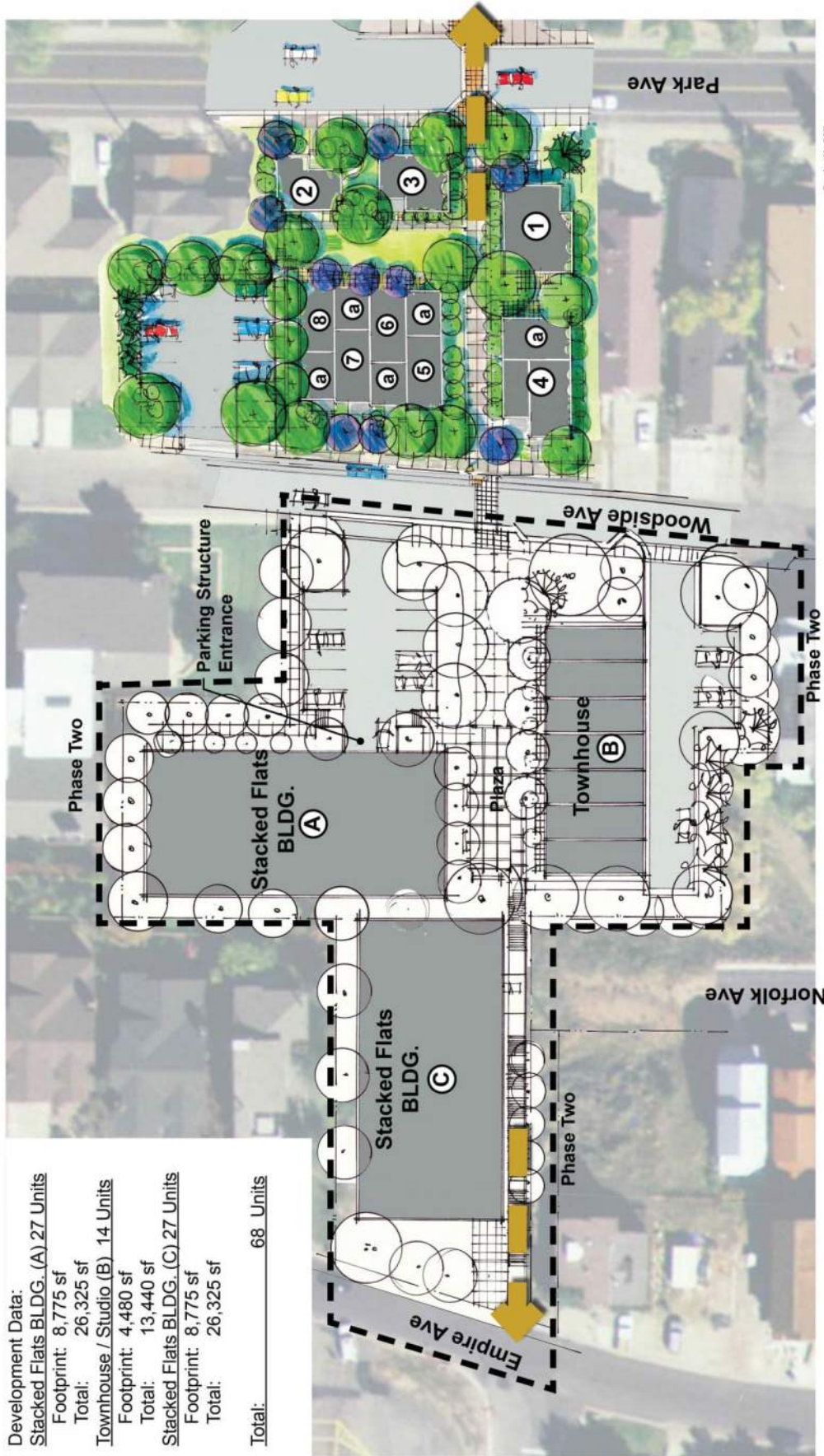


Woodside Park Park City, Utah

Phase Two Option (2)

Development Data:

<u>Stacked Flats BLDG. (A) 27 Units</u>	
Footprint:	8,775 sf
Total:	26,325 sf
<u>Townhouse / Studio (B) 14 Units</u>	
Footprint:	4,480 sf
Total:	13,440 sf
<u>Stacked Flats BLDG. (C) 27 Units</u>	
Footprint:	8,775 sf
Total:	26,325 sf
Total:	68 Units



Woodside Park Park City, Utah

Phase Two Option (3)



ELLIOTT
WORKGROUP
11-01-16



ELLIOTT WORKGROUP

Lower Park Avenue Phase 2 Analysis

November 1, 2016

Option 1

- Three Apartment Buildings with Underground Parking
- Buildings are Three Stories Tall and are configured as Stacked Flat Apartments
- Each Building has twenty-seven Affordable Housing Units
- **Total Unit Count is Eighty-One**

Pros:

- Unit Count is the Highest with this Project
- Project Scale Fits into Surrounding Buildings
- Parking is Primarily Under Cover
- Phased Construction is Possible

Cons:

- Most Expensive Project Due to Underground Parking and Common Areas
- Soil Costs could be Higher due to Underground Parking
- Unit Types Similar
- For Sale Units Construction Cost is Higher

Option 2

- One Apartment Buildings with Underground Parking and Three Multi-Unit Townhouse Buildings
- Buildings are Three Stores Tall
- The Apartment Building has twenty-seven Affordable Housing Units and is configured as Stacked Flats, and there are Seventeen Townhouses with Seventeen Studio Apartments
- **Total Unit Count is Sixty-One**

Pros:

- Provides Variety in Housing Types
- Townhouse Construction Cost is Lower
- Townhouse Type is Good for Ownership
- Project Scale Fits into Surrounding Buildings
- Parking is Primarily Under Cover
- Phased Construction is Possible
- Soils Cost could be Lower due to Less Underground Parking
- Provides Best Access into Apartment Building Underground Parking

Cons:

- Unit Count is Lowest
- Driveway Adjacent to Plaza Area Diminishes Quality of Plaza Space.

Option 3

- Two Apartment Buildings with Underground Parking and One Multi-Unit Townhouse Building
- Buildings are Three Stores Tall
- The Two Apartment Buildings have twenty-seven Affordable Housing Units each and are configured as Stacked Flats, and there are Seven Townhouses with Seven Studio Apartments
- **Total Unit Count is Sixty-Eight**

Pros:

- Provides Variety in Housing Types
- Townhouse Construction Cost is Lower
- Townhouse Type is Good for Ownership
- Project Scale Fits into Surrounding Buildings
- Parking is Primarily Under Cover
- Phased Construction is Possible
- Soils Cost could be Lower due to Less Underground Parking

Cons:

- Unit Count is Lower

Option 1 Lower Park Avenue Affordable Housing in the 1300 block of Woodside and Empire Avenues - 60% AMI - 3 Stacked Buildings													
Building	AMI %	Unit Type	Total Sq./Ft	Bedroom per Unit	# of Units per Type	Sq./Ft per Unit	Cost per Sq./Ft W/O Land** (average)	Estimated Construction Per Unit	Cost of Land Per Unit	Total Cost per Unit	Sale of Housing Unit	Total Subsidy	Total Subsidy Without Land
A	60%	One Bedroom	3,600	1	9	400	\$ 236	\$ 94,486	\$ -	\$ 94,486	\$ 173,835	\$ (79,349)	\$ (79,349)
	60%	Two Bedroom	7,800	2	12	650	\$ 236	\$ 153,540	\$ -	\$ 153,540	\$ 198,779	\$ (45,239)	\$ (45,239)
	60%	Three Bedroom	6,000	3	6	1,000	\$ 236	\$ 236,216	\$ -	\$ 236,216	\$ 223,677	\$ 12,539	\$ 12,539
		Circ. Stor. & Effic Factor	8,925			8,925	\$ 206	\$ 1,840,478	\$ -	\$ 1,840,478		\$ 1,840,478	\$ 1,840,478
		Garage	8,775			8,775	\$ 136	\$ 1,195,295	\$ -	\$ 1,195,295		\$ 1,195,295	\$ 1,195,295
B	60%	One Bedroom	3,600	1	9	400	\$ 236	\$ 94,486	\$ -	\$ 94,486	\$ 173,835	\$ (79,349)	\$ (79,349)
	60%	Two Bedroom	7,800	2	12	650	\$ 236	\$ 153,540	\$ -	\$ 153,540	\$ 198,779	\$ (45,239)	\$ (45,239)
	60%	Three Bedroom	6,000	3	6	1,000	\$ 236	\$ 236,216	\$ -	\$ 236,216	\$ 223,677	\$ 12,539	\$ 12,539
		Circ. Stor. & Effic Factor	6,000			6,000	\$ 236	\$ 1,417,296	\$ -	\$ 1,417,296		\$ 1,417,296	\$ 1,417,296
		Garage	8,900			8,900	\$ 136	\$ 1,212,322	\$ -	\$ 1,212,322		\$ 1,212,322	\$ 1,212,322
C	60%	Two Bedroom	17,550	2	27	650	\$ 236	\$ 153,540	\$ -	\$ 153,540	\$ 198,779	\$ (45,239)	\$ (45,239)
		Circ. Stor. & Effic Factor	8,775			8,775	\$ 206	\$ 1,809,545	\$ -	\$ 1,809,545		\$ 1,809,545	\$ 1,809,545
		Garage	8,775			8,775	\$ 156	\$ 1,370,795	\$ -	\$ 1,370,795		\$ 1,370,795	\$ 1,370,795
Moving Senior Center Cost							\$ 147,630			\$ 147,630		\$ 147,630	\$ 147,630
TOTAL			102,500		81	102,500		21,359,270	-	21,359,270	15,950,905	5,408,365	5,408,365
** Includes construction, site preparation, permits & fees, design & 15% contingency (construction and site cost per sq. ft. \$190) * Cost of Senior Center also includes \$432,310 for making the building functional										Percentage Subsidy		25%	25%
ROI Construction Cost										Subsidy Per Unit		\$ 66,770	\$ 66,770
ROI Total Cost													

Option 2 (Recommended) Lower Park Avenue Affordable Housing in the 1300 block of Woodside and Empire Avenues - 60% AMI - 1 Stacked Building and Townhouses													
Building	AMI %	Unit Type	Total Sq./Ft	Bedroom per Unit	# of Units per Type	Sq./Ft per Unit	Cost per Sq./Ft W/O Land** (average)	Estimated Construction Per Unit	Cost of Land Per Unit	Total Cost per Unit	Sale of Housing Unit	Total Subsidy	Total Subsidy Without Land
A	60%	Three Bedroom - Townhouse	10,200	3	6	1,700	\$ 239	\$ 406,215	\$ -	\$ 406,215	\$ 341,757	\$ 64,457	\$ 64,457
		Studio			6								
		Garage	1,375			1,375	\$ 139	\$ 191,056	\$ -	\$ 191,056		\$ 191,056	\$ 191,056
B	60%	Three Bedroom - Townhouse	8,500	3	5	1,700	\$ 239	\$ 406,215	\$ -	\$ 406,215	\$ 341,757	\$ 64,457	\$ 64,457
		Studio			5								
		Garage	1,375			1,375	\$ 139	\$ 191,056	\$ -	\$ 191,056		\$ 191,056	\$ 191,056
C	60%	Three Bedroom - Townhouse	11,900	3	7	1,700	\$ 239	\$ 406,215	\$ -	\$ 406,215	\$ 341,757	\$ 64,457	\$ 64,457
		Studio			7								
		Garage	1,750			1,750	\$ 139	\$ 243,162	\$ -	\$ 243,162		\$ 243,162	\$ 243,162
D	60%	Two Bedroom	17,550	2	27	650	\$ 239	\$ 155,317	\$ -	\$ 155,317	\$ 198,779	\$ (43,462)	\$ (43,462)
		Circ. Stor. & Effic Factor	8,775			8,775	\$ 209	\$ 1,833,534	\$ -	\$ 1,833,534		\$ 1,833,534	\$ 1,833,534
		Garage	8,775			8,775	\$ 159	\$ 1,394,784	\$ -	\$ 1,394,784		\$ 1,394,784	\$ 1,394,784
Moving Senior Center Cost*							\$ 147,630			\$ 147,630		\$ 147,630	\$ 147,630
TOTAL			70,200		63	70,200		15,506,655	-	15,506,655	11,518,677	3,987,978	3,987,978
** Includes construction, site preparation, permits & fees, design & 15% contingency (construction and site cost per sq. ft. \$190) * Cost of Senior Center also includes \$432,310 for making the building functional										Percentage Subsidy		26%	26%
ROI Construction Cost										Subsidy Per Unit		\$ 63,301	\$ 58,670
ROI Total Cost													

Option 3 Lower Park Avenue Affordable Housing in the 1300 block of Woodside and Empire Avenues - 60% AMI - 2 Stacked Buildings and Townhouses													
Building	AMI %	Unit Type	Total Sq./Ft	Bedroom per Unit	# of Units per Type	Sq./Ft per Unit	Cost per Sq./Ft W/O Land** (average)	Estimated Construction Per Unit	Cost of Land Per Unit	Total Cost per Unit	Sale of Housing Unit	Total Subsidy	Total Subsidy Without Land
A	60%	One Bedroom	3,600	1	9	400	\$ 237	\$ 94,726	\$ -	\$ 94,726	\$ 173,835	\$ (79,109)	\$ (79,109)
	60%	Two Bedroom	7,800	2	12	650	\$ 237	\$ 153,930	\$ -	\$ 153,930	\$ 198,779	\$ (44,849)	\$ (44,849)
	60%	Three Bedroom	6,000	3	6	1,000	\$ 237	\$ 236,815	\$ -	\$ 236,815	\$ 223,677	\$ 13,138	\$ 13,138
		Circ. Stor. & Effic Factor	8,925			8,925	\$ 207	\$ 1,845,827	\$ -	\$ 1,845,827		\$ 1,845,827	\$ 1,845,827
		Garage	8,775			8,775	\$ 137	\$ 1,200,555	\$ -	\$ 1,200,555		\$ 1,200,555	\$ 1,200,555
B	60%	Three Bedroom - Townhouse	11,900	3	7	1,700	\$ 237	\$ 402,586	\$ -	\$ 402,586	\$ 341,757	\$ 60,829	\$ 60,829
		Studio			7		\$ 47						
		Garage	1,750			1,750	\$ 137	\$ 239,427	\$ -	\$ 239,427		\$ 239,427	\$ 239,427
C	60%	Two Bedroom	17,550	2	27	650	\$ 237	\$ 153,930	\$ -	\$ 153,930	\$ 198,779	\$ (44,849)	\$ (44,849)
		Circ. Stor. & Effic Factor	8,775			8,775	\$ 207	\$ 1,814,805	\$ -	\$ 1,814,805		\$ 1,814,805	\$ 1,814,805
		Garage	8,775			8,775	\$ 157	\$ 1,376,055	\$ -	\$ 1,376,055		\$ 1,376,055	\$ 1,376,055
Moving Senior Center Cost							\$ 147,630			\$ 147,630		\$ 147,630	\$ 147,630
TOTAL			83,850		68	83,850		17,719,101	-	17,719,101	13,051,276	4,667,825	4,667,825
** Includes construction, site preparation, permits & fees, design & 15% contingency (construction and site cost per sq. ft. \$190)										* Cost of		Percentage Subsidy	26%
Senior Center also includes \$432,310 for making the building functional												Subsidy Per Unit	\$ 68,644
ROI Construction Cost													26%
ROI Total Cost													68,644

Option 2 (Recommended with Mix of 60% & 80% AMI) Lower Park Avenue Affordable Housing in the 1300 block of Woodside and Empire Avenues - 60% AMI - 1 Stacked Building and Townhouses													
Building	AMI %	Unit Type	Total Sq./Ft	Bedroom per Unit	# of Units per Type	Sq./Ft per Unit	Cost per Sq./Ft W/O Land** (average)	Estimated Construction Per Unit	Cost of Land Per Unit	Total Cost per Unit	Sale of Housing Unit	Total Subsidy	Total Subsidy Without Land
A	80%	Three Bedroom - Townhouse	10,200	3	6	1,700	\$ 239	\$ 406,215	\$ -	\$ 406,215	\$ 413,997	\$ (7,783)	\$ (7,783)
		Studio			6								
		Garage	1,375			1,375	\$ 139	\$ 191,056	\$ -	\$ 191,056		\$ 191,056	\$ 191,056
B	60%	Three Bedroom - Townhouse	8,500	3	5	1,700	\$ 239	\$ 406,215	\$ -	\$ 406,215	\$ 341,757	\$ 64,457	\$ 64,457
		Studio			5								
		Garage	1,375			1,375	\$ 139	\$ 191,056	\$ -	\$ 191,056		\$ 191,056	\$ 191,056
C	80%	Three Bedroom - Townhouse	11,900	3	7	1,700	\$ 239	\$ 406,215	\$ -	\$ 406,215	\$ 413,997	\$ (7,783)	\$ (7,783)
		Studio			7								
		Garage	1,750			1,750	\$ 139	\$ 243,162	\$ -	\$ 243,162		\$ 243,162	\$ 243,162
D	60%	Two Bedroom	17,550	2	27	650	\$ 239	\$ 155,317	\$ -	\$ 155,317	\$ 198,779	\$ (43,462)	\$ (43,462)
		Circ. Stor. & Effic Factor	8,775			8,775	\$ 209	\$ 1,833,534	\$ -	\$ 1,833,534		\$ 1,833,534	\$ 1,833,534
		Garage	8,775			8,775	\$ 159	\$ 1,394,784	\$ -	\$ 1,394,784		\$ 1,394,784	\$ 1,394,784
Moving Senior Center Cost*							\$ 147,630			\$ 147,630		\$ 147,630	\$ 147,630
TOTAL			70,200		63	70,200		15,506,655	-	15,506,655	12,457,793	3,048,862	3,048,862
** Includes construction, site preparation, permits & fees, design & 15% contingency (construction and site cost per sq. ft. \$190)										* Cost of		Percentage Subsidy	20%
Senior Center also includes \$432,310 for making the building functional												Subsidy Per Unit	\$ 48,395
ROI Construction Cost													20%
ROI Total Cost													48,395

Exhibit J: Solar Panel Glare Analysis and Response



ELLIOTT WORKGROUP

Response to Question of Glare from Solar Panels

Woodside Park MPD

August 1, 2017

Craig Elliott, AIA

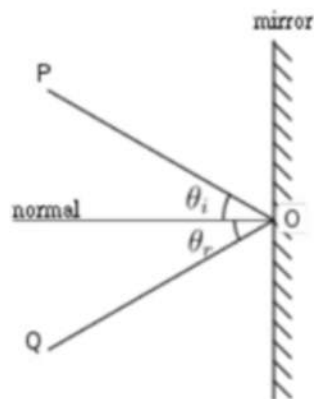
Solar Glare and Reflectance

The glare and reflectance levels from PV systems are decisively lower than the glare and reflectance generated by standard glass and other common reflective surfaces in the surrounding areas of any given PV system. Possibilities of random glare and reflectance observed from the air has been primarily negated by the installation of multiple large projects installed near airports or on air force bases. Each of these large projects has passed FAA or Air Force standards and have been determined as “No Hazard to Air Navigation”.

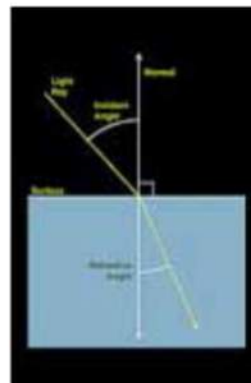
In general, since the whole concept of efficient solar power is to absorb as much light as possible while reflecting as little light as possible, standard solar panels produce less glare and reflectance than standard window and skylight glass. This is pointed out in US patent #6359212 (Method for testing solar cell assemblies and second surface mirrors by ultraviolet reflectometry for susceptibility to ultraviolet degradation), which explains the differences in the refraction and reflection of solar panels glass versus standard window and skylight glass. Specifically, on a more technical level, solar panels use “high-transmission, low-iron” glass, which absorbs more light, producing smaller amounts of glare and reflectance than normal glass.

Reflection Angles-of-Incidence

The imaginary line at ninety degrees to a given reflective surface is called the Normal. The original beam of light is called the incident beam, and the angle at which it strikes the surface is called the incident angle. The quantity of reflected light is called the reflectance, and the angle at which it leaves the surface is the angle of reflectance. With transparent surfaces, the amount of light which bends slightly as it goes through the surface is called the refracted beam or “transmittance”. These basic concepts of reflection and refraction are pointed out in the two figures below.



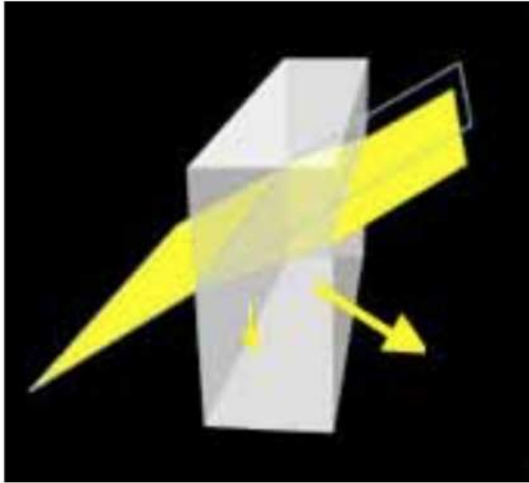
Reflection



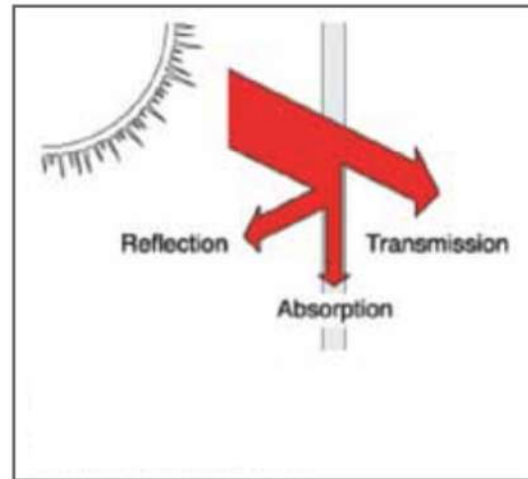
Refraction

Incident Light and Reflected Percentages

When a beam of light falls on a piece of glass, some of the light is reflected from the glass surface, some of the light passes through the glass (transmitted), and some (very little) is absorbed by the glass. Since solar panels are designed to absorb as much light as possible, the reflection values are significantly lower than typical glazing.



Depiction of resultant percentages from incident components



Solar radiation through a glazing material is either reflected, transmitted, or absorbed

Stippled Glass and Light Trapping

In addition to the superior refractive/reflective properties of solar glass versus standard glass, many PV suppliers use stippled solar glass for their panels. The basic concept behind stippling is for the surfaces of the glass to be textured with small types of indentations. As a result, stippling allows more light energy to be transmitted through the glass while diffusing the reflected light energy. Light Trapping is also used by more high-quality PV suppliers. Light Trapping is the practice of using additional techniques to stop light within the layers of the solar cell, allowing even less light to escape by reflection. These features are why a reflection of off a high-quality solar panel will look hazy and less-defined than the same reflection from standard glass.

Conclusion

Based on the information above, the low angle of installation proposed for the solar panels on the carports would require an extremely low angle-of-incidence to cause any issues for surrounding properties. With the siting of the project and surrounding terrain, combined with the low levels of reflectance of solar panels, significant glare issues are not expected to occur for this project. Additionally, based on the reports referenced above for installation of solar systems adjacent to airports, glare is not expected in any meaningful amounts when viewed from properties looking down on the project.

Excerpts and Graphics from: "PV Systems: Low Levels of Glare and Reflectance vs. Surrounding Environment" by Mark Shields 2010

Exhibit K: Multi-Unit Dwelling Sound Mitigation Analysis



ELLIOTT WORKGROUP

Response to Common Wall Questions

Woodside Park MPD

August 2, 2017

Craig Elliott, AIA

Building Code Requirements

As the project construction documents are developed, wall and floor assemblies that meet International Building Code (IBC) requirements for Sound Transmission will be incorporated.

Separation Walls and Floor Assemblies

For Residential Occupancies, the IBC references "Separation Walls" which are defined as "Walls separating dwelling units in the same building...". And the IBC also references "Horizontal Separation" which is defined as "Floor assemblies separating dwelling units in the same building...". These separation walls and floor assemblies have a fire resistance requirement and a requirement for reducing sound transmission between the units.

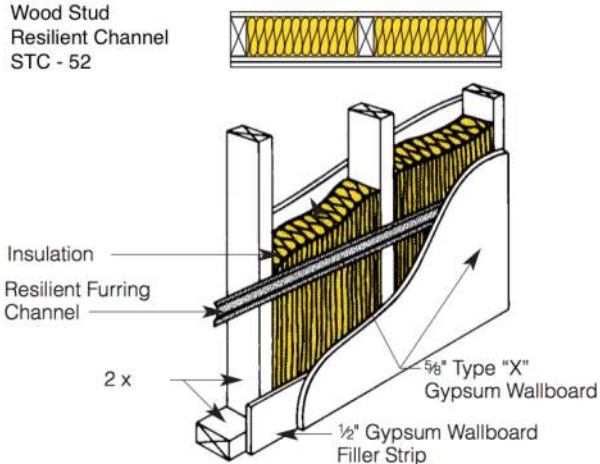
Sound Transmission

For Dwelling Units, the IBC defines the allowed standards of sound transmission or transmission of "Air-borne Sound". The requirement is a minimum Sound Transmission Class (STC) rating of 50. STC is an integer rating of how well a building partition attenuates airborne sound. The STC rating figure very roughly reflects the decibel reduction in noise that a partition can provide.

Wall Design

There are a large number of wall types that meet the underlying fire resistance and STC requirements. These ratings are determined by testing agencies such as Underwriters Laboratories Inc. (UL) and are tested for material manufacturers to prove the performance of their products in different systems. The proposed design is incorporating two wall assemblies that exceed the minimum STC requirements.

Wood Stud
Resilient Channel
STC - 52



Double
Wood Stud
STC - 55 - 58

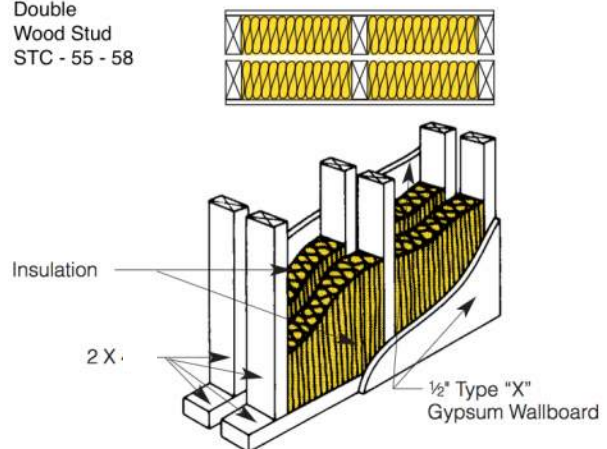


Exhibit L: Parking Space Allocation Response



August 2, 2017

Rhoda J. Stauffer
Affordable Housing Program

RESPONSES TO JULY 12TH, 2017 PLANNING COMMISSION COMMENTS

Planning Commission Comment:

Provide explanation of Parking Space allocation.

Response:

One parking space will be assigned to each townhome, and to the new single family home on Park Avenue (five spaces assigned leaving a balance of eight spaces to be shared among all owners). Once all units are sold, the HOA will monitor parking.

Exhibit M: Similar Affordable Housing Projects Response



August 2, 2017

Rhoda J. Stauffer
Affordable Housing Program

RESPONSES TO JULY 12TH, 2017 PLANNING COMMISSION COMMENTS

Planning Commission Comment:

Are there other examples of this type of affordable housing projects?

Response:

There are examples of this type of affordable housing in a number of places, from Town of Barnstable, Massachusetts to the City and County of Honolulu, Hawaii. Studios attached to a main home have been a tool for affordable housing for a very long time. They started as “mother-in-law” units to house aging family members in the earliest days and since the early 2000’s have been utilized by a number of jurisdictions as a way to increase affordable units within existing neighborhoods.

There are a number of examples that can be reviewed: Massachusetts Smart Growth Toolkit; New Hampshire programs at www.housingactionnh.org; Town of Barnstable, New Hampshire; Santa Cruz, CA; State of GA Department of Community Affairs; Vermont Strong Communities Guide for Homeowners; State of Florida Report to the Legislature; just to name a few.

Exhibit N: Multi-Unit Dwelling Ownership Response(s)



August 2, 2017

Rhoda J. Stauffer
Affordable Housing Program

RESPONSES TO JULY 12TH, 2017 PLANNING COMMISSION COMMENTS

Planning Commission Comment:

Provide explanation of multi-unit dwelling ownership/"studio" unit allocation.

Response:

Ownership of the studio will be by the owner of the townhome within which that studio is framed (TH 1 will own studio 1; TH2 will own studio 2, etc.). The intent and the legal commitment (bound within the language of the deed restriction) will be to rent the studio to someone earning 30 to 60% of AMI (\$20,600 to \$43,418 annual household income) while working full-time within the PC School District boundaries. In 2017 terms, rent would be \$515 to \$1,024 per month (depending on actual income being served). Studios will be restricted to long-term rentals only, no less than 6 months at one time, but preference for yearly leases. Nightly rentals will be forbidden and renting to family members will also be forbidden.



August 2, 2017

Rhoda J. Stauffer
Affordable Housing Program

RESPONSES TO JULY 12TH, 2017 PLANNING COMMISSION COMMENTS

Planning Commission Comment:

Provide Ownership/Deed Restriction Clarity.

Response:

Deed restrictions are legal documents that are recorded against the property and will detail all of the above. Annual compliance reports administered by the housing staff are detailed as required within the deed restrictions. Housing staff will review and agree to tenant qualification annually. Rent increases are calculated in accordance with CPI by the housing staff and provided to property owners on an annual basis.

Planning Commission Staff Report



Subject: Woodside Park Affordable Housing
Project Phase I
Project #: PL-17-03454
Author: Hannah M. Tyler
Date: August 23, 2017
Type of Item: Administrative – Master Planned Development

Summary Recommendations

Staff recommends that the Planning Commission review the submitted Master Planned Development, hold a public hearing, consider approving the application.

Description

Applicant: Park City Municipal Corporation, Represented by Craig Elliot of Elliot Work Group
Location: 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue
Zoning District: Historic Residential-Medium Density (HR-M) Zoning District
Adjacent Land Uses: Single-Family, Multi-Family, Municipal Uses
Reason for Review: Master Planned Development Applications are reviewed and approved by the Planning Commission

Proposal

Under City Council direction, the Master Planned Development (MPD) application was submitted on January 26, 2017 for the Woodside Park Affordable Housing Project Phase I. The proposed site location consists of 1333 Park Avenue ("Significant" Single-Family Dwelling), 1353 Park Avenue (the former Park Avenue Fire Station parcel), and 1364 Woodside Avenue (vacant lot). The MPD application proposal is described as follows:

- Phase I of the Woodside Park Affordable Housing Project will consist of 10.68 Unit Equivalents to be located between Woodside Avenue and Park Avenue. The scope will include:
 - Demolition of the former Park Avenue Fire Station
 - Four (4) Single-Family Dwellings
 - An eight-unit (8-unit) Multi-Unit Dwelling
 - A Thirteen-car (13-car) Parking Lot
 - An Access Easement running east-west.

This project has triggered the following additional applications that require Planning Commission review (these applications can be found in separate staff reports in this Planning Commission meeting packet):

Application Matrix 1: Planning Commission Review.

Project #:	Application Type:	Address:	Description:
PL-17-03439	Plat Amendment	1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue	Woodside Park Phase I Subdivision creating a 3-Lot subdivision.
PL-17-03452	Conditional Use Permit (Parking Lot)	1364 Woodside Avenue	13-car Parking Lot.
PL-17-03453	Conditional Use Permit (Multi-Unit Dwelling)	1353 Park Avenue (actual building to be located at 1354 Woodside Avenue)	8-unit Multi-Unit Dwelling.

The Woodside Park Affordable Housing Project Phase I triggered the following Historic District Design Review (HDDR) applications currently being reviewed by the Planning Staff. These applications do not require Planning Commission review:

Application Matrix 2: HDDR applications.

Project #:	Application Type:	Address:	Description:	Status:
PL-16-03376	HDDR	1353 Park Avenue (1323 Woodside Avenue)	Reconstruction/relocation of a Historic Single-Family Dwelling to a vacant lot.	Historic Preservation Board: Approved Staff: Approved
PL-16-03377	HDDR	1334 Woodside Avenue	Construction of a Non-historic Single-Family Dwelling.	Staff: Under Review
PL-16-03378	HDDR	1333 Park Avenue	Rehabilitation of Historic Single-Family Dwelling.	Historic Preservation Board: Approved Staff: Approved
PL-17-03451	HDDR	1353 Park Avenue, 1354 Woodside Avenue, and 1364 Woodside Avenue	Non-historic Single-Family Dwelling (1353 Park Avenue), non-historic 8-unit Multi-Unit Dwelling (1354 Woodside Avenue), and Carport (1364 Woodside Avenue) on vacant lots.	Staff: Under Review

Background

During a Work Session on August 25, 2016, City Council provided the Lower Park Avenue Affordable Housing Project Team (Elliot Workgroup, Economic Development, Housing, Planning, and Community Development) with direction to pursue a preferred concept for affordable housing on the former Park Avenue Fire Station Parcel ([Staff Report](#) – page 4, [Minutes](#) – Page 1). This project would be known as the Woodside Park Affordable Housing Project Phase I. On September 20th, 2016, the Project Team held a Public Open House to gather public input on City Council's preferred concept.

With public input gathered, the Project Team returned to City Council on October 20, 2016 with an updated preferred concept based on the community engagement and August 25th Council comments. At the October 20th, 2016 meeting, Council provided affirmative direction to pursue the preferred concept, as amended, and begin the Land Use process ([Staff Report](#) – Page 4, [Minutes](#) – Page 2).

Over the next few months, the Project Team met weekly to develop the required Land Use application submittals and conduct further LMC pre-reviews with Planning Department staff as required by the [Land Management Code 15-6-4](#). There are eight (8) applications total for the entire scope of Phase I.

On January 26, 2017 Elliot Workgroup submitted the MPD application as the representative for Park City Municipal Corporation. The application was deemed complete on March 2, 2017 after staff worked with the applicant on the requirements for the submittal. The additional applications required for the Woodside Park Affordable Housing Project Phase I are listed in *Application Matrices 1 and 2* on page 2 of this staff report.

On March 1, 2017, the Historic Preservation Board (HPB) reviewed the Historic District Design Review (HDDR) application and approved the Material Deconstruction and Relocation of the "Significant" Single-Family Dwelling at 1323 Woodside Avenue to 1353 Park Avenue ([Staff Report](#), page 53 – [Minutes](#), page 9). The HPB also reviewed the HDDR application and approved the Material Deconstruction of the "Significant" Single-Family Dwelling located at 1333 Park Avenue ([Staff Report](#), page 1 [157] – [Minutes](#), page 23).

The remaining HDDR applications are under review by Planning Staff pending additional modifications and/or reviews by Planning Commission for the Conditional Use Permits.

The Planning Commission reviewed and continued this Master Planned Development application during a Work Session on July 12th, 2017 ([Staff Report](#), page 59 – [Minutes](#), in this meeting packet in Draft form in the July 26th [Agenda Packet](#) – page 3). The Planning Commission opened a public hearing and continued the application on July 26th, 2017 – there was no discussion conducted by the Planning Commission on July 26th, 2017.

At the July 12th, 2017 Work Session, the Planning Commission reviewed the entire scope of the project and discussed specific items with the applicant. The specific discussion items included, but were not limited to:

- Snow storage
- Area context on a neighborhood scale
- Parking Requirements based on unit type
- Solar panel glare
- Other examples of similar Affordable Housing projects
- Sound mitigation between units of the Multi-Unit Dwelling
- Ownership of units within the Multi-Unit Dwelling

The applicant provided the following additional submittals to address the Planning Commission's comments. The additional submittal items are included in the following Exhibits:

- Exhibit I: Conceptual Drawings – Woodside Park Affordable Housing Project Phase II
- Exhibit J: Solar Panel Glare Analysis and Response
- Exhibit K: Multi-Unit Dwelling Sound Mitigation Analysis
- Exhibit L: Parking Space Allocation Response
- Exhibit M: Similar Affordable Housing Projects Response
- Exhibit N: Multi-Unit Dwelling Ownership Response

Staff has addressed the Planning Commission's comments based on the additional applicant submittals and provided supplementary analysis in the following sections of this staff report:

- E. Off Street Parking
- G. Site Planning

On August 17, 2017, City Council adopted a proposed Ordinance amending LMC 15-6 Master Planned Developments. The LMC Amendments changed the MPD Applicability in the HRM Zoning District to allow MPDs that are below the required threshold for standard MPDs. In addition, the setbacks for MPDs on parcels greater than one (1) acre were to be determined by Planning Commission. The proposed MPD complies with both of these LMC Amendments.

Analysis

The purpose of the Master Planned Development application public meeting is to have the applicant present their application proposal and give the public and Planning Commission an opportunity to evaluate the proposal in accordance with the applicable code criteria. [LMC § 15-6-5](#) indicates that all Master Planned Developments are to contain the following minimum requirements:

- A. Density.** The type of Development, number of units and Density permitted on a given Site will be determined as a result of a Site Suitability Analysis and shall not exceed the maximum Density in the zone, except as otherwise provided in

this section. The Site shall be looked at in its entirety and the Density located in the most appropriate locations.

Complies. Per LMC 15-6-2(B)(3)(A), the Master Planned Development process is allowed, but is not required in the Historic Residential-Medium (HRM) Density Zoning District for Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents. The proposed MPD consists of 5.25 Residential Unit Equivalents.

The proposed Density of the MPD does not exceed the maximum Density in the zone. The Density in the HRM Zone is determined by lot size. The applicant has submitted a Site Suitability Analysis (Sheet MPD-006 in Exhibit A) identifying the potential building envelopes of a development on this site.

The site, looked at in its entirety has the density located in the most appropriate locations, to with the configuration of the Single-Family Dwellings takes careful consideration for the Historic District and the surrounding Historic Sites, specifically on Park Avenue. The Single-Family Dwelling, Multi-Unit Dwelling and Parking Lot locations on Woodside Avenue are consistent with the development patterns of the streetscape and bordering Recreation Commercial (RC) Zoning District.

The proposed development includes the following:

- Four (4) Single-Family Dwellings
- An eight-unit (8-unit) Multi-Unit Dwelling
- A Thirteen-car (13-car) Parking Lot

B. Maximum Allowed Building Footprint for Master Planned Developments within the HR-1 and HR-2 Districts.

Not applicable. The site is not located in the HR-1 or HR-2 District. The proposed MPD is located in the HRM Zoning District. The HRM zoning district does not have a maximum building footprint. Rather the development simply has to meet the required setbacks.

C. Setbacks.

1. The minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than one (1) acre or larger in size. The Planning Commission may decrease the required perimeter Setback from twenty five feet (25') for MPD applications one (1) acre or larger to the zone required Setback if it is necessary to provide desired architectural interest and variation.
2. For parcels less than one (1) acre in size and located inside the HRM, HR-1, HR-2, HR-L, HRC, and HCB, Districts, the minimum Setback around the exterior boundary of an MPD shall be determined by the Planning

Commission in order to remain consistent with the contextual streetscape of adjacent Structures.

3. For parcels less than one (1) acre in size and located outside of the HRM, HR-1, HR-2, HR-L, HRC, and HCB, the minimum Setback around the exterior boundary of an MPD shall be determined by the Planning Commission and shall be no less than the zone required Setback.
4. In all MPDs, for either the perimeter setbacks or the setbacks within the project, the Planning Commission may increase Setbacks to retain existing Significant Vegetation or natural features or to create an adequate buffer to adjacent Uses, or to meet historic Compatibility requirements.
5. The Planning Commission may reduce Setbacks within the project boundary, but not perimeter Setbacks, from those otherwise required in the zone to match an abutting zone Setback, provided the project meets minimum Uniform Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale and spacing between houses, and meets open space criteria set forth in Section 15-6-5(D).

Complies, pending Planning Commission approval of requested Setbacks. Per [LMC 15-6-5\(C\)\(2\)](#), for parcels less than one (1) acre in size and located inside the HRM, HR-1, HR-2, HR-L, HRC, and HCB, Districts, the minimum Setback around the exterior boundary of an MPD shall be determined by the Planning Commission in order to remain consistent with the contextual streetscape of adjacent Structures.

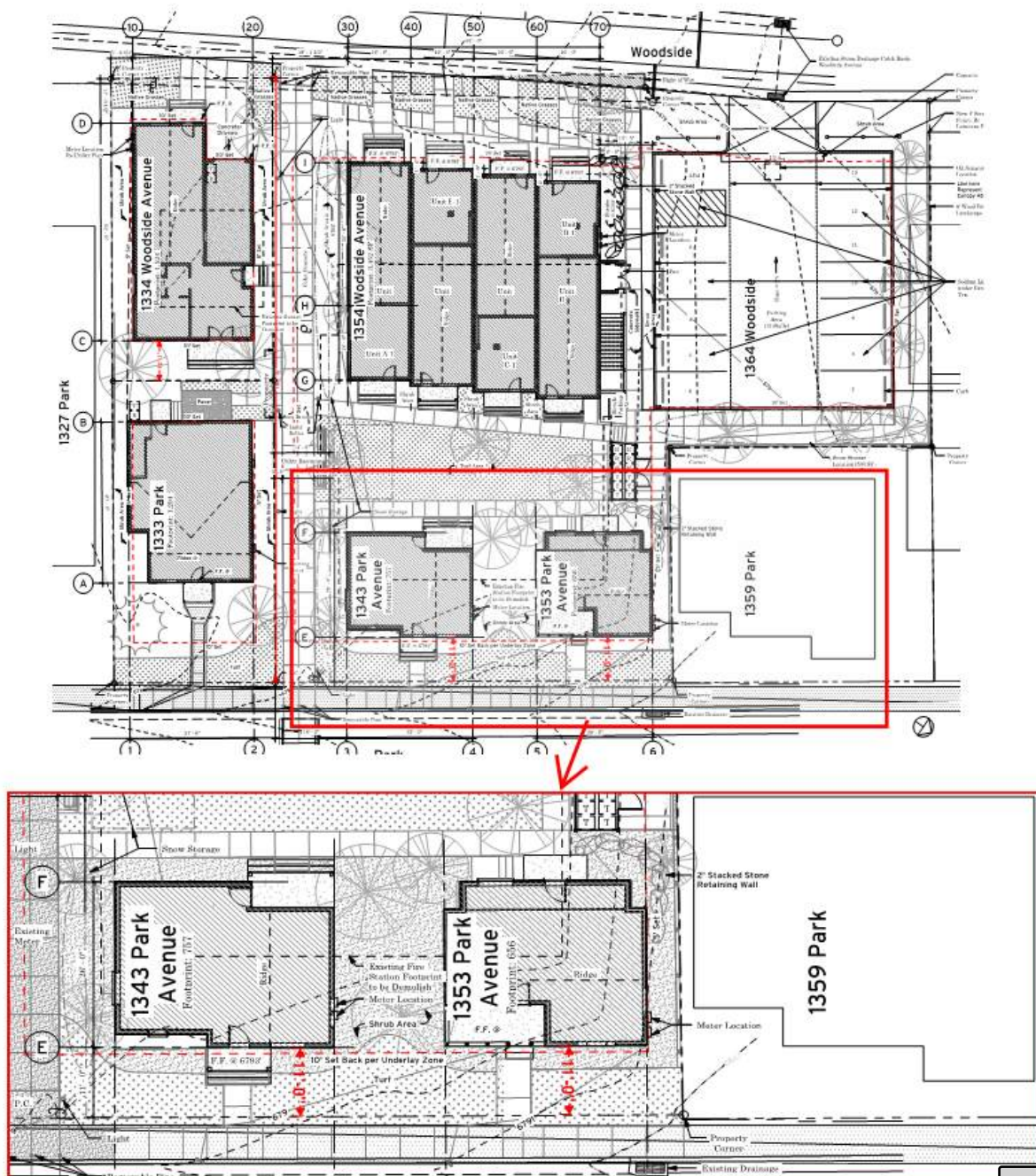
The applicant is requesting Front Yard setbacks for the two (2) Single-Family Dwellings located on Lot 1 abutting Park Avenue (1343 Park Avenue and 1353 Park Avenue) at 10 feet. The two (2) Single-Family Dwellings on Lot 1 are proposing the 10 foot minimum rather than the Zone required 15 foot minimum Front Yard Setback which staff finds is consistent with many of the existing single-family dwellings on Park Avenue (including the neighboring “Significant” Single-Family Dwelling located at 1359 Park Avenue). The two (2) Single-Family Dwellings will actually maintain a minimum of 11 feet for the Front Yard Setback (see Figure 1).

Per [LMC 15-2.4-4 Lot and Site Requirements](#) in the HRM Zoning District, if the Lot depth is 75 feet or less, then the minimum Front Yard 10 feet. The Lot depth for Lot 1 of the Woodside Park Subdivision Phase I is 150 feet. The depth of Lot 1 is 150 feet because the area of Lot 1 will become a future Condominium Plat consisting of the two (2) single-family dwellings, 13-car Parking Lot, and the Multi-Unit Dwelling (A Condominium Plat application will be submitted at a later date). The additional Lot depth created the 15 foot Front Yard depth rather than the typical 10 foot Front Yard Setback which is characteristic of many Single-Family Dwellings on Park Avenue within the HRM Zone. 75 feet is the Lot depth for both 1359 Park Avenue and 1333 Park Avenue. Staff finds that this Front

Yard Setback will maintain the historic rhythm and scale and setback orientations of the Historic District.

The two (2) Single-Family Dwellings (1343 Park Avenue and 1353 Park Avenue) will comply with all other applicable Setbacks, will comply with the minimum Uniform Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale and spacing between houses, and meets open space criteria set forth in Section 15-6-5(D). No additional density is achieved by the decreased setback and all other requirements will still be met.

Figure 1: Proposed Setbacks for the two (2) Single-Family Dwellings located at 1343 Park Avenue and 1353 Park Avenue.



Setback for the Parking Area

Planning Commission Discussion Requested

In addition, the applicant is proposing a Front Yard Setback for Parking Space 13 of the Parking Lot abutting Woodside Avenue on Lot 1 of 12 feet 8 inches. The minimum Front Yard Setback for a Parking Lot is 15 feet in the HR-M Zoning District. The remainder of the Parking Lot will comply with all applicable Setbacks. Parking Space 13 encroaches into the Front Yard Setback by a maximum of approximately 2 feet 4 inches. In total, approximately 42 square feet of Parking Space 13 encroaches into the Front Yard Setback which is approximately 25% of the entire Parking Space.

The Parking Requirement for the entire project requires that the Parking Lot provide 12 Parking Spaces (for complete Parking Analysis, please reference section E. Off-Street Parking); therefore Parking Space 13 is not required to fulfill a Parking Requirement. Staff finds that Parking Space 13 is properly shielded from the streetscape and will not have any negative impacts to the Historic District as the Carport will comply with the zone required Setbacks and no other portion of the Parking Lot will require a lesser setback. In addition, Parking Space 13 will allow for one (1) additional car to park off-street rather than on the street.

The setback will not result in greater project density and will be properly buffered/visually mitigated through vegetative and fenced screening that is compatible with the Design Guidelines for Historic Districts and Historic Sites (see sheet MPD-L200 for the Landscape Plan). The Setback for Parking Space 13 will result in an additional Parking Space for the project, which the project team is contemplating potential uses as electric car charging station, car-share, and other uses that are compatible with goals set forth in the General Plan (for a complete General Plan analysis, please reference N. General Plan Review).

Figure 2a: Parking Lot – context and subject area identification.

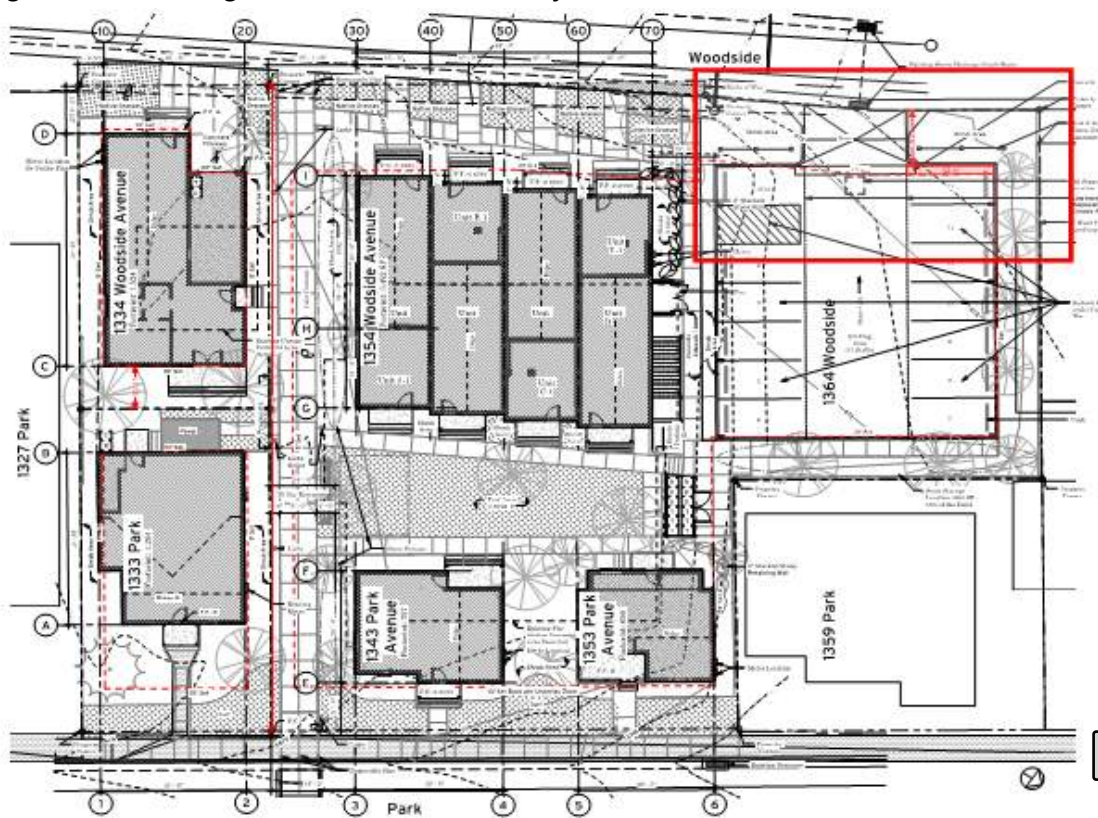


Figure 2b: Parking Lot Setback for Parking Space 13.

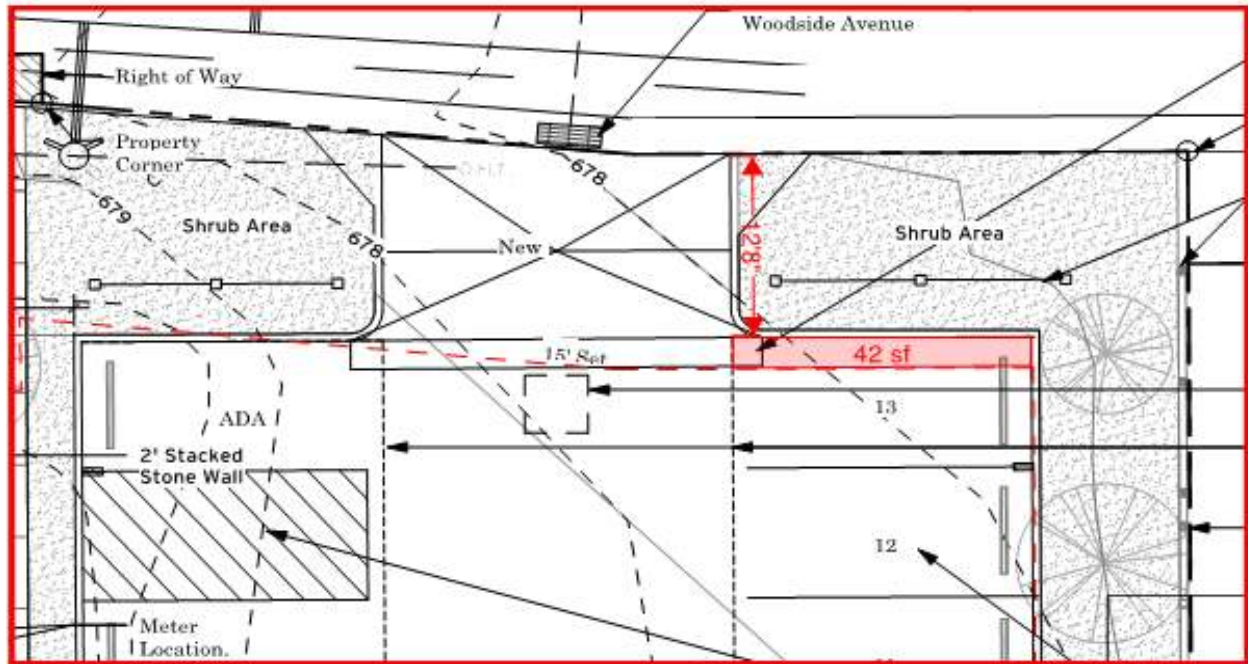


Figure 3: The applicable Land Management Code (LMC) Setbacks and compliance in the HRM District:

Required:	Proposed:			Permitted:
	Lot 1	Lot 2	Lot 3	
Front Yard Setbacks by Use – feet (ft.)	Single-Family Dwellings (Park Avenue) 11 ft.	Single-Family Dwelling (Park Avenue) 25 ft.	Single-Family Dwelling (Woodside Avenue) 11 ft.	Single-Family 15 ft. <u>or</u> if the Lot depth is 75 ft. or less, then the minimum Front Yard 10 ft. complies pending MPD approval
Front Yard Setbacks by Use – feet (ft.)/inches (in.)	Multi-Unit Dwelling (Woodside Avenue) 20 ft. Parking Lot (Woodside Avenue) 15 ft. – 12 ft. 8 in. (south to north)			Multi-Family Dwelling 20 ft.; complies Parking Lot 15 ft. – 12 ft. 8 in.; complies pending MPD approval
Rear Yard Setbacks – feet (ft.)	Parking Lot (Woodside Avenue) 10 ft.	Single-Family Dwelling (Park Avenue) 10 ft.	Single-Family Dwelling (Woodside Avenue) 10 ft.	Single-Family 10 ft.; complies Parking Lot 10 ft.;

		Avenue) 10 ft.		<i>complies</i>
Side Yard Setbacks—feet (ft.)	Single-Family Dwellings (Park Avenue) 5 ft. (north) and 19 ft. (north) Multi-Unit Dwelling (Woodside Avenue) 18 ft. Parking Lot (Woodside Avenue) 10 ft.	Single-Family Dwelling (Park Avenue) 5 ft. (south and north)	Single-Family Dwelling (Woodside Avenue)) 5 ft. (south and north)	Single-Family 5 ft.; <i>complies</i> Multi-Family Dwelling 10 ft.; <i>complies</i> Parking Lot 10 ft. <i>complies</i>

D. Open Space. All Master Planned Developments shall contain a minimum of sixty percent (60%) open space as defined in LMC Chapter 15-15.

For Applications proposing the redevelopment of existing Developments, the Planning Commission may reduce the required open space to thirty percent (30%) in exchange for project enhancements in excess of those otherwise required by the Land Management Code that may directly advance policies reflected in the applicable General Plan sections or more specific Area plans. Such project enhancements may include, but are not limited to, Affordable Housing, greater landscaping buffers along public ways and public/private pedestrian Areas that provide a public benefit, increased landscape material sizes, public transit improvement, public pedestrian plazas, pedestrian way/trail linkages, Public Art, and rehabilitation of Historic Structures.

The Planning Commission shall determine if the proposal complies with the Open Space requirement. The proposed MPD is in the HR-M zone and is considered a redevelopment of existing Development; therefore, the Planning Commission may reduce the required open space to 30% in exchange for project enhancements. The proposed MPD area is a total of 26,940 square feet. The applicant is proposing 52.41% Open Space which equates to 14,119 square feet.

Staff finds that this project provides ample project enhancements, including but not limited to:

- Eleven (11) deed restricted Affordable Housing units.
- A Public Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue, eventually creating a pedestrian thoroughfare to Park City Mountain Resort after Phase II is completed.

- The reconstruction of a Historic Structure (1353 Park Avenue) and the rehabilitation of an existing Historic Structure (1333 Park Avenue).
- Common landscaping areas for use by the property owners within the Woodside Park Phase I.
- An additional Parking Space Spaces (for complete Parking Analysis, please reference section E. Off-Street Parking) in the 13-car Parking Lot which may result in potential uses as electric car charging station, car-share, and other uses that are compatible with goals set forth in the General Plan (ex. Goal 5 - Environmental Mitigation objectives and implementation strategies).

E. Off-Street Parking. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of this code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal.

Complies. The total required Parking Spaces of the entire project is 13.5 (14 when rounded to the next whole number) Parking Spaces. The total number of Parking Spaces provided by the project is 15 Parking Spaces. As can be seen in Figure 3, the proposed MPD is providing one (1) additional Parking Space in excess of what is required by the Land Management Code. The following bullet points outline the Parking Requirement and location of Parking for each use:

- The two (2) Historic Single-Family Dwellings located on Park Avenue (1333 Park Avenue and 1353 Park Avenue) do not have a Parking Requirement per [LMC 15-2.4-6 Existing Historic Structures](#); therefore, no parking is provided for these structures.
- The non-Historic Single-Family Dwelling located at 1334 Woodside Avenue has a single-car garage and driveway providing the required two (2) parking spaces on its own site.
- The remaining Multi-Family Dwelling (1354 Woodside Avenue) and non-historic Single-Family Dwelling (1343 Park Avenue) combine for a total of 11.5 (12 when rounded to next higher whole number) Parking Spaces required which will be provided in the 13-car Parking Lot. One (1) of the Parking Spaces is ADA compliant for van accessibility in accordance with the ADA requirements.
- Per [LMC 15-3-9 Bicycle Parking Requirements](#), the Multi-Unit Dwelling must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The applicant is proposing to provide five (5) Bicycle Parking Spaces.

In total, the Parking Lot provides an extra one (1) Parking Space, which as stated previously will likely facilitate potential uses such as electric car charging station, car-share, and other uses that are compatible with goals set forth in the General

Plan (ex. Goal 5 - Environmental Mitigation objectives and implementation strategies).

Based on the Planning Commission's July 12th, 2017 Work Session, staff has provided supplementary analysis/information below in response to the applicant's additional submittal:

- The Parking Space allocation within the Parking Area will be managed through the CC&Rs. See Exhibit L: Parking Space Allocation Response provided by the applicant. Staff has added Condition of Approval #5 which states Parking Space Allocation within the Parking Area shall be established as a part of the CC&Rs.
- The Parking Requirements are established by unit type and size. The applicant is compliant with the required Parking Requirement as indicated in Figure 4 below.

Figure 4: Parking Requirement Analysis, provided by Elliot Workgroup, see sheet MPD-004.

	Parking Requirement
1333 Park Avenue	0
1354 Park Avenue	0
1343 Park Avenue	1.5
1334 Woodside Avenue	2
1354 Woodside Avenue	10
TOTAL REQUIRED STALLS	13.5
Surface Parking	14
Structure Parking	1
TOTAL PROPOSED STALL	15

F. Building Height. The Building Height requirements of the Zoning Districts in which an MPD is located shall apply except that the Planning Commission may consider an increase in Building Height based upon a Site specific analysis and determination. Height exceptions will not be granted for Master Planned Developments within the HR-1, HR-2, HRC, and HCB Zoning Districts. The Applicant will be required to request a Site specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings can be made.

Complies. The proposed MPD complies with the Building Height requirements for the HRM Zoning District. No Height exception is requested.

G. Site Planning. An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The following shall be addressed in the Site planning for an MPD:

1. Units should be clustered on the most developable and least visually sensitive portions of the Site with common open space separating the clusters. The open space corridors should be designed so that existing Significant Vegetation can be maintained on the Site.
2. Projects shall be designed to minimize Grading and the need for large retaining Structures.
3. Roads, utility lines, and Buildings should be designed to work with the Existing Grade. Cuts and fills should be minimized.
4. Existing trails should be incorporated into the open space elements of the project and should be maintained in their existing location whenever possible. Trail easements for existing trails may be required. Construction of new trails will be required consistent with the Park City Trails Master Plan.
5. Adequate internal vehicular and pedestrian/bicycle circulation should be provided. Pedestrian/ bicycle circulations shall be separated from vehicular circulation and may serve to provide residents the opportunity to travel safely from an individual unit to another unit and to the boundaries of the Property or public trail system. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.
6. The Site plan shall include adequate Areas for snow removal and snow storage. The landscape plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. The assumption is that snow should be able to be stored on Site and not removed to an Off-Site location.
7. It is important to plan for trash storage and collection and recycling facilities. The Site plan shall include adequate Areas for trash dumpsters and recycling containers, including an adequate circulation area for pick-up vehicles. These facilities shall be enclosed and shall be included on the site and landscape plans for the Project. Pedestrian Access shall be provided to the refuse/recycling facilities from within the MPD for the convenience of residents and guests. [...]
8. The Site planning for an MPD should include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.
9. Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

Complies. Below, Staff has provided analysis for the each applicable criterion listed above:

1. The units are sited in such a way that is compatible with other residential structures in the Historic District, specifically respecting the Historic rhythm and scale of the streetscape on both Woodside Avenue and Park Avenue.
2. Due to the relatively flat topography, very little retaining will be necessary. All retaining walls on site are no higher than 4 feet in total height. All retaining walls will be stacked stone consistent with those found in the Historic District.
3. Roads, utility lines, and Buildings are designed to work with the Existing Grade. Cuts and fills are minimized.
4. Not applicable. No Trails exist on site nor are proposed.
5. The project scope includes an Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue, eventually creating a pedestrian thoroughfare to Park City Mountain Resort after Phase II is completed. This access easement will provide an important link to future development and improve existing pedestrian/bicycle circulation in the Lower Park Avenue core. Sidewalks external and internal to the site provide pedestrian connectivity.
6. The architect has provided snow storage areas in accordance with the requirements of the LMC for the Access Easement, internal sidewalks, and Parking Lot. Specific square footage calculations have been provided on sheet MPD-004 where required by the LMC.
7. An enclosed trash and recycling structure has been provided on site which included a total of 12 cans (6 Recycling and 6 Trash).
8. Not applicable, there is already a bus stop on Park Avenue. An ADA compliant Parking Space has been provided in the Parking Lot which will facilitate van/shuttle drop-off for ADA uses.
9. Not applicable, there are no commercial uses proposed as a part of the MPD application which would require service and delivery access.

Based on the Planning Commission's July 12th, 2017 Work Session, staff has provided supplementary analysis/information below in response to the applicant's additional submittal:

- The applicant has provided a site plan and a rendering articulating the snow storage locations. The applicant also provided a snow shed accumulation analysis. Staff finds that the applicant's snow storage locations are compliant with the minimum requirements the LMC. The snow shedding is compliant with the requirements of the International Building Code (IBC). These sheets can be found in Exhibit A: Woodside Park Affordable Housing Project Phase I Plans:
 - Sheet MPD-004 Proposed Site Plan
 - Sheet MPD-015 Site Section Analysis
- The applicant has provided a supplemental submittal addressing area context on a neighborhood scale which has been included in Exhibit I: Conceptual Drawings – Woodside Park Affordable Housing Project Phase II. The submitted conceptual drawings for Phase II were reviewed by City Council on December 1, 2016 in a Work Session. At the City Council

meeting on December 1, 2016, City Council gave positive feedback to pursue the preferred concept and return at a later date.

- The applicant has provided a supplementary submittal addressing concerns regarding potential solar glare from the solar panels proposed on top of the carport structure. The architect has provided a response in Exhibit J: Solar Panel Glare Analysis and Response. Staff finds that the applicant has provided sufficient analysis addressing the potential solar glare and the technologies behind current solar panels.
- The applicant has submitted Exhibit K: Multi-Unit Dwelling Sound Mitigation Analysis to address concerns regarding sound emission between the units of the Multi-Unit Dwelling. The architect has provided analysis of the building methods in response to the Planning Commission's comments. The architect is proposing to exceed the minimum sound mitigation requirements.

H. Landscape and Street Scope. A complete landscape plan must be submitted with the MPD application. The landscape plan shall comply with all criteria and requirements of LMC Section 15-5-5(M) Landscaping.

Complies. A landscape plan has been submitted, see sheet MPD-L200. The applicant is proposing landscape buffering for the Parking Lot and landscaping throughout the remainder of the project that is consistent with that found in the Historic District, including, but not limited to, grass, drought tolerant grasses, deciduous trees, shrubs, and other alpine perennials.

I. Sensitive Lands Compliance. All MPD Applications containing any Area within the Sensitive Areas Overlay Zone will be required to conduct a Sensitive Lands Analysis and conform to the Sensitive Lands Provisions, as described in LMC Section 15-2.21.

Not Applicable. The site is not located within the Sensitive Lands Overlay District.

J. Employee/Affordable Housing. MPD Applications shall include a housing mitigation plan which must address employee Affordable Housing as required by the adopted housing resolution in effect at the time of Application.

Not applicable. Eleven (11) of the twelve (12) proposed units are designated as Affordable Housing and will be deed restricted as such. The Affordability has been established by [Resolution 03-2017](#), specifically in Section 17 (B) Rental Units and (C) For Sale Units. This project will comply with the above Sections of [Resolution 03-2017](#) and definitions of Affordable.

K. Child Care. A Site designated and planned for a Child Care Center may be required for all new single and multi-family housing projects if the Planning Commission determines that the project will create additional demands for Child Care.

Complies. Staff does not find that this project shall trigger the requirement for a Child Care Center as the scale of this project is less than the allowed Zone Density. In addition, the Park City Library has Child Care which is located within walking distance and there is significant open space within the vicinity and on the proposed project site (City Park, Library Park, etc.).

- L. Mine Hazards.** All MPD applications shall include a map and list of all known Physical Mine Hazards on the property and a mine hazard mitigation plan.

Not Applicable. There are no known Physical Mine Hazards on the property.

- M. Historic Mine Waste Mitigation.** For known historic mine waste located on the property, a soil remediation mitigation plan must be prepared indicating areas of hazardous soils and proposed methods of remediation and/or removal subject to the Park City Soils Boundary Ordinance requirements and regulations. See Title Eleven Chapter Fifteen of the Park City Municipal Code for additional requirements.

Not Applicable. There are no known Physical Mine Hazards on the property. The site is within the Soils Ordinance Boundary and the site will have to meet the Soils Ordinance which is standard for all Development and is Condition of Approval #5 of the Plat Amendment.

- N. General Plan Review.** All MPD applications shall be reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.

Complies. Staff finds that the proposed MPD fulfills the following Goals, Objectives, and/or Implantation Strategies of the General Plan:

- [Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character](#), page 42.
 - Objective 3A, page 43.
 - Community Planning Strategies 3.1, 3.2, 3.3, 3.4, 3.5, page 44.
 - City Implementation Strategies 3.7, 3.11, 3.12, 3.15, page 45.
- [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 15% below 2005 levels in 2020](#), page 56.
 - Objectives 5A, 5B, 5C, page 57.
 - Community Planning Strategies 5.1, 5.2, 5.6, 5.8, page 58.
 - City Implementation Strategies 5.15, 5.17, 5.20, 5.24, page 59.
- [Goal 7: Life Cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents](#), page 70.
 - Objectives 7A, 7B, page 71.
 - Community Planning Objectives 7.1, 7.1.3, page 72.
 - City Implementation Strategies 7.7, page 73.

- [Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City](#), page 74.
 - Objectives 8A, 8B, 8C, page 74.
 - Community Planning Strategies 8.1, 8.2, 8.8, page 76.
 - City Implementation Strategies 8.11, 8.15, 8.17, page 77.
- [Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations](#), page 106.
 - Objectives 15A, 15B, 15E, page 107.
 - Community Planning Strategy 15.7, page 108.
 - City Implementation Strategies 15.16, page 109.

O. Historic Sites. All MPD Applications shall include a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report, as further described on the MPD application. The Historic Structures Report shall be prepared by a Qualified Historic Preservation Professional.

Complies. The applicant submitted a Historic Preservation Plan and Physical Conditions Report for the Historic Single-Family Dwellings located at 1333 Park Avenue and 1353 Park Avenue (Exhibits C-H). 1333 Park Avenue will be rehabilitated and 1353 Park Avenue will be relocated from 1323 Woodside Avenue and reconstructed at the new site. As a part of the Plat Amendment application, Condition of Approval #4 requires that both structures (1333 Park Avenue and 1353 Park Avenue) shall have Façade Preservation Easements placed on them prior to sale to a new property owner. Both structures are already listed as “Significant” on Park City’s Historic Sites Inventory (HSI)– [1333 Park Avenue HSI Form](#) – [1353 Park Avenue HSI Form](#).

Notice

On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017, and August 5th, 2017 according to requirements of the Land Management Code.

Public Input

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

Summary Recommendation

Staff recommends that the Planning Commission review the submitted Master Planned Development, hold a public hearing, consider approving the application.

Findings of Fact:

1. The proposed site location consists of 1333 Park Avenue (“Significant” Single-Family Dwelling), 1353 Park Avenue (the former Park Avenue Fire Station parcel), and 1364 Woodside Avenue (vacant lot)
2. The site is known as the Woodside Park Affordable Housing Project Phase I.

3. Phase I of the Woodside Park Affordable Housing Project will consist of 10.68 Unit Equivalents to be located between Woodside Avenue and Park Avenue. The scope will include: Demolition of the former Park Avenue Fire Station; Four (4) Single-Family Dwellings; An eight-unit (8-unit) Multi-Unit Dwelling; A Thirteen-car (13-car) Parking Lot and An Access Easement running east-west.
4. During a Work Session on August 25, 2016, City Council provided the Lower Park Avenue Affordable Housing Project Team (Elliot Workgroup, Economic Development, Housing, Planning, and Community Development) with direction to pursue a preferred concept for affordable housing on the former Park Avenue Fire Station Parcel.
5. At the October 20th, 2016 meeting, City Council provided affirmative direction to pursue the preferred concept, as amended, and begin the Land Use process.
6. The Project Team met weekly to develop the required Land Use application submittals and conduct further LMC pre-reviews with Planning Department staff as required by the Land Management Code 15-6-4.
7. There are eight (8) applications total for the entire scope of Phase I.
8. On January 26, 2017 Elliot Workgroup submitted the MPD application as the representative for Park City Municipal Corporation. The application was deemed complete on March 2, 2017 after staff worked with the applicant on the requirements for the submittal.
9. The Planning Commission reviewed and continued this Master Planned Development application during a Work Session on July 12th, 2017. The Planning Commission held a public hearing and continued the Master Planned Development application on July 26th, 2017.
10. On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017, and August 5th, 2017 according to requirements of the Land Management Code.
11. At the July 12th, 2017 Work Session, the Planning Commission reviewed the entire scope of the project and discussed specific items with the applicant. The specific discussion items included, but were not limited to Snow storage, Area context on a neighborhood scale, Parking Requirements based on unit type, Solar panel glare, Other examples of similar Affordable Housing projects, and Sound mitigation between units of the Multi-Unit Dwelling.
12. On March 1, 2017, the Historic Preservation Board (HPB) reviewed the Historic District Design Review (HDDR) application and approved the Material Deconstruction and Relocation of the "Significant" Single-Family Dwelling at 1323 Woodside Avenue to 1353 Park Avenue.
13. On March 1, 2017, the HPB reviewed the HDDR application and approved the Material Deconstruction of the "Significant" Single-Family Dwelling located at 1333 Park Avenue.
14. The remaining HDDR applications are under review by Planning Staff pending additional modifications and/or reviews by Planning Commission for the Conditional Use Permits.

15. The proposal complies with Land Management Code (LMC) § 15-6-5(A) Density as the proposed Density of the MPD does not exceed the maximum Density in the zone. The proposed MPD consists of 5.25 Residential Unit Equivalents.
16. Land Management Code (LMC) § 15-6-5(B) Building Footprint is not applicable as the site is not located in the HR-1 or HR-2 District. The proposed MPD is located in the HR-M Zoning District.
17. The proposal complies with Land Management Code (LMC) § 15-6-5(C) Setbacks as Per [LMC 15-6-5\(C\)\(2\)](#), for parcels less than one (1) acre in size and located inside the HRM, HR-1, HR-2, HR-L, HRC, and HCB, Districts, the minimum Setback around the exterior boundary of an MPD shall be determined by the Planning Commission in order to remain consistent with the contextual streetscape of adjacent Structures.
18. The Woodside Park Affordable Housing Phase I MPD area is less than one (1) acre in size in the HRM Zoning District, therefore, the setbacks shall be determined by the Planning Commission.
19. The two (2) Single-Family Dwellings located on Lot 1 abutting Park Avenue (1343 Park Avenue and 1353 Park Avenue) shall have an 10 foot rather than the Zone required 15 foot Front Yard Setback which is consistent with many of the existing single-family dwellings on Park Avenue (including the neighboring "Significant" Single-Family Dwelling located at 1359 Park Avenue).
20. The two (2) Single-Family Dwellings (1343 Park Avenue and 1353 Park Avenue) will comply with all other applicable Setbacks, will comply with the minimum Uniform Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale and spacing between houses, and meets open space criteria set forth in Section 15-6-5(D). No additional density is achieved by the decreased setback and all other requirements will still be met.
21. Parking Space 13 of the Parking Lot abutting Woodside Avenue on Lot 1 shall have a minimum Front Yard setback of 12 foot 8 inches. The remainder of the Parking Lot will comply with all applicable Setbacks. Parking Space 13 encroaches into the Front Yard Setback by a maximum of approximately 2 feet 4 inches. The Parking Lot is compatible with the streetscape and is appropriately screened. The Carport Structure will comply with all applicable HRM Zone required Setbacks.
22. The Front Yard setback of 12 feet 8 inches for Parking Space will not result in greater project density and will be properly buffered/visually mitigated through vegetative and fenced screening that is compatible with the Design Guidelines for Historic Districts and Historic Sites.
23. The Setback for Parking Space 13 will result in an additional Parking Space for the project, which the project team is contemplating potential uses as electric car charging station, car-share, and other uses that are compatible with goals set forth in the General Plan (ex. Goal 5 - Environmental Mitigation objectives and implementation strategies). Parking Space 13 will allow for one (1) additional car to park off-street rather than on the street.
24. The proposal complies with Land Management Code (LMC) § 15-6-5(D) Open Space because the proposed MPD is considered a redevelopment of existing Development; therefore, the Planning Commission shall reduce the required open

space to 30% in exchange for project enhancements. The proposed MPD area is a total of 26,940 square feet. The applicant is proposing 52.41% Open Space which equates to 14,119 square feet.

25. The total required Parking Spaces of the entire project is 13.5 (14 when rounded to the next whole number) Parking Spaces. The total number of Parking Spaces provided by the project is 15 Parking Spaces.
26. The proposed MPD is providing one (1) additional Parking Space in excess of what is required by the Land Management Code.
27. The two (2) Historic Single-Family Dwellings located on Park Avenue (1333 Park Avenue and 1353 Park Avenue) do not have a Parking Requirement per LMC 15-2.4-6 Existing Historic Structures; therefore, no parking is provided for these structures.
28. The non-Historic Single-Family Dwelling located at 1334 Woodside Avenue has a single-car garage and driveway providing the required two (2) parking spaces on its own site.
29. The Multi-Family Dwelling (1354 Woodside Avenue) and non-historic Single-Family Dwelling (1343 Park Avenue) combine for a total of 11.5 Parking Spaces required which will be provided in the 13-car Parking Lot.
30. One (1) of the Parking Spaces is ADA compliant for van accessibility in accordance with the ADA requirements.
31. Per LMC 15-3-9 Bicycle Parking Requirements, the Multi-Unit Dwelling must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The applicant is proposing to provide five (5) Bicycle Parking Spaces.
32. The proposal complies with Land Management Code (LMC) § 15-6-5(F) Building Height because the proposed MPD complies with the Building Height requirements for the HRM Zoning District. No Height exception is requested.
Staff has provided analysis for the applicable criteria above:
33. The proposal complies with Land Management Code (LMC) § 15-6-5(G) Site Planning because; the units are sited in such a way that is compatible with other residential structures in the Historic District, specifically respecting the Historic rhythm and scale of the streetscape on both Woodside Avenue and Park Avenue; Due to the relatively flat topography, very little retaining will be necessary. All retaining walls on site are no higher than 4 feet in total height. All retaining walls will be stacked stone consistent with those found in the Historic District; Roads, utility lines, and Buildings are designed to work with the Existing Grade. Cuts and fills are minimized; The project scope includes an Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue; ample snow storage areas are provided in accordance with the requirements of the LMC for the Access Easement, internal sidewalks, and Parking Lot; An enclosed trash and recycling structure has been provided on site which included a total of 12 cans (6 Recycling and 6 Trash).
34. The proposal complies with Land Management Code (LMC) § 15-6-5(H) Landscape and Street Scape because there is no existing significant vegetation. There is a landscape buffer for the Parking Lot and landscaping throughout the remainder of the project that is consistent with that found in the Historic District, including, but not

limited to, natural turf, native grasses, deciduous trees, shrubs, and other alpine perennials.

35. Land Management Code (LMC) § 15-6-5(I) Sensitive Lands Compliance is not applicable as the site is not located within the Sensitive Lands Overlay District.
36. Land Management Code (LMC) § 15-6-5(J) Employee/Affordable Housing is not applicable as Eleven (11) of the twelve (12) proposed units are designated as Affordable Housing.
37. Land Management Code (LMC) § 15-6-5(K) Child Care is not applicable as the scale of this project is minor and much less than the allowed Zone Density. The Park City Library has Child Care which is located within walking distance and there is significant open space within the vicinity and on the proposed project site (City Park, Library Park, etc.).
38. Land Management Code (LMC) § 15-6-5(L) Mine Hazards is not applicable as there are no known Physical Mine Hazards on the property.
39. Land Management Code (LMC) § 15-6-5(M) Historic Mine Waste Mitigation is not applicable as there are no known Physical Mine Hazards on the property. The site is within the Soils Ordinance Boundary and the site will have to meet the Soils Ordinance which is standard for all Development and is Condition of Approval #5 of the Plat Amendment.
40. The proposal complies with Land Management Code (LMC) § 15-6-5(N) General Plan Review as the proposed MPD fulfills the following Goals 3, 5, 7, 8, 15 of the General Plan and the applicable Objectives and/or Implantation Strategies of each as further described in the Analysis section of this report.
41. The proposal complies with Land Management Code (LMC) § 15-6-5(O) Historic Sites as the applicant submitted a Historic Preservation Plan and Physical Conditions Report for the Historic Single Family Dwellings located at 1333 Park Avenue and 1353 Park Avenue. 1333 Park Avenue will be rehabilitated and 1353 Park Avenue will be relocated from 1323 Woodside Avenue and reconstructed at the new site. As a part of the Plat Amendment application, Condition of Approval #4 requires that both structures (1333 Park Avenue and 1353 Park Avenue) shall have Façade Preservation Easements placed on them prior to sale to a new property owner. Both structures are already listed as "Significant" on Park City's Historic Sites Inventory.
42. The property is located in a FEMA Flood Zone A.

Conclusions of Law:

- A. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
- B. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
- C. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
- D. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
- E. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;

- F. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
- G. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
- H. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
- I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
- J. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
- K. The MPD has been noticed and public hearing held in accordance with this Code.
- L. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
- M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
- N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- O. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

Conditions of Approval:

- 1. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting, trash/recycling enclosures, mechanical equipment, etc.
- 2. A conditional use permit is required for the Multi-Unit Dwelling and Parking Area of five (5) or more spaces prior to issuance of a building permit.
- 3. A development agreement as described in LMC Section 15-6-4(G) shall be ratified by the Planning Commission within 6 months of this approval and prior to issuance of a building permit for the project.
- 4. All vehicle access to the site shall be off of Woodside Avenue.
- 5. Parking Space Allocation within the Parking Area shall be established as a part of the CC&Rs.

Exhibits

- Exhibit A: Woodside Park Affordable Housing Project Phase I Plans
- Exhibit B: Applicant Written Statement
- Exhibit C: 1333 Park Avenue Historic Preservation Package Plans
- Exhibit D: 1333 Park Avenue Physical Conditions Report
- Exhibit E: 1333 Park Avenue Historic Preservation Plan
- Exhibit F: 1353 Park Avenue Historic Preservation Package Plans
- Exhibit G: 1353 Park Avenue Historic Preservation Plan

Exhibit H: 1353 Park Avenue Physical Conditions Report
Exhibit I: December 1, 2016 City Council Staff Report regarding Conceptual Drawings – Woodside Park Affordable Housing Project Phase II
Exhibit J: Solar Panel Glare Analysis and Response
Exhibit K: Multi-Unit Dwelling Sound Mitigation Analysis
Exhibit L: Parking Space Allocation Response
Exhibit M: Similar Affordable Housing Projects Response
Exhibit N: Multi-Unit Dwelling Ownership Response(s)

Planning Commission Staff Report

Subject: Woodside Park Subdivision - Phase I (1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue)
Author: Hannah M. Tyler, Planner
Project Number: PL-17-03439
Date: August 23, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing for the Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue and 1364 Woodside Avenue and consider forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Applicant: Park City Municipal Corporation, Represented by Craig Elliot of Elliot Work Group
Location: 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue
Zoning: Historic Residential-Medium Density District (HRM)
Adjacent Land Uses: Single-Family, Multi-Family, Municipal Uses
Reason for Review: Plat Amendments require Planning Commission review and City Council review and action

Proposal

As described in the Master Planned Development Staff Report in this Planning Commission meeting packet, City Council gave the Lower Park Avenue Affordable Housing Project Team (Elliot Workgroup, Economic Development, Housing, Planning, and Community Development) direction to pursue the Land Use applications for the Woodside Park Affordable Housing Project – Phase I. The scope of Phase I required a Plat Amendment application to create a three-lot (3-lot) subdivision with an Access Easement running east-west. A portion (74.3 square feet) of the western boundary of existing 1353 Park Avenue will be dedicated as Woodside Avenue Right-of-Way.

The Plat Amendment application was submitted on January 10, 2017 for the Woodside Park Subdivision - Phase I. The proposed site location consists of 1333 Park Avenue (“Significant” Single-Family Dwelling), 1353 Park Avenue (the former Park Avenue Fire Station parcel), and 1364 Woodside Avenue (vacant lot).

Background

During a Work Session on August 25, 2016, City Council provided the Lower Park Avenue Affordable Housing Project Team (Elliot Workgroup, Economic Development,

Housing, Planning, and Community Development) with direction to pursue a preferred concept for affordable housing on the former Park Avenue Fire Station Parcel ([Staff Report](#) – page 4, [Minutes](#) – Page 1). This project would be known as the Woodside Park Affordable Housing Project Phase I. On September 20th, 2016, the Project Team held a Public Open House to gather public input on City Council's preferred concept.

With public input gathered, the Project Team returned to City Council on October 20, 2016 with an updated preferred concept based on the community engagement and August 25th Council comments. At the October 20th, 2016 meeting, Council provided affirmative direction to pursue the preferred concept, as amended, and begin the Land Use process ([Staff Report](#) – Page 4, [Minutes](#) – Page 2).

Over the next few months, the Project Team met weekly to develop the required Land Use application submittals. There are eight (8) applications total for the entire scope of Phase I all of which are listed in the Master Planned Development Staff Report in this Planning Commission meeting packet.

On January 10, 2017 Elliot Workgroup submitted the Plat Amendment application as the representative for Park City Municipal Corporation. The application was deemed complete on February 15, 2017 after staff worked with the applicant on the requirements for the submittal.

The subject property (1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue) currently consists of three (3) lots. Existing 1333 and 1353 Park Avenue are each single lots abutting both Park Avenue and Woodside Avenue. Existing 1364 Woodside Avenue consists of Lot 2 of the Sernyak Subdivision which was approved and recorded in 2005 ([Staff Report](#) – pg. 104 and [Minutes](#) – pg. 9).

The Planning Commission reviewed and continued this Plat Amendment application on July 12th, 2017 and July 26th, 2017. There was no discussion from the Planning Commission regarding the Plat Amendment at either of the meetings. There was no public input provided.

Purpose

The purpose of the Historic Residential Medium Density (HRM) District is to:

- A. allow continuation of permanent residential and transient housing in original residential Areas of Park City,
- B. encourage new Development along an important corridor that is Compatible with Historic Structures in the surrounding Area,
- C. encourage the rehabilitation of existing Historic Structures,
- D. encourage Development that provides a transition in Use and scale between the Historic District and the resort Developments,
- E. encourage Affordable Housing,
- F. encourage Development which minimizes the number of new driveways Accessing existing thoroughfares and minimizes the visibility of Parking Areas, and

G. establish specific criteria for the review of Neighborhood Commercial Uses in Historic Structures along Park Avenue.

Analysis

The proposed Plat Amendment creates a three-lot (3-lot) subdivision from three (3) existing lots (Exhibit A). Existing 1364 Woodside Avenue and 1353 Park Avenue will be combined to create Lot 1. Existing 1333 Park Avenue will be subdivided halfway between Park Avenue and Woodside Avenue to create Lot 2 and Lot 3. A portion (74.3 square feet) of the western boundary of existing 1353 Park Avenue will be dedicated as Woodside Avenue Right-of-Way. The east-west Access Easement will run along the southern boundary of Lot 1 and the northern boundary of Lots 2 and 3.

The Woodside Park Subdivision Phase I abuts Park Avenue on the east and Woodside Avenue on the west. The scope of Phase I of the Woodside Park Affordable Housing Project will include:

- Demolition of the former Park Avenue Fire Station (a non-historic structure).
- Construction of four (4) Single-Family Dwellings (two [2] Historic and two [2] Non-Historic)
- An eight-unit (8-unit) Multi-Unit Dwelling
- A Thirteen-car (13-car) Parking Lot
- An Access Easement running east-west.

The following table shows the applicable Land Management Code (LMC) development parameters and compliance in the HRM District:

Required:	Proposed:			Permitted:
	Lot 1	Lot 2	Lot 3	
Use(s)	Thirteen-car (13-car) Parking Lot, eight-unit (8-unit) Multi-Unit Dwelling, Single-Family Dwelling (x2)	Single-Family Dwelling	Single-Family Dwelling	Allowed Use: Single-Family Dwelling; <i>complies</i> Conditional Uses: Multi-Unit Dwelling, Parking Lot; <i>pending Planning Commission review and approval (staff reports in this meeting packet)</i>
Lot Size – square feet (SF)	20,752.11 SF	3,075 SF	3,075 SF	1,875 SF minimum for single family dwelling; <i>complies</i>

				9,625 SF minimum for 8-unit Multi-Unit Dwelling; <i>complies</i> ¹
Required:	Proposed:			Permitted:
	Lot 1	Lot 2	Lot 3	
Lot Width – feet (ft.)	100.99 ft. (east boundary) and approx. 167.5 ft. (west boundary)	41 ft.	41 ft.	37.5 ft. minimum; <i>complies</i>
Front Yard Setbacks by Use – feet (ft.)	Single-Family Dwellings (Park Avenue) 11 ft. Multi-Unit Dwelling (Woodside Avenue) 20 ft.	Single-Family Dwelling (Park Avenue) 25 ft.	Single-Family Dwelling (Woodside Avenue) 11 ft.	Single-Family 15 ft. <u>or</u> if the Lot depth is 75 ft. or less, then the minimum Front Yard 10 ft. <i>complies pending MPD approval of proposed setbacks</i>
Front Yard Setbacks by Use – feet (ft.)/inches (in.)	Parking Lot (Woodside Avenue) 15 ft. – 12 ft. 8 in. (south to north)			Multi-Family Dwelling 20 ft.; <i>complies</i> Parking Lot 15 ft. – 12 ft. 8 in.; <i>complies pending MPD approval of proposed setbacks</i>
Rear Yard Setbacks – feet (ft.)	Parking Lot (Woodside Avenue) 10 ft.	Single-Family Dwelling (Park Avenue) 10 ft.	Single-Family Dwelling (Woodside Avenue) 10 ft.	Single-Family 10 ft.; <i>complies</i> Parking Lot 10 ft.; <i>complies</i>
Side Yard	Single-Family	Single-Family	Single-Family	Single-Family 5 ft.;

¹ [Per LMC 15-2.4-4 Lot And Site Requirements](#), Developments consisting of more than four (4) Dwelling Units require a Lot Area at least equal to 5,625 square feet plus an additional 1,000 square feet per each additional Dwelling Unit over four (4) units. All Setback, height, parking, Open Space, and architectural requirements must be met.

¹ (CONTINUED) See Section 15-2.4-3, Conditional Use Permit Review. A Conditional Use Permit has been submitted for the Multi-Unit Dwelling and the Staff Report can be found in this Planning Commission Meeting Packet. The lot size for the Multi-Unit Dwelling consists of 20,752.11 SF. The minimum lot size for an eight-unit (8-unit) Multi-Unit Dwelling is 9,625 SF.

Setbacks– feet (ft.)	Dwellings (Park Avenue) 5 ft. (north) and 19 ft. (north) Multi-Unit Dwelling (Woodside Avenue) 18 ft. Parking Lot (Woodside Avenue) 10 ft.	Dwelling (Park Avenue) 5 ft. (south and north)	Dwelling (Woodside Avenue)) 5 ft. (south and north)	<i>complies</i> Multi-Family Dwelling 10 ft.; <i>complies</i> Parking Lot 10 ft. <i>complies</i>
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The HRM zoning district does not have a maximum building footprint. Rather the development simply has to meet the required setbacks. Property is located in a FEMA Flood Zone A.

The City Engineer will also require the applicant to grant ten foot (10') snow storage easements along Park Avenue and Woodside Avenue indicated by Condition of Approval #6.

Good Cause

Staff finds good cause for this Plat Amendment as the proposed subdivision will create the necessary lot configurations for a compatible infill of Affordable Housing in the Historic District.

Process

The approval of this plat amendment application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC § 15-1-18.

Department Review

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

Notice

On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017, and August 5th, 2017 according to requirements of the Land Management Code.

Public Input

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

Alternatives

- The Planning Commission may forward a positive recommendation to the City Council for the Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue as conditioned or amended; or

- The Planning Commission may forward a negative recommendation to the City Council for the Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue to a future date.

Significant Impacts

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

Consequences of not taking recommended action

Consequences of not taking the Planning Department's recommendation are that the Site would remain as is. The new development could not be constructed as proposed.

Summary Recommendation

Staff recommends the Planning Commission hold a public hearing for the Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue and consider forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Exhibits

Exhibit A – Draft Ordinance with Proposed Plat (Attachment 1)
 Exhibit B – Existing Conditions Survey
 Exhibit C – County Tax Map
 Exhibit D – Sernyak Subdivision (1364 Woodside Avenue)
 Exhibit E – Aerial Photographs with 500' Radius
 Exhibit F – Site Photographs

Ordinance No. 17-XX

AN ORDINANCE APPROVING THE WOODSIDE PARK SUBDIVISION - PHASE I LOCATED AT 1333 PARK AVENUE, 1353 PARK AVENUE, AND 1364 WOODSIDE AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue have petitioned the City Council for approval of the Plat Amendment; and

WHEREAS, on August 5, 2017, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on August 9, 2017, proper legal notice was sent to all affected property owners and published in the Park Record and on the Utah Public Notice Website; and

WHEREAS, the Planning Commission held a public hearing on August 23, 2017, to receive input on plat amendment; and

WHEREAS, the Planning Commission, on August 23, 2017, forwarded a _____ recommendation to the City Council; and,

WHEREAS, on August 31, 2017, the City Council held a public hearing to receive input on the plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue.

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

SECTION 1. APPROVAL. The Woodside Park Subdivision - Phase I located at 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue, 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 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside Avenue in the Historic Residential-Medium Density (HR-M) District.
2. The proposed site location consists of 1333 Park Avenue ("Significant" Single-

Family Dwelling), 1353 Park Avenue (the former Park Avenue Fire Station parcel), and 1364 Woodside Avenue (vacant lot).

3. The subject property location currently consists of three (3) existing lots. Existing 1333 and 1353 Park Avenue are each single lots abutting both Park Avenue and Woodside Avenue. Existing 1364 Woodside Avenue consists of Lot 2 of the Sernyak Subdivision which was approved and recorded at Summit County in 2005.
4. The proposed Plat Amendment creates a three-lot (3-lot) subdivision from three (3) existing lots.
5. Existing 1364 Woodside Avenue and 1353 Park Avenue will be combined to create Lot 1. Existing 1333 Park Avenue will be subdivided halfway between Park Avenue and Woodside Avenue to create Lot 2 (abutting Park Avenue) and Lot 3 (abutting Woodside Avenue).
6. A portion (74.3 square feet) of the western boundary of existing 1353 Park Avenue will be dedicated as Right-of-Way for Woodside Avenue.
7. The east-west Access and Utility Easement will run along the southern boundary of Lot 1 and the northern boundary of Lots 2 and 3.
8. The Plat Amendment application was submitted on January 10, 2017 for the Woodside Park Subdivision - Phase I. The application was deemed complete on February 15, 2017 after staff worked with the applicant on the requirements for the submittal.
9. The minimum lot width in the HRM District is 37.5 feet; the lot width of Lot 1 will be 100.99 feet (east boundary) and approx. 167.5 feet (west boundary). The lot width of Lot 2 and Lot 3 is 41 feet each.
10. Per LMC 15-6-5(C) MPD Requirements - Setbacks, the minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than one (1) acre in size. The Woodside Park Affordable Housing Phase I MPD area is less than one (1) acre in size, therefore, the applicant is requesting that the setbacks be reduced to that of the Zone Setbacks for all Uses.
11. For lots over 75 feet in depth, the required Front Yard Setback for the Single-Family Dwellings and the Parking Lot is 15 feet in the HRM Zoning District.
12. As a part of the Master Planned Development application, the applicant is requesting an additional Front Yard setback reduction for the two (2) Single-Family Dwellings located on Lot 1 abutting Park Avenue. The two (2) Single-Family Dwellings on Lot 1 are proposing 10 feet rather than the Zone required 15 feet Front Yard Setback which is consistent with many of the existing single-family dwellings on Park Avenue (including the neighboring "Significant" Single-Family Dwelling located at 1359 Park Avenue). No additional density is achieved by the decreased setback and all other requirements will still be met.
13. As a part of the Master Planned Development application, the applicant is requesting an additional Front Yard setback reduction for one (1) Parking Space of the Parking Lot abutting Woodside Avenue on Lot 1. The minimum Front Yard Setback for a Parking Lot is 15 feet in the HR-M Zoning District. The applicant is proposing a Front Yard Setback for the Parking Lot of 15 feet on the south and 12 feet 8 inches on the north. Parking Space 13 encroaches into the Front Yard Setback by a maximum of 2 feet 4 inches. The Parking Requirement for the

entire project requires that the Parking Lot provide 11.5 Parking Spaces (for complete Parking Analysis, please reference the MPD Staff Report in this Planning Commission Meeting Packet); therefore Parking Space 13 is not required to fulfill a Parking Requirement.

14. If the Lot depth is 75 feet or less, then the minimum Front Yard 10 feet.
15. The required Front Yard Setback for the Multi-Unit Dwelling is 20 feet.
16. The required rear yard setback for the Single-Family Dwellings and the Parking Lot is 10 feet in the HRM District. The applicant is proposing a 10 foot rear yard setback for the Single-Family Dwellings and Parking Lot.
17. The required side yard setback for the Single-Family Dwellings is 5 feet in the HRM District. The applicant is proposing a minimum of 5 feet side yard setbacks for the Single-Family Dwellings.
18. The required side yard setback for the Multi-Unit Dwelling and Parking Lot is 10 feet in the HRM District. The applicant is proposing a minimum of 10 feet side yard setbacks for the Multi-Unit Dwelling and Parking Lot.
19. A single-family dwelling is an allowed use in the HRM Zoning District.
20. A Parking Lot and Multi-Unit Dwelling are Conditional Uses in the HRM Zoning District. The Conditional Use Staff Reports can be found within this Planning Commission meeting packet.
21. Staff finds good cause for this Plat Amendment as the proposed subdivision will create the necessary lot configurations for a compatible infill of Affordable Housing in the Historic District.
22. The site is not located within the Sensitive Lands Overlay District. There are no known physical mine hazards. The site is within the Soils Ordinance Boundary and the site will have to meet requirements of the Soils Ordinance.
23. The Planning Commission reviewed and continued this Plat Amendment application on July 12th, 2017 and July 26th, 2017.
24. On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017, and August 5th, 2017 according to requirements of the Land Management Code.
25. Property is located in a FEMA Flood Zone A.
26. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law:

1. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding lot combinations.
2. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
3. 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 year's 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. The applicant shall dedicate a façade preservation easement to the City for the historic structures at 1333 and 1353 Park Avenue following their restoration and prior to sale of the historic buildings to private property owners.
4. The property is located within the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) boundary. Final construction must comply with requirements of the Soils Ordinance.
5. The applicant shall show and label their easement with Snyderville Basin Water Reclamation District (SBWRD) on the plat amendment.
6. A ten feet (10') wide public snow storage easement will be required along the Park Avenue and Woodside Avenue frontage of the property.
7. No vehicular access or curb cuts are allowed from Park Avenue.
8. Modified 13-D sprinklers,
9. All at grade utility facilities for this development shall be located on the property and not in the adjacent ROW.

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

PASSED AND ADOPTED this 31st day of August, 2017.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Proposed Plat

Exhibit A - Woodside Park Affordable Housing
Project Phase I:
Proposed Plat, Survey, Existing Site Plan,
Proposed Site Plan, Utility Plan, Landscape Plan

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor, and that hold Certificate No. 7245891, as prescribed under the laws of the State of Utah, I further certify that by authority of the owner, I have made a survey of the tract of land, into lots and streets, together with easements, hereafter to be known as WOODSIDE PARK SUBDIVISION - PHASE I and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

PARCEL 1
Beginning of a point which is North 54°01' East 350.00 feet and South 35°59' East 222.00 feet from the Northwest corner of Block 24, SNODER'S ADDITION TO PARK CITY, said point also being on the Westerly right-of-way line of Park Avenue; running thence South 35°59' East along said right-of-way line 82.99 feet; thence South 54°01' West 150.00 feet; thence North 35°59' West 91.55 feet; thence North 53°28' East 150.1 feet to the point of beginning.

PARCEL 2
Beginning at a point which is South 54.01° West 329 feet, and South 35.59° East 325.0 feet from the Northeast corner of Block 24, SANDER'S ADDITION, Park City, Utah, and running thence South 35.59° East 39 feet, thence South 54.17° West 150 feet, thence North 55.59° West 49 feet, more or less, to a wooden fence, thence North 54.1° East along said wooden fence 150 feet, thence South 35.59° East 10 feet to the point of beginning.

CASELL, J.
ALL of Lot 2, SERNYAK SUBDIVISION, according to the official plat thereof, on file and of record in
the Summit County Recorder's Office

KNOW ALL MEN BY THESE PRESENTS that _____, the undersigned owner of the herein described tract of land, to be known hereafter as WOODSIDE PARK SUBDIVISION-PHASE 1, does hereby certify that he/she has caused this Plat Amendment to be prepared, and does hereby consent to the recording of this Plat.

In witness whereof, the undersigned set his/her hand this _____ day of _____, 2017.

Authorized Representative

State of _____ ss:
County of _____ ss:

On this _____ day of _____, 2017, _____ personally appeared _____ before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, _____ acknowledged to me that he/she is the authorized representative of _____ on _____ that he/she signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public
A Notary Public commissioned in

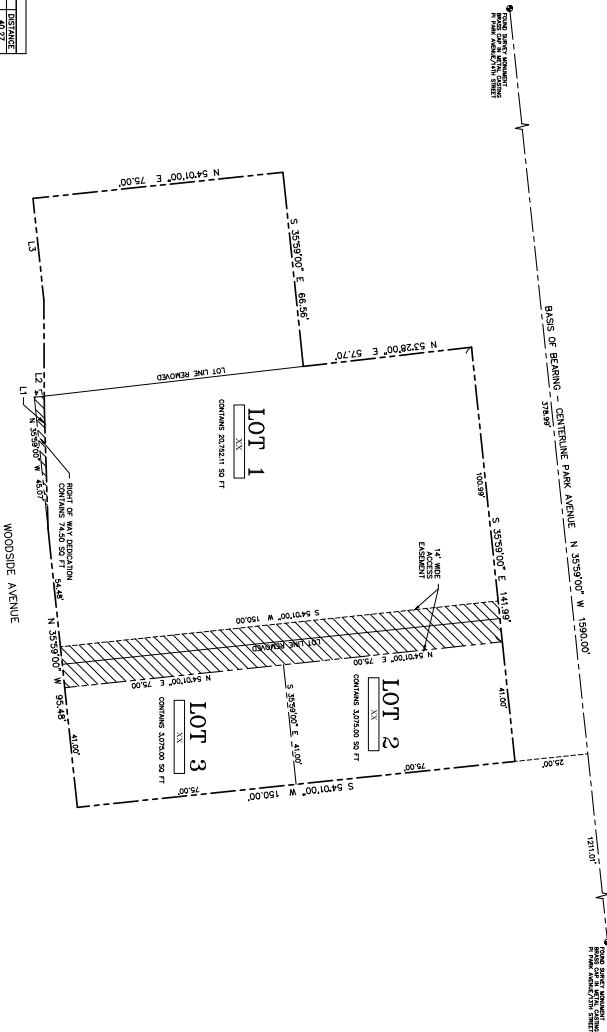
Printed Name _____

Residing in: _____

My commission expires: _____

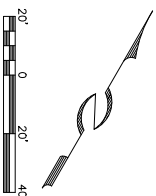
This subdivision is subject to the Conditions of Approval in Ordinance 2017-

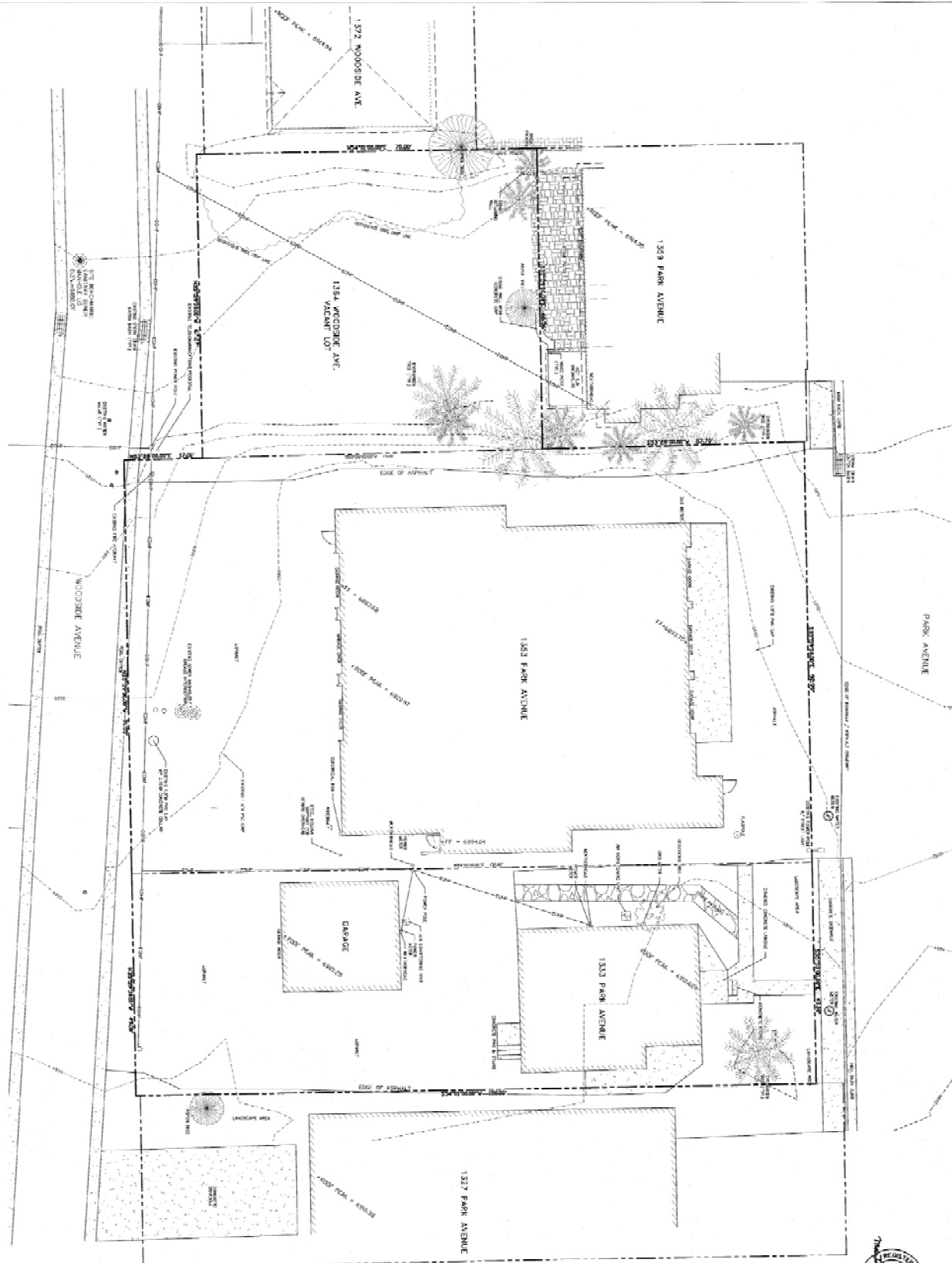
LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 31°48'41" W	40.27
L2	N 31°13'28" W	37.55
L3	N 36°03'49" W	34.99
L4	N 53°28'00" E	3.43



WOODSIDE PARK SUBDIVISION--PHASE I

LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

[illegible]

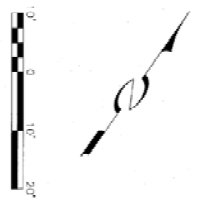


SURVEYOR'S CERTIFICATE

I, **John A. Berman**, do hereby certify that I am a duly Licensed Surveyor in the State of New York, License No. 10000, and that I am the holder of the Survey of the above described property. I further certify that this topographic map was prepared by me or under my direct supervision and is in accordance with generally accepted standards for such work.

NOTES

1. See Berman, Stanley & Associates Ltd.
2. Surveyor's responsibility for verifying existing conditions, zoning restrictions, and other data is limited to the information provided by the client.
3. This map was prepared on a field survey performed on October 5, 2015, and October 20, 2015.
4. Property owners were not notified of this survey, address existing parcels, or the location of the survey. The survey was conducted in accordance with the Surveyor's Office. This survey was not conducted a boundary survey or a boundary line, boundary and dimensions shown are per deed.



(416) 464-1447

STANLEY BERMAN & ASSOCIATES LTD.

1333 PARK AVENUE, 8TH FLOOR

NEW YORK, NY 10021

EXISTING CONDITIONS & TOPOGRAPHIC MAP

1333, 1335 PARK AVE. & 1394, WOODSIDE AVE.

FOR: PARK CITY MUNICIPAL CORPORATION

JOB NO.: 2-15-16

FILE: N.Y. Surveyor's Office Map 2015 E. 07.015 - Woodside Park Ave.

DATE: 5/7/17

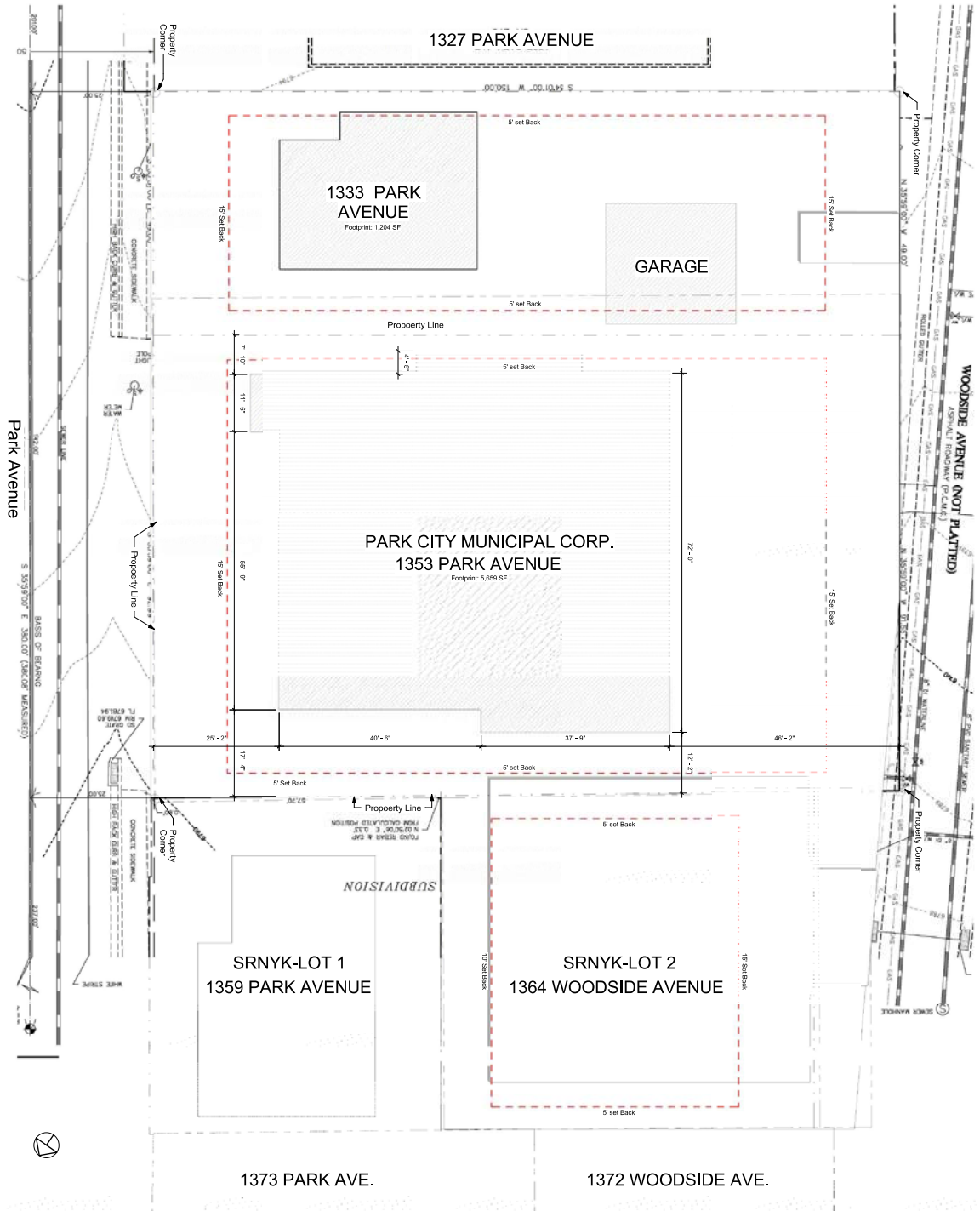
SHEET

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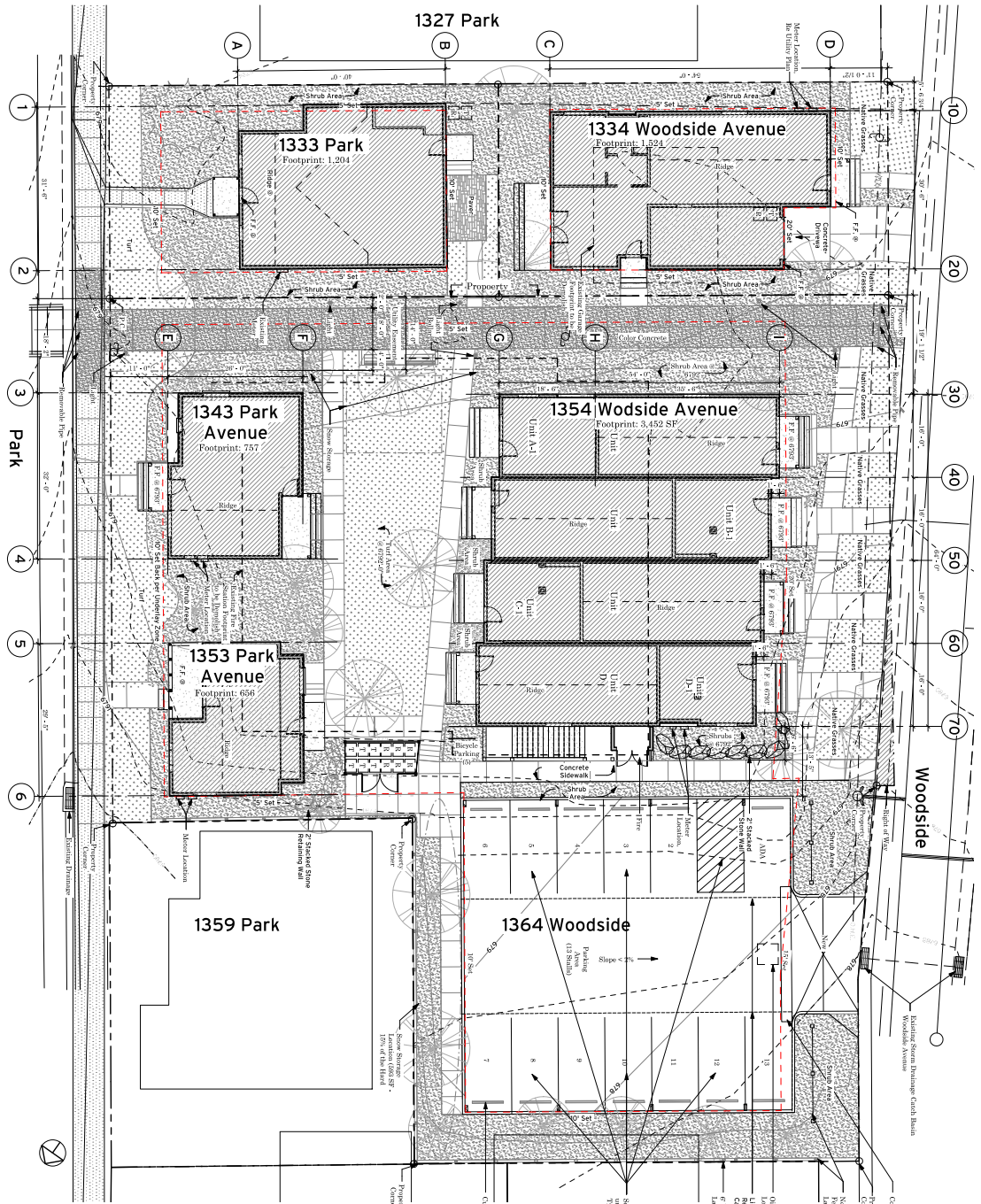
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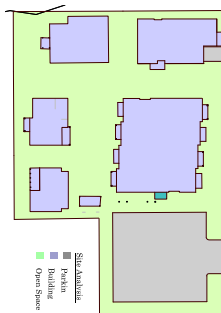
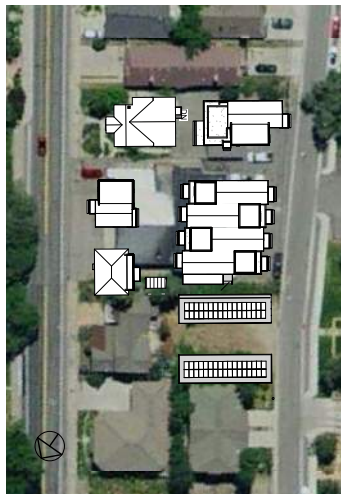
1 Existing 1353 Park Avenue Site Plan
SCALE: 1" = 10'-0"



1 Proposed Site Plan
SCALE: 1" = 10'-0"



2 Proposed Aerial Photo
SCALE: 1" = 40'-0"



* Bld. DMC 154-50

Area	Area	Percentage
Driveway/Parking	4,397	16.37%
Building Area	8,431	31.27%
Open Space	14,119	52.41%
TOTAL PROPOSED	26,947	100.05%

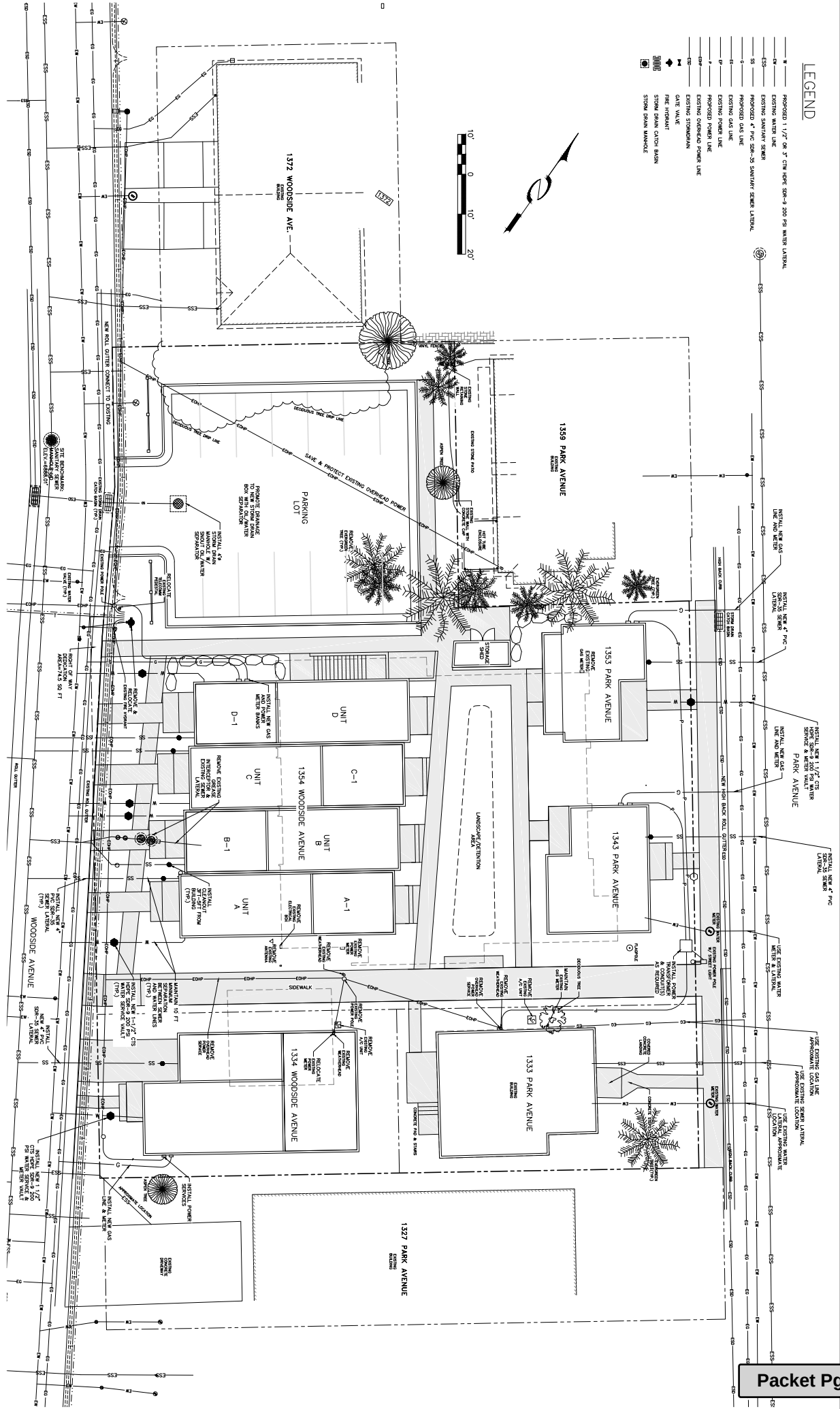
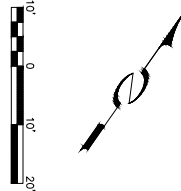
Site Analysis

Area	Parking Requirement
1333 Park Avenue	0
1334 Park Avenue	0
1343 Park Avenue	15
1353 Park Avenue	2
1364 Woodside Avenue	10
TOTAL REQUIRED STALLS	13.5
Surface Parking	14
Structure Parking	1
TOTAL PROPOSED STALL	15

Parking Analysis

LEGEND

- PROPOSED 1 1/2" OR 3" CW DEPT. SDR-35 200 PS WATER LATERAL
- EXISTING WATER LINE
- EXISTING SANITARY SEWER
- PROPOSED 4" PVC SDR-35 SANITARY SEWER LATERAL
- PROPOSED GAS LINE
- EXISTING GAS LINE
- EXISTING POWER LINE
- PROPOSED POWER LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING STORMWATER
- DATE VALVE
- NEW VALVE
- NEW TRENCH
- STORM DRAIN BASIN
- STORM DRAIN MANHOLE



STAFF:
MICHELLE GORONCZ
JULIAN GORONCZ
TAMIN CHAPMAN

FOR: PARK CITY MUNICIPAL CORPORATION
JOB NO. 7-10-18
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1333, 1353 PARK AVE. & 1364 WOODSIDE AVE.
WOODSIDE PARK
CONCEPT UTILITY PLAN

SHEET
1
OF
2

(435) 544-5427

PLANT SCHEDULE

DOUGLASS MAPLE / COMMON MAPLE

ASTER LAMB CORN / ALPINE RH

ASTER SPINULA / TAME / NAME MAPLE

CRATAEGUS CRISP-LEAF / NERINE / THORNLESS HAWTHORN

FRAXINUS PRINCEPS / WINTER WINE / WINTER WINE / WINTER WINE

SYNOPSIS RETICULATA / TWIST BLUE / TWIST BLUE / TWIST BLUE

DOUGLASS MAPLE / COMMON MAPLE

ARISTIDA ALPINE / STUNNING DAVENPORT / REMEDY

CORNUS SERICEA / RED / RED TWO DOGWOOD

ERIKARIA MAJORELLA SPECIOSA / DAWG BLUE / WINTERBUSH

PRINCEPS CRISP-LEAF / DARTS GOLD / YELLOW WINTERBUSH

PRINCEPS CRISP-LEAF / SUMMER WINE / SUMMER WINE / WINTERBUSH

PIGA GLAUCO / PRINCEPS WINE BLUE / WINTER / CREEPING DOGWOOD BLUE / PRINCE

PRINCEPS WINTERBUSH / WINTERBUSH

PRINCEPS WINTERBUSH / WINTERBUSH / WINTERBUSH

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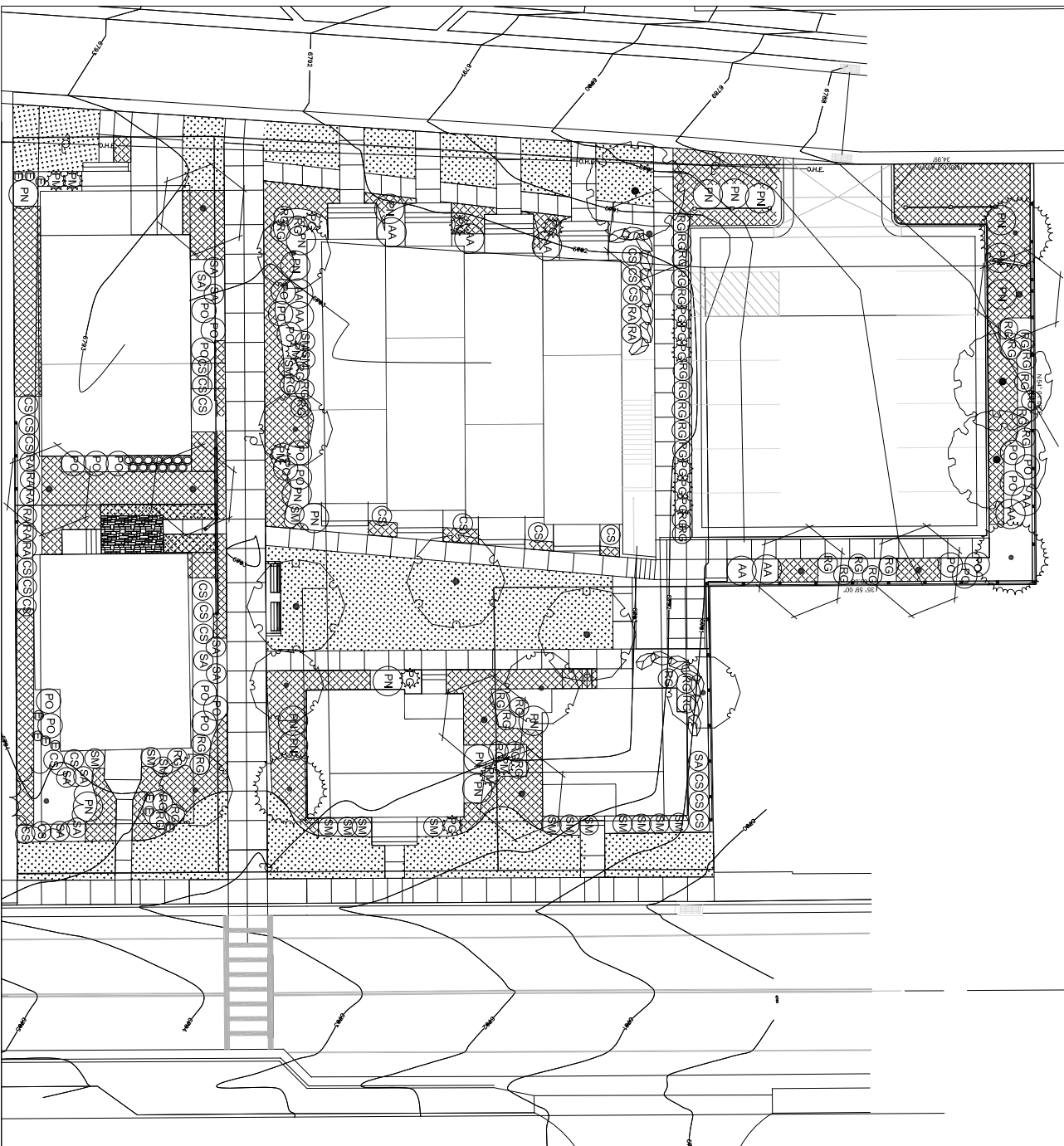


Exhibit B - Multi-Unit Dwelling Architectural Drawings

1354 Woodside Park

1354 Woodside Ave
Park City, Utah

Conditional Use Permit

January 17th, 2017 (Rev. 06-15-17)



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
Post City National Corporation 1000 Post Office Center Post Office Center, Suite 1800 Post City, UT 84000	ERCO Architecture 1000 Post Office Center, Suite 1810 Post City, UT 84000 Contact: Steve Brammer	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
STRUCTURAL ENGINEER	PLUMBING ENGINEER MECHANICAL ENGINEER	ELECTRICAL ENGINEER

SERVICE CONTACTS

Rocky Mountain Power 201 South Main St., Suite 2000 Salt Lake City, UT 84111 (866) 873-5419	Peak City Sewer Department 2700 Kearns Blvd. Park City, UT 84096 (435) 645-8300	Peak City Fire Department 720 Park Ave. Park City, UT 84098 (435) 644-9706	Comcast Cable 1777 SW Peak Dr. #105 Salt Lake City, UT 84105 (435) 655-9477	District 2 Water Quality 285 South 4600 East Salt Lake City, UT 84121 (801) 234-6146	Smythville Steam Plant Redmond District 1000 S. 1000 E. Salt Lake City, UT 84108 (435) 644-7903	Southwest Power Office 6440 Hwy. 124 Boulder, CO 80501 (877) 272-8777	Quincy Gas P.O. Box 43590 Salt Lake City, UT 84145 (801) 461-2824
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DRAWING INDEX CUP

CUP	
CUP-001	Cover Sheet
CUP-002	CUP Site Plan
CUP-003	CUP Roof Plan
CUP-004	Elevation
CUP-005	Elevations

BUILDING DESCRIPTION

The proposed project consist of a multifamily low-income development and open space. The CUP proposes four townhouse units with four independent necessary apartments.

All residential units consist of two levels with pitched metal flat roofs under the high requirements. The response of the building requires, all new work to respond to the existing conditions. Design Guidelines intended to achieve, compatibility with and provide for visual aesthetics complement to the character and function of the community shall be paramount to any proposed improvement. All design on these houses has been design to comply with the Design Guidelines regulations.

1354 Woodside Park

1354 Woodside Ave
Park City, Utah

**elliott
workgroup**
architecture

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

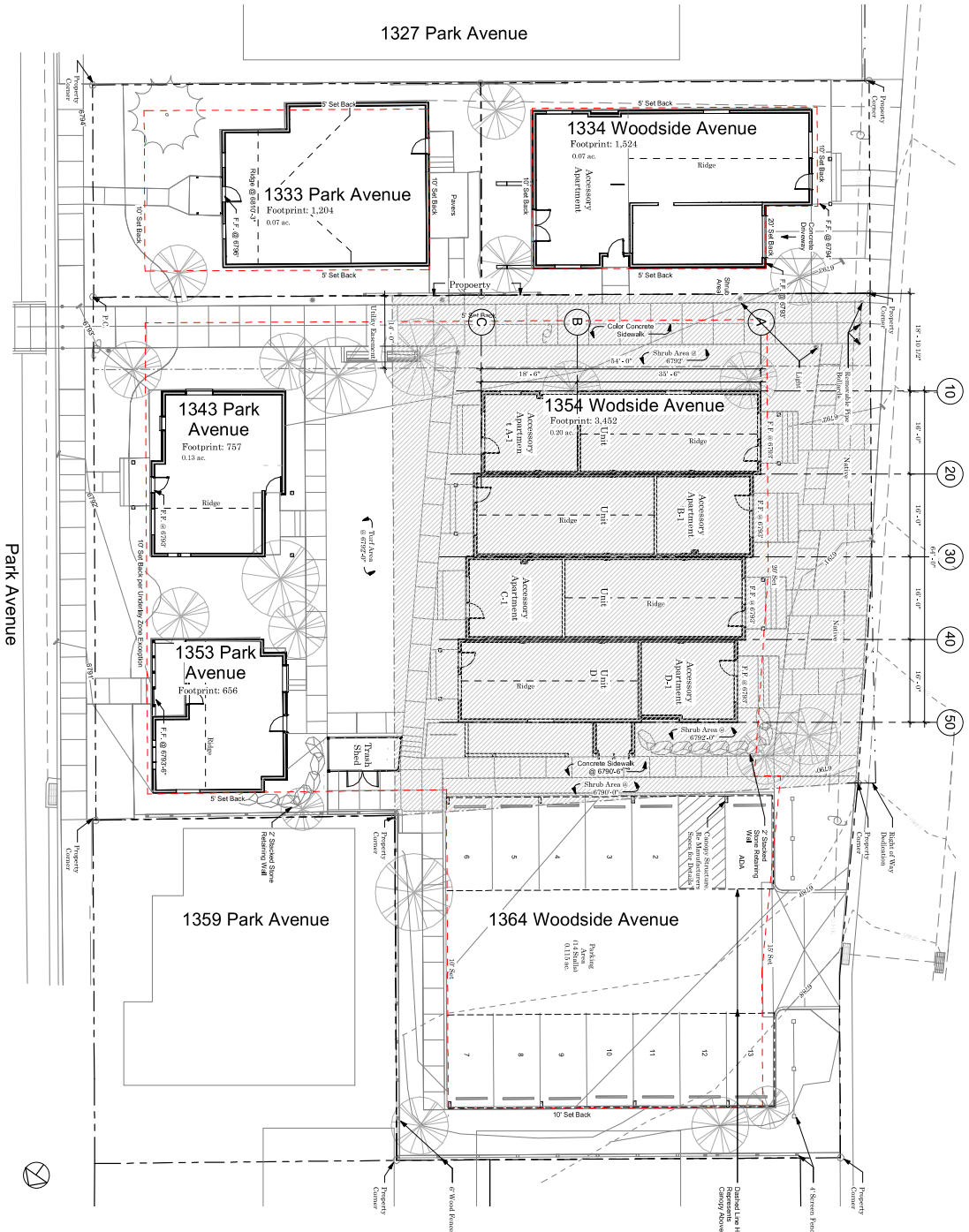
Conditional Use Permit

January 17th, 2017 (Rev. 06-15-17)

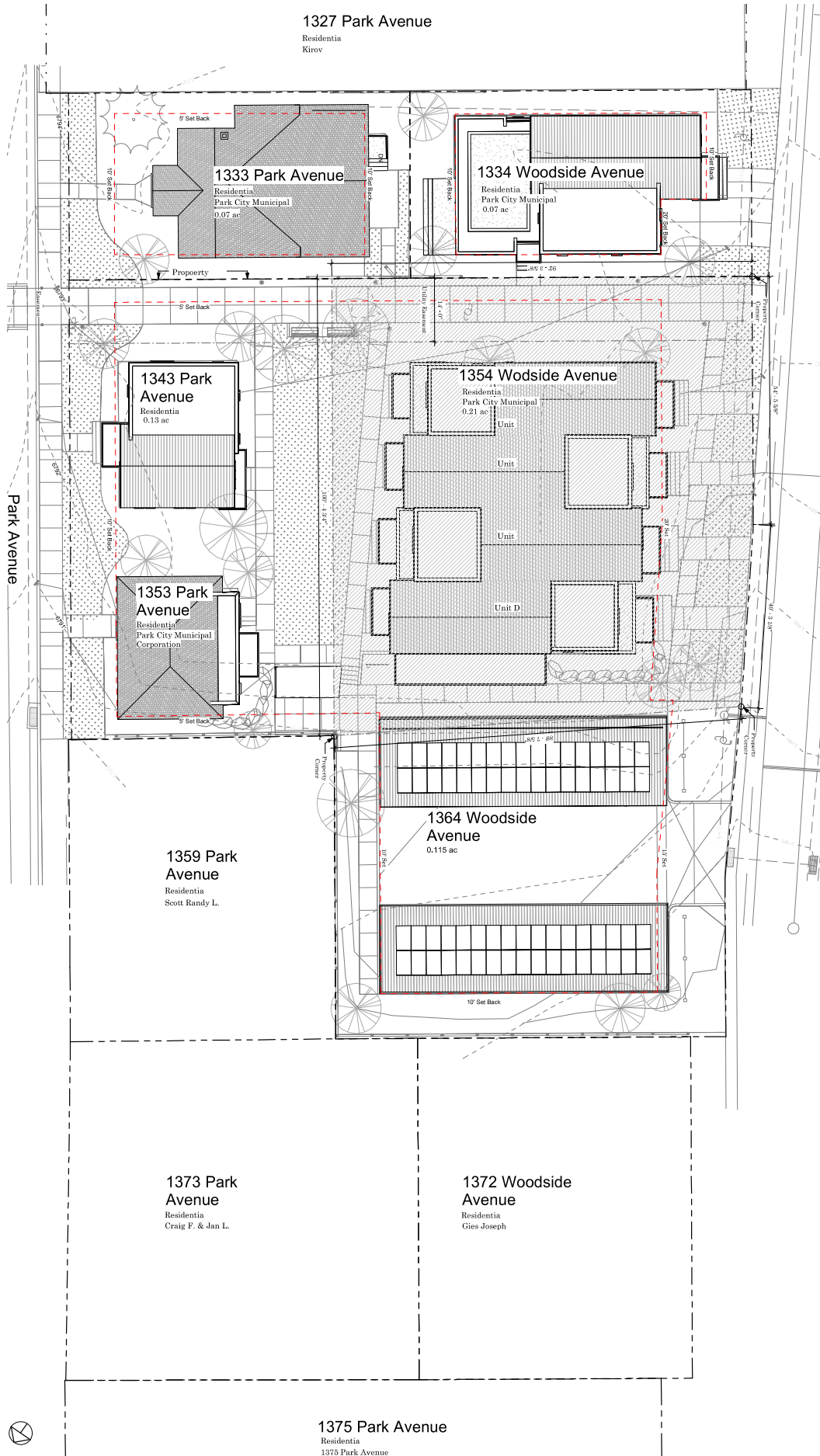
Cover Sheet

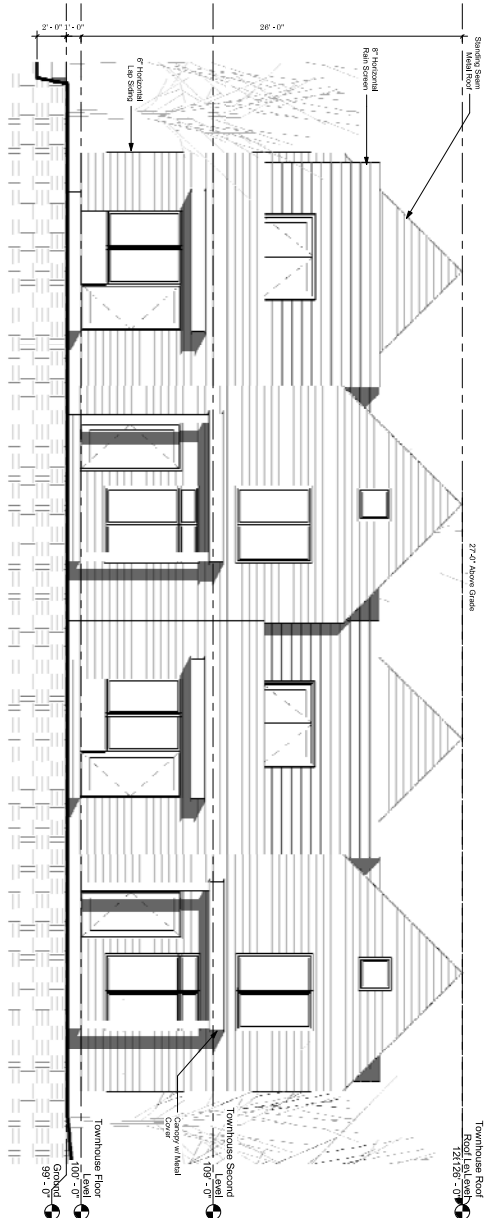
CUP-001

1 Proposed CUP Site Plan
SCALE: 1" = 10'-0"

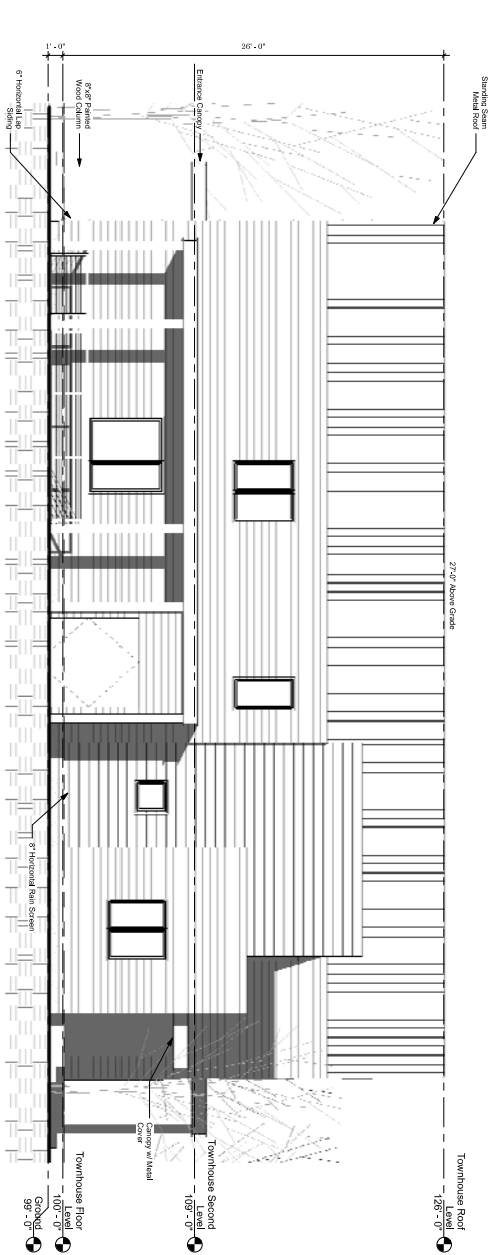


1 CUP Roof Plan
SCALE: 1" = 10'-0"

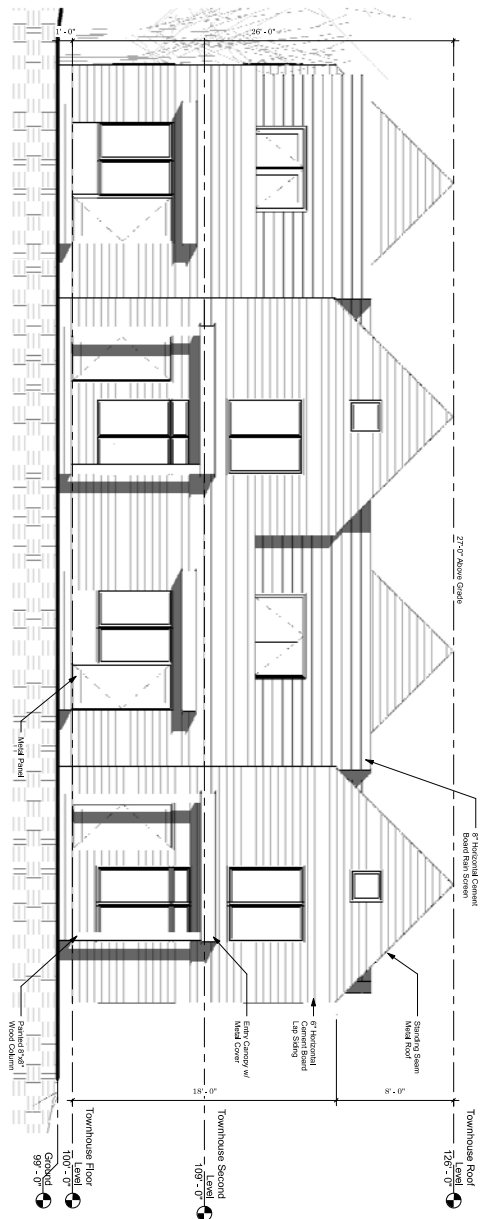




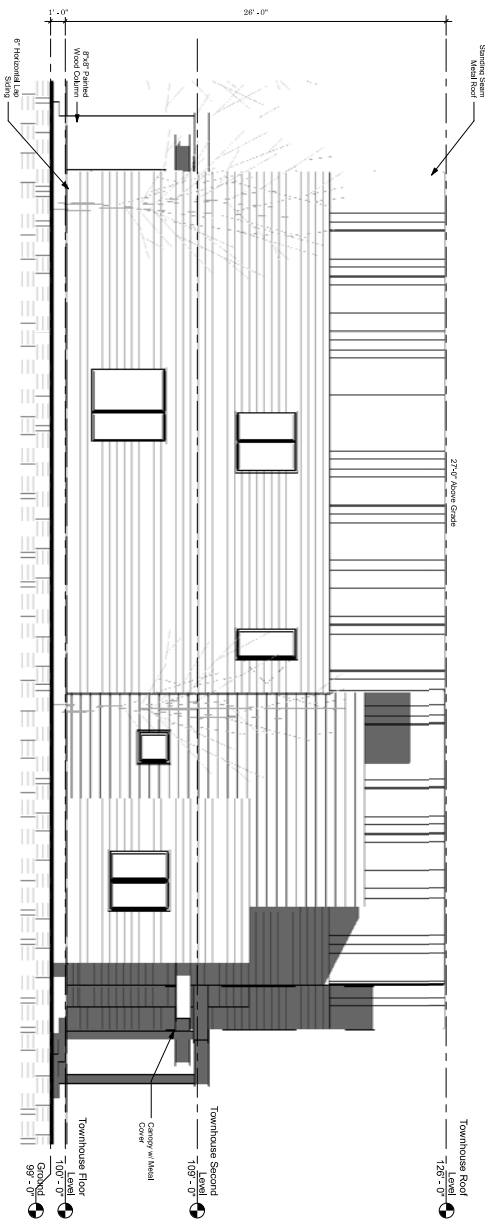
1
1364 Woodside Avenue Elevation
SCALE: 1/4" = 1'-0"



2
1354 Woodside Ave. North Elevation
SCALE: 1/4" = 1'-0"



1 1354 Woodside Ave. East Elevation
SCALE: 1/4" = 1'-0"



2 1354 Woodside Ave. South Elevation
SCALE: 1/4" = 1'-0"



Aerial View 1 From Park Avenue



Aerial View 2 From Woodside Avenue



Courtyard View 1



Courtyard View 2



Woodside Avenue View



Woodside Avenue View



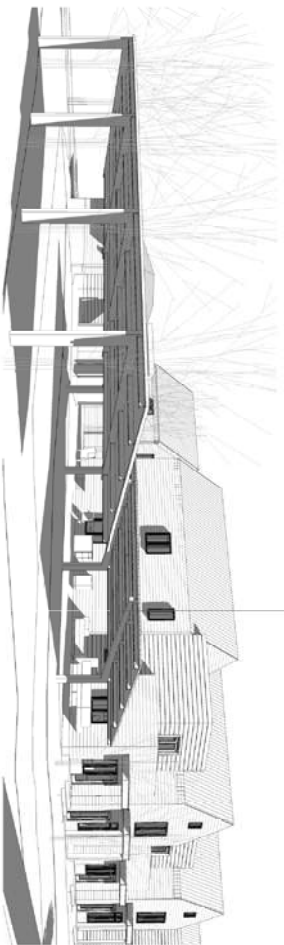
Woodside Avenue View

Exhibit C - Parking Lot Architectural Drawings

1364 Woodside Avenue

1364 Woodside Ave
Park City, Utah
Conditional Use Permit

January 17th, 2017 (Rev. 06-15-17)



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
Park City Municipal Corporation Park City, UT 84060	Elliot Architecture 364 Main Street Park City, UT 84060 Caleb Stiles, Designer	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
STRUCTURAL ENGINEER	PLUMBING ENGINEER	ELECTRICAL ENGINEER
	MECHANICAL ENGINEER	

SERVICE CONTACTS

Roddy Mountain Power 201 South Main St, Suite 2300 Salt Lake City, UT 84111 (801) 575-3419	Owen Phone Company Salt Lake City, UT (801) 922-7387
Park City School District 223 West 100 South Park City, UT 84060 (435) 945-5600	Park City Fire Department 720 Silver Rd Park City, UT 84098 (435) 645-5706
Park City Municipal Corp 1354 Park Ave Park City, UT 84060 (435) 958-9471	Compass Cable 1777 Sun Peak Dr, #105 Park City, UT 84098 (435) 948-4020
Questar Gas P.O. Box 45300 Salt Lake City, UT 84145 (801) 941-2824	Division of Water Quality 288 South 460 East Salt Lake City, UT 84112 (801) 538-6146
Sandwich Post Office 5440 Highway 224 Park City, UT 84098 (801) 275-8177	Silverville Shain Water 1777 Sun Peak Dr, #105 Park City, UT 84098 (435) 948-7883

DRAWING INDEX CUP

CUP-001	Cover Sheet
CUP-002	CUP Site Plan
CUP-003	CUP Red Plan
CUP-004	Elevation

BUILDING DESCRIPTION

The 1364 Woodside Avenue (Sentryk Subdivision Lot 2) will be used as parking area for the new residential development of 1364 Woodside Avenue.

The project proposes a 14 stall parking area with canopy structure. The Steel structure with standing seam metal roof will accommodate solar panels.



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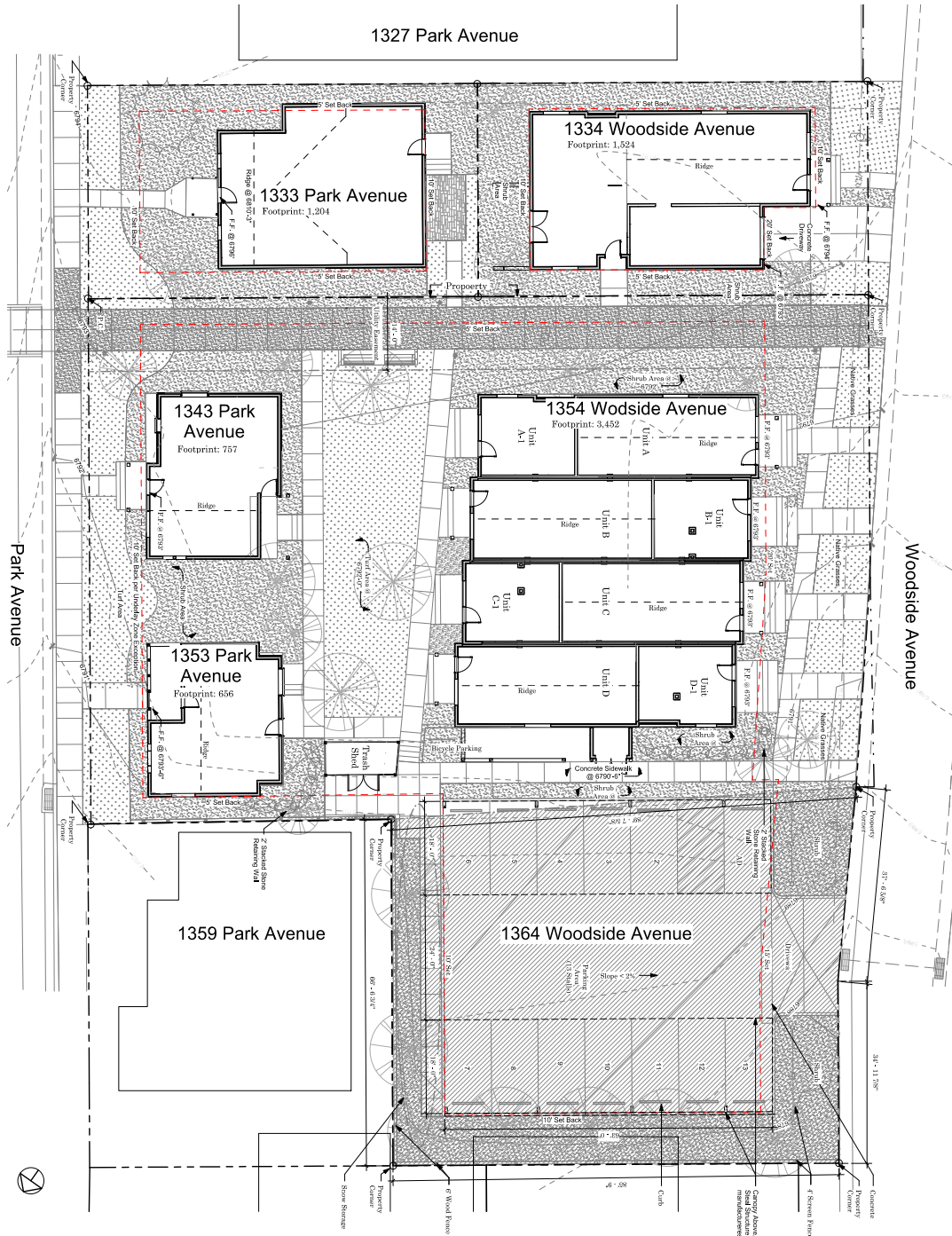
Conditional Use Permit
January 17th, 2017 (Rev. 06-15-17)

1364 Woodside
Avenue
1364 Woodside Ave
Park City, Utah

CUP-001

Cover Sheet

1 Proposed CUP Site Plan
SCALE: 1" = 10'-0"



CUP Site Plan
CUP-002
January 17th, 2017 (Rev. 06-15-17)

1364 Woodside Avenue

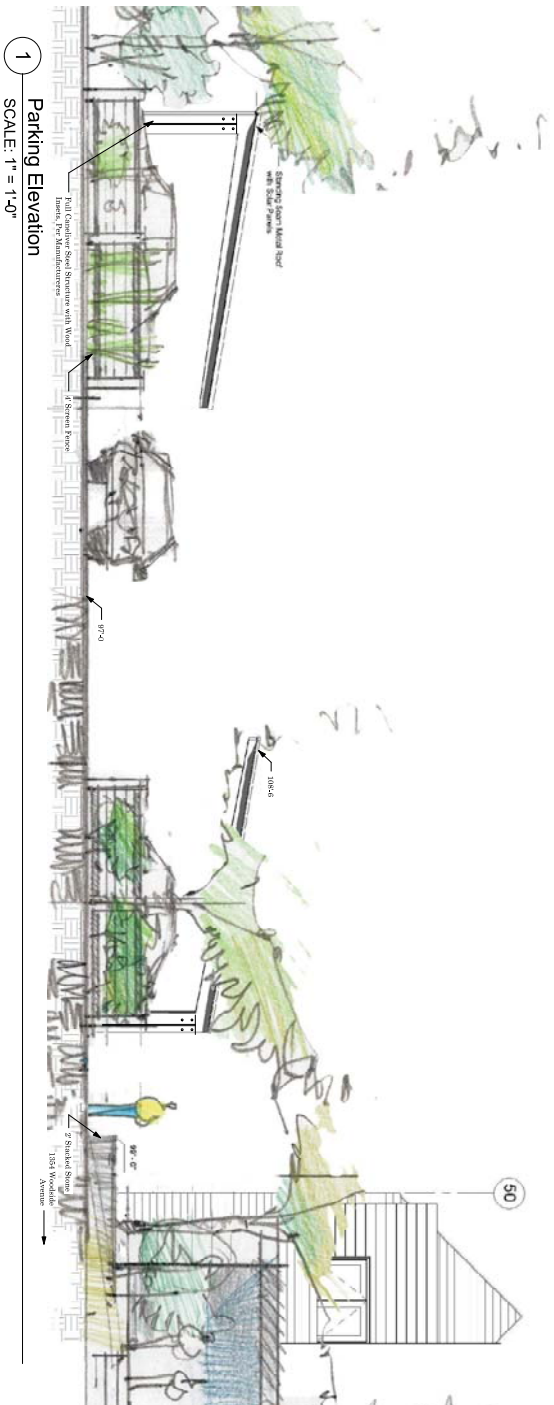




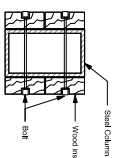
3 Aerial View 1
SCALE: 1" = 1'-0"



4 Aerial View 2
SCALE: 1" = 1'-0"



2 Parking Canopy Detail
SCALE: 1 1/2" = 1'-0"



Planning Commission Staff Report



Subject: Woodside Park Affordable Housing
Project Phase I – Multi-Unit Dwelling and
Parking Area with five (5) or more spaces
Project #: PL-17-03453
Author: Hannah M. Tyler
Date: August 23, 2017
Type of Item: Administrative – Two Conditional Use Permits

Summary Recommendations

Staff recommends that the Planning Commission review the two submitted Conditional Use Permits for the (1) Multi-Unit Dwelling and (2) Parking Area with five (5) or more spaces, hold a public hearing, and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval for the Commission's consideration.

Description

Applicant: Park City Municipal Corporation, Represented by Craig Elliot of Elliot Work Group
Location: Multi-Unit Dwelling - 1354 Woodside Avenue
Parking Area with five (5) or more spaces – 1364 Woodside Avenue
Zoning District: Historic Residential-Medium Density (HR-M) Zoning District
Adjacent Land Uses: Single-Family, Multi-Family, Municipal Uses
Reason for Review: Conditional Use Permit applications are reviewed and approved by the Planning Commission

Proposal

As described in the Master Planned Development Staff Report in this Planning Commission meeting packet, City Council gave the Lower Park Avenue Affordable Housing Project Team (Elliot Workgroup, Economic Development, Housing, Planning, and Community Development) direction to pursue the Land Use applications for the Woodside Park Affordable Housing Project – Phase I. The scope of Phase I required a Conditional Use Permit application for the Multi-Unit Dwelling and the Parking Area with five (5) or more spaces.

The Conditional Use Permit applications were submitted on January 26, 2017 for the Multi-Unit Dwelling and Parking Area (Parking Lot) with five (5) or more spaces. The Multi-Unit Dwelling will contain eight-units (8-units) and will be located at 1354 Woodside Avenue (the current legal address is 1353 Park Avenue). The Parking Lot will be located at 1364 Woodside Avenue and will contain 13 Parking Spaces.

Background

During a Work Session on August 25, 2016, City Council provided the Lower Park Avenue Affordable Housing Project Team (Elliot Workgroup, Economic Development, Housing, Planning, and Community Development) with direction to pursue a preferred concept for affordable housing on the former Park Avenue Fire Station Parcel ([Staff Report](#) – page 4, [Minutes](#) – Page 1). This project would be known as the Woodside Park Affordable Housing Project Phase I. On September 20th, 2016, the Project Team held a Public Open House to gather public input on City Council's preferred concept.

With public input gathered, the Project Team returned to City Council on October 20, 2016 with an updated preferred concept based on the community engagement and August 25th Council comments. At the October 20th, 2016 meeting, Council provided affirmative direction to pursue the preferred concept, as amended, and begin the Land Use process ([Staff Report](#) – Page 4, [Minutes](#) – Page 2).

Over the next few months, the Project Team met weekly to develop the required Land Use application submittals. There are eight (8) applications total for the entire scope of Phase I all of which are listed in the Master Planned Development Staff Report in this Planning Commission meeting packet.

On January 26, 2017, Elliot Workgroup submitted the Conditional Use Permit applications for the Multi-Unit Dwelling and the Parking Area with five (5) or more spaces as the representative for Park City Municipal Corporation. The applications were deemed complete on February 6, 2017.

The applicant is proposing an eight-unit (8-unit) Multi-Unit Dwelling at 1354 Woodside Avenue as a part of the Woodside Park Affordable Housing Project – Phase I. There will be four (4) units ranging from approximately 1177 square feet to 1194 square feet and four (4) units ranging from approximately 258 square feet to 265 square feet.

The applicant is also proposing a 13-car Parking Lot (Parking Area with five (5) or more spaces) to facilitate compliance with the Parking Requirement for the entire Woodside Park Affordable Housing Project – Phase I. For a complete Parking Analysis, please reference section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet.

A Historic District Design Review (HDDR) application has been submitted for the Parking Lot and Multi-Unit Dwelling. The application is under review pending Planning Commission review of the Conditional Use Permits.

The applicant has submitted a Plat Amendment application to create the Woodside Park Phase I Subdivision creating a 3-lot subdivision. The Multi-Unit Dwelling and Parking Lot will be located on Lot 1 of the proposed Woodside Park Phase I Subdivision.

The Planning Commission reviewed and continued the Conditional Use Permit applications on July 12th, 2017 and July 26th, 2017. There was no discussion from the Planning Commission regarding the Conditional Use Permits at either of the meetings.

Purpose

The purpose of the Historic Residential Medium Density (HR-M) District is to:

- A. allow continuation of permanent residential and transient housing in original residential Areas of Park City,
- B. encourage new Development along an important corridor that is Compatible with Historic Structures in the surrounding Area,
- C. encourage the rehabilitation of existing Historic Structures,
- D. encourage Development that provides a transition in Use and scale between the Historic District and the resort Developments,
- E. encourage Affordable Housing,
- F. encourage Development which minimizes the number of new driveways Accessing existing thoroughfares and minimizes the visibility of Parking Areas, and
- G. establish specific criteria for the review of Neighborhood Commercial Uses in Historic Structures along Park Avenue.

Analysis

The proposed eight-unit (8-unit) Multi-Unit Dwelling and Parking Lot are compatible with the following purpose statements of the Historic Residential Medium Density (HR-M) District:

- A. allow continuation of permanent residential and transient housing in original residential Areas of Park City,
- B. encourage new Development along an important corridor that is Compatible with Historic Structures in the surrounding Area,
- D. encourage Development that provides a transition in Use and scale between the Historic District and the resort Developments,
- E. encourage Affordable Housing,
- F. encourage Development which minimizes the number of new driveways Accessing existing thoroughfares and minimizes the visibility of Parking Areas, and

Per [LMC 15-2.4-2\(B\) Conditional Uses](#), a Multi-Unit Dwelling and a Parking Area with five (5) or more spaces (Parking Lot) are Conditional Uses. In the HR-M District, Conditional Uses are subject to review according to the Conditional Use Permit Criteria set forth in [LMC 15-1-10](#) and [LMC 15-2.4-3 Conditional Use Review \(HR-M\)](#). Staff has provided analysis for each Conditional Use Permit Criteria below:

Parking Area of five (5) or more spaces:

[LMC 15-1-10\(E\) Review](#): The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Uses (Parking Area of 5 or more spaces) mitigates impacts of and addresses the following items:

1. Size and location of the site
No Unmitigated Impacts

The Lot containing the Parking Lot is 20,752.11 square feet. All Setbacks, height, parking, Open Space, and architectural requirements must be met. There is no minimum lot size for the Parking Lot.

The entire Woodside Park Affordable Housing Project – Phase I site is 26,940 square feet consisting of three (3) lots. A Plat Amendment is being processed concurrently to create a three lot subdivision (Plat Amendment staff report is in this Planning Commission meeting packet).

The subject property is located in the vicinity of other Multi-Unit Dwellings with associated Parking Areas, Single-Family Dwellings, and Municipal uses. There are two (2) “Significant” Single-Family Dwellings listed on the Park City Historic Sites Inventory (HSI) that are a part of the Woodside Park Affordable Housing Project – Phase I.

Table 1: Identifies the applicable location and site requirements for the Conditional Use Review:

Required:	Lot 1	Permitted:
Lot Size – square feet (SF)	20,752.11 SF	No minimum lot size requirements for Parking Lot(s)
Front Yard Setbacks by Use – feet (ft.)/inches (in.)	Parking Lot (Woodside Avenue) 15 ft. – 12 ft. 8 in. (south to north)	Parking Lot 15 ft. – 12 ft. 8 in.; <i>complies pending MPD approval</i>
Rear Yard Setbacks – feet (ft.)	Parking Lot (Woodside Avenue) 10 ft.	Parking Lot 10 ft.; <i>complies</i>
Side Yard Setbacks– feet (ft.)	Parking Lot (Woodside Avenue) 10 ft.	Parking Lot 10 ft. <i>complies</i>

2. Traffic considerations including capacity of the existing Streets in the Area
No Unmitigated Impacts

The Multi-Unit Dwelling will be adding additional vehicles to Woodside Avenue. The proposed design meets the requirements for parking as indicated in the Section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet; however, no traffic study has been completed to quantify the additional impact at neighboring intersections. A Condition of Approval has been added that the final Site Plan must be reviewed and approved by the City Engineer. The proposed Density of the entire MPD Project, is less than what is permitted under the LMC.

3. Utility capacity

No Unmitigated Impacts

The applicant has submitted a Utility Plan (Exhibit A) for the entire project. The applicant has reached out to local utility agencies for their initial review. No issues have been identified at this time.

4. Emergency vehicle access

No Unmitigated Impacts

Emergency vehicles will access the site directly from Woodside Avenue. There is also access from Park Avenue. No issues have been identified at this time. The access easement will be thickened concrete capable of supporting emergency vehicles.

5. Location and amount of off street parking

No Unmitigated Impacts

Parking is based on the size of the units as indicated table [LMC 15-3-6](#). The Multi-Unit Dwelling requires a total of ten (10) parking spaces to be accommodated in the Parking Lot.

Table 2: Identifies the Parking Required by Unit for the Multi-Unit Dwelling:

Unit:	Square Feet (SF):	Required:	Proposed:
A	1177 SF	1.5	1.5
A-1	258 SF	1	1
B	1194 SF	1.5	1.5
B-1	265 SF	1	1
C	1194 SF	1.5	1.5
C-1	265 SF	1	1
D	1177 SF	1.5	1.5
D-1	258 SF	1	1
TOTAL:		10	10

In total, the entire Woodside Park Affordable Housing Project requires 13.5 Parking Spaces (14 when rounded to the next whole number) to fulfill the Parking Requirement. Two (2) of the required 14 Parking Spaces will be provided on Lot 3 as a part of the Single-Family Dwelling at 1334 Woodside Avenue. The Parking Lot will then fulfill the remaining 11.5 (12 when rounded to the next whole number) Parking Spaces. The Parking Lot contains a total of 13 Parking Spaces. For a complete Parking Analysis, please reference section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet.

6. Internal vehicular and pedestrian circulation system

No Unmitigated Impacts

Vehicular access to the site is from Woodside Avenue, a public road. Pedestrian access is from Woodside Avenue and Park Avenue. The project scope includes an

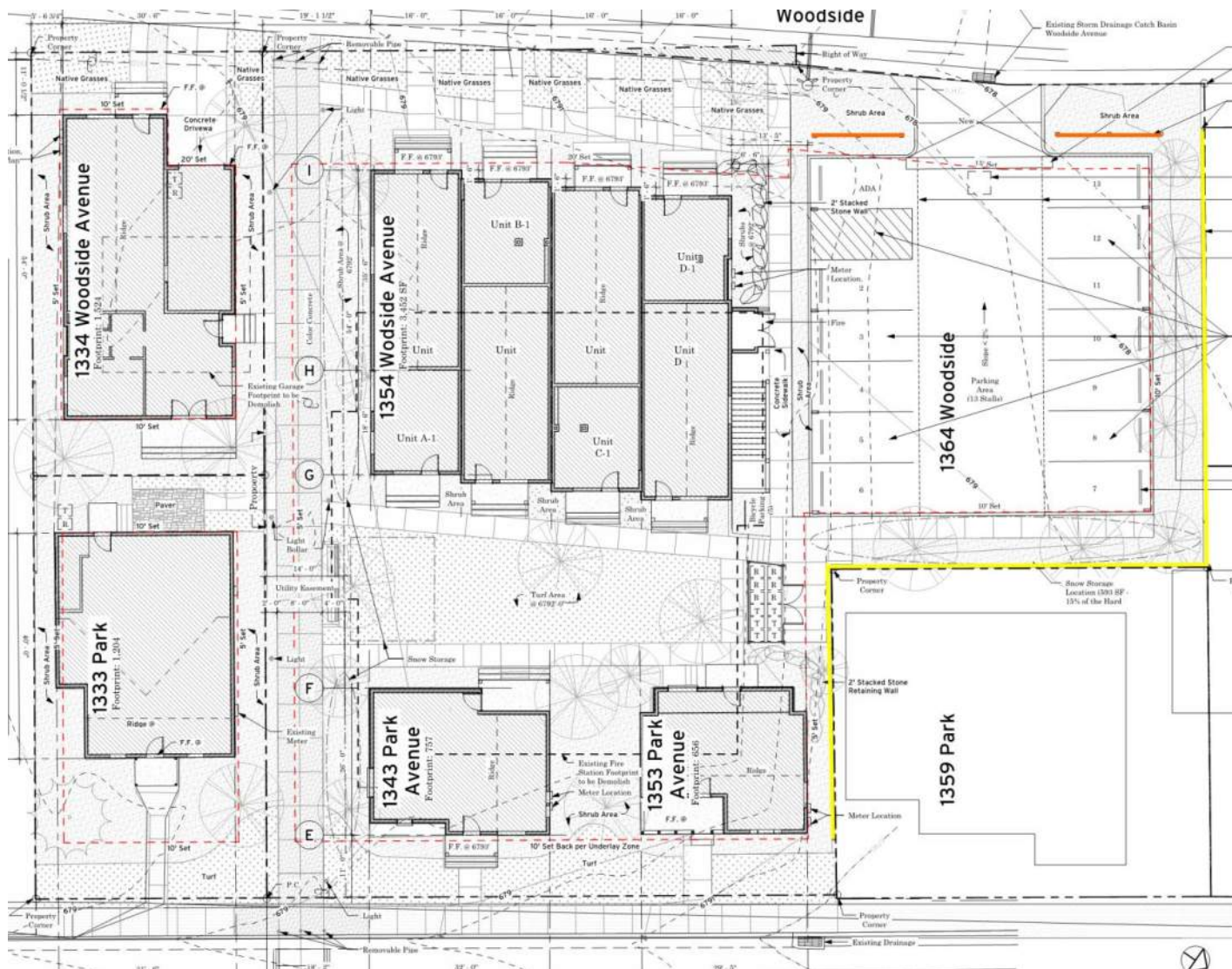
Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue, eventually creating a pedestrian thoroughfare to Park City Mountain Resort after Phase II is completed. This access easement will provide an important link to future development and improve existing pedestrian/bicycle circulation in the Lower Park Avenue core.

7. Fencing, Screening and landscaping to separate the Use from adjoining Uses

No Unmitigated Impacts

Fencing and/or screening has been proposed for the Parking Lot. See Figure 1 below for specific fence locations.

Figure 1: The yellow line identifies a six foot (6') fence intended to screen the Parking Lot and internal areas of the development from the property owners to the north of the subject property. The orange line(s) identify the four foot (4') fence intended to screen the Parking Lot from view from the Public Right of Way.



In addition, the applicant has proposed ample vegetative screening for the parking lot which can be seen in the Landscape Plan (Sheet MPD-L200 in Exhibit A) and the Architectural Drawings for the Parking Lot (Exhibit C). As was discussed in the Master Planned Development application staff report in this meeting packet, the remainder of the project will have vegetation that is consistent with that found in the Historic District, including, but not limited to, natural turf, native grasses, deciduous trees, shrubs, and other alpine perennials.

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 zone height in the HR-M District is twenty-seven feet (27') from Existing Grade. The applicant does not exceed the Zone Height for any of the buildings in the Woodside Park Affordable Housing Project – Phase I. There is a carport structure with solar panels that will provide shelter for a portion of the Parking Lot area. The carport structure has been reviewed by the Design Review Team and the perceived mass of the structure is reduced by the lowered height and screened at the street.

9. Usable Open Space

No Unmitigated Impacts

As discussed in the Master Planned Development application (in this meeting packet), the proposal complies with the Open Space requirement as 14,119 square feet has been provided which equates to 52.41%.

10. Signs and lighting

No Unmitigated Impacts

The project has not yet proposed any signs for the project. The HR-M District allows signs as provided in the [Park City Sign Code, Title 12](#). Per the Parking Area requirements, the applicant has provided a lighting plan (see the Site Plan sheet MPD-004) and proposed fixture for review. In addition, the applicant has provided a lighting plan for the pedestrian easement – also visible on the Site Plan sheet MPD-004. Any building lighting will be required to meet the requirements in the Park City lighting regulations.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing

No Unmitigated Impacts

The proposed design is architecturally compatible with all surrounding structures. As stated previously, the carport has been reviewed by the Design Review Team and complies with the Design Guidelines for New Construction. The proposed design incorporates a modern interpretation of materials that are reminiscent of those used on Historic Structures. Overall, staff finds that the proposed design is compatible with the surrounding Structures in mass, scale, style, design, and architectural detailing.

The proposed Parking Lot has been screened (as discussed previously) in such a manner to mitigate any negative visual impacts from the Public Right-of-Way.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property Off-site

No Unmitigated Impacts

The applicant will be required to meet all standards and codes in regards to mechanical systems. Mechanical factors beyond normal scope are not expected from a project of this type.

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas

No Unmitigated Impacts

The Service area (which would include trash receptacles) is located near the Parking Lot in an enclosed structure (see Exhibit A – Site Plan Sheet MPD-004). Delivery and service vehicles outside of trash collection are not anticipated. An exterior dumpster has not been proposed.

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

No Unmitigated Impacts

This Multi-Unit Dwelling and Single-Family Dwelling abutting Park Avenue are expected to be deed restricted as a Condominium Project under individual ownership and will be compliant with the Affordable Housing Resolution. The Parking Lot will facilitate parking spaces for these structures.

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 located within the Sensitive Lands Overlay District. There are no known Physical Mine Hazards on the property. The site is within the Soils Ordinance Boundary and the site will have to meet the Soils Ordinance which is standard for all Development and is Condition of Approval #5 of the Plat Amendment. Due to the relatively flat topography, very little retaining will be necessary. All retaining walls on site are no higher than 4 feet in total height. All retaining walls will be stacked stone consistent with those found in the Historic District. The site is located in a FEMA Flood Zone A.

16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.

No Unmitigated Impacts

As indicated in the Master Planned Development application staff report, staff finds that the proposed MPD fulfills the following Goals, Objectives, and/or Implantation Strategies of the General Plan:

- [Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character](#), page 42.
 - Objective 3A, page 43.

- Community Planning Strategies 3.1, 3.2, 3.3, 3.4, 3.5, page 44.
- City Implementation Strategies 3.7, 3.11, 3.12, 3.15, page 45.
- [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 15% below 2005 levels in 2020](#), page 56.
 - Objectives 5A, 5B, 5C, page 57.
 - Community Planning Strategies 5.1, 5.2, 5.6, 5.8, page 58.
 - City Implementation Strategies 5.15, 5.17, 5.20, 5.24, page 59.
- [Goal 7: Life Cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents](#), page 70.
 - Objectives 7A, 7B, page 71.
 - Community Planning Objectives 7.1, 7.1.3, page 72.
 - City Implementation Strategies 7.7, page 73.
- [Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City](#), page 74.
 - Objectives 8A, 8B, 8C, page 74.
 - Community Planning Strategies 8.1, 8.2, 8.8, page 76.
 - City Implementation Strategies 8.11, 8.15, 8.17, page 77.
- [Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations](#), page 106.
 - Objectives 15A, 15B, 15E, page 107.
 - Community Planning Strategy 15.7, page 108.
 - City Implementation Strategies 15.16, page 109.

[LMC 15-2.4-3 Conditional Use Permit Review](#): The Planning Director shall review any Conditional Use permit (CUP) Application in the HR-M District and shall forward a recommendation to the Planning Commission regarding compliance with the Design Guidelines for Park City's Historic Districts and Historic Sites and Chapter 5. The Planning Commission shall review the Application according to Conditional Use permit criteria set forth in Section 15-1-10. As well as the following:

A. [Consistent with the Design Guidelines for Park City's Historic Districts and Historic Sites.](#)

No Unmitigated Impacts

The proposed Parking Lot has been screened (as discussed previously) in such a manner to mitigate any negative visual impacts from the Public Right-of-Way. The proposed design complies with the Design Guidelines for New Construction.

B. [The Applicant may not alter the Historic Structure to minimize the residential character of the Building.](#)

Not applicable

The Parking Lot will be constructed on vacant lots. No Historic Structures are physically impacted by the Conditional Uses.

- C. Dedication of a Facade Preservation Easement to assure preservation of the Structure is required.

Not applicable

The Parking Lot is new construction.

- D. New Buildings and additions must be in scale and Compatible with existing Historic Buildings in the neighborhood. Larger Building masses should be located to rear of the Structure to minimize the perceived mass from the Street.

No Unmitigated Impacts

As discussed previously, the carport and Parking Lot comply with the Design Guidelines for New Construction, specifically the Universal Guidelines and the Mass, Scale, and Height provisions of B. Primary Structures. The scale and height of the proposed structure follows the predominant pattern of the neighborhood and is screened at the street.

- E. Parking requirements of Section 15-3 shall be met. The Planning Commission may waive parking requirements for Historic Structures. The Planning Commission may allow on-Street parallel parking adjacent to the Front Yard to count as parking for Historic Structures, if the Applicant can document that the on-Street Parking will not impact adjacent Uses or create traffic circulation hazards. A traffic study, prepared by a registered Engineer, may be required.

No Unmitigated Impacts

Parking for this CUP is based on the size of the units as indicated table [LMC 15-3-6](#). The Multi-Unit Dwelling requires a total of ten (10) parking spaces. In total, the entire Woodside Park Affordable Housing Project requires 11.5 Parking Spaces to fulfill the Parking Requirement. The Parking Lot contains a total of 13 Parking Spaces. For a complete Parking Analysis, please reference section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet.

- F. All Yards must be designed and maintained in a residential manner. Existing mature landscaping shall be preserved wherever possible. The Use of native plants and trees is strongly encouraged.

No Unmitigated Impacts

The applicant has proposed ample vegetative screening for the Parking Lot which can be seen in the Landscape Plan (Sheet MPD-L200 in Exhibit A) and the Architectural Drawings for the Parking Lot (Exhibit C). As was discussed in the Master Planned Development application staff report in this meeting packet, the remainder of the project will have vegetation that is consistent with that found in the Historic District, including, but not limited to, grass, native grasses, deciduous trees, shrubs, and other alpine perennials. The proposed landscaping is compatible with that seen on the Single-Family Dwellings throughout the HR-M District and is consistent with the Design Guidelines for New Construction, specifically, A.5 Landscaping.

- G. Required Fencing and Screening between commercial and Residential Uses is required along common Property Lines.

No Unmitigated Impacts

As can be seen in Figure 1, the applicant is proposing a six foot (6') fence which is intended to screen the Parking Lot and internal areas of the development from the residential property owners to the north of the subject property. In addition, the applicant is proposing a four foot (4') fence which is intended to screen the Parking Lot from view from the Public Right of Way. The remainder of the property has incorporated vegetative screening to buffer the public areas (like the Access Easement) and the private areas of the Woodside Park Affordable Housing Project – Phase I.

- H. All utility equipment and service Areas must be fully Screened to prevent visual and noise impacts on adjacent Properties and on pedestrians.

No Unmitigated Impacts

The proposed utility equipment and service areas are enclosed and screened. As discussed previously, the mechanical room for the proposed project is located within the building and is not accessible from the exterior of the building. The Fire Riser is accessed from the exterior of the Building to allow for emergency access as required by code; however, the Fire Riser is an enclosed space and should not have negative impacts on the exterior of the structure. The applicant will be required to meet all standards and codes in regards to mechanical systems and mechanical factors beyond normal scope are not expected from a project of this type.

Multi-Unit Dwelling:

LMC 15-1-10(E) Review: The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Uses (Multi-Unit Dwelling) mitigates impacts of and addresses the following items:

1. Size and location of the site

No Unmitigated Impacts

The Lot containing the Multi-Unit Dwelling is 20,752.11 square feet. [Per LMC 15-2.4-4 Lot And Site Requirements](#), Developments consisting of more than four (4) Dwelling Units require a Lot Area at least equal to 5,625 square feet plus an additional 1,000 square feet per each additional Dwelling Unit over four (4) units. All Setback, height, parking, Open Space, and architectural requirements must be met. The total minimum lot area required for an eight-unit (8-unit) Multi-Unit Dwelling is 9,625 square feet. The Multi-Unit Dwelling and Parking Lot comply with the minimum lot size.

The entire Woodside Park Affordable Housing Project – Phase I site is 26,940 square feet consisting of three (3) lots. A Plat Amendment is being processed concurrently to create a three lot subdivision (Plat Amendment staff report is in this Planning Commission meeting packet).

The subject property is located in the vicinity of other Multi-Unit Dwellings with associated Parking Areas, Single-Family Dwellings, and Municipal uses. There are two (2) “Significant” Single-Family Dwellings listed on the Park City Historic Sites Inventory (HSI) that are a part of the Woodside Park Affordable Housing Project – Phase I.

Table 1: Identifies the applicable location and site requirements for the Conditional Use Review:

Required:	Lot 1	Permitted:
Lot Size – square feet (SF)	20,752.11 SF	9,625 SF minimum for 8-unit Multi-Unit Dwelling; <i>complies</i>
Front Yard Setbacks by Use – feet (ft.)/inches (in.)	Multi-Unit Dwelling (Woodside Avenue) 20 ft.	Multi-Family Dwelling 20 ft.; <i>complies</i>
Side Yard Setbacks– feet (ft.)	Multi-Unit Dwelling (Woodside Avenue) 18 ft.	Multi-Family Dwelling 10 ft.; <i>complies</i>

2. Traffic considerations including capacity of the existing Streets in the Area
No Unmitigated Impacts

The Multi-Unit Dwelling will be adding additional vehicles to Woodside Avenue. The proposed design meets the requirements for parking as indicated in the Section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet; however, no traffic study has been completed to quantify the additional impact at neighboring intersections. A Condition of Approval has been added that the final Site Plan must be reviewed and approved by the City Engineer. The proposed Density of the entire MPD Project, is less than what is permitted under the LMC.

3. Utility capacity
No Unmitigated Impacts

The applicant has submitted a Utility Plan (Exhibit A) for the entire project. The applicant has reached out to local utility agencies for their initial review. No issues have been identified at this time.

4. Emergency vehicle access
No Unmitigated Impacts

Emergency vehicles will access the site directly from Woodside Avenue. There is also access from Park Avenue. No issues have been identified at this time. The access easement will be thickened concrete capable of supporting emergency vehicles.

5. Location and amount of off street parking

No Unmitigated Impacts

Parking is based on the size of the units as indicated table [LMC 15-3-6](#). The Multi-Unit Dwelling requires a total of ten (10) parking spaces.

Table 2: Identifies the Parking Required by Unit for the Multi-Unit Dwelling:

Unit:	Square Feet (SF):	Required:	Proposed:
A	1177 SF	1.5	1.5
A-1	258 SF	1	1
B	1194 SF	1.5	1.5
B-1	265 SF	1	1
C	1194 SF	1.5	1.5
C-1	265 SF	1	1
D	1177 SF	1.5	1.5
D-1	258 SF	1	1
TOTAL:		10	10

In total, the entire Woodside Park Affordable Housing Project requires 13.5 Parking Spaces (14 when rounded to the next whole number) to fulfill the Parking Requirement. Two (2) of the required 14 Parking Spaces will be provided on Lot 3 as a part of the Single-Family Dwelling at 1334 Woodside Avenue. The Parking Lot will then fulfill the remaining 11.5 (12 when rounded to the next whole number) Parking Spaces. The Parking Lot contains a total of 13 Parking Spaces. For a complete Parking Analysis, please reference section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet.

6. Internal vehicular and pedestrian circulation system

No Unmitigated Impacts

Vehicular access to the site is from Woodside Avenue, a public road. Pedestrian access is from Woodside Avenue and Park Avenue. The project scope includes an Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue, eventually creating a pedestrian thoroughfare to Park City Mountain Resort after Phase II is completed. This access easement will provide an important link to future development and improve existing pedestrian/bicycle circulation in the Lower Park Avenue core.

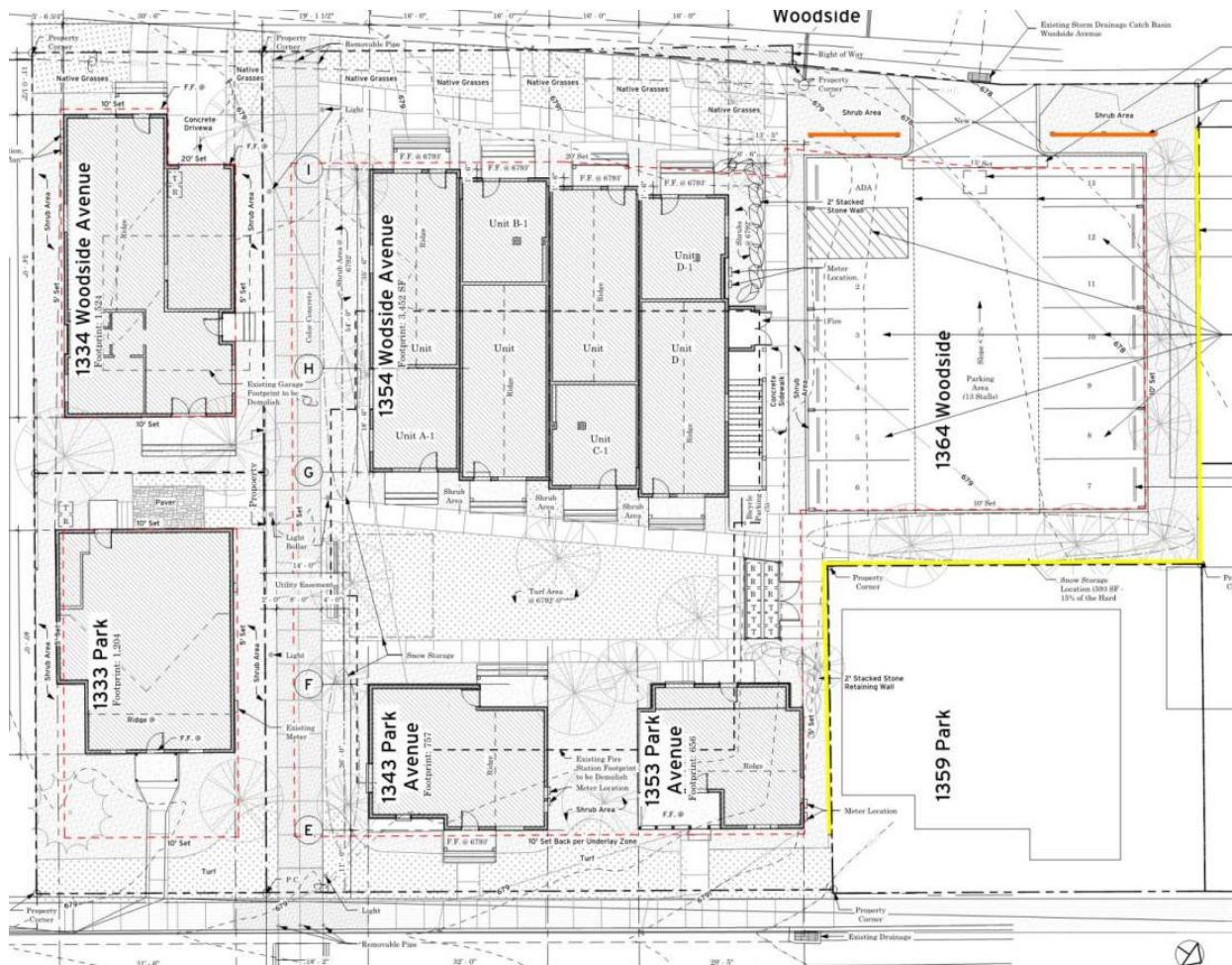
7. Fencing, Screening and landscaping to separate the Use from adjoining Uses

No Unmitigated Impacts

Fencing and/or screening has been proposed for the Parking Lot. See Figure 1 below for specific fence locations.

Figure 1: The yellow line identifies a six foot (6') fence intended to screen the Parking Lot and internal areas of the development from the property owners to the north of the

subject property. The orange line(s) identify the four foot (4') fence intended to screen the Parking Lot from view from the Public Right of Way.



In addition, the applicant has proposed ample vegetative screening for the parking lot which can be seen in the Landscape Plan (Sheet MPD-L200 in Exhibit A) and the Architectural Drawings for the Parking Lot (Exhibit C). As was discussed in the Master Planned Development application staff report in this meeting packet, the remainder of the project will have vegetation that is consistent with that found in the Historic District, including, but not limited to, natural turf, native grasses, deciduous trees, shrubs, and other alpine perennials.

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 zone height in the HR-M District is twenty-seven feet (27') from Existing Grade. The applicant does not exceed the Zone Height for any of the buildings in the Woodside Park Affordable Housing Project – Phase I. The proposed Multi-Unit Dwelling has broken up the perceived Building mass and bulk by adding articulation in the west (front) façade. The Building, as viewed from the exterior, has been broken

up into smaller modules to appear like a series of smaller buildings rather than a large mass.

The Multi-Unit Dwelling, as proposed, complies with the Design Guidelines for New Construction including the Universal Guidelines in that the new building reflects the historic character – simple building forms, unadorned materials, and restrained ornamentation. In addition, the exterior elements of the new development – roofs, entrances, eaves, chimneys, porches, windows, doors, steps, and retaining walls are of human scale and are compatible with the neighboring Historic Sites. The scale and height of the proposed building follows the predominant pattern of the neighborhood, especially with the use of the 12:12 pitch roof form. The size and mass of the structure is compatible with the neighborhood because the units are broken up into smaller modules which added articulation and the varying the roof forms broke up the mass.

9. Usable Open Space

No Unmitigated Impacts

As discussed in the Master Planned Development application (in this meeting packet), the proposal complies with the Open Space requirement as 14,119 square feet has been provided which equates to 52.41%.

10. Signs and lighting

No Unmitigated Impacts

The project has not yet proposed any signs for the project. The HR-M District allows signs as provided in the [Park City Sign Code, Title 12](#). Per the Parking Area requirements, the applicant has provided a lighting plan (see the Site Plan sheet MPD-004) and proposed fixture for review. In addition, the applicant has provided a lighting plan for the pedestrian easement – also visible on the Site Plan sheet MPD-004. Any building lighting will be required to meet the requirements in the Park City lighting regulations.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing

No Unmitigated Impacts

The proposed design is architecturally compatible with all surrounding structures, whether they are Single-Family Dwelling or Multi-Unit Dwelling. As stated previously, the Multi-Unit Dwelling complies with the Design Guidelines for New Construction. The proposed design incorporates a modern interpretation of materials that are reminiscent of those used on Historic Structures. Overall, staff finds that the proposed design is compatible with the surrounding Structures in mass, scale, style, design, and architectural detailing.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property Off-site

No Unmitigated Impacts

The mechanical room for the proposed project is located within the building and is not accessible from the exterior of the building. The Fire Riser is accessed from the exterior of the Building to allow for emergency access as required by code; however, the Fire Riser is an enclosed space and should not have negative impacts on the exterior of the structure as it relates to noise, vibration, odors, steam, or other mechanical factors. The applicant will be required to meet all standards and codes in regards to mechanical systems. Mechanical factors beyond normal scope are not expected from a project of this type.

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas

No Unmitigated Impacts

The Service area (which would include trash receptacles) is located near the Parking Lot in an enclosed structure (see Exhibit A – Site Plan Sheet MPD-004). Delivery and service vehicles outside of trash collection are not anticipated. An exterior dumpster has not been proposed.

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

No Unmitigated Impacts

This Multi-Dwelling residential project is expected to be deed restricted as a Condominium Project under individual ownership. Unit A, B, C, and D (ranging from approximately 1177 square feet to 1194 square feet) will each own their own smaller units in Units A-1, A-2, A-3, A-4 (ranging from approximately 258 square feet to 265 square feet) with the intention of producing a rental income for the owners of the primary unit and to fill the void for “transient housing” (seasonal) as directed in the General Plan ([Goal 8](#)) and Purpose Statement A of the HR-M District. The entire Multi-Unit Dwelling is Affordable Housing.

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 located within the Sensitive Lands Overlay District. There are no known Physical Mine Hazards on the property. The site is within the Soils Ordinance Boundary and the site will have to meet the Soils Ordinance which is standard for all Development and is Condition of Approval #5 of the Plat Amendment. Due to the relatively flat topography, very little retaining will be necessary. All retaining walls on site are no higher than 4 feet in total height. All retaining walls will be stacked stone consistent with those found in the Historic District. The site is located in a FEMA Flood Zone A.

16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.

No Unmitigated Impacts

As indicated in the Master Planned Development application staff report, staff finds that the proposed MPD fulfills the following Goals, Objectives, and/or Implementation Strategies of the General Plan:

- [Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character](#), page 42.
 - Objective 3A, page 43.
 - Community Planning Strategies 3.1, 3.2, 3.3, 3.4, 3.5, page 44.
 - City Implementation Strategies 3.7, 3.11, 3.12, 3.15, page 45.
- [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 15% below 2005 levels in 2020](#), page 56.
 - Objectives 5A, 5B, 5C, page 57.
 - Community Planning Strategies 5.1, 5.2, 5.6, 5.8, page 58.
 - City Implementation Strategies 5.15, 5.17, 5.20, 5.24, page 59.
- [Goal 7: Life Cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents](#), page 70.
 - Objectives 7A, 7B, page 71.
 - Community Planning Objectives 7.1, 7.1.3, page 72.
 - City Implementation Strategies 7.7, page 73.
- [Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City](#), page 74.
 - Objectives 8A, 8B, 8C, page 74.
 - Community Planning Strategies 8.1, 8.2, 8.8, page 76.
 - City Implementation Strategies 8.11, 8.15, 8.17, page 77.
- [Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations](#), page 106.
 - Objectives 15A, 15B, 15E, page 107.
 - Community Planning Strategy 15.7, page 108.
 - City Implementation Strategies 15.16, page 109.

[LMC 15-2.4-3 Conditional Use Permit Review](#): The Planning Director shall review any Conditional Use permit (CUP) Application in the HR-M District and shall forward a recommendation to the Planning Commission regarding compliance with the Design Guidelines for Park City's Historic Districts and Historic Sites and Chapter 5. The Planning Commission shall review the Application according to Conditional Use permit criteria set forth in Section 15-1-10. As well as the following:

- A. [Consistent with the Design Guidelines for Park City's Historic Districts and Historic Sites](#).

No Unmitigated Impacts

The Multi-Unit Dwelling, as proposed, complies with the Design Guidelines for New Construction including the Universal Guidelines in that the new building reflects the historic character – simple building forms, unadorned materials, and restrained ornamentation. In addition, the exterior elements of the new development – roofs, entrances, eaves, chimneys, porches, windows, doors, steps, and retaining walls are

of human scale and are compatible with the neighboring Historic Sites. The scale and height of the proposed building follows the predominant pattern of the neighborhood, especially with the use of the 12:12 pitch roof form. The size and mass of the structure is compatible with the neighborhood because the units are broken up into smaller modules which added articulation and the varying the roof forms broke up the mass.

- B. The Applicant may not alter the Historic Structure to minimize the residential character of the Building.

Not applicable

The Multi-Unit Dwelling will be constructed on vacant lots. No Historic Structures are physically impacted by the Conditional Uses.

- C. Dedication of a Facade Preservation Easement to assure preservation of the Structure is required.

Not applicable

The Multi-Unit Dwelling is new construction.

- D. New Buildings and additions must be in scale and Compatible with existing Historic Buildings in the neighborhood. Larger Building masses should be located to rear of the Structure to minimize the perceived mass from the Street.

No Unmitigated Impacts

As discussed previously, the Multi-Unit Dwelling complies with the Design Guidelines for New Construction, specifically the Universal Guidelines and the Mass, Scale, and Height provisions of B. Primary Structures. The scale and height of the proposed building follows the predominant pattern of the neighborhood, especially with the use of the 12:12 pitch roof form. The size and mass of the structure is compatible with the neighborhood because the units are broken up into smaller modules which added articulation and the varying the roof forms broke up the mass.

- E. Parking requirements of Section 15-3 shall be met. The Planning Commission may waive parking requirements for Historic Structures. The Planning Commission may allow on-Street parallel parking adjacent to the Front Yard to count as parking for Historic Structures, if the Applicant can document that the on-Street Parking will not impact adjacent Uses or create traffic circulation hazards. A traffic study, prepared by a registered Engineer, may be required.

No Unmitigated Impacts

Parking for this CUP is based on the size of the units as indicated table [LMC 15-3-6](#). The Multi-Unit Dwelling requires a total of ten (10) parking spaces. In total, the entire Woodside Park Affordable Housing Project requires 11.5 Parking Spaces to fulfill the Parking Requirement. The Parking Lot contains a total of 13 Parking Spaces. For a complete Parking Analysis, please reference section E. Off-Street Parking of the Master Planned Development application staff report in this Planning Commission Meeting Packet.

- F. All Yards must be designed and maintained in a residential manner. Existing mature landscaping shall be preserved wherever possible. The Use of native plants and trees is strongly encouraged.

No Unmitigated Impacts

The applicant has proposed ample vegetative screening for the Parking Lot which can be seen in the Landscape Plan (Sheet MPD-L200 in Exhibit A) and the Architectural Drawings for the Parking Lot (Exhibit C). As was discussed in the Master Planned Development application staff report in this meeting packet, the remainder of the project will have vegetation that is consistent with that found in the Historic District, including, but not limited to, natural turf, native grasses, deciduous trees, shrubs, and other alpine perennials. The proposed landscaping is compatible with that seen on the Single-Family Dwellings throughout the HR-M District and is consistent with the Design Guidelines for New Construction, specifically, A.5 Landscaping.

- G. Required Fencing and Screening between commercial and Residential Uses is required along common Property Lines.

No Unmitigated Impacts

As can be seen in Figure 1, the applicant is proposing a six foot (6') fence which is intended to screen the Parking Lot and internal areas of the development from the residential property owners to the north of the subject property. In addition, the applicant is proposing a four foot (4') fence which is intended to screen the Parking Lot from view from the Public Right of Way. The remainder of the property has incorporated vegetative screening to buffer the public areas (like the Access Easement) and the private areas of the Woodside Park Affordable Housing Project – Phase I.

- H. All utility equipment and service Areas must be fully Screened to prevent visual and noise impacts on adjacent Properties and on pedestrians.

No Unmitigated Impacts

The proposed utility equipment and service areas are enclosed and screened. As discussed previously, the mechanical room for the proposed project is located within the building and is not accessible from the exterior of the building. The Fire Riser is accessed from the exterior of the Building to allow for emergency access as required by code; however, the Fire Riser is an enclosed space and should not have negative impacts on the exterior of the structure. The applicant will be required to meet all standards and codes in regards to mechanical systems and mechanical factors beyond normal scope are not expected from a project of this type.

Department Review

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

Notice

On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017,

and August 5th, 2017 according to requirements of the Land Management Code.

Public Input

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

Alternatives

1. The Planning Commission may approve the Conditional Use Permits for the Multi-Unit Dwelling and Parking Area with five (5) or more spaces at the Woodside Park Affordable Housing Project – Phase I, as conditioned or amended; or
2. The Planning Commission may continue the discussion on the Conditional Use Permits for the Multi-Unit Dwelling and Parking Area with five (5) or more spaces at the Woodside Park Affordable Housing Project – Phase I; or
3. The Planning Commission may deny Conditional Use Permits for the Multi-Unit Dwelling and Parking Area with five (5) or more spaces at the Woodside Park Affordable Housing Project – Phase I and direct staff to make Findings for this decision.
4. The Planning Commission may deny one Conditional Use Permit, but approve the other Conditional Use Permit and direct staff to make Findings for this decision.

Significant Impacts

There are no significant fiscal impacts from this application that haven't been addressed.

Consequences of not taking action on the Suggested Recommendation

The applicant would have to modify the current design based on input from the Planning Commission.

Recommendation

Staff recommends that the Planning Commission review the submitted Conditional Use Permits for the Multi-Unit Dwelling and Parking Area with five (5) or more spaces, hold a public hearing, and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval for the Commission's consideration.

Parking Area of five (5) of more spaces:

Findings of Fact

1. The proposed site location of the Woodside Park Affordable Housing Project – Phase I, consists of 1333 Park Avenue ("Significant" Single-Family Dwelling), 1353 Park Avenue (the former Park Avenue Fire Station parcel), and 1364 Woodside Avenue (vacant lot).
2. The property is located in the Historic Residential-Medium Density (HR-M) Zoning District.

3. Per LMC 15-2.4-2(B) Conditional Uses, a Parking Area with five (5) or more spaces (Parking Lot) is a Conditional Use. In the HR-M District, Conditional Uses are subject to review according to the Conditional Use Permit Criteria set forth in LMC 15-1-10 and LMC 15-2.4-3 Conditional Use Review (HR-M).
4. The Conditional Use Permit application was submitted on January 26, 2017 for the Parking Area (Parking Lot) with five (5) or more spaces. The application was deemed complete on February 6, 2017.
The Parking Lot will be located at 1364 Woodside Avenue and will contain 13 Parking Spaces. The site is located in a FEMA Flood Zone A.
5. There are eight (8) applications total for the entire scope of Phase I.
6. A Historic District Design Review (HDDR) application has been submitted for the Parking Lot. The application is under review pending Planning Commission review of the Conditional Use Permits.
7. The applicant has submitted a Plat Amendment application for the Woodside Park Phase I Subdivision creating a 3-lot subdivision. The Parking Lot will be located on Lot 1 of the proposed Woodside Park Phase I Subdivision.
8. The Lot containing the Parking Lot is 20,752.11 square feet.
9. In total, the entire Woodside Park Affordable Housing Project requires 13.5 Parking Spaces to fulfill the Parking Requirement. Two (2) of the required 13.5 Parking Spaces will be provided on Lot 3 as a part of the Single-Family Dwelling design at 1334 Woodside Avenue. The Parking Lot will then fulfill the remaining 11.5 Parking Spaces. The Multi-Unit Dwelling requires ten (10) Parking Spaces. The Parking Lot contains a total of 13 Parking Spaces.
10. The proposal complies with the Conditional Use Criteria set forth in LMC 15-1-10 and LMC 15-2.4-3 Conditional Use Review (HR-M).
11. There are no unmitigated impacts to LMC 15-1-10(E)(1) Size and location of the site, as The Lot containing the Parking Lot is 20,752.11 square feet. All Setbacks, height, parking, Open Space, and architectural requirements must be met. There is no minimum lot size for the Parking Lot.
12. There are no unmitigated impacts to LMC 15-1-10(E)(2) Traffic considerations including capacity of the existing Streets in the Area, as the proposed design meets the requirements for parking as indicated in the Section E. Off-Street Parking of the Master Planned Development and the proposed Density of the entire MPD Project, is less than what is permitted under the LMC.
13. There are no unmitigated impacts to LMC 15-1-10(E)(3) Utility capacity, the applicant has submitted a Utility Plan and reached out to local utility agencies for their initial review. No issues have been identified at this time.
14. There are no unmitigated impacts to LMC 15-1-10(E)(4) Emergency vehicle access as Emergency vehicles will access the site directly from Woodside Avenue and Park Avenue. No issues have been identified at this time. The access easement will be thickened concrete capable of supporting emergency vehicles.
15. There are no unmitigated impacts to LMC 15-1-10(E)(5) Location and amount of off street parking, as the Parking Lot contains a total of 13 Parking Spaces.
16. There are no unmitigated impacts to LMC 15-1-10(E)(6) Internal vehicular and pedestrian circulation system, as Vehicular access to the site is from Woodside Avenue, a public road. Pedestrian access is from Woodside Avenue and Park

Avenue. The project scope includes an Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue, eventually creating a pedestrian thoroughfare to Park City Mountain Resort after Phase II is completed.

17. There are no unmitigated impacts to LMC 15-1-10(E)(7) Fencing, Screening and landscaping to separate the Use from adjoining Uses, as Fencing and/or screening has been proposed for the Parking Lot.
18. There are no unmitigated impacts to LMC 15-1-10(E)(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots, as the applicant does not exceed the Zone Height for any of the buildings in the Woodside Park Affordable Housing Project – Phase I.
19. There are no unmitigated impacts to LMC 15-1-10(E)(9) Usable Open Space, as the proposal complies with the Open Space requirement as 14,119 square feet has been provided which equates to 52.41%.
20. There are no unmitigated impacts to LMC 15-1-10(E)(10) Signs and lighting, as the project has not yet proposed any signs for the project. The HR-M District allows signs as provided in the Park City Sign Code, Title 12.
21. There are no unmitigated impacts to LMC 15-1-10(E)(11) Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing, as the proposed design is architecturally compatible with all surrounding structures.
22. There are no unmitigated impacts to LMC 15-1-10(E)(12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and property Off-site, as the applicant will be required to meet all standards and codes in regards to mechanical systems. Mechanical factors beyond normal scope are not expected from a project of this type.
23. There are no unmitigated impacts to LMC 15-1-10(E)(13) Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas, as the Service area (which would include trash receptacles) is located near the Parking Lot in an enclosed structure. Delivery and service vehicles outside of trash collection are not anticipated.
24. There are no unmitigated impacts to LMC 15-1-10(E)(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, as this Multi-Unit Dwelling and Single-Family Dwelling abutting Park Avenue are expected to be deed restricted as a Condominium Project under individual ownership and will be compliant with the Affordable Housing Resolution. The Parking Lot will facilitate parking spaces for these structures.
25. There are no unmitigated impacts to LMC 15-1-10(E)(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, as the site is not located within the Sensitive Lands Overlay District.
26. There are no unmitigated impacts to LMC 15-1-10(E)(16) Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding, as the proposed MPD fulfills the following Goals, Objectives, and/or Implantation Strategies of the General Plan.

27. There are no unmitigated impacts to LMC 15-2.4-3(A) as the proposed Parking Lot has been screened in such a manner to mitigate any negative visual impacts from the Public Right-of-Way.
28. There are no unmitigated impacts to LMC 15-2.4-3(B) as the Parking Lot will be constructed on vacant lots. No Historic Structures are physically impacted by the Conditional Uses.
29. There are no unmitigated impacts to LMC 15-2.4-3(C) as the Parking Lot is new construction.
30. There are no unmitigated impacts to LMC 15-2.4-3(D) as the carport and Parking Lot comply with the Design Guidelines for New Construction, specifically the Universal Guidelines and the Mass, Scale, and Height provisions of B. Primary Structures.
31. There are no unmitigated impacts to LMC 15-2.4-3(E) as the Parking for this CUP is based on the size of the units as indicated table LMC 15-3-6.
32. There are no unmitigated impacts to LMC 15-2.4-3(F) as the applicant has proposed ample vegetative screening for the Parking Lot which can be seen in the Landscape Plan (Sheet MPD-L200 in Exhibit A) and the Architectural Drawings for the Parking Lot.
33. There are no unmitigated impacts to LMC 15-2.4-3(G) as the applicant is proposing a six foot (6') fence which is intended to screen the Parking Lot and internal areas of the development from the residential property owners to the north of the subject property. In addition, the applicant is proposing a four foot (4') fence which is intended to screen the Parking Lot from view from the Public Right of Way.
34. There are no unmitigated impacts to LMC 15-2.4-3(H) as the proposed utility equipment and service areas are enclosed and screened.
35. The proposed Parking Lot complies with the maximum height requirement of the HRM.
36. The proposed Parking Lot complies with the minimum Front Yard, Rear Yard, and Side Yard Setbacks.
37. The Planning Commission reviewed and continued the Conditional Use Permit applications on July 12th, 2017 and July 26th, 2017. There was no discussion from the Planning Commission regarding the Conditional Use Permits at either of the meetings.
38. On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017, and August 5th, 2017 according to requirements of the Land Management Code.
39. The Findings in the Analysis section of this report are incorporated herein.

Conclusions of Law

1. The application complies with all requirements of the LMC and satisfies all Conditional Use Permit review criteria for a Parking Area as established by the [LMC 15-1-10](#) and [LMC 15-2.4-3\(E\) Conditional Use Review \(HR-M\)](#).
2. The Use, as conditioned, is Compatible with surrounding Structures in Use, scale, mass and circulation; and

3. 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.
3. City Engineer review and approval of all appropriate grading, utility installation, public improvements and drainage plans for compliance with City standards, to include driveway and Parking Area layout, is a condition precedent to building permit issuance. An approved shoring plan is required prior to excavation.
4. A landscape plan is required to be submitted with the building permit. Changes to an approved landscape plan must be reviewed and approved by the Planning Department prior to landscape installation.
5. This approval will expire on July 12, 2018, if a complete building permit submittal has not been received, unless a written request for an extension is received and approved by the Planning Director prior to the date of expiration
6. Recordation of the Plat is required prior to building permit issuance.
7. Modified 13-D fire sprinkler system is required.
8. Any modification of approved unit layout which changes the number of bedrooms configuration or unit size will require amendment to Conditional Use Permit.
9. An approved tenant/owner parking management plan is required prior to building permit issuance that limits the occupant's vehicles per unit to those required in the LMC. Said plan must include a deed restriction and responsible party for enforcement.
10. All above grade utility facilities shall be located on the property and properly screened.

Multi-Unit Dwelling:

Findings of Fact

1. The proposed site location of the Woodside Park Affordable Housing Project – Phase I, consists of 1333 Park Avenue (“Significant” Single-Family Dwelling), 1353 Park Avenue (the former Park Avenue Fire Station parcel), and 1364 Woodside Avenue (vacant lot).
2. The property is located in the Historic Residential-Medium Density (HR-M) Zoning District.
3. Per LMC 15-2.4-2(B) Conditional Uses, a Multi-Unit Dwelling is a Conditional Use. In the HR-M District, Conditional Uses are subject to review according to the Conditional Use Permit Criteria set forth in LMC 15-1-10 and LMC 15-2.4-3 Conditional Use Review (HR-M).
4. The Conditional Use Permit applications were submitted on January 26, 2017 for the Multi-Unit Dwelling and Parking Area (Parking Lot) with five (5) or more spaces. The applications were deemed complete on February 6, 2017.
5. The Multi-Unit Dwelling will contain eight-units (8-units) and will be located at 1354 Woodside Avenue (the current legal address is 1353 Park Avenue).

6. The site is located in a FEMA Flood Zone A.
7. There are eight (8) applications total for the entire scope of Phase I.
8. A Historic District Design Review (HDDR) application has been submitted for the Parking Lot and Multi-Unit Dwelling. The application is under review pending Planning Commission review of the Conditional Use Permits.
9. The applicant has submitted a Plat Amendment application for the Woodside Park Phase I Subdivision creating a 3-lot subdivision. The Multi-Unit Dwelling and Parking Lot will be located on Lot 1 of the proposed Woodside Park Phase I Subdivision.
10. The Lot containing the Multi-Unit Dwelling is 20,752.11 square feet.
11. The Multi-Unit Dwelling will be Deed Restricted affordable housing.
12. The Multi-Unit Dwelling contains eight (8) units. There will be four (4) units ranging from approximately 1177 square feet to 1194 square feet and four (4) units ranging from approximately 258 square feet to 265 square feet.
13. In total, the entire Woodside Park Affordable Housing Project requires 13.5 Parking Spaces to fulfill the Parking Requirement. Two (2) of the required 13.5 Parking Spaces will be provided on Lot 3 as a part of the Single-Family Dwelling design at 1334 Woodside Avenue. The Parking Lot will then fulfill the remaining 11.5 Parking Spaces. The Multi-Unit Dwelling requires ten (10) Parking Spaces. The Parking Lot contains a total of 13 Parking Spaces.
14. There are no unmitigated impacts to LMC 15-1-10(E)(1) Size and location of the site, as the Lot containing the Multi-Unit Dwelling is 20,752.11 square feet. [Per LMC 15-2.4-4 Lot And Site Requirements](#), Developments consisting of more than four (4) Dwelling Units require a Lot Area at least equal to 5,625 square feet plus an additional 1,000 square feet per each additional Dwelling Unit over four (4) units. All Setback, height, parking, Open Space, and architectural requirements must be met.
15. There are no unmitigated impacts to LMC 15-1-10(E)(2) Traffic considerations including capacity of the existing Streets in the Area, as the proposed design meets the requirements for parking and the proposed Density of the entire MPD Project, is less than what is permitted under the LMC.
16. There are no unmitigated impacts to LMC 15-1-10(E)(3) Utility capacity, the applicant has submitted a Utility Plan and reached out to local utility agencies for their initial review. No issues have been identified at this time.
17. There are no unmitigated impacts to LMC 15-1-10(E)(4) Emergency vehicle access as Emergency vehicles will access the site directly from Woodside Avenue and Park Avenue. No issues have been identified at this time. The access easement will be thickened concrete capable of supporting emergency vehicles.
18. There are no unmitigated impacts to LMC 15-1-10(E)(5) Location and amount of off street parking, as the Parking Lot contains a total of 13 Parking Spaces.
19. There are no unmitigated impacts to LMC 15-1-10(E)(6) Internal vehicular and pedestrian circulation system, as Vehicular access to the site is from Woodside Avenue, a public road. Pedestrian access is from Woodside Avenue and Park Avenue. The project scope includes an Access Easement running east-west which will link the City Park and Park Avenue bus stops to Woodside Avenue, eventually creating a pedestrian thoroughfare to Park City Mountain Resort after Phase II is completed.

20. There are no unmitigated impacts to LMC 15-1-10(E)(7) Fencing, Screening and landscaping to separate the Use from adjoining Uses, as Fencing and/or screening has been proposed for the Parking Lot.
There are no unmitigated impacts to LMC 15-1-10(E)(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots, as the proposed Multi-Unit Dwelling has broken up the perceived Building mass and bulk by adding articulation in the west (front) façade. The Building, as viewed from the exterior, has been broken up into smaller modules to appear like a series of smaller buildings rather than a large mass.
21. There are no unmitigated impacts to LMC 15-1-10(E)(9) Usable Open Space, as the proposal complies with the Open Space requirement as 14,119 square feet has been provided which equates to 52.41%.
22. There are no unmitigated impacts to LMC 15-1-10(E)(10) Signs and lighting, as the project has not yet proposed any signs for the project. The HR-M District allows signs as provided in the [Park City Sign Code, Title 12](#).
23. There are no unmitigated impacts to LMC 15-1-10(E)(11) Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing, as the proposed design is architecturally compatible with all surrounding structures.
24. There are no unmitigated impacts to LMC 15-1-10(E)(12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and property Off-site, as the applicant will be required to meet all standards and codes in regards to mechanical systems. Mechanical factors beyond normal scope are not expected from a project of this type.
25. There are no unmitigated impacts to LMC 15-1-10(E)(13) Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas, as the Service area (which would include trash receptacles) is located near the Parking Lot in an enclosed structure. Delivery and service vehicles outside of trash collection are not anticipated.
26. There are no unmitigated impacts to LMC 15-1-10(E)(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, as this Multi-Unit Dwelling and Single-Family Dwelling abutting Park Avenue are expected to be deed restricted as a Condominium Project under individual ownership and will be compliant with the Affordable Housing Resolution. The Parking Lot will facilitate parking spaces for these structures.
27. There are no unmitigated impacts to LMC 15-1-10(E)(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, as the site is not located within the Sensitive Lands Overlay District.
28. There are no unmitigated impacts to LMC 15-1-10(E)(16) Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding, as the proposed MPD fulfills the following Goals, Objectives, and/or Implantation Strategies of the General Plan.

29. There are no unmitigated impacts to LMC 15-2.4-3(A) as the proposed Parking Lot has been screened in such a manner to mitigate any negative visual impacts from the Public Right-of-Way.
30. There are no unmitigated impacts to LMC 15-2.4-3(B) as the Parking Lot will be constructed on vacant lots. No Historic Structures are physically impacted by the Conditional Uses.
31. There are no unmitigated impacts to LMC 15-2.4-3(C) as the Multi-Unit Dwelling is new construction.
32. There are no unmitigated impacts to LMC 15-2.4-3(D) as the Multi-Unit Dwelling complies with the Design Guidelines for New Construction, specifically the Universal Guidelines and the Mass, Scale, and Height provisions of B. Primary Structures. The scale and height of the proposed building follows the predominant pattern of the neighborhood, especially with the use of the 12:12 pitch roof form.
33. There are no unmitigated impacts to LMC 15-2.4-3(E) as the Parking for this CUP is based on the size of the units as indicated table LMC 15-3-6.
34. There are no unmitigated impacts to LMC 15-2.4-3(F) as the applicant has proposed ample vegetative screening for the Parking Lot which can be seen in the Landscape Plan (Sheet MPD-L200 in Exhibit A) and the Architectural Drawings for the Parking Lot.
35. There are no unmitigated impacts to LMC 15-2.4-3(G) as the applicant is proposing a six foot (6') fence which is intended to screen the Parking Lot and internal areas of the development from the residential property owners to the north of the subject property. In addition, the applicant is proposing a four foot (4') fence which is intended to screen the Parking Lot from view from the Public Right of Way.
36. There are no unmitigated impacts to LMC 15-2.4-3(H) as the proposed utility equipment and service areas are enclosed and screened.
37. The Planning Commission reviewed and continued the Conditional Use Permit applications on July 12th, 2017 and July 26th, 2017. There was no discussion from the Planning Commission regarding the Conditional Use Permits at either of the meetings.
38. On June 28th, 2017, July 12th, 2016, August 9th, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on June 24th, 2017, July 8th, 2017, and August 5th, 2017 according to requirements of the Land Management Code.
39. The Findings in the Analysis section of this report are incorporated herein.

Conclusions of Law

1. The application complies with all requirements of the LMC and satisfies all Conditional Use Permit review criteria for a Multi-Unit Dwelling as established by the [LMC 15-1-10](#) and [LMC 15-2.4-3\(E\) Conditional Use Review \(HR-M\)](#).
2. The Use, as conditioned, is Compatible with surrounding Structures in Use, scale, mass and circulation; and
3. 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.
3. City Engineer review and approval of all appropriate grading, utility installation, public improvements and drainage plans for compliance with City standards, to include driveway and Parking Area layout, is a condition precedent to building permit issuance. An approved shoring plan is required prior to excavation.
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10. All above grade utility facilities shall be located on the property and properly screened.

Exhibits

- Exhibit A: Woodside Park Phase I Proposed Plat, Survey, Existing Site Plan, Proposed Site Plan, Utility Plan, Landscape Plan
- Exhibit B: Multi-Unit Dwelling Architectural Drawings
- Exhibit C: Parking Lot Architectural Drawings
- Exhibit D: Standard Project Conditions

Exhibit A - Woodside Park Affordable Housing
Project Phase I:
Proposed Plat, Survey, Existing Site Plan,
Proposed Site Plan, Utility Plan, Landscape Plan



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 7248891, as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the tract of land into lots and streets, together with easements, hereafter to be known as WOODSIDE PARK SUBDIVISION – PHASE I and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

PARCEL 1
Beginning at a point which is North 54°01' East 350.00 feet and South 35°59' East 222.00 feet from the Northwest corner of Block 24, SNYDER'S ADDITION TO PARK CITY, said point also being on the Westerly right-of-way line of Park Avenue; running thence South 35°59' East along said right-of-way line 92.99 feet; thence South 54°01' West 150.00 feet; thence North 35°59' West 91.55 feet; thence North 53°28' East 150.1 feet to the point of beginning.

PARCEL 2
Beginning at a point which is South 54°01' West 329 feet and South 35°59' East 325.0 feet from the Northeast corner of Block 24, SNYDER'S ADDITION, Park City, Utah, and running thence South 35°59' East 39 feet; thence South 54°1' West 150 feet; thence North 35°59' West 49 feet, more or less, to a wooden fence; thence North 54°1' East along said wooden fence 150 feet; thence South 35°59' East 10 feet to the point of beginning.

PARCEL 3
All of Lot 2, SERNYAK SUBDIVISION, according to the official plat thereof, on file and of record in the Summit County Recorder's Office

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that _____ the undersigned owner of the herein described tract of land, to be known hereafter as WOODSIDE PARK SUBDIVISION–PHASE I, does hereby certify that he/she has caused this Plat Amendment to be prepared, and does hereby consent to the recordation of this Plat.

In witness whereof, the undersigned set his/her hand this _____ day, of _____, 2017.

ACKNOWLEDGMENT

_____, Authorized Representative

State of _____:
County of _____:

On this _____ day of _____, 2017, _____ personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, _____ acknowledged to me that he/she is the authorized representative of _____ and that he/she signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public
A Notary Public commissioned in _____

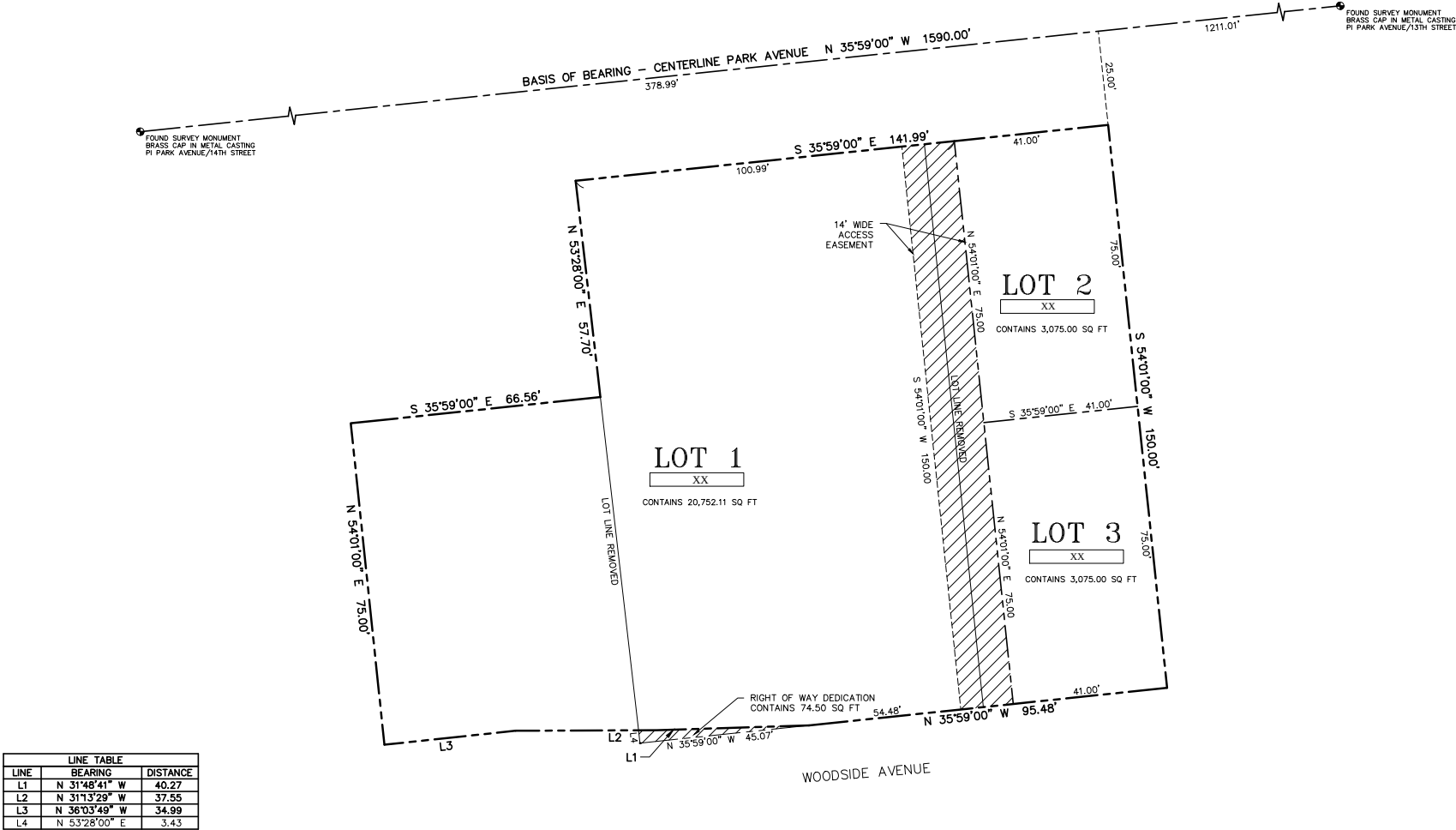
Printed Name

Residing in: _____

My commission expires: _____

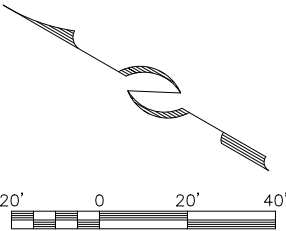
NOTE

This subdivision is subject to the Conditions of Approval in Ordinance 2017–_____.



WOODSIDE PARK SUBDIVISION–PHASE I

LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



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 _____, 2017
BY _____
S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____
DAY OF _____, 2017
BY _____
CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2017
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2017
BY _____
PARK CITY ATTORNEY

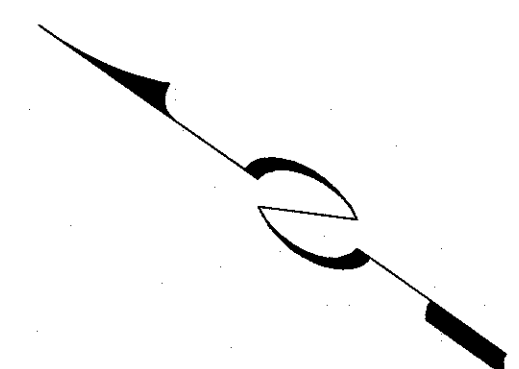
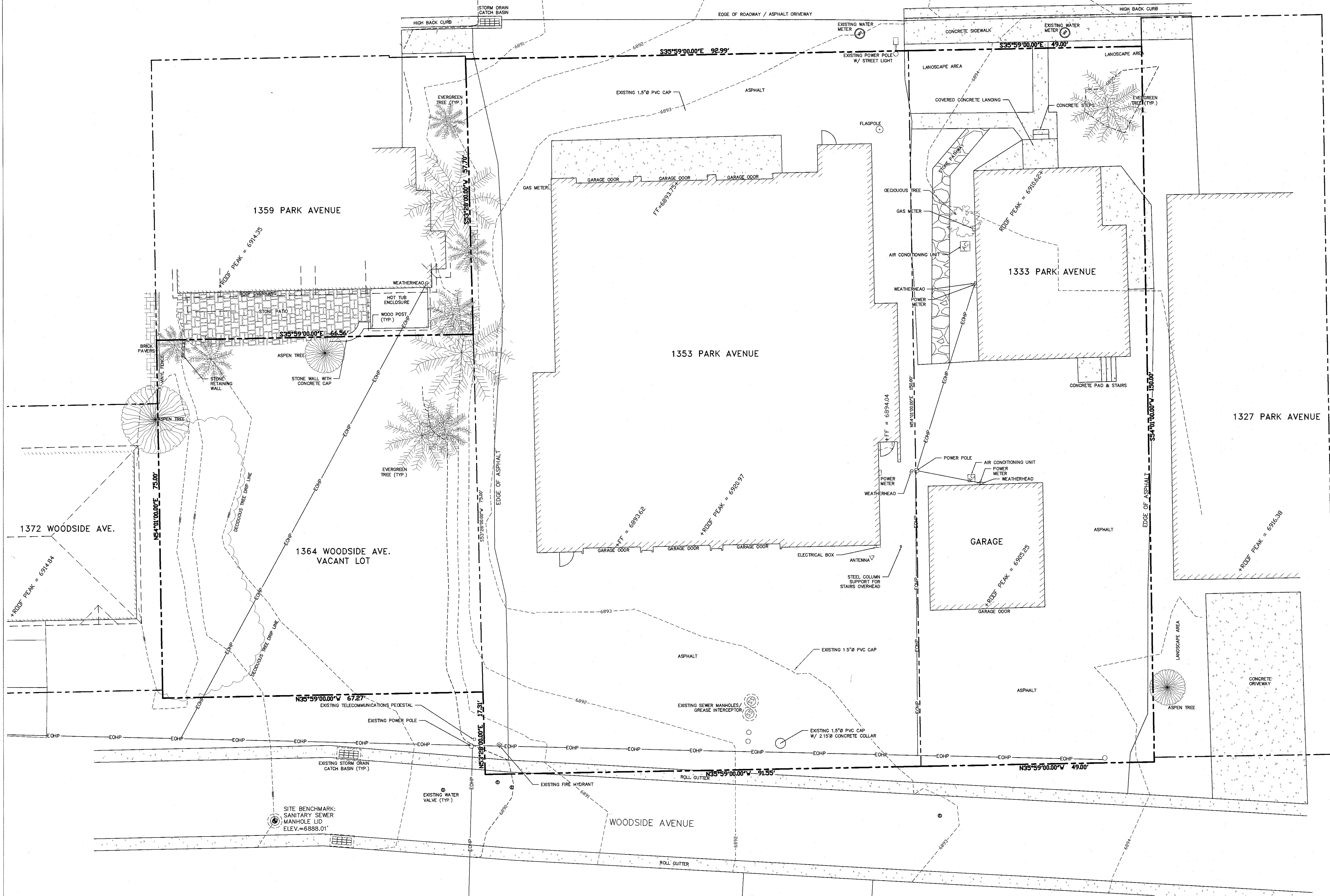
COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017
BY _____
MAYOR

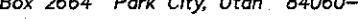
CERTIFICATE OF ATTEST
I CERTIFY THIS SUBDIVISION PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2017
BY _____
PARK CITY RECORDER

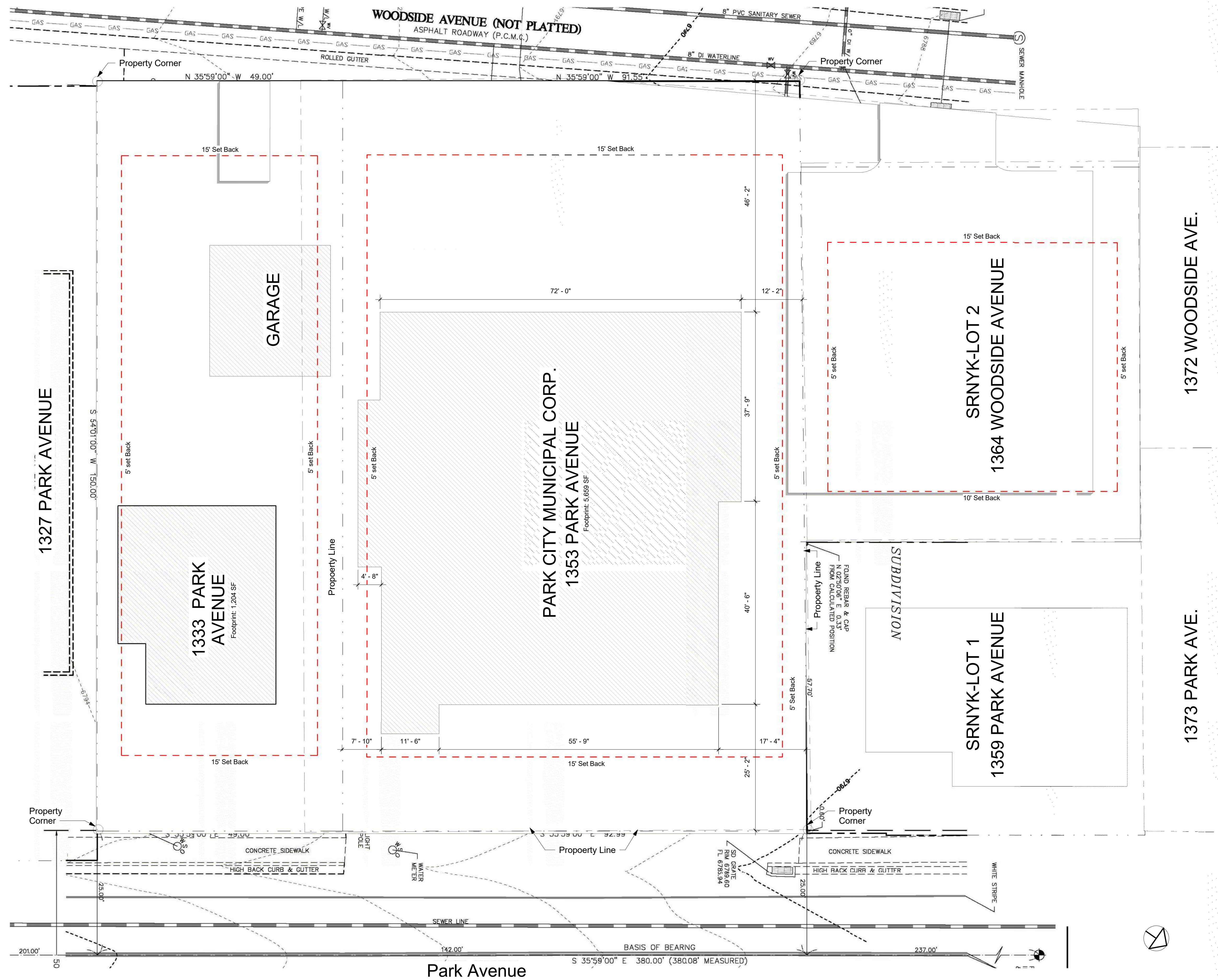
RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
DATE _____ TIME _____ ENTRY NO. _____
FEE _____ RECO _____

2-9-'17

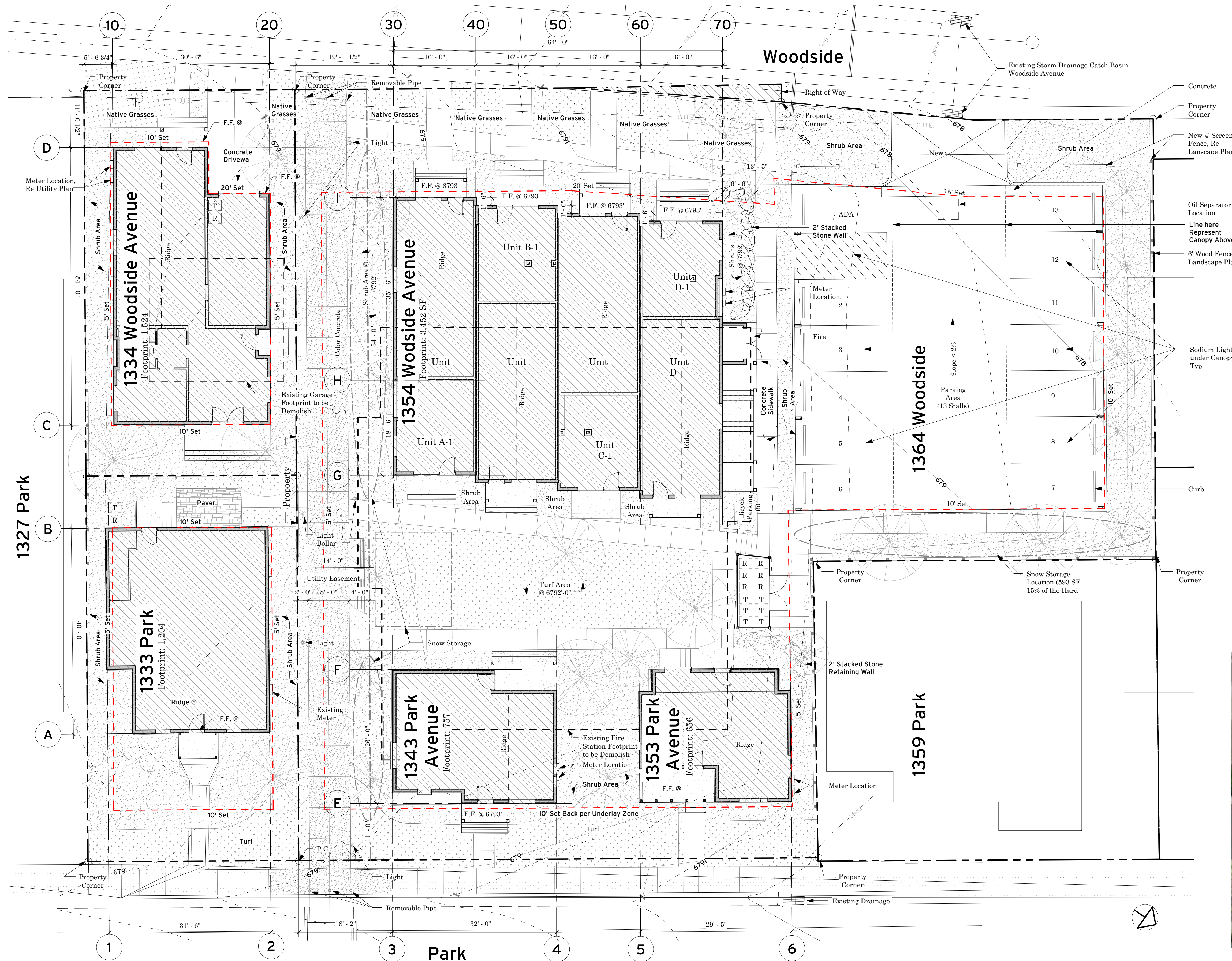
1. Site Benchmark: Sanitary Sewer Manhole Lid
Elevation=6888.01'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey performed on October 5, 2015, and October 20, 2016.
4. Property corners were not set or found as part of this survey. Alliance Engineering performed a Record of Survey on 1364 Woodside Avenue recorded as S884 on November 4, 2016 on file and of record with the Summit County Recorder's Office. This surveyor has not completed a boundary survey on the remaining parcels. Bearings and distances shown are per deed.



 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ DEVIN EARL CHIP TOMSUDEN MARTIN MORRISON CHARLES GALATI DATE: 2/7/17	EXISTING CONDITIONS & TOPOGRAPHIC MAP 1333, 1353 PARK AVE. & 1364 WOODSIDE AVE. FOR: PARK CITY MUNICIPAL CORPORATION JOB NO.: 7-10-16 FILE: X:\SnydersAddition\dwg\src\topo2016\071016 - Woodside Park.dwg	SHEET 1 OF 1
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1 Existing 1353 Park Avenue Site Plan
SCALE: 1" = 10'-0"



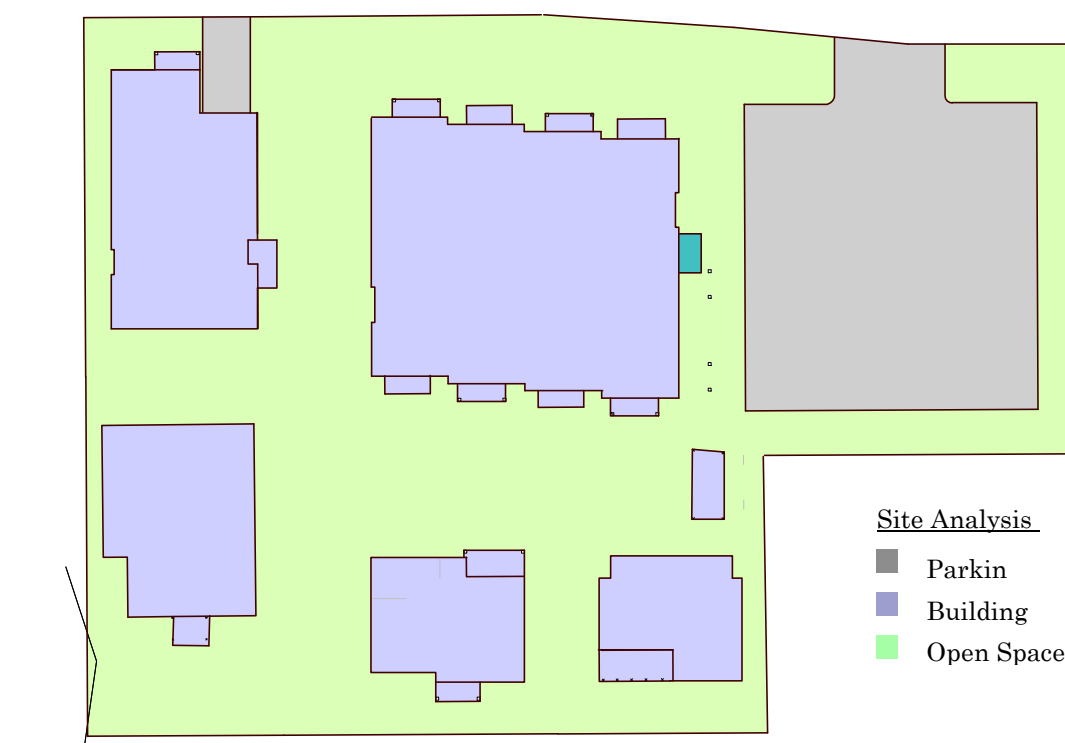
Parking Analysis

	Parking Requirement
1333 Park Avenue	0
1354 Park Avenue	0
1343 Park Avenue	1.5
1334 Woodside Avenue	2
1354 Woodside Avenue	10
TOTAL REQUIRED STALLS	13.5
Surface Parking	14
Structure Parking	1
TOTAL PROPOSED STALL	15

Site Analysis

	Area	Acres	Percentage
Driveways/Parking	4,397	0.1	16.32%
Building Area	8,424	0.193	31.27%
Open Space	14,119	0.323	52.41%
TOTAL PROPERTY	26,940	0.616	100.00%

* Re: LMC 15-6-5-D

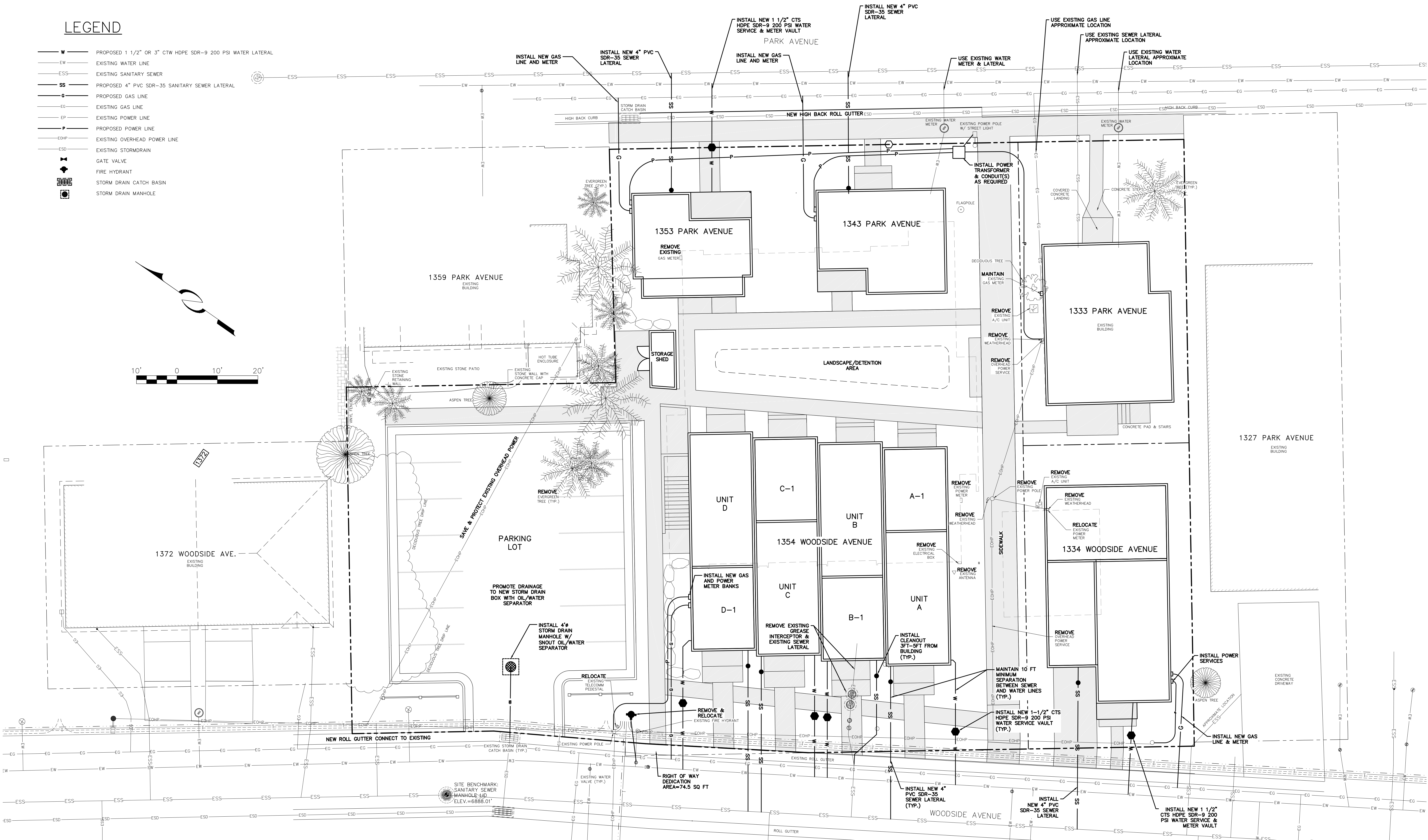
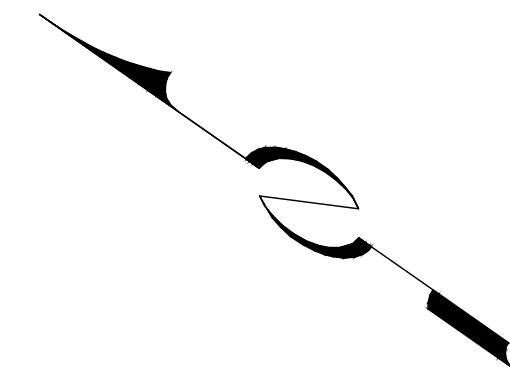


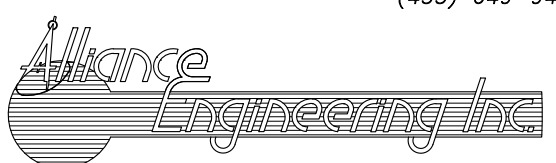
1 Proposed Site Plan
SCALE: 1" = 10'-0"

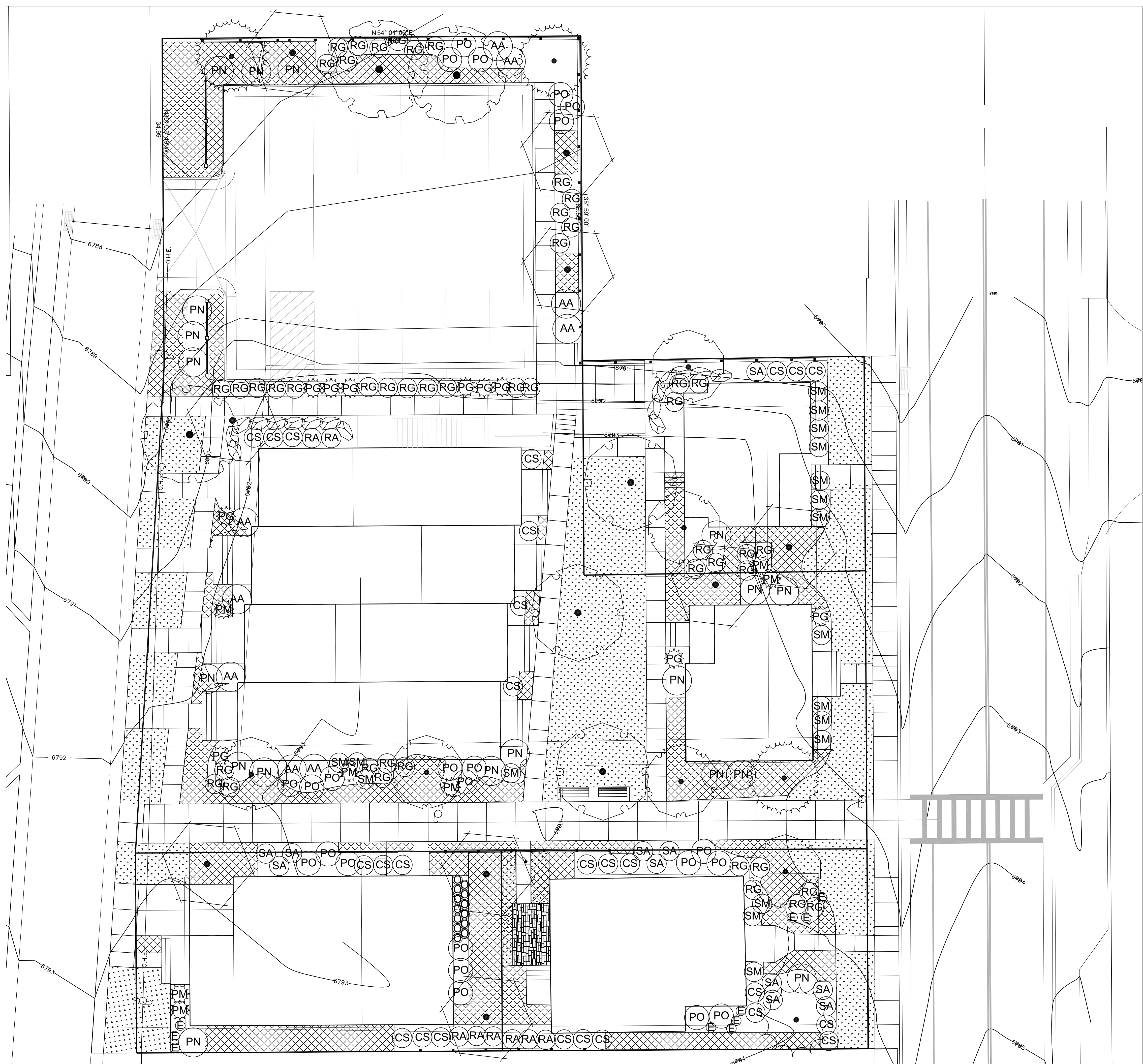
2 Proposed Aerial Photo
SCALE: 1" = 40'-0"

LEGEND

- W PROPOSED 1 1/2" OR 3" CTW HDPE SDR-9 200 PSI WATER LATERAL
- EW EXISTING WATER LINE
- ESS EXISTING SANITARY SEWER
- SS PROPOSED 4" PVC SDR-35 SANITARY SEWER LATERAL
- G PROPOSED GAS LINE
- EG EXISTING GAS LINE
- EP EXISTING POWER LINE
- P PROPOSED POWER LINE
- EOHP EXISTING OVERHEAD POWER LINE
- ESD EXISTING STORMDRAIN
- Gate Valve Symbol GATE VALVE
- Fire Hydrant Symbol FIRE HYDRANT
- Storm Drain Catch Basin Symbol STORM DRAIN CATCH BASIN
- Storm Drain Manhole Symbol STORM DRAIN MANHOLE

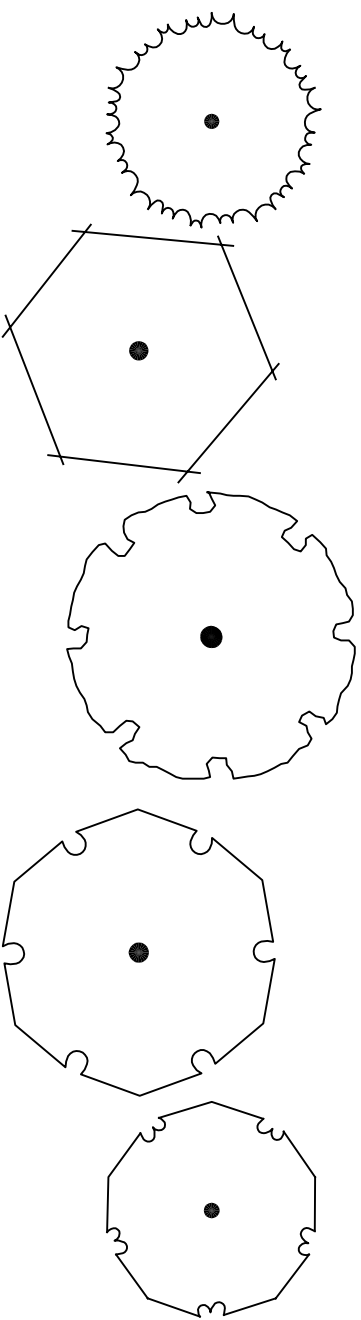


 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ JUAN CARRASCO TANDIN CHAPMAN	1333, 1353 PARK AVE. & 1364 WOODSIDE AVE. WOODSIDE PARK CONCEPT UTILITY PLAN	SHEET 1 OF 2
	FOR: PARK CITY MUNICIPAL CORPORATION	JOB NO.: 7-10-16	
	DATE: 4/25/17	FILE: X:\SnydersAddition\dwg\Projects\Woodside Park\071016-Woodside Park-civil.dwg	



PLANT SCHEDULE

TREES



BOTANICAL NAME / COMMON NAME

ABIES LASIOCARPA / ALPINE FIR

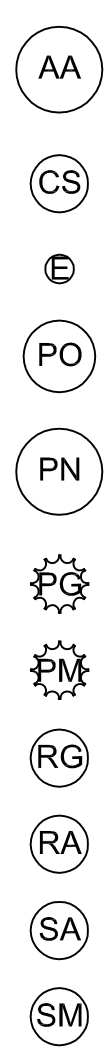
ACER GINNALA 'FLAME' / FLAME AMUR MAPLE

CRATAEGUS CRUS-GALLI 'INERMIS' / THORNLESS HAWTHORN

FRAXINUS PENNSYLVANICA 'MARSHALL'S SEEDLESS' / MARSHALL'S SEEDLESS ASH

SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC

SHRUBS



BOTANICAL NAME / COMMON NAME

AMELANCHIER ALNIFOLIA 'STANDING OVATION' TM / SERVICEBERRY

CORNUS SERICEA 'FIREDANCE' / RED TWIG DOGWOOD

ERICAMERIA NAUSEOSA SPECIOSA / DWARF BLUE RABBITBRUSH

PHYSOCARPUS OPULIFOLIUS 'DART'S GOLD' / YELLOW NINEBARK

PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE' / SUMMER WINE NINEBARK

PICEA GLAUCA 'PROSTRATA WELLS BLUE HORIZON' / CREEPING COLORADO BLUE SPRUCE

PINUS MUGO 'WHITEBUD' / MUGO PINE

RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC

RIBES ALPINUM / ALPINE CURRANT

SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY

SYRINGA X HYACINTHIFLORA 'MOUNT BAKER' / MOUNT BAKER LILAC

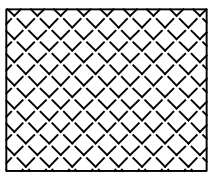
GRASSES



BOTANICAL NAME / COMMON NAME

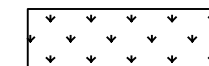
ORYZOPSIS HYMENOIDES / INDIAN RICE GRASS

PERENNIAL PLANT AREA



PERENNIAL MIX

ACHILLEA MILLEFOLIUM 'MOONSHINE' / YARROW
ACHILLEA MILLEFOLIUM 'SUMMER PASTELS' / SUMMER PASTELS YARROW
ASTER ALPINUS / APLINE ASTER
ASTER TONGOLENSIS 'WARTBURG STAR' / SUMMER ASTER
BOUTELOUA GRACILIS / BLUE GRAMA
CHRYSANTHEMUM X SUPERBUM 'ALASKA' / SHASTA DAISY
ECHINACEA X 'BIG SKY SOLAR FLARE' / BIG SKY CONEFLOWER
GAILLARDIA X GRANDIFLORA 'MESA BRIGHT BICOLOR' / BLANKETFLOWER
HEMEROCALLIS X 'MOONLIT MASQUERADE' / MOONLIT MASQUERADE DAYLILY
HYDRANGEA PANICULATA 'QUICK FIRE' / HYDRANGEA
LEUCANTHEMUM X SUPERBUM 'REAL GLORY' / REAL GLORY SHASTA DAISY
PENSTEMON EATONII / FIRECRACKER PENSTEMON
PHLOX SUBULATA 'RED WINGS' / MOSS PHLOX
SAPONARIA OCYMOIDES 'SPLENDENS' / ROCK SOAPWORT



TURF AREA

Exhibit B - Multi-Unit Dwelling Architectural Drawings

1354 Woodside Park

1354 Woodside Ave
Park City, Utah
Conditional Use Permit
January 17th, 2017 (Rev. 06-15-17)



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
Park City Municipal Corporation 445 Marsac Avenue, P.O.Box 1480 Park City, UT 84060	EWG Architecture 449 Main Street, P.O. Box 3419 Park City, UT 84060 435-649-0092 Contact: Steve Bruemmer	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
STRUCTURAL ENGINEER	PLUMBING ENGINEER MECHANICAL ENGINEER	ELECTRICAL ENGINEER

SERVICE CONTACTS

Rocky Mountain Power 201 South Main St, Suite 2300 Salt Lake City, UT 84111 (866) 870-3419	Qwest Phone Company Salt Lake City, UT (800) 922-7387
Park City School District 2700 Kearns Blvd Park City, UT 84060 (435) 645-5600	Park City Fire Department 730 Bitner Rd Park City, UT 84098 (435) 649-6706
Park City Municipal Corp 1354 Park Ave Park City, UT 84060 (435) 658-9471	Comcast Cable 1777 Sun Peak Dr. #105 Park City, UT 84098 (435) 649-4020
Questar Gas P.O. Box 45360 Salt Lake City, UT 84145 (800) 541-2824	Division of Water Quality 288 South 1460 East Salt Lake City, UT 84112 (801) 538-6146
Snyderville Post Office 6440 Hwy 224 Park City, UT 84098 (800) 275-8777	Snyderville Basin Water Reclamation District 2800 Homestead Rd Park City, UT 84098 (435) 649-7993

DRAWING INDEX CUP

CUP	
CUP-001	Cover Sheet
CUP-002	CUP Site Plan
CUP-003	CUP Roof Plan
CUP-004	Elevation
CUP-005	Elevations

BUILDING DESCRIPTION

The proposed project consist of a multifamily townhouse development and open space. The CUP proposes four townhouse units with four independent accessory apartments.

All residential units consist of two levels with pitched and flat roofs under the hight requirements. The response of the statutory regulation, all new work or repair, replacement, rehabilitation or restoration shall be compliant. Design Guidelines intended to secure, compatibility with and provide for visual aesthetics complement to the character and function of the community shall be paramount to any proposed improvement. All design on these houses has been design to comply with the Design Guidelines regulations.

Cover Sheet

CUP-001

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

1354 Woodside Park

1354 Woodside Ave
Park City, Utah

Conditional Use Permit
January 17th, 2017 (Rev. 06-15-17)



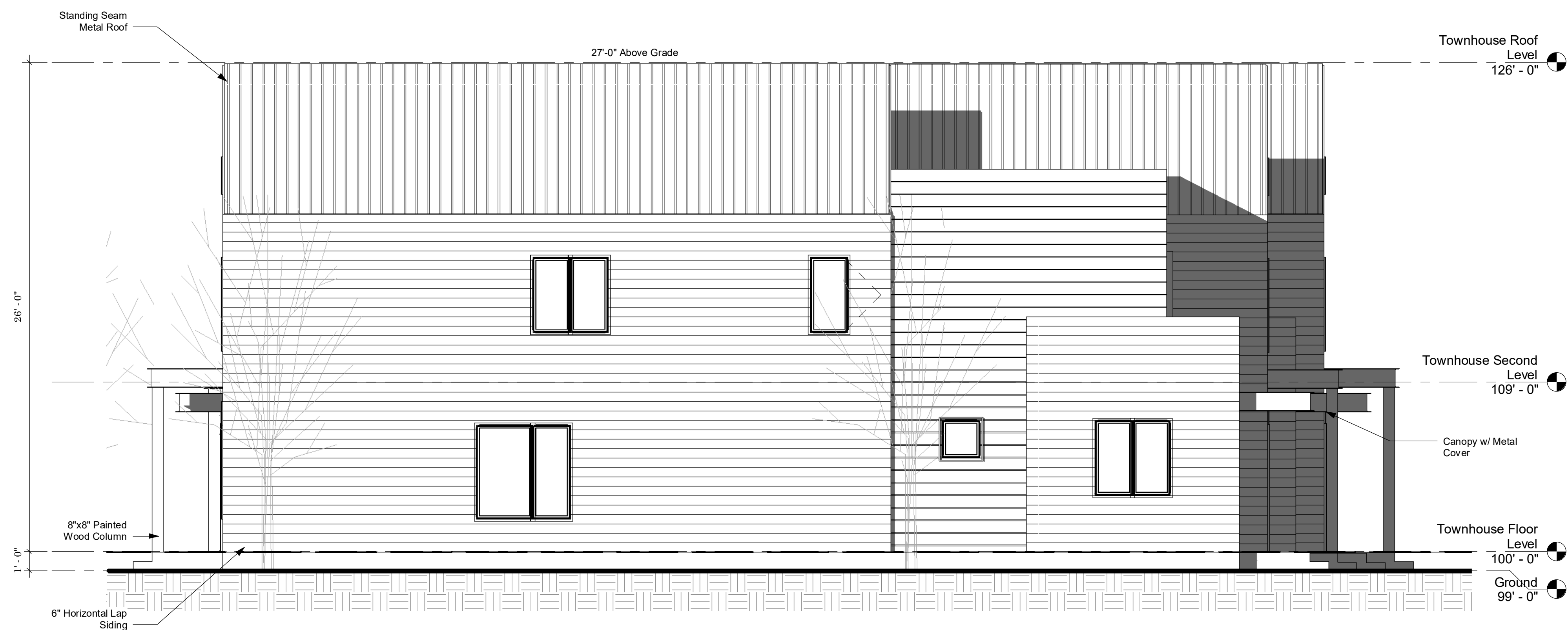
1 1364 Woodside Avenue Elevation
SCALE: 1/4" = 1'-0"



2 1354 Woodside Ave. North Elevation
SCALE: 1/4" = 1'-0"



1 1354 Woodside Ave. East Elevation
SCALE: 1/4" = 1'-0"



2 1354 Woodside Ave. South Elevation
SCALE: 1/4" = 1'-0"



Aerial View 1 From Park Avenue



Aerial View 2 From Woodside Avenue



Courtyard View 1



Courtyard View 2



Woodside Avenue View



Woodside Avenue View



Woodside Avenue View

Exhibit C - Parking Lot Architectural Drawings

1364 Woodside Avenue

1364 Woodside Ave
Park City, Utah
Conditional Use Permit
January 17th, 2017 (Rev. 06-15-17)



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
Park City Municipal Corporation 445 Marsac Avenue, P.O.Box 1480 Park City, UT 84060	EWG Architecture 449 Main Street, P.O. Box 3419 Park City, UT 84060 435-649-0092 Contact: Steve Bruemmer	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
STRUCTURAL ENGINEER	PLUMBING ENGINEER MECHANICAL ENGINEER	ELECTRICAL ENGINEER

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Park City Municipal Corp 1354 Park Ave Park City, UT 84060 (435) 658-9471	Comcast Cable 1777 Sun Peak Dr. #105 Park City, UT 84098 (435) 649-4020
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DRAWING INDEX CUP

CUP	Cover Sheet
CUP-001	CUP Site Plan
CUP-002	CUP Roof Plan
CUP-003	Elevation
CUP-004	

BUILDING DESCRIPTION

The 1364 Woodside Avenue (Sernyak Subdivision Lot 2) will be use as parking area for the new residential development of 1354 Woodside Avenue.

The project proposes a 14 stall parking area with canopy structure. The Steal structure with standing seam metal roof will accomodate solar panels.

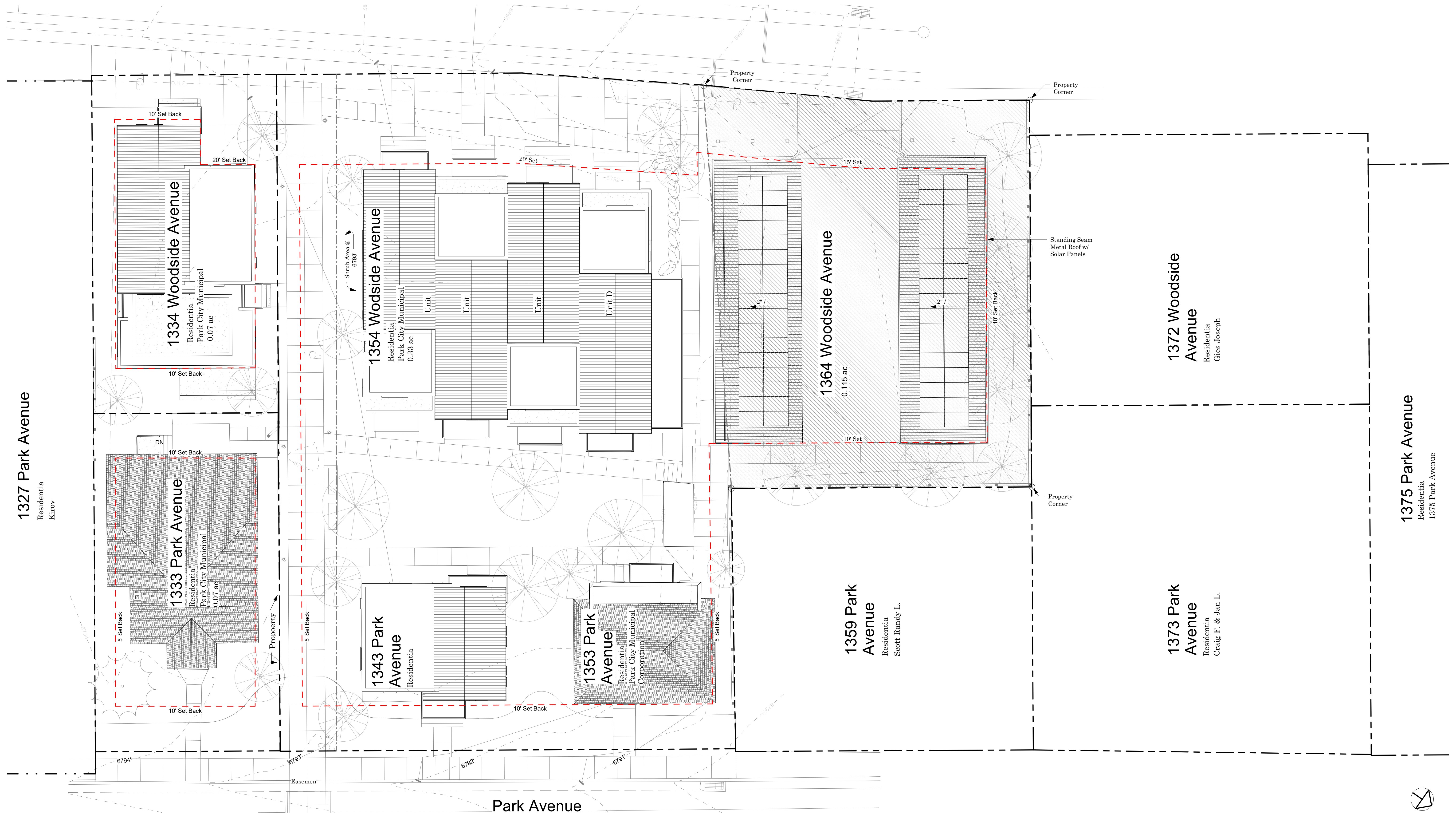
Conditional Use Permit
January 17th, 2017 (Rev. 06-15-17)



1364 Woodside
Avenue
1364 Woodside Ave
Park City, Utah

Cover Sheet

CUP-001



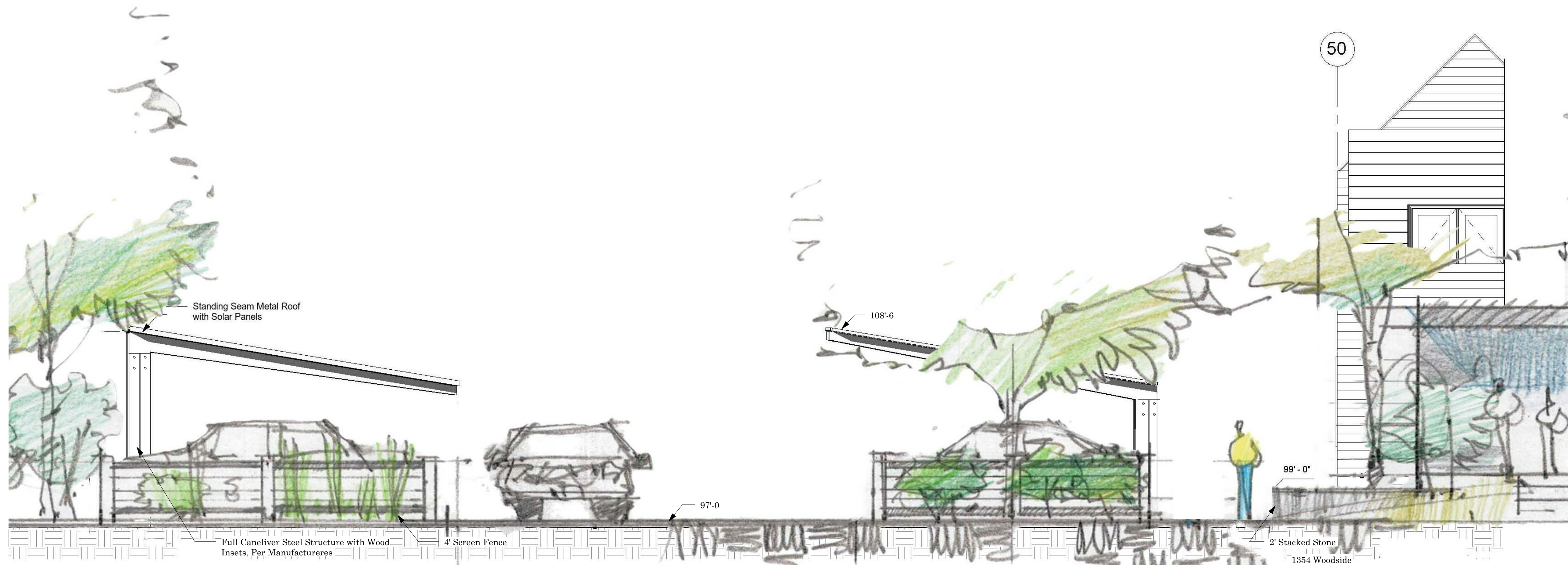
1 CUP Roof Plan
SCALE: 1" = 10'-0"



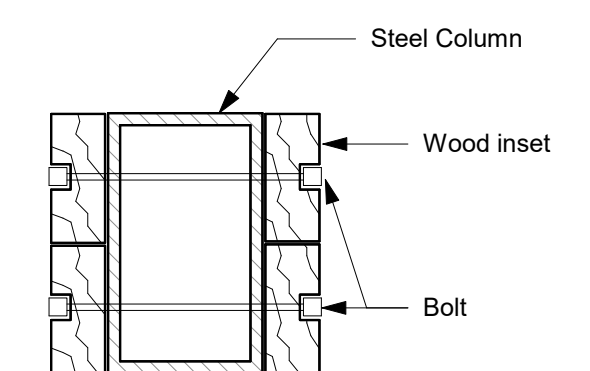
3 Aerial View 1
SCALE: 1" = 1'-0"



4 Aerial View 2
SCALE: 1" = 1'-0"



1 Parking Elevation
SCALE: 1" = 1'-0"



2 Parking Canopy Detail
SCALE: 1 1/2" = 1'-0"

Exhibit D - Standard Project Conditions

**PARK CITY MUNICIPAL CORPORATION
STANDARD PROJECT CONDITIONS**

1. The applicant is responsible for compliance with all conditions of approval.
2. The proposed project is approved as indicated on the final approved plans, except as modified by additional conditions imposed by the Planning Commission at the time of the hearing. The proposed project shall be in accordance with all adopted codes and ordinances; including, but not necessarily limited to: the Land Management Code (including Chapter 5, Architectural Review); International Building, Fire and related Codes (including ADA compliance); the Park City Design Standards, Construction Specifications, and Standard Drawings (including any required snow storage easements); and any other standards and regulations adopted by the City Engineer and all boards, commissions, agencies, and officials of the City of Park City.
3. A building permit shall be secured for any new construction or modifications to structures, including interior modifications, authorized by this permit.
4. All construction shall be completed according to the approved plans on which building permits are issued. Approved plans include all site improvements shown on the approved site plan. Site improvements shall include all roads, sidewalks, curbs, gutters, drains, drainage works, grading, walls, landscaping, lighting, planting, paving, paths, trails, public necessity signs (such as required stop signs), and similar improvements, as shown on the set of plans on which final approval and building permits are based.
5. All modifications to plans as specified by conditions of approval and all final design details, such as materials, colors, windows, doors, trim dimensions, and exterior lighting shall be submitted to and approved by the Planning Department, Planning Commission, or Historic Preservation Board prior to issuance of any building permits. Any modifications to approved plans after the issuance of a building permit must be specifically requested and approved by the Planning Department, Planning Commission and/or Historic Preservation Board in writing prior to execution.
6. Final grading, drainage, utility, erosion control and re-vegetation plans shall be reviewed and approved by the City Engineer prior to commencing construction. Limits of disturbance boundaries and fencing shall be reviewed and approved by the Planning, Building, and Engineering Departments. Limits of disturbance fencing shall be installed, inspected, and approved prior to building permit issuance.
7. An existing conditions survey identifying existing grade shall be conducted by the applicant and submitted to the Planning and Building Departments prior to issuance of a footing and foundation permit. This survey shall be used to assist

the Planning Department in determining existing grade for measurement of building heights, as defined by the Land Management Code.

8. A Construction Mitigation Plan (CMP), submitted to and approved by the Planning, Building, and Engineering Departments, is required prior to any construction. A CMP shall address the following, including but not necessarily limited to: construction staging, phasing, storage of materials, circulation, parking, lights, signs, dust, noise, hours of operation, re-vegetation of disturbed areas, service and delivery, trash pick-up, re-use of construction materials, and disposal of excavated materials. Construction staging areas shall be clearly defined and placed so as to minimize site disturbance. The CMP shall include a landscape plan for re-vegetation of all areas disturbed during construction, including but not limited to: identification of existing vegetation and replacement of significant vegetation or trees removed during construction.
9. Any removal of existing building materials or features on historic buildings shall be approved and coordinated by the Planning Department according to the LMC, prior to removal.
10. The applicant and/or contractor shall field verify all existing conditions on historic buildings and match replacement elements and materials according to the approved plans. Any discrepancies found between approved plans, replacement features and existing elements must be reported to the Planning Department for further direction, prior to construction.
11. Final landscape plans, when required, shall be reviewed and approved by the Planning Department prior to issuance of building permits. Landscaping shall be completely installed prior to occupancy, or an acceptable guarantee, in accordance with the Land Management Code, shall be posted in lieu thereof. A landscaping agreement or covenant may be required to ensure landscaping is maintained as per the approved plans.
12. All proposed public improvements, such as streets, curb and gutter, sidewalks, utilities, lighting, trails, etc. are subject to review and approval by the City Engineer in accordance with current Park City Design Standards, Construction Specifications and Standard Drawings. All improvements shall be installed or sufficient guarantees, as determined by the City Engineer, posted prior to occupancy.
13. The Snyderville Basin Water Reclamation District shall review and approve the sewer plans, prior to issuance of any building plans. A Line Extension Agreement with the Snyderville Basin Water Reclamation District shall be signed and executed prior to building permit issuance. Evidence of compliance with the District's fee requirements shall be presented at the time of building permit issuance.

14. The planning and infrastructure review and approval is transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
15. When applicable, access on state highways shall be reviewed and approved by the State Highway Permits Officer. This does not imply that project access locations can be changed without Planning Commission approval.
16. Vesting of all permits and approvals terminates upon the expiration of the approval as defined in the Land Management Code, or upon termination of the permit.
17. No signs, permanent or temporary, may be constructed on a site or building without a sign permit, approved by the Planning and Building Departments. All multi-tenant buildings require an approved Master Sign Plan prior to submitting individual sign permits.
18. All exterior lights must be in conformance with the applicable Lighting section of the Land Management Code. Prior to purchase and installation, it is recommended that exterior lights be reviewed by the Planning Department.
19. All projects located within the Soils Ordinance Boundary require a Soil Mitigation Plan to be submitted and approved by the Building and Planning departments prior to the issuance of a Building permit.

Planning Commission Staff Report

Subject: 227 Main Street- Parking at Star Hotel
Project #: PL-17-03619
Author: Anya Grahn, Historic Preservation Planner
Hannah M. Tyler, Planner II
Date: August 23, 2017
Type of Item: Quasi-Judicial Appeal of Planning Director's Determination

Summary Recommendations

Staff recommends that the Planning Commission consider an Appeal of the Planning Director's Determination that the proposed project does not qualify for the exemption in [Land Management Code \(LMC\) 15-2.6-9\(D\)](#) as the Planning Director finds the owner of 227 Main Street (Star Hotel) did not establish that there was payment in full to the 1984 Parking Assessment of the Main Street Special Improvements District, hold a public hearing, and deny the appeal.

Description

Owner/ Applicant: Westlake Land, LLC (represented by owner-representative Todd Cusick and D. Scott DeGraffenried of Holland & Hart)
Location: 227 Main Street
Zoning: Historic Commercial Business (HCB) Zoning District
Adjacent Land Uses: Commercial, Residential, hotel use
Reason for Review: Appeals of Planning Director determinations are reviewed by Planning Commission

Burden of Proof and Standard of Review

The Planning Commission is acting in a quasi-judicial manner. Therefore, like with a judge, all contact by the parties with the Planning Commission 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 Planning Commission "shall review the factual matters de novo and it shall determine the correctness of a decision of the [Planning Director] in its interpretation of the application of the land Use ordinance." This means that the Planning Commission will review the evidence presented to the Planning Director anew and will not give any deference to the Planning Director's decisions on how to apply the facts of the law. Planning Commission review of petitions of appeal shall be limited to consideration of only those matters raised by the petition, unless Planning Commission, by motion, enlarges the scope of the appeal to accept information on other matters. A public hearing shall be held. The burden is on the appellant to prove that the Planning Director erred.

The purpose of the Off-Street Parking is to:

- A. Specify Parking Area and Access drive standards for all Development within the City;

- B. Specify Parking Ratio requirements for specific land Use categories to ensure adequate and not excessive parking is provided for the Use.
- C. Provide solutions to mitigate impacts of parking and vehicular oriented Development;
- D. Provide for safe and efficient parking for people with disabilities; and
- E. Provide for convenient and safe motorcycle and bicycle parking to encourage and facilitate alternative modes of transportation.

Background

History of Applications

From 1975 to 2013, this site was owned by William (W.W.) and Georgie Rixey who ran the Star Hotel from this location. On July 16, 2013, the property was transferred from Bill Rixey (son of the deceased owners) to Star Hotel, LLC; it was transferred again from Star Hotel, LLC to Westlake Land, LLC on December 31, 2013. The applicant, Westlake Land, LLC, submitted the first in a series of Historic District Design Review Pre-applications (Pre-apps) on December 2, 2013.

On October 2, 2015, the Park City Building Department issued a Notice and Order to repair the historic Star Hotel as “the building has been determined to be unsafe for human occupancy and is a health, life and safety concern for public safety.”

On October 6, 2016, the applicant submitted a Determination of Significance (DOS) application to remove the site from the City’s Historic Sites Inventory. The Historic Preservation Board (HPB) reviewed the DOS application [[Staff Report \(starting page 27-Part I](#) and [Part II](#)) and [Minutes \(starting page 2\)](#)] and found that it met the criteria to be designated as Significant as outlined in [Land Management Code \(LMC\) 15-11-10\(A\)\(2\)](#). The applicant’s appeal of the HPB’s determination was heard by the Board of Adjustment (BOA) on February 21, 2017 [[Staff Report \(starting page 37\)](#) and [Minutes \(starting page 2\)](#)]. The BOA also found that the structure was historic. The applicant appealed this determination to Third District Court; the case is currently on hold while the applicant determines development options that include reconstructing the building.

On May 2, 2017, the applicant submitted a full Historic District Design Review (HDDR) The application was deemed complete on May 23, 2017. Planning staff held a public hearing for the HDDR on June 7, 2017; there was no public comment. Staff has completed an initial review of the HDDR plans and provided redlines to the applicant on June 15, 2017; no updated plans have been submitted at the time of writing this report. As part of the review of the HDDR, staff reviewed parking demands; the Planning Director determined that the applicant did not qualify for the exemption in [Land Management Code \(LMC\) 15-2.6-9\(D\)](#) because the owner of 227 Main Street (Star Hotel) did not establish that there was payment in full to the 1984 Parking Assessment of the Main Street Special Improvements District.

History of 1974 - 1984 Parking Programs

In 1974, the Park City Council created a Special Improvement District (SID) aimed to make street improvements such as rolled gutters, paving, as well as water and sewer lines and off-street parking facilities. Those properties within the SID were subject to an assessment related to the SID.

The Third Edition of the Land Management Code (LMC), revised as of February 28, 1985, includes the following provision related to the SID and payment of the assessment:

7.2.10 Historic Commercial Business District--Off Street Parking

(b) ...Parking may be provided off site by paying a sum equal to the estimated construction cost of the parking spaces in a public parking facility to the City. This fee shall be established by the Developer Fee Schedule Ordinance, and adjusted annually to reflect the approximate actual construction costs of the structure. This exception from the off-street parking requirement only applies to those structures or properties which paid the assessment to the Main Street Parking Special Improvement District in full prior to January 1, 1984. All other properties must provide parking in full compliance with Chapter 13. It is the obligation of the property owner to establish that payment was made. All other property within the HCB zone must provide parking for all space in compliance with the provisions of Chapter 13 of this Code.

This 1985 statute has been included in LMC 15-2.6-9.

An affidavit from City Recorder Craig Smith recorded on March 28, 1985 lists the properties which had paid in full on or before December 31, 1983 for the assessment levied by the SID (Exhibit G); and the Star Hotel at 227 Main Street is not included on this list of those who have paid.

History of Star Hotel at 227 Main Street & Payments for Parking

During the time that PCMC worked to establish the Main Street Off-Street Parking SID, collect past due notices, and address off-street parking issues in the LMC, the Star Hotel was owned by W.W. and Georgie Rixey. Staff has found no evidence and the current owners have not established that the Rixey's paid into the original 1974 assessment for the SID:

- In 1977, PCMC sent an invoice to W.W. Rixey showing a balance of \$2,112.00 due no later than August 22, 1977. A second invoice shows the same total with the note "Final Notice before foreclosure procedures begin." (Appellant's Exhibit 2).
- In 1980, City Recorder Linda W. Leatham issued a letter on July 1, 1980, indicating which properties were in compliance with the Main Street Off-Street Parking SID; once again, the Star Hotel was not included on this list (Exhibit D).
- A 1981-1982 ledger recording payments into the Main Street Off-Street Parking SID shows that W.W. Rixey owes \$2,112.00. The balance had not been paid as of June 31, 1981, and was carried over to June 30, 1982. (Exhibit E)
- In 1982, PCMC sent an invoice to W.W. Rixey for the amount of \$3,401.39 based on a principal balance of \$1,650.00 on August 22, 1975 with 8% interest shown in 1975, and 10% interest going forward (Appellant's Exhibit 3).
- On May 2, 1983, City Treasurer LuAnn Antonio of PCMC sent those with overdue balances a letter (Exhibit F). It explains that the payments are related to the Main Street SID assessment, assessed in 1975. She describes, "An installment plan was set up in which the property owner could pay the assessment in installments over a three (3) year period, with an annual interest

rate of 8%.” She included a bill for the past due balance plus a 10% interest charge per year for the years 1978 through 1982 for the Star Hotel; the bill totals \$3,401.39. The bill is due on May 30, 1983. The letter to the Rixies indicates that they owe \$3,401.39.

- The March 28, 1985 affidavit which lists the properties which had paid in full on or before December 31, 1983 for the assessment levied by the SID does not include the Star Hotel at 227 Main Street.

Therefore, based on City records, there is no evidence that this bill was every paid and the property owner has not established that payment was made.

The appellant has provided a copy of a 2002 email in which Carol Rixey contacted then-City Councilwoman Peg Bodell regarding parking at the Brewpub Lot. Rixey claims, “I have paid an assessment for two parking areas on Swede’s Alley and have no place to park although I live on Main Street” (Appellant Exhibit 4). Staff has found no evidence that the Rixeyes paid into the Main Street Off-Street Parking SID that sought to construct parking along Swede Alley. There is also no evidence that the SID provided parking in the brewpub lot and there is no evidence supporting the Star Hotel’s claim to parking at this location.

Finally, in response to a request from the applicant to make a determination on the exemption, on July 6, 2017, Planning Director Bruce Erickson reviewed the evidence and found that the Owner did not establish there was payment in full for the assessment for the property prior to January 1, 1984 for the Main Street Off-Street Parking Special Improvement District (Exhibit A) and therefore no exception to the parking requirement applied. The Planning Director found that the applicant, the present owner of the Star Hotel, was responsible for providing parking at a rate of 6 spaces per 1,000 square feet of non-residential Building Area in accordance with [LMC 15-2.6-9\(B\)](#). The appellant appealed this determination on July 17, 2017 (Exhibit B) (the 10th day to appeal fell on a Sunday so the final day is the next business day).

Appeal

Staff has included the Appellant's Appeal outline Sections I-X below. Staff has provided analysis to each in *italics*.

I. PRELIMINARY STATEMENT REGARDING AVAILABLE EVIDENCE/ INFORMATION.

Preliminarily, Westlake asserts that given the short timeframe for this Appeal, it has been unable to acquire all potential evidentiary information that may exist relative to this matter. Moreover, the Determination discusses the existence and application of certain documents while failing to disclose them (see, e.g., paragraph no. 22 of the Determination, referring an August 20, 1984 memorandum). Westlake is in the process of acquiring all available information to the extent it can, including that referenced, but not included, in the Determination. Westlake therefore, reserves its right to supplement this Appeal with any relevant information that might be made available.

There has been over a month since the initial submittal and Appellant has not supplemented their submittal. Staff scheduled the date on the appeal at the request of the Appellant and gave the opportunity to continue the appeal if they wished.

II. STATEMENT OF FACTS

The Applicant provided their own statement of fact. Staff asserts that the documents speak for themselves.

III. THE RECORD IS NOT CLEAR ON WHETHER THE PROPERTY'S PREVIOUS OWNER PAID THE 5-74, OR ANY PORTION OF THE ASSESSMENT.

Appellants state:

The Determination maintains that the Property's previous owner did not pay the 5-74 Assessment in full. The Determination is unclear, however, on whether any portion of the assessment had been paid. Nor do the invoices that Westlake has been able to acquire clearly state whether portions of the 5-74 Assessment have been paid.

The Appellant has not established proof of payment as is required by the Code. Staff has underlined the applicable LMC language pertaining to an applicant's' responsibility to establish proof of payment, found in LMC 15-2.6-9(D):

LMC 15-2.6-9(D) PRE 1984 PARKING EXCEPTION. *Lots, which were current in their assessment to the Main Street Parking Special Improvement District as of January 1, 1984, are exempt from the parking obligation for a Floor Area Ratio (FAR) of 1.5. Buildings that are larger than 1.5 FAR are Non-Conforming Buildings for Off-Street parking purposes.*

To claim the parking exemption for the 1.5 FAR, the Owner must establish payment in full to the Main Street Parking Special Improvement District prior to January 1, 1984.

Additions or remodels to Non-Conforming Churches, Auditoriums, Assembly Halls and Indoor Entertainment Businesses, that reduce the net parking demand must not prompt an additional Off-Street parking obligation.

Based on the above LMC language, it is the applicant's responsibility to provide proof of payments. The Planning Director's Determination reflects that there is no proof of payment (and in fact evidence from invoices showing that it had not been paid) and no further evidence has been supplied by the Appellant to prove otherwise.

IV. ORDINANCE NO. 5-74 HAS TO BE GIVEN EFFECT.

, Appellants claim that the assessment from Special Improvement District and the in lieu of fee are impact fees. Appellant claims that if they pay the 5-74 levy now, they would fall under the exemption in LMC 15-2.6-9 because "by the express terms of Section 15-2.6-9(4) of the PC Code, a party could have paid 99.9% percent of the 5-74 Assessment, but still not be excepted from the Section 15 Fee."

Staff responds that neither the 1974 tax nor the parking in lieu of fee is an impact fees. According to State Code impact fees are fees “imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure.” They do not include a “tax, a special assessment, a building permit fee, a hookup fee, a fee for project improvements, or other reasonable permit or application fee.” UCA § 11-36a-102(8)(a),(b). The 1974 assessment is by definition not an impact fee. Off street parking is a requirement for all residential and non-residential buildings in Park City. The in lieu of fee is only available under certain circumstances and is only an option if parking is not otherwise provided. As such, in-lieu fees are not mandatory but optional when the property owner decides not to build the required parking on their private property. The parking/in-lieu of requirement isn’t for public infrastructure; it is related to specific requirements of the site. As Appellant concedes, LMC 15-2.6-9 specifically exempts only those properties where the Owner established payment in full to the Special Improvement District prior to January 1, 1984. There is no exemption if an owner pays the assessment after that date. Appellant also concedes that the invoices indicate that payment had not been paid by that date. In addition, the recorded document “Notice Of Payment of Assessment” recorded on March 28, 1985 also reflects that this property had not paid its assessment.

V. PARK CITY IS EQUITABLY ESTOPPED FROM ASSESSING OR HAS OTHERWISE WAIVED ITS RIGHT TO ASSESS THE SECTION 15 FEE.

Appellant claims there is an equitable estoppel claim because there was no notice that the 1974 Assessment wasn’t paid.

However, the Title Report for the property (Exhibit H) includes exception 13 which states: Affidavit confirming Ordinance Levying the assessment for the Main Street Off-Street Parking Special Improvement District of Park City, commonly known as the Main Street Special Improvement District within Park City adopted by City Council August 16, 1974, and recorded February 28, 1985 as Entry No. 231175 in Book 333 at page 91, records of Summit County, Utah. Therefore, Appellants argument fails as they were on notice of the Assessment. Additionally, the City is not “assessing” the Section 15 (current in-lieu) fee- the proof of payment merely establishes eligibility for an exception of an otherwise generally applicable development regulation. It is the property owners choice if they don’t qualify for the exception to build the parking on-site or pay the off-site in-lieu fee.

VI. THE SECTION 15 FEE IS NOT PROPERLY MEASURED AND IS THEREFORE UNENFORCEABLE.

Appellant makes this argument based upon the erroneous conclusion that the fee is an Impact fee.

As outlined above, the parking requirement/in lieu of fee is not an impact fee. Furthermore, the fee is directly related to the cost of building parking directly

related to the property. All properties in the District had the ability to pay the levy when it was due. The exception is only for those properties which paid the parking fee at the time. Since the original assessment the cost of parking has increased, and the in lieu of fee reflects the actual cost of the City building the parking instead of the property owner. If the Owner chose to, he could provide the required parking himself. Additionally, the Appellant cannot challenge the adopted Fee Resolution in this process- the Planning Commission has no jurisdiction to overturn the in-lieu fee previously adopted by Final Action of the City Council.

VII. THE SECTION 15 FEE FRAMEWORK AMOUNTS TO CONSTITUTIONAL RIGHTS VIOLATIONS.

Appellant claims that “The disparate application of the Section 15 Fee as explained in the immediately preceding section constitutes a violation of due process and/or equal protection rights.”

The option to take advantage of the in-lieu fee alternative to providing the required parking on-site is equally available to all property owners within the zone.

VIII. THERE MAY BE A QUESTION OF WHETHER THE SECTION 15 FEE IS EVEN REASONABLE.

Appellant questions the reasonableness of the in lieu of fee.

The Planning Commission has no jurisdiction to overturn the previous Final Action of the City Council in establishing the fee. The in lieu of fee was reviewed and substantiated when adopted on December 18, 2014 [[Staff Report](#) (starting page 53) and [Minutes](#) (starting page 4)]; a previous work session with City Council had occurred on December 11, 2014 [[Staff Report](#) (starting page 15) and [Minutes](#) (starting page 2)]. Council based the in lieu of fee on a study which showed that in 2014 the current average construction cost of an additional parking space within the historic core at \$41,863. This amount doesn’t include land costs. Therefore the actual cost would be even higher than this. In addition, Owner is always able to build his own parking in satisfaction of the requirement.

*Furthermore, the Downtown and Main Street Parking Management Plan estimates the capital costs per space is **\$50,000** not including land costs (see Appellants Ex. 7, page 5-68)*

IX. WESLAKE SHOULD NOT BE CHARGED THE SECTION 15 FEE WHERE IT IS NOT IMPOSING ANY BURDEN ON PARKING BEYOND WHAT HISTORICALLY EXISTED.

Appellant claims that the parking requirement is only triggered when there is new construction. Further, Appellant claims that “the 1980 Redevelopment Plan provided that the Star Hotel required 35 parking spaces. See SOF, Item K. In its recent submission to the Planning Commission for the Property’s construction improvements, Westlake’s architect calculated that the improvements would only create a demand for 15 parking spaces—a significant reduction from the 1980 Redevelopment Plan. Id., Item L.

Here, the Appellant's application is to expand the historic building and there will be new construction related to that expansion. What is proposed is not just a restoration of the historic building. Instead it is an expansion of the existing building by approximately 8,304 square feet. The new parking is only calculated on this new 8,304 square feet. Appellant's arguments are not relevant to the appeal before the Planning Commission. This appeal is only to decide if the owner established that there was payment in full of the Assessment of the Main Street Special Improvements District prior to January 1, 1984.

As stated in the Planning Director's Determination, the Appellant has not determined proof of payment for the Parking Assessment as a part of the Main Street Parking Special Improvement District. Because no proof of payment has been established, the Appellant will be required to provide the minimum Parking Requirement established in LMC 15-3 Off-Street Parking based on the proposed Use(s) - even if the proposed Parking Requirement is less than what was assessed as a part of the Main Street Parking Special Improvement District. Further, as establish in the LMC 15-2.6-9 the measure of how much square feet is exempt (if there is proof of paying in) is based on the Floor Area Ratio. There is no statutory weight of the 1980 Redevelopment Plan.

X. WESTLAKE SHOULD QUALIFY FOR AN EXCEPTION FROM THE SECTION 15 UNDER A HISTORICAL CLASSIFICATION.

Appellant claims that they should be entitled to the exemption mentioned in Section 15-2.6-9(C) of the LMC which provides as follows: "The Planning Commission may recommend to the City Council that new additions to Historic Structures be exempt from a portion of or all parking requirements where the preservation of the Historic Structure has been guaranteed to the satisfaction of the City."

While the City agrees that the site is Historic and is on the Historic Sites Inventory, the exemption must be applied for and is not the subject of this appeal. Should the Appellant chose to apply for this Exemption, the Planning Commission will review it at a later date.

Process

Final Action by the Planning Commission on Appeals may be appealed to Third District Court within thirty (30) calendar days.

Department Review

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

Notice

The property was posted and notice was mailed to property owners within 300 feet on August 9, 2017. Legal notice was also published in the Park Record in accordance with requirements of the LMC on August 5, 2017.

Public Input

No input has been received regarding the Appeal.

Alternatives

- The Planning Commission may uphold the Appeal for 227 Main Street, or
- The Planning Commission may deny the Appeal, or
- The Planning Commission may request specific additional information and may continue the discussion to a date uncertain.

Significant Impacts

As conditioned, there are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation

Should the Planning Commission uphold the appeal, the Star Hotel would be entitled to the parking exemption of up to a Floor Area Ratio (FAR) of 1.5.

Recommendation

Staff recommends that the Planning Commission consider an Appeal of the Planning Director's Determination that the proposed project does not qualify for the exemption in [Land Management Code \(LMC\) 15-2.6-9\(D\)](#) as the Planning Director finds the owner of 227 Main Street (Star Hotel) did not establish that there was payment in full to the 1984 Parking Assessment of the Main Street Special Improvements District, hold a public hearing, and deny the appeal.

Findings of Fact:

1. The property is located at 227 Main Street in the Historic Commercial Business (HCB) District.
2. The property is identified by the Summit County Recorder as Tax Parcel PC-194 or Lots 7 & 8, Block 12 of the Park City Survey.
3. The referenced property is within the metes and bounds legal description of the Main Street Special Improvement District created by ordinance July 5, 1974 and re-entered at the Summit County Recorder's office as Entry Number 231175, Book 333, Page 91-106.
4. The existing historic boarding house on this site was been designated as Significant on the City's Historic Sites Inventory (HSI) in 2009.
5. The Historic Preservation Board re-affirmed its historic designation as a significant site on November 2, 2016. The owner appealed this determination to the Board of Adjustment, which affirmed the Historic Preservation Board's designation on February 21, 2017. The owner appealed the Board of Adjustment's decision in Third District Court where the case is currently pending.
6. On August 15, 1974, the Park City Council adopted Ordinance No. 5-74 creating Park City Main Street Off-Street Parking Special Improvement District for the purpose of paying the costs of constructing improvements including off-street parking facilities and automobile access ways. Properties in the District were subject to an assessment .

7. In 1975, William W. and Georgie Carol Rixie purchased the Star Hotel at 227 Main Street from William L. Jr. and Joyce L. Gardner. William R. Rixey sold the property to Star Hotel LLC in 2013.
8. In 1977, Park City Municipal Corporation sent an invoice to W.W. Rixey as owner of the referenced property. The invoice shows that Rixey had a \$1,947.00 balance from 1976. With interest charged at 10%, the amount due by August 22, 1977, was totaled at \$2,112.00.
9. The 1981-1982 ledger of the Main Street Special Improvement District shows that W.W. Rixie had a balance of \$2,112.00 as of June 31, 1981; the balance was carried over to June 2, 1982 as it had not yet been paid.
10. A 1981-1982 ledger of the Main Street Special Improvement District shows that W.W. Rixey owed \$2,112.00 as of 1982 and the balance had not been paid.
11. Staff has found a copy of the carbon copy of the assessment sent to W.W. Rixey, account #65, in 1982. It shows that the original amount due was \$1,650 based on the August 22, 1976 assessment. The City then charged 10% interest for years 1976 and 1977, 8% interest for year 1975 and 10% interest for years 1978 through 1982. The grand total was \$3,401.39; however, it appears that the Rixies may have agreed to an installment plan as only \$682.00 was due at the time of the bill.
12. On May 2, 1983, the Finance Department of Park City Municipal Corporation sent out a notice letter to property owners with overdue balances owed to the Main Street Special Improvement District Assessment, which had been assessed in 1975. The City had set up an installment plan in which the property owner could pay the assessment in installments over a three (3) year period, with an annual interest rate of 8%. With these letters, they enclosed a bill for the past due balance plus a 10% interest charge per year, for the years 1978 thru and including 1982. The letter indicated that if the payment was not received by May 20, 1983, or some satisfactory arrangements were not made, the City would go thru the Summit County Assessors offices and lien the property.
13. On January 1, 1984, William and Georgie Carol Rixey owed \$3,401.39.
14. On March 28, 1985, Park City Municipal Corporation recorded a Notice of Payment Assessment, listing those properties that had paid in full on or before December 31, 1983, to the Main Street Special Improvement District. It shows that "Block 12, Park City Survey, Lots 3 thru 6, 9 thru 16, and the East 50 feet of Lots 1 and 2" were paid in full. Lots 7 & 8 of Block 12 (227 Main Street) were not identified as having been paid in full.
15. The existing building measures approximately 5,187 square feet in size.
16. Appellant submitted an HDDR on May 2, 2017. The HDDR proposes reconstructing the historic building and adding on an addition. The existing building is approximately 5,370 square feet and the applicant is proposing a total square footage of 13,575 square feet upon completion of the project. The architect did not specify the square footage of the existing and proposed building on his plans.
17. Per LMC 15-2.6-9(B), the applicant shall provide parking at a rate of six (6) spaces per 1,000 square feet of non-residential Building Area, not including bathrooms, and mechanical and storage spaces.
18. Per LMC 15-2.6-9, the parking must be on-Site or paid by fee in lieu of on-Site parking set by Resolution equal to the parking obligation multiplied by the per space parking fee/in-lieu fee.

19. LMC 15-2.6-9(D) states, "Lots, which were current in their assessment to the Main Street Parking Special Improvement District as of January 1, 1984, are exempt from the parking obligation for a Floor Area Ratio (FAR) of 1.5. Buildings that are larger than 1.5 FAR are Non-Conforming Buildings for Off-Street parking purposes. To claim the parking exemption for the 1.5 FAR, the Owner must establish payment in full to the Main Street Parking Special Improvement District prior to January 1, 1984."
20. The Owner has not established payment in full to the Main Street Parking Special Improvement District prior to January 1, 1984.
21. The Parking for the project is reviewed under the LMC in effect at the time of Project Application, which is May 23, 2017. The current in lieu of fee is \$40,000 per space. The in lieu of fee was reviewed and substantiated when adopted by the Park City Council on December 18, 2014. Council based the in lieu of fee on a study which showed that in 2014 the current average construction cost of an additional parking space within the historic core at \$41,863. This amount doesn't include land costs. Therefore the actual cost would be even higher than this. In addition, Owner is always able to build his own parking in satisfaction of the requirement.
22. According to State Code impact fees are fees "imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure." They do not include a "tax, a special assessment, a building permit fee, a hookup fee, a fee for project improvements, or other reasonable permit or application fee." UCA § 11-36a-102(8)(a),(b). The 1974 tax is by definition not an impact fee.
23. Off street parking is a requirement for all residential and non-residential buildings in Park City. The in lieu of fee is only available under certain circumstances and is only an option if parking is not otherwise provided. As such, in-lieu fees are not mandatory but optional when the property owner decides not to build the required parking on their private property. The parking/in-lieu of requirement isn't for public infrastructure; it is related to specific requirements of the site.
24. LMC 15-2.6-9 specifically exempts only those properties where the Owner established payment in full to the Special Improvement District prior to January 1, 1984. Appellant concedes that the invoices indicate that payment had not been paid by that date. The recorded document "Notice Of Payment of Assessment" recorded on March 28, 1985 also reflects that this property had not paid its assessment.
25. The Title Report for the property includes exception 13 which states, "Affidavit confirming Ordinance Levying the assessment for the Main Street Off-Street Parking Special Improvement District of Park City, commonly known as the Main Street Special Improvement District within Park City adopted by City Council August 16, 1974, and recorded February 28, 1985 as Entry No. 231175 in Book 333 at page 91, records of Summit County, Utah.
26. Section 15-2.6-9 of the LMC requires off street parking which can be fulfilled by paying a parking in lieu of fee.

Conclusions of Law

1. The Appeal was received within thirty (30) calendar days after the Planning Director's Determination was issued.

2. The Appellant has not established payment in full for the 227 Main Street Parking Assessment as a part of the Main Street Parking Special Improvement District prior to January 1, 1984.
3. Neither the 1975 Assessment nor the Parking Requirement are impact fees.

Order

1. The Appeal is denied in whole and the Planning Director's Determination is upheld.

Exhibits

Exhibit A — July 6th, 2017 Planning Director's Determination

Exhibit B — Appellant's Submittal, 7.17.2017

Appellant Exhibit 1— Affidavit from J. Craig Smith, City Recorder, recorded
2.28.85

Appellant Exhibit 2—PCMC Invoice to W.W. Rixey, 1977

Appellant Exhibit 3—PCMC Invoice to W.W. Rixey, 1982

Appellant Exhibit 4—Email from Carol Rixey to Councilwomen Bodell,
10.17.2002

Appellant Exhibit 5—Historic Main Street Redevelopment, Final Draft, March
1980

Appellant Exhibit 6—Elliot Work Group analysis of parking owed, 5.18.17

Appellant Exhibit 7—Downtown and Main Street Parking Management Plan,
June 2016

Exhibit C — Resolution 18-75 that includes Ordinance 05-74

Exhibit D — City Recorder Letter, 7.1.1980

Exhibit E — PCMC 1981-1982 ledger for Main Street Off-Street Parking SID

Exhibit F — Notice Letter from City Recorder, 5.2.1893

Exhibit G — Notice of Payment of Assessment, 3.28.1985

Exhibit H — Title Report



July 6, 2017

Todd Cusick
Westlake Land LLC
515 Sheffield Drive
Provo, UT 84604

CC: Bryan Markkanen, Elliot Workgroup Architecture

NOTICE OF PLANNING DIRECTOR DETERMINATION

Project Address:	227 Main Street
Project Description:	Planning Director Determination on parking requirements
Project Number:	PL-17-03430
Date of Action:	June 23, 2017

ACTION TAKEN BY PLANNING DIRECTOR:

In accordance with Land Management Code (LMC) 15-2.6-9(D) Pre 1984 Parking Exception, Lots, which were current in their assessment to the Main Street Parking Special Improvement District as of January 1, 1984, are exempt from the parking obligation for a Floor Area Ratio (FAR) of 1.5. Buildings that are larger than 1.5 FAR are Non-Conforming Building for Off-Street parking purposes. To claim the parking exception for the 1.5 FAR, the owner must establish payment in full to the Main Street Parking Special Improvement District prior to January 1, 1984.

The Planning Director has found that no payments were made for the assessment on the referenced property during the period August 16, 1974 to January 1, 1984, for the Main Street Off-Street Parking Special Improvement District.

The Planning Director finds that the applicant shall provide parking at a rate of six (6) spaces per 1,000 square feet of non-residential Building Area, not including bathrooms, and mechanical and storage spaces in accordance with LMC 15-2.6-9(B). Residential parking shall comply with LMC 15-3 Parking. The parking must be on-Site or paid by fee in lieu of on-Site parking set by Resolution equal to the parking obligation multiplied by the per space parking fee/in-lieu fee. The existing historic building currently measures approximately 5,187 square feet in size.

Findings of Fact:

1. The property is located at 227 Main Street in the Historic Commercial Business (HCB) District.
2. The property is identified by the Summit County Recorder as Tax Parcel PC-194 or Lots 7 & 8, Block 12 of the Park City Survey.
3. The referenced property is within the metes and bounds legal description of the Main Street Special Improvement District created by ordinance July 5, 1974 and re-entered at the Summit County Recorder's office as Entry Number 231175, Book 333, Page 91-106.
4. The site is not located within the Main Street Historic District, which was listed in the National Register of Historic Places in 1979. The District extends from the northwest corner of Heber Avenue and Park Avenue, running east to 201 Heber Avenue, then south, covering both sides of Park City Main Street to approximately 268 Main Street (on the east) then across to 305 Main Street (to the west).
5. The existing historic boarding house on this site was been designated as Significant on the City's Historic Sites Inventory (HSI) in 2009.
6. The Historic Preservation Board re-affirmed its historic designation as a significant site on November 2, 2016. The owner appealed this determination to the Board of Adjustment, which affirmed the Historic Preservation Board's designation on February 21, 2017. The owner appealed the Board of Adjustment's decision in Third District Court where the case is currently pending.
7. On August 9, 1973, the Park City Council adopted a Resolution creating the Main Street Special Improvement District of Park City, Summit County, Utah, as specified in the Notice of Intention adopted by City Council on July 5, 1973.
8. City Council passed Ordinance No. 5-74 confirming the assessment roll as corrected and adjusted by the Board of Equalization and Review for Park City Main Street Off-Street Parking Special Improvement District. All property fronting Main Street was levied at \$0.44 per square foot.
9. The Board of Equalization and Review for Main Street Off-Street Parking Special Improvement District of Park City on July 29, 30, and 31, 1974 in order to hear arguments from any person who believed himself aggrieved including arguments relating to the benefit accruing to any district block, lot, or parcel of property in the district or relating to an amount of the proposed assessment against any such tract, block, lot or parcel. The Board considered all facts and arguments presented and made corrections as deemed just and equitable.
10. On August 16, 1974, the Park City Council adopted Ordinance No. 5-74 confirming the assessment roll and levying a tax providing for the assessment of property in Park City Main Street Off-Street Parking Special Improvement District for the purpose of paying the costs of constructing improvements including off-street parking facilities and automobile access ways.
11. On February 20, 1975, the Park City Council adopted a Resolution authorizing the issuance and sale of \$150,000 Special Improvement Bonds of the Park City Main Street Off-Street Parking Special Improvement District.
12. On March 18, 1975, the Park City Council adopted Resolution No. 18, to amend

the Resolution to state the amount paid by property owners in the District on their assessments during the fifteen day period following the publication of Park City Ordinance No. 5A-75.

13. On March 27, 1975, the Park City Council held a special meeting for the purpose of considering a Resolution amending the Resolution adopted by the Park City Council on March 18, 1975, and amending the Resolution adopted by the City Council on February 20, 1975, authorizing the issuance and sale of \$150,000 Special Improvement Bonds of the Park City Main Street, Off-Street Parking Special Improvement District.
14. In 1975, William W. and Georgie Carol Rixie purchased the Star Hotel at 227 Main Street from William L. Jr. and Joyce L. Gardner. William R. Rixey sold the property to Star Hotel LLC in 2013.
15. In 1977, Park City Municipal Corporation sent an invoice to W.W. Rixey as owner of the referenced property. The invoice shows that Rixey had a \$1,947.00 balance from 1976. With interest charged at 10%, the amount due by August 22, 1977, was totaled at \$2,112.00.
16. The 1981-1982 ledger of the Main Street Special Improvement District shows that W.W. Rixie had a balance of \$2,112.00 as of June 31, 1981; the balance was carried over to June 2, 1982 as it had not yet been paid.
17. Staff has found a copy of the carbon copy of the assessment sent to W.W. Rixey, account #65, in 1982. It shows that the original amount due was \$1,650 based on the August 22, 1976 assessment. The City then charged 10% interest for years 1976 and 1977, 8% interest for year 1975 and 10% interest for years 1978 through 1982. The grand total was \$3,401.39; however, it appears that the Rixies may have agreed to an installment plan as only \$682.00 was due at the time of the bill.
18. Per Ordinance No.5-74, any part of the assessment not paid within fifteen (15) days after the ordinance becoming effective was to be payable over a period not exceeding three (3) years from the effective date of the ordinance in three (3) substantially equal annual installments with interest on the unpaid balance of the assessment at the rate of seven (7) percent per annum from the effective date of the ordinance until due.
19. A 1982-1983 ledger of the Main Street Special Improvement District shows that W.W. Rixey owed \$2,112.00 as of 1982 and the balance had not been paid.
20. On May 2, 1983, the Finance Department of Park City Municipal Corporation sent out a notice letter to property owners with overdue balances owed to the Main Street Special Improvement District Assessment, which had been assessed in 1975. The City had set up an installment plan in which the property owner could pay the assessment in installments over a three (3) year period, with an annual interest rate of 8%. With these letters, they enclosed a bill for the past due balance plus a 10% interest charge per year, for the years 1978 thru and including 1982. The letter indicated that if the payment was not received by May 20, 1983, or some satisfactory arrangements were not made, the City would go thru the Summit County Assessors offices and lien the property.
21. On January 1, 1984, William and Georgie Carol Rixey owed \$3,401.39.

22. On August 20, 1984, then-City Attorney Tom Clyde sent a Memorandum to Craig Smith explaining the Main Street Special Improvements District. According to Clyde, "In 1974, the City formed the Main Street Special Improvement District for the purpose of assessing property owners on Main Street and a few other nearby properties to buy the Swede Alley parking area from United Park City Mines and pave it...The improvement district was defectively formed, and had no legal standing to push the invalid assessment...With the 1984 Land Management Code, there was a provision added that said that if you had not paid your assessment in full by the date of adoption, you were not entitled to the benefits of the district, and had to provide all of your parking on site, or when that was not possible due to the size of the lot, provide \$10,000 per required parking stall to pay for parking built by the City in parking structures. Further everything above your second story had to provide on-site parking or pay the fee."
23. According to a November 20, 1984 letter from the Park City Finance Department to James W. Carr, a number of assessments were never paid, or only paid in part. It goes on to say that "the Ordinance was amended in July of 1983 to limit the parking exemption to only the first two stories of construction, because it was painfully obvious that the public parking in Swede Alley was not adequate to meet the demand generated by all properties on Main Street building to the maximum density." The letter states that the code was amended again in January of 1984, "to provide that only those properties that had been paid in full by January 1, 1984 were entitled to the exemption. Properties with balances owing at that time could not qualify as parking exempt, regardless of the height of the building built."
24. Prior to 1984, the Land Management Code required that "Except as to buildings fronting Main Street between Heber Avenue and 1st Street, there shall be provided at the time of erection of any building or at the time any main building is enlarged or increased in capacity, minimum off-street parking space within adequate provisions of ingress and egress by standardized automobiles as hereinafter provided" as outlined in Chapter 6 Provision 67-6-1.
25. In 1985, amendments were adopted that included a Floor Area Ratio of 4.0 for buildings within the Historic District. The changes also addressed parking. They exempted structures designated as historic buildings by the Historic District Commission and renovations of those structures from off-street parking requirements. It also allowed for parking to be provided off-site by paying a sum equal to the estimated construction cost of parking spaces in a public parking facility to the City. It went on to say, "This fee shall be established by the Developer Fee Schedule Ordinance, and adjusted annually to reflect the approximate actual construction costs of the structure. This exemption from the off-street parking requirement only applies to those structures or properties which paid the assessment to the Main Street Parking Special Improvement District in full prior to January 1, 1984. All other properties must provide parking in full compliance with Chapter 13. It is the obligation of the property owner to establish that payment was made. All other property within the HCB zone must provide parking for all space in compliance with the provision of Chapter 13 of

the Code.”

26. On March 28, 1985, Park City Municipal Corporation recorded a Notice of Payment Assessment, listing those properties that had paid in full on or before December 31, 1983, to the Main Street Special Improvement District. It shows that “Block 12, Park City Survey, Lots 3 thru 6, 9 thru 16, and the East 50 feet of Lots 1 and 2” were paid in full. Lots 7 & 8 of Block 12 were not identified as having been paid in full.
27. The existing building measures approximately 5,187 square feet in size.
28. Per LMC 15-2.6-9(B), the applicant shall provide parking at a rate of six (6) spaces per 1,000 square feet of non-residential Building Area, not including bathrooms, and mechanical and storage spaces.
29. Per LMC 15-2.6-9, the parking must be on-Site or paid by fee in lieu of on-Site parking set by Resolution equal to the parking obligation multiplied by the per space parking fee/in-lieu fee.

Any decision of the Planning Director may be appealed within ten (10) calendar days of the decision to the Planning Commission. Upon appeal, the Planning Commission shall conduct a hearing and shall review the matter under de novo standard of review.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,

A handwritten signature in dark ink, appearing to read 'B. Erickson', with a stylized, cursive script.

Bruce Erickson, AICP
Planning Director

CC: Anya Grahn, Historic Preservation Planner; Hannah Tyler, Planner II



D. Scott DeGraffenried
Phone: (801) 799-5759
DSDegraffenried@hollandhart.com

July 17, 2017

VIA HAND DELIVERY

Planning Commission
PARK CITY MUNICIPAL CORPORATION
445 Marsac Ave.
Park City, Utah 84060

Re: Notice of Appeal of July 6, 2017 Notice of Planning Director Determination
Project Address: 227 South Main Street, Park City, Utah 84060
Project Number: PL-17-03430

Dear Planning Commission:

This firm represents Westlake Land, LLC (“**Westlake**”). Todd Cusick is Westlake’s primary representative. He can be contacted at (801) 850-3108. Westlake’s principal address is 515 Sheffield Drive, Provo, Utah 84604.

Westlake owns the above-referenced property (the “**Property**”). This letter constitutes Westlake’s appeal of the above-referenced determination recently issued by Mr. Bruce Erickson, Park City’s planning director (the “**Determination**”). This Appeal is filed pursuant to Section 15-1-18 of the Park City Municipal Code (the “**PC Code**”).

Westlake acquired the Property in December 2014. Thereafter, Park City’s building department deemed the Property unsafe for human occupancy. *See* Entry No. 01030459, Summit County Recorder. Westlake has since submitted redevelopment plans to the Planning Commission for approval. Such efforts gave rise to discussions between the Planning Commission and Westlake regarding attendant parking fees. The Determination was issued in response to those discussions. In short, the Determination provides that because a previous assessment against the Property was allegedly not paid in full, Westlake cannot benefit from a current provision in the PC Code exempting certain properties from fees related to parking. Westlake respectfully disagrees with the Determination as set forth herein.

I. PRELIMINARY STATEMENT REGARDING AVAILABLE EVIDENCE/INFORMATION.

Preliminarily, Westlake asserts that given the short timeframe for this Appeal, it has been unable to acquire all potential evidentiary information that may exist relative to this matter. Moreover, the Determination discusses the existence and application of certain documents while failing to disclose them (*see, e.g.*, paragraph no. 22 of the Determination, referring an August 20, 1984 memorandum). Westlake is in the process of acquiring all available information to the extent it can, including that referenced but not included in the Determination. Westlake therefore



reserves its right to supplement this Appeal with any relevant information that might be made available.

II. STATEMENT OF FACTS

Here are certain undisputed facts that are pertinent to this Appeal:

A. In or about August 1973, the City Council of Park City created the Main Street Improvement District No. 1 for the purpose of promulgating construction improvements to certain areas of Park City, the Property being one of the affected areas. *See* Exhibit B to Entry No. 231175 in the Summit County Recorder's Office (attached hereto as Exhibit 1).

B. The Document that is Exhibit 1 to this Appeal (aka Entry No. 231175) was recorded against the Property. It, along with all of its exhibits, shall hereinafter be referred to collectively as "**Ordinance No. 5-74.**"

C. On August 15, 1974, and pursuant to the creation of the above mentioned improvement district, the City Council of Park City, through Ordinance No. 5-74, authorized the Board of Equalization and Review for Main Street Off-Street Parking Special Improvement District of Park City to issue tax assessments against the affected properties (of which the Property is one) for the purpose of financing certain construction improvements to Main Street (the "**5-74 Assessment**").¹ *Id.* at Ex. A

D. The 5-74 Assessment was to be payable over a three year period measured from the effective date of Ordinance No. 5-74. *Id.* at Ex. A, Section 4. As such, the 5-74 Assessment was to be paid by the Property's owner through installment payments over the years 1974, 1975, and 1976.

E. The 5-74 Assessment was also to be applied as a tax against the affected properties, the nonpayment of which could result in the foreclosure of any of the affected properties. *Id.* at Ex. A, Sections 2 and 4.

F. Ordinance No. 5-74 provides as follows:

Default in the payment of principal or interest when due shall cause the whole of the unpaid principal and interest to become due and payable immediately, and the whole amount of the unpaid principal shall thereafter draw interest at the rate of 10% per annum until paid, but at any time prior to the date of sale or foreclosure the owner may pay the amount of all unpaid

¹ Paragraph 22 of the Determination references the alleged existence of a memorandum that purportedly states that the 5-74 Assessment was invalid. The Determination is unclear on whether it is arguing that point. If so, we ask that the planning director's argument be more specific. But if the planning director is arguing the 5-74 Assessment is invalid, Westlake respectfully disagrees with such an argument. After all, the operative PC Code provision that purportedly excepts parties from having to pay current fees is dependent upon the 5-74 Assessment.

installments past due, with interest at the rate of 10% per annum to date of payment on the delinquent installments, and all approved costs, and shall thereupon be restored to the right thereafter to pay in installments in the same manner as if default had not occurred.

Ex. 1 at Ex. A, Section 4 (emphasis added).

G. Park City issued an invoice to Rixey, the Property's previous owner, in or about 1977 for the "1976 balance" stating that it "[was] the final installment due on the Main Street Special Improvement District" (the "**Final Assessment Invoice**"). See a copy of the Final Assessment Invoice attached hereto as Exhibit 2.

H. Thereafter, Park City assessed interest against the Final Assessment Invoice through 1982. See a copy of the invoice statement attached hereto as Exhibit 3.

I. Rixey maintained that she paid for parking assessments. See a copy of an October 17, 2002 email from Carol Rixey attached hereto as Exhibit 4 (stating that Ms. Rixey "paid an assessment for two parking areas on Swede's Alley...").

J. Park City never took any action against the Property for alleged non-payment of the 5-74 Assessment in terms of recording anything against the Property's title or commencing foreclosure.

K. The Historic Main Street Redevelopment Plan promulgated by Park City in 1980 (the "**1980 Redevelopment Plan**") provided that the Star Hotel required 35 parking spaces. See a copy of portions of the 1980 Redevelopment Plan attached hereto as Exhibit 5.

L. In its recent submission to the Planning Commission for the Property's construction improvements, Westlake's architect calculated that the improvements would only create a demand for 15 parking spaces. See a copy of the architect's calculations attached hereto as Exhibit 6.

III. THE RECORD IS NOT CLEAR ON WHETHER THE PROPERTY'S PREVIOUS OWNER PAID THE 5-74 ASSESSMENT, OR ANY PORTION OF THE ASSESSMENT.

The Determination maintains that the Property's previous owner did not pay the 5-74 Assessment in full. The Determination is unclear, however, on whether any portion of the assessment had been paid. Nor do the invoices that Westlake has been able to acquire clearly state whether portions of the 5-74 Assessment have been paid. See Statement of Fact (above) ("**SOF**"), Items G and H. Moreover, there is some evidence indicating that the Property's previous owner did pay at least a portion of the 5-74 Assessment. See SOF, Item I. Again, the Determination did not include any evidence in the form of documents or affidavits. And because the deadline for this Appeal is relatively short, Westlake reserves the right to continue gathering

more information on this issue. Without further evidence, Westlake is not conceding, at this juncture, that the 5-74 Assessment for the Property was not paid in full.

If it is determined that the Property's previous owner did not pay the 5-74 Assessment, Westlake intends to bring the unpaid balance current as permitted by Ordinance No. 5-74 (*infra*).

IV. ORDINANCE NO. 5-74 HAS TO BE GIVEN EFFECT.

a. THE 5-74 ASSESSMENT IS A SPECIAL/LOCAL ASSESSMENT, NOT AN IMPACT FEE.

"[S]pecial or local assessments are imposed upon property within a limited area for the payment of a local improvement that is supposed to enhance the value of all property within that area." *Salt Lake County v. Board of Educ. of Granite School Dist.*, 808 P.2d 1056, 1059 (Utah 1991). They differ from impact fees:

It is immediately apparent that a local or special assessment, which constitutes a lien against property, is different from an impact fee, which is not a lien but is imposed . . . as a condition to the construction of improvements. We note Utah statutory authority for the creation of improvement districts in cities and towns [and] [i]n each instance, the assessment made against property in the improvement district constitutes a lien thereon . . . and the property may be sold to pay any delinquent installment.

Id. Here, because Ordinance No. 5-74 (i) imposed a tax upon already existing property through the creation of a special services district and for the purpose of funding construction improvements within a certain area and (ii) established foreclosure of any of the affected properties as a potential consequence of non-payment, it was a special/local assessment, not an impact fee. *See* SOF, Items A-E.

b. THE FEE REQUIRED BY SECTION 15-2.6-9 OF THE PC CODE IS AN IMPACT FEE.

"Impact fees are generally defined as charges levied by local governments against new development in order to generate revenue for capital funding necessitated by the new development." *Id.* at 1058 (internal quotations omitted). The difference between them and special/local assessments is further explained as follows:

[T]he primary difference between impact fees and local assessments is that special [or local] assessments represent a measure of the benefit of public improvements on *new or existing* development, whereas impact fees typically measure the cost of the demand or need for public facilities as a result of *new development only*."

Id. at 1059 (emphasis added) (internal quotations omitted).



Section 15-2.6-9 of the PC Code provides as follows: “*New construction* must provide Off-Street parking [and] [t]he parking must be on-Site or paid by fee in lieu of on-Site parking set by Resolution equal to the parking obligation multiplied by the per space parking fee/in-lieu fee.” Section 11-12-16 of the PC Code explains the purpose of this fee (hereinafter referred to as the “**Section 15 Fee**”) as follows:

The payment for spaces in a publicly constructed parking facility, in lieu of providing on-site parking within the HCB and HRC zones shall be as set by resolution and charged per stall. The payments, together with interest earned thereon, shall be used by the City for the construction or acquisition of parking structures within the Swede Alley area between Hillside and Heber Avenues

Because Sections 15-2.6-9 and 11-12-16 provide for the imposition of a fee in conjunction with new construction for the purpose of funding capital projects ostensibly necessitated by new development, the Section 15 Fee can be considered an impact fee.

- c. **BECAUSE THE 5-74 ASSESSMENT AND THE SECTION 15 FEE ARE DIFFERENT EXACTION MECHANISMS, WESTLAKE IS ENTITLED TO THE RIGHTS AND BENEFITS BESTOWED BY ORDINANCE NO. 5-74 AND THE PC CODE, AND SHOULD NOT BE PREJUDICED BY EITHER.**

Because the 5-74 Assessment and the Section 15 Fee are different exaction mechanisms, they must be treated separately—each in its own right. Ordinance No. 5-74 allows Westlake to cure any alleged non-payment of the 5-74 Assessment any time before foreclosure, together with interest. *See* SOF, Item F. Park City has never sought foreclosure of the Property for alleged non-payment of the 5-74 Assessment. *Id.*, Item J. So if Westlake brings the 5-74 Assessment current by paying the requisite principal balance and interest charges, it will be entitled to the benefits of having paid the 5-74 Assessment.

One of those benefits is being excepted from the Section 15 Fee:

Lots, which were current in their assessment to the Main Street Parking Special Improvement District as of January 1, 1984, are exempt from the parking obligation for a Floor Area Ratio (FAR) of 1.5. . . . To claim the parking exemption for the 1.5 FAR, the Owner must establish payment in full to the Main Street Parking Special Improvement District prior to January 1, 1984.

Section 15-2.6-9(4) of the PC Code. We note that per the PC Code, being excepted from the Section 15 Fee is contingent upon having paid the 5-74 Assessment before January 1, 1984. The Determination relies on the allegation that the Property’s previous owner did not pay the 5-74 Assessment in full, and as such, Westlake is obligated to pay the Section 15 Fee. Again, absent more available evidence, Westlake does not concede that the 5-74 Assessment was not paid in full. Regardless, the 5-74 Assessment can be brought current any time prior to foreclosure. It



must be given effect per its express terms, thereby allowing Westlake to bring the 5-74 Assessment current.

After all, even the PC Code provides that Ordinance No. 5-74 and the 5-74 Assessment cannot be undone:

Nothing in this [PC] Code or the ordinance adopting this [PC] Code shall be construed to repeal or otherwise affect the validity of the following:

• • •

2. Any appropriation ordinance or ordinance providing for the levy of taxes or for an annual budget, or prescribing salaries for City officers and employees

• • • •

Section 1-1-3 of the PC Code. Because Ordinance No. 5-74 is a special/local assessment in the form of a tax, its provisions regarding bringing the 5-74 assessment current at any time cannot be trampled by application of any provision of the PC Code, including that which imposes the Section 15 Fee.

Moreover, evidence suggests that the Property's previous owner did pay portions of the 5-74 Assessment. *See* SOF, Item I. But according to the Determination, no credit is given for that. In fact, by the express terms of Section 15-2.6-9(4) of the PC Code, a party could have paid 99.9% percent of the 5-74 Assessment, but still not be excepted from the Section 15 Fee. That is an inequitable result, which demonstrates the impropriety of Section 15-2.6-9(4). The only harmonious application of both Ordinance 5-74 and the PC Code is to allow the 5-74 Assessment to be brought current in accordance with Ordinance No. 5-74, and then allow those who have brought it current to inure to any corresponding benefit provided under the PC Code. To hold otherwise renders conflicting applications of Ordinance No. 5-74 and the PC Code.

V. PARK CITY IS EQUITABLY ESTOPPED FROM ASSESSING OR HAS OTHERWISE WAIVED ITS RIGHT TO ASSESS THE SECTION 15 FEE.

The following three elements must be satisfied for an equitable estoppel claim:

First, there must be a statement, admission, act, or failure to act by one party inconsistent with a claim later asserted[;] [s]econd, estoppel requires reasonable action or inaction by the other party taken or not taken on the basis of the first party's statement, admission, act or failure to act[;] and [t]hird, there must be injury to the second party that would result from allowing the first party



to contradict or repudiate such statement, admission, act, or failure to act.

Salt Lake City Corp. v. Big Ditch Irr. Co., 258 P.3d 539, 548 (Utah 2011) (internal citations and quotation marks omitted). Here, these elements are met. Ordinance No. 5-74 and the attendant 5-74 Assessment constituted an encumbrance against the Property. *See* SOF, Items A-E. Park City did nothing to enforce it. *Id.*, Item J. So there was no notice on title when Westlake acquired the Property. Westlake therefore would not have known, through reasonable due diligence, that the 5-74 Assessment was never paid; thus, Westlake would not have known that it would be potentially subject to the Section 15 Fee. As a result, Westlake stands to suffer injury through the assessment of the Section 15 Fee. By virtue of Park City's inaction with respect to enforcing the 5-74 Assessment against the Property, Park City is equitably estopped from assessing or has otherwise waived its right to assess the Section 15 Fee. *See also Soter's, Inc. v. Deseret Federal Sav. & Loan Ass'n*, 857 P.2d 935, 936 (Utah 1993) ("A waiver is the intentional relinquishment of a known right [and] [t]o constitute a waiver, there must be an existing right, benefit or advantage, a knowledge of its existence, and an intention to relinquish it.").

VI. THE SECTION 15 FEE IS NOT PROPERLY MEASURED AND IS THEREFORE UNENFORCEABLE.

Impact fees must be assessed equitably: "[T]o comply with the standard of reasonableness, a municipal fee ... must not require newly developed properties to bear more than their equitable share of the capital costs in relation to benefits conferred." *Banberry Development Corp. v. South Jordan City*, 631 P.2d 899, 903 (Utah 1981). Importantly, fees assessed in lieu of another dedication, as is the case here (fee in lieu of providing parking), must be done properly, else the assessment be a constitutional violation:

"[I]f the burden cast upon the subdivider is reasonably attributable to his activity, then the requirement (of dedication or fees in lieu thereof) is permissible; if not, ***it is forbidden and amounts to a confiscation of private property in contravention of the constitutional prohibitions*** rather than reasonable regulation under the police power.

Call v. City of West Jordan, 614 P.2d 1257, 1259 (Utah 1980) (emphasis added).

Here, the Section 15 Fee is not assessed in accordance with the law. Its impropriety is best illustrated by way of example. The Section 15 Fee applies to any property within the Park City Historical Commercial Business District ("**HCB District**"), except for those within that district that paid the 5-74 Assessment prior to January 1, 1984. The Determination recites the Section 15 Fee requirement as six stalls per 1,000 square feet of new improvement for a non-residential use (per Section 15-2.6-9 of the PC Code). The Section 15 Fee, on a "per stall" basis, we are told, is currently set at \$40,000. With that, let us assume that two neighboring properties within the HCB District (Properties A and B) want to add 10,000 square feet of new,

non-residential construction. Only Property A paid the 5-74 Assessment prior to January 1, 1984. Based on Ordinance No. 5-74, that payment was, at most, only \$.44 cents per square foot (perhaps only \$.27 cents per square foot depending on whether it fronts Main Street)—a negligible fee when compared to the Section 15 Fee. *See* Ex. 1, Ex. A, Section 2. That means Property A can effectuate its new improvements with no payment of the Section 15 Fee, only having paid a few thousand dollars in the early 80's—under a different exaction mechanism, no less—while Property B's Section 15 Fee would be \$2,400,000.00 (60 stalls x \$40,000 per stall). Under that framework, Properties A and B are not being assessed an impact fee on an equitable basis. Nor is Property B's Section 15 fee reasonably attributable to Property's B's activity; Properties A and B are creating the same parking burden, but only one of them has to pay for it. Imposing a burden on Property B to finance the capital improvements while its neighbor in similar circumstances pays nothing contravenes the law, rendering the current framework of the Section 15 Fee improper. Westlake is being told it has to operate under that system; fortunately, that system will not survive judicial scrutiny.

VII. THE SECTION 15 FEE FRAMEWORK AMOUNTS TO CONSTITUTIONAL RIGHTS VIOLATIONS.

The disparate application of the Section 15 Fee as explained in the immediately preceding section constitutes a violation of due process and/or equal protection rights. If no fundamental right is at issue, “a statute will not violate substantive due process if it is rationally related to a legitimate state interest. *Gardner v. Board of County Com'rs of Wasatch County*, 178 P.3d 893, 903 (Utah 2008). Further, “[e]qual protection of the law requires that similarly situated persons be treated alike.” *Id.*

Here, no fundamental right is at issue. Park City must therefore demonstrate that assessing impact fees against one party, but not against a similarly situated party has a legitimate state interest. We cannot think of one.

Also, the selective, arguably discriminatory assessment of the Section 15 Fee amounts to unequal application of the law. Westlake therefore maintains that its constitutional rights are violated.

VIII. THERE MAY BE A QUESTION OF WHETHER THE SECTION 15 FEE IS EVEN REASONABLE.

Assuming that the application of the Section 15 Fee were even upheld, there is still a question of whether the Section 15 Fee is reasonable. Westlake is currently without sufficient information to even begin analyzing the reasonableness of the Section 15 Fee. The factors for such analysis are articulated in *Banberry Development Corp.*, 631 P.2d 899. But it is worth noting that “[r]easonableness obviously holds the municipality to a higher standard of rationality than the requirement that its actions not be arbitrary or capricious.” *Banberry Development Corp.*, 631 P.2d at 905.

The limited information at Westlake's current disposal does question the reasonableness of the Section 15 Fee. Attached as Exhibit 7 is a comprehensive parking plan promulgated by Park City and one of its consultants in June 2016. Even it states that the Section 15 Fee is "high." See Ex. 7 at Section 17.

Westlake is entitled to information identifying the origin and calculation of the Section 15 Fee. It intends to submit a GRAMA request to obtain such information, as well as information on how many other properties against which the Section 15 Fee has been assessed. Once it obtains all available information, and if necessary, Westlake will look at pursuing a declaratory action in the 3rd District Court seeking that the Section 15 Fee be found unenforceable for all possible reasons, including those articulated in this Appeal.

IX. WESTLAKE SHOULD NOT BE CHARGED THE SECTION 15 FEE WHERE IT IS NOT IMPOSING ANY BURDEN ON PARKING BEYOND WHAT HISTORICALLY EXISTED.

Section 15-3-2 of the PC Code provides as follows (emphasis added):

An Applicant must provide required Off-Street parking with adequate provisions for independent ingress and egress by automobiles and other motorized vehicles *at the time a Building is erected or enlarged*.

If any land, Structure, or Use *is changed to create more Off-Street parking demand*, the Owner must provide such additional Off-Street parking for the new Use as is required by this Chapter. Required parking must be on-Site unless the Planning Commission allows such parking on adjacent or nearby deed restricted Lots

That, when read in conjunction with Section 15-2.6-9's provision that only "new construction" is to provide off-street parking, requires that only if improvements to property increase parking demand will that property be subject to the Section 15 Fee.

The 1980 Redevelopment Plan provided that the Star Hotel required 35 parking spaces. See SOF, Item K. In its recent submission to the Planning Commission for the Property's construction improvements, Westlake's architect calculated that the improvements would only create a demand for 15 parking spaces—a significant reduction from the 1980 Redevelopment Plan. *Id.*, Item L. So the newly proposed improvements are not imposing any additional parking burden beyond what previously existed. As such, the Section 15 Fee should not be assessed.

After all, had the Property not been rendered uninhabitable, no improvements would be required, and thus Park City would not be assessing the Section 15 Fee. But because Westlake is effectively compelled to improve the Property by virtue of Park City's condemning it, the Section 15 Fee is in play. Under that framework, the Section 15 Fee is seemingly opportunistic at best, and punitive at worst.

X. WESTLAKE SHOULD QUALIFY FOR AN EXEMPTION FROM THE SECTION 15 FEE UNDER A HISTORICAL CLASSIFICATION.

Section 15-2.6-9(C) of the PC Code provides as follows: “The Planning Commission may recommend to the City Council that new additions to Historic Structures be exempt from a portion of or all parking requirements where the preservation of the Historic Structure has been guaranteed to the satisfaction of the City.” On November 2, 2016, the Park City Historic Preservation Board (“HPB”) determined that the Property is to remain on the list of significant buildings in the Park City Historic Sites Inventory. Westlake appealed that decision to the Board of Adjustment (“BOA”). The BOA upheld the HPB’s decision. So by its own posture, Park City has cemented its position that it believes the Property is historical in nature. As such, the Property should be entitled to the foregoing exemption, and therefore not subject to the Section 15 Fee.

XI. CONCLUSION

Based on the foregoing, Westlake disputes the Determination and its findings.

Sincerely,



D. Scott DeGraffenried
for Holland & Hart LLP

Enclosures

cc: Anya Grahn (via email at anya.grahn@parkcity.org)
Polly Samuels McLean (via email at pmclean@parkcity.org)
Client (via email)

10013705_1

EXHIBIT 1

Fee Exempt per Utah Code
Annotated 1953 21-7-2

When Recorded Mail to

J. Craig Smith
Park City Municipal Corporation
Box 1480
Park City, Utah 84060

State of Utah)
County of Summit) :ss

Entry No.	231175
REQUEST OF	<i>Park City Municipal Corporation</i>
FEE	ALAN SPENCER
S. N. C.	By <i>Susan Spencer</i>
RECORDED	2-28-85 10:15 AM

J. Craig Smith, being first duly sworn and upon oath,
does state and depose as follows:

1. I am the duly appointed and acting City Recorder of Park City Utah. In that capacity I have official custody of the records of Park City.

2. The attached to this affidavit as Exhibit A is the original of the Ordinance levying the assessment for the Main Street Off-Street Parking Special Improvement District of Park City, commonly known as the Main Street Special Improvement District within Park City. It was adopted by the City Council on August 16, 1974.

3. Also attached as Exhibit B is a certified copy of the Resolution creating the district, which contains the metes and bounds legal description of the property included within the District, adopted by the Council on July 5, 1974, as shown in the minutes of that meeting. The original of this Resolution has been lost, but the minutes of the City Council show that the ordinance was adopted in the regular meeting of the City Council of Park City, Utah on July 5, 1974. The Resolution contains the metes and bounds description of the property included within the District and establishes the levies against the properties.

4. Attached as Exhibit C is metes and bounds description of the properties included within the District at the time of its formation.

5. These documents need to be made of record in order to preserve the clarity of the records concerning the affected properties.

333 FILED 91-106 *J. Craig Smith, Recorder*

On the 26 day of February, 1985, personally appeared before me J. Craig Smith, City Recorder, who being first duly sworn and upon oath, acknowledged to me that signed the

foregoing affidavit, and stated that to the best of his knowledge and belief, the attached documents are complete and correct as they appear in the records of Park City Municipal Corporation.

Sandy C. Mist
Notary Public
Residing at: *Park City*

Commission Expires: *1-23-98*



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EXHIBIT A

Recorded at the request of and return
to: Park City Municipal Corp.
P. O. Box 1480, Park City, UT 84060

Park City, Utah _____

August 16, 1974, 1974

Fee Exempt per Utah Code
Annotated 1953 21-7-2

A regular meeting of the City Council of Park City, Summit County, Utah, was held on the 15th day of August, 1974, at the hour of 8:00 o'clock p.m. at the City Hall, being the regular meeting place of said council, due, legal and timely notice having been given to the Mayor and each of the City Councilmen of Park City, at which meeting there were present and answering roll call the following members who constituted a quorum:

John E. Price, Jr.	Mayor
Clements P. Hansen	Councilman
Richard Martinez	Councilman
Leon Uriarte	Councilman
Mary C. Lehmer	Councilwoman
Jan Wilking Jr.	Councilman

Also present:

Carl J. Nemelka	City Attorney
Bruce C. Decker	City Recorder

Absent:

_____ 333 PAGE 93

Thereupon, the following proceedings, among others, were duly had and taken:

Mayor John E. Price, Jr. presented the following report of the Board of Equalization and Review for Main Street Off-Street Parking Special Improvement District of Park City:

1. The Board of Equalization and Review for Main Street Off-Street Parking Special Improvement District of Park City consisting of a quorum of the members of the City Council appointed as such by resolution adopted June 27, 1974, met on three consecutive days, July 29, 30, 31, 1974, from 10:00 a.m. to 12:00 p.m. on each of said days to hear and consider any objections to and to make corrections of any proposed assessments deemed inequitable or unjust.

2. At such hearings the Board heard all arguments from any person who believed himself aggrieved including arguments relating to the benefits accruing to any district block, lot, or parcel of property in the district or relating to an amount of the proposed assessment against any such tract, block, lot, or parcel. After the hearings were completed, the Board considered all facts and arguments presented and made such corrections in the proposed assessments as deemed just and equitable. No such corrections resulted in the increase of any proposed assessment.

3. The assessment list herewith presented, corrected as aforesaid, is recommended for adoption. Assessments in the amounts shown on the corrected assessment list should be levied against the property within the district in the manner provided by law. The Board of Equalization and Review finds that each piece of property within the District will be benefited in an amount not less than the assessment shown on the corrected assessment list and further finds that no piece of property listed on the corrected assessment list will bear more than its proportionate share of the cost of the improvements.

The foregoing report of the Board of Equalization and Review was ordered to be made a part of the minutes of this meeting.

Councilman Wilking introduced in writing and moved the adoption of the following ordinance:

ORDINANCE NO. 5 - 74

AN ORDINANCE confirming the assessment roll and levying a tax providing for the assessment of property in Park City Main Street Off-Street Parking Special Improvement District of Park City, Utah, for the purpose of paying the costs of constructing improvements consisting of asphalt surfacing and paving; concrete curb and gutter; pedestrian walks and access ways; street and lot lighting; landscaping with trees and shrubs; sprinkling system with main and lateral lines; control valves and sprinklers; off-street parking facilities and automobile access ways; sanitary sewer lines; storm sewers and surface flood control and drainage structures; removal of non-conforming existing improvements; undergrounding of the utility lines; excavation and grading; and all other miscellaneous work necessary to complete the improvements in a proper workmanlike manner; establishing a special improvement guarantee fund and providing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH:

Section 1. The City Council of Park City, Utah, hereby confirms the assessment roll as corrected and adjusted by the Board of Equalization and Review for Park City Main Street Off-Street Parking Special Improvement District of Park City, for Park City, Utah, and hereby confirms the findings

the findings of the Board of Equalization and Review that the proposed list of assessments as equalized by the Board of Equalization and Review are just and equitable; that each piece of property within the special improvement district will be benefited in an amount not less than the assessment to be levied against said property; and that no piece of property listed in said assessment list will bear more than its proportionate share of the cost of such improvements.

Section 2. The City Council of Park City, Utah does hereby levy a tax to be assessed upon the real property described in said assessment list. The assessments levied upon each block, lot, part of block or lot, tract or parcel of property therein described shall be in the amount set forth in the said assessment list, which is hereby incorporated by reference and made a part of this ordinance. Said property is included within Park City Main Street Off-Street Parking Special Improvement District of Park City in and for Park City, the boundaries of which are more particularly described in the Notice of Intention incorporated by reference and made a part of this ordinance. Said improvements are all within the limits of Park City, Utah.

The assessments hereby levied are for the purpose of paying the cost of constructing improvements on certain streets within the City consisting of asphalt surfacing and paving; concrete curb and gutter; pedestrian walks and access ways; street and lot lighting; landscaping with trees and shrubs; sprinkling system with main and lateral lines; control valves and sprinklers; off-street parking facilities and automobile access ways; sanitary sewer lines; storm sewers and surface flood control and drainage structures; removal of non-conforming existing improvements; undergrounding of the utility lines; excavation and grading; and all other miscellaneous work necessary to complete the improvements in a proper workmanlike manner and such other necessary construction incidental thereto adjacent to the said property and abutting and fronting upon the following streets and property within the boundaries of the Main Street Off-Street Parking Special Improvement District of Park City in Park City, Utah, to wit:

Farrell Avenue - from Second Street to Fifth Street;
Second Street - from Main Street to Farrell Avenue;

Fourth Street - from Main Street to Farrell Avenue;
Fifth Street - from Main Street to Farrell Avenue;
Certain city owned properties east of Blocks 23 and 24.

Said assessments are hereby levied and assessed upon each of the blocks, lots, parts of blocks and lots, tracts or parcels of real property described in the said assessment list off of which property fronts or abuts upon or is adjacent to the streets above mentioned thus improved and all of such property is affected or specially benefited by the improvements thereon. Said assessments are levied at equal and uniform rates to the full depth of each parcel of real property included in the District. An allowance on said assessments has been made for corner lots so that they are not assessed at full rate on both streets.

The total cost of the improvements in said special improvement district is \$173,116.72, of which total cost the City's portion is \$24,265.25, which portion includes that part of the overhead costs for which an assessment cannot be levied, if any, and the cost of making improvements for the benefit of property against which an assessment may not be levied, if any. The balance to be assessed to the owners of property affected or benefited by the improvements is \$168,006.47 which is the total amount of the assessment hereby levied and which does not exceed in the aggregate the sum of: (a) the total contract price for such improvements under contract duly let to the lowest and best responsible bidders therefor; (b) the reasonable cost of utility services, maintenance, labor, materials, or equipment, if any; (c) the property price, if any; (d) the interest on any interim warrants issued against the special improvement district; (e) overhead costs not to exceed fifteen per cent (15%) of the sum of (a), (b), and (c). This total assessment is levied at the following rates:

All property fronting on Main Street	\$.44 cents per square foot
All remaining property within the Special Improvement District	\$.27 1/2 cents per square foot

It is hereby found and determined that the real property hereby assessed is affected by and specially benefited by the said improvements to the full amount of the assessments hereby levied.

The City Treasurer is hereby authorized and directed to assess the real

property hereinabove referred to in accordance with the provisions of this ordinance for the purposes herein mentioned and to collect said taxes as provided by law and the ordinances of this City.

Section 3. The assessment list made by the City Treasurer for the said property in the Main Street Off-Street Parking Special Improvement District of Park City as corrected, approved, equalized and completed by the Board of Equalization and Review, is hereby confirmed and the assessments made and returned in said completed list and the report and recommendations of the Board of Equalization and Review to the City Council at Park City, Utah, are hereby ratified, approved and confirmed.

Section 4. The whole or any part of the assessment may be paid without interest within fifteen (15) days after this ordinance becomes effective. Any part of the assessment not paid within such fifteen (15) day period shall be payable over a period not exceeding ^{THREE (3)} ~~ten (10)~~ years from the effective ^{THREE (3)} ~~ten (10)~~ date of this Ordinance in ~~ten (10)~~ substantially equal annual installments with interest on the unpaid balance of the assessment at the rate of seven percent (7%) per annum from the effective date of this ordinance until due. Interest shall be paid in addition to the amount of each such installment annually at the time each installment becomes due. After said fifteen (15) day period, all unpaid installments of an assessment levied against any piece of property (but only in their entirety) may be paid prior to the dates on which they become due, but any such prepayment must include an additional amount equal to the interest which would accrue on the assessment to the next succeeding date on which interest is payable on any special improvement bonds issued in anticipation of the collection of the assessments plus such additional amount as, in the opinion of the City Treasurer, is necessary to assure the availability of money to pay interest on the special improvement bonds as interest becomes due and any premiums which may become payable on redeemable bonds which may be called in order to utilize the assessments thus paid in advance.

Default in the payment of any installment of principal or interest when due shall cause the whole of the unpaid principal and interest to become due and payable immediately, and the whole amount of the unpaid principal shall

thereafter draw interest at the rate of 10% per annum until paid, but at any time prior to the date of sale or foreclosure the owner may pay the amount of all unpaid installments past due, with interest at the rate of 10% per annum to date of payment on the delinquent installments, and all approved costs, and shall thereupon be restored to the right thereafter to pay in installments in the same manner as if default had not occurred.

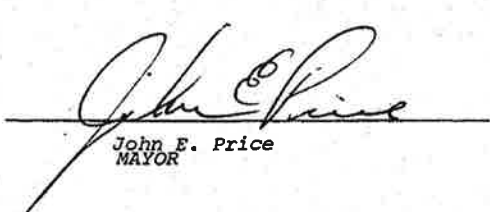
Section 5. The City Council of Park City, Utah, does hereby create a special improvement guaranty fund and shall at the time of each annual appropriation ordinance, so long as any special improvement district bonds of Park City remain outstanding, provide for the levying of a tax of one mill in each year to create a fund for the purpose of guaranteeing to the extent of such fund the payment of special improvement bonds and interest thereon issued against local improvement districts for the payment of local improvements therein, all in the manner and to the extent provided by the laws of the State of Utah.

Section 6. The officials of Park City, Utah, be and they are hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this ordinance.

Section 7. All ordinances or parts thereof in conflict with this ordinance are hereby repealed.

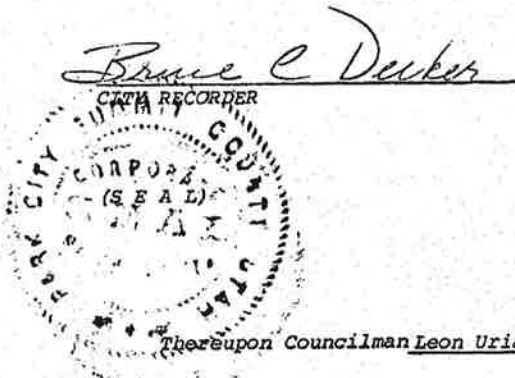
Section 8. An emergency is hereby declared, the preservation of peace, health and safety of Park City and the inhabitants thereof so requiring. Immediately after its adoption this ordinance shall be signed by the Mayor and City Recorder and shall be recorded in the ordinance book kept for that purpose, and said ordinance shall be published once in the Park Record, a newspaper of general circulation in Park City, Utah, and this ordinance shall take effect immediately upon its passage and approval and publication as required by law.

PASSED AND APPROVED BY THE CITY COUNCIL OF PARK CITY, UTAH, this
15th day of August, 1974.


John E. Price
MAYOR

600 333 PAGE 98

ATTEST:



Thereupon Councilman Leon Uriarte seconded the motion to adopt the foregoing ordinance and the same upon being put to a vote was unanimously carried by the affirmative vote of all Councilmen present, the vote being as follows:

AYE: Clements P. Hansen
Richard Martinez
Leon Uriarte
Mary C. Lehmer
Jan Wilking Jr.

NAY: None

It appearing that more than a majority of the Councilmen had voted in favor of the motion, the Mayor thereupon declared the motion carried and the ordinance adopted.

A handwritten signature "John E. Pine" over a horizontal line, with the printed word "MAYOR" underneath.



300- 333 PAGE 99

Thereupon it was moved by Councilman Jan Wilking Jr., that the City Treasurer be authorized and directed to give notice of assessment by mail to the property owners of the levying of a tax in the Main Street Off-Street Parking Special Improvement District of Park City for Park City, Utah.

Thereupon, Councilman Richard Martinez seconded the adoption of the foregoing motion, and the same upon being put to a vote was unanimously carried by the affirmative vote of all Councilmen present, the vote being as follows:

AYE: Clements P. Hansen Jan Wilking Jr.
Richard Martinez
Leon Uriarte
Mary C. Lehmer

NAY: None

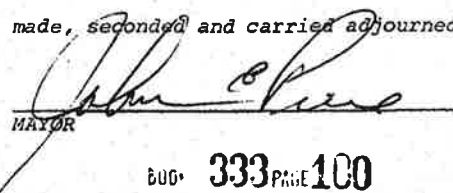
It appearing that more than a majority of the Council had voted in favor of the motion, the Mayor thereupon declared the motion carried and adopted.

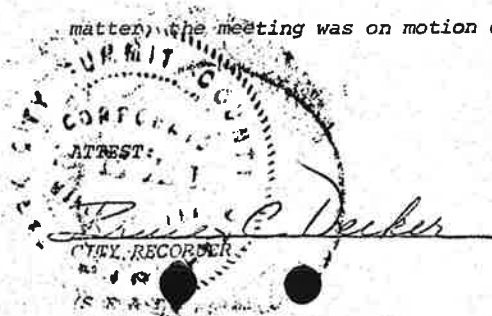

MAYOR



The City Treasurer was thereupon authorized to mail the notice of special assessment as hereinbefore provided.

After the transaction of other business not pertinent to the foregoing matter, the meeting was on motion duly made, seconded and carried adjourned.


MAYOR



600 333 PAGE 100

STATE OF UTAH)
 : ss.
COUNTY OF SUMMIT)

I, Bruce C. Decker, the duly appointed, qualified and acting City Recorder of Park City, Utah, do hereby certify that the above and foregoing is a full, true and correct copy of the record of proceedings had by the City Council of Park City, Utah, at its meeting held on the 15th day of August, 1974, insofar as the same relates to or concerns the Main Street Off-Street Parking Special Improvement District of Park City as the same appears of record in my office.

I further certify that the ordinance levying the special assessment was recorded by me in the official records of said City on the 16th day of August, 1974.

I further certify that said ordinance was published one time in the Park Record, the affidavit of which publication is attached hereto.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City this 16th day of August, 1974.



Bruce C. Decker
CITY RECORDER

EXHIBIT B

Recorded at the request of and return
to: Park City Municipal Corp.
P. O. Box 1480, Park City, UT 84060

Park City, Utah

August 9, 1973

Fee Exempt per Utah Code
Annotated 1953 21-7-2

A special meeting of the City Council of Park City, Summit County, Utah was held on August 9, 1973 at the hour of 7:00 P.M. at the City Hall, Park City, Utah, due timely and legal notice of said meeting having been served upon all members of the City Council, at which meeting there were present and answering to roll call the following members who constituted a quorum:

William P. Sullivan	Mayor
Robert Burns, Jr.	Councilman
Clements P. Hansen	Councilman
Mary C. Lehmer	Councilman

Also present:

Carl Nemelka	Assistant City Attorney
Keith Bailey	City Manager
Violet Terry	City Recorder

Absent:

Richard Martinez	Councilman
Robert Hays	Councilman

After the conduct of other business not pertinent to the following, the City Council having considered each and every protest whether written or oral at the public hearing immediately proceeding the Special Meeting, and having heard each and every person who wished to be heard in protest against the creation of said District and the construction of said improvements therein and after the consideration of such protests and the statements of those persons heard as aforesaid, it was determined that the total number of feet represented by said protestants is less than $66\frac{2}{3}\%$ of the total front feet of property affected or to be benefited by said improvements and is an amount insufficient to legally protest the creation

333-102

of said District. Thereupon, it was moved by Councilman Lehmer and seconded by Councilman Hansen that the following resolution be adopted:

RESOLUTION CREATING THE MAIN STREET SPECIAL IMPROVEMENT DISTRICT OF PARK CITY, SUMMIT COUNTY, UTAH, AS SPECIFIED IN THE NOTICE OF INTENTION.

WHEREAS, Notice of Intention to create Park City Main Street ~~Special Improvement~~ District as authorized by Resolution adopted by the City Council on July 5, 1973, was published in the Park Record a newspaper of general circulation published in Park City, for a period of not less than twenty-one days prior to August 9, 1973, and

WHEREAS, a copy of said notice was mailed postage prepaid to each owner of land to be assessed within the proposed District at the last known address of such owner, using for such purpose the names and addresses appearing on the last completed real property assessment roles of Summit County, and in addition thereto, a copy of such notice was mailed to the street number of each piece of improved property to be affected by the proposed improvements; and

WHEREAS, on August 9, 1973, at the time and place specified in said Notice of Intention the City Council considered each and every protest, whether written or oral, filed with the City Recorder and heard each and every person who wished to be heard in protest against creation of said District and the construction of the improvements therein.

NOW, THEREFORE, BE IT RESOLVED that the Main Street Improvement District No. 1 be and the same is hereby created and the City of Park City is hereby authorized in due course to levy assessments upon the property affected or benefited by the construction of the improvements in said District, and the city officials of Park City are hereby directed to proceed to construct the improvements as set forth in the Notice of Intention to create said District; it being found and determined that the total number of feet represented by those persons protesting the creation of the District

and the construction of the improvements therein, is less than 66-2/3% of the total front feet of the property affected or to be benefited by said improvements, and is an amount insufficient to legally protest the creation of said District.

The motion was seconded by Councilman Hansen and adopted by the following recorded vote:

AYE:

Mary C. Lehmer
Robert Burns Jr.
Clements Hansen

NAY:

None

It appearing that more than a majority of the Councilmen had voted in favor of the motion the Mayor declared the motion adopted.

After the conduct of other business not pertinent to the above, the meeting was on motion duly made, seconded and carried, adjourned.

William P. Sullivan
Mayor

ATTEST:

Thelma Turrey
City Recorder

S E A L

BUG 333 PAGE 104

Public Notice

NOTICE OF INTENTION

PUBLIC NOTICE is hereby given that on the 30th day of July, 1973, the Mayor and City Council of Park City, Summit County, Utah, passed and adopted a resolution declaring the intention of creation is said City the Main Street Off-Street Parking Special Improvement District of Park City, Summit County, Utah.

RECORDER'S MEMO
LEGIBILITY OF WRITING, TYPING OR
PRINTING UNSATISFACTORY IN THIS
DOCUMENT WHEN RECEIVED.

NOTICE IS HEREBY GIVEN by the City Council of Park City, Utah, of its intention to make the herein described improvements within the said Special Improvement District and of the future intention of said Council to levy assessments as provided by laws of Utah on the property lying within said District benefited by the making of such improvements.

The improvements are to consist of improvements on certain streets within said city consisting of asphalt surfacing and paving, concrete curb and gutter, pedestrian walks and access ways; street and lot lighting; landscaping with trees and shrubs; sprinkling systems with main and lateral lines; control valves and sprinklers; off-street parking facilities and automobile access ways; sanitary sewer lines; storm sewers and surface flood control and drainage structures; removal of non-conforming existing improvements; undergrounding of the utility lines; excavation and grading; and all other miscellaneous work necessary to complete the improvements in a proper workmanlike manner.

The herein described improvements shall be called Main Street Off-Street Parking Special Improvement District. The boundaries of the proposed district within Park City, Utah, and the property within said District abutting upon or adjacent to the streets or alleys to be improved of which may be affected by or specially benefited by any of such improvements include the following described property:

Beginning at a point which is 1233 feet more or less West of the East 1/4 corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian. Said point also being the N.E. corner of Lot 9, Block 50 of the Park City Amended Plat, Summit County, Utah; and running thence South 90 feet to the North R/W line of Haber Avenue; thence S 8 deg. 43 min. W. 50 feet to the South R/W line of said street and the N.E. corner of Lot 2, Block 56 said plat; thence S 81 deg. 17 min. E. along said South R/W line 275 feet to the West R/W line of Main Street; and the N.E. corner of Lot 13, Block 54, Park City Plat; thence S 33 deg. 38 min. E. along said West R/W line 1004 feet more or less to the S.E. corner of the Park City School District Property; thence along the South line of said school property S 66 deg. 34 min. W. 220.2 feet more or less to the East line of Farrell Avenue; thence S 23 deg. 38 min. E. 30 feet to the N.W. corner of Block 71, Park City Plat; thence N 66 deg. 34 min. E. 90.09 feet; thence S 17 deg. 32 min. E. 14.40 feet; thence S 18 deg. 11 min. E. 148.48 feet; thence S 66 deg. 34 min. W. 70 feet more or less to the East R/W line of Farrell Avenue; thence S 23 deg. 38 min. E. 16 feet more or less to the East R/W line of said street; thence S 13 deg. 34 min. E. along said East R/W line 240 feet; thence S 10 deg. 30 min. W. 36 feet; thence S. 22 deg. 11 min. E. 51.0 feet; thence S. 64 deg. 34 min. W. 75 feet to the East R/W line of Main Street; thence S 8 deg. 29 min. W. along said

East R/W line 60.9 feet more or less to the N.W. corner of Lot 2, Block 20, Park City Plat; thence S. 81 deg. 21 min. W. 101.8 feet to the S.W. corner of Lot 13, Block 13, Park City Plat; thence N. 23 deg. 38 min. W. 50 feet to the South R/W line of Second Street; thence S. 64 deg. 34 min. W. along the said South R/W line 73 feet to the East R/W line of Park Avenue and the N.W. corner of Lot 15, Block 12, Park City Plat; thence N. 23 deg. 38 min. W. 30 feet more or less to the North R/W line of Second Street and the S.W. corner of Lot 22, Block 12, Park City Plat; thence N. 68 deg. 34 min. E. along said North R/W line 75 feet to the S.E. corner of said Lot 22; thence N. 23 deg. 38 min. W. 400 feet more or less to the South R/W line of Third Street and the N.E. corner of Lot 17, Block 12, Park City Plat; thence S. 64 deg. 34 min. W. 75 feet to the East R/W line of Park Avenue and the N.W. corner of said Lot 17; thence N. 23 deg. 38 min. W. 30 feet to the North R/W line of said Third Street and the S.W. corner of Lot 32, Block 12, Park City Plat; thence N. 68 deg. 34 min. E. along said North R/W line 75 feet to the S.E. corner of said Lot 32; thence N. 23 deg. 38 min. W. 401 feet to the N.E. corner of Lot 17, Block 12, Park City Plat; thence N. 23 deg. 38 min. W. 75 feet to the E. R/W line of Park Avenue and the N.W. corner of said Lot 17; thence N. 23 deg. 38 min. W. 30 feet to the S.W. corner of Lot 25, thence N. 23 deg. 38 min. W. 150 feet along said R/W line, to the S. W. corner of Lot 19, said Block 10 thence N. 68 deg. 34 min. W. 75 feet to the S. E. corner of said Lot 19; thence N. 23 deg. 38 min. W. 75 feet to the South R/W line of Fifth Street and the N.E. corner of Lot 17, said Block 10, thence S. 64 deg. 34 min. W. 75 feet to the East R/W line of Park Avenue and the N.W. corner of said Lot 17; thence N. 23 deg. 38 min. W. 30 feet to the S. W. corner of Lot 46, Block 9, Park City Plat; thence N. 66 deg. 34 min. E. 75 feet to the S. E. corner of said Lot 46; thence N. 23 deg. 38 min. W. 250.3 feet to the N.E. corner of Lot 27, said Block 9, thence S. 56 deg. 34 min. W. 75 feet to the East R/W line of Park Avenue and the N.W. corner of said Lot 27; thence S. 23 deg. 38 min. E. 25 feet to the S.W. corner of said Lot 27; thence S. 64 deg. 34 min. W. 125 feet to the S. W. corner of Lot 10, Block 5, Park City Plat; thence N. 23 deg. 38 min. W. 75 feet to the N.W. corner of Lot 15, Block 5, Park City Plat; thence N. 66 deg. 34 min. E. 125 feet to the East R/W line of said Park Avenue and the N.W. corner of Lot 30, Block 5, Park City Plat; thence S. 23 deg. 38 min. E. 25 feet to the S.W. corner of said Lot 30, thence N. 23 deg. 38 min. W. 275 feet to the N.E. corner of Lot 25, Block 5, Park City Plat; thence S. 64 deg. 34 min. W. 25 feet; thence N. 23 deg. 38 min. W. 25 feet to the South R/W line of Sixth Street; thence S. 64 deg. 34 min. W. along said South R/W line 50 feet to the East line of Park Avenue and the N.W. corner of Lot 24, said

Block 5; thence N. 23 deg. 38 min. W. 30 feet to the North R/W line of Sixth Street and the S.W. corner of Lot 22, Block 8, Park City Plat; thence N. 64 deg. 34 min. E. 75 feet along said North R/W line to the S.E. corner of said Lot 22; thence N. 23 deg. 38 min. W. 100 feet to the S. E. corner of Lot 22, said Block 8; thence S. 56 deg. 34 min. W. 75 feet to the East R/W line of Park Avenue and the S. W. corner of said Lot 22; thence N. 23 deg. 38 min. along said East R/W line 236.8 feet; thence N. 64 deg. 10 min. E. 97 feet; thence N. 23 deg. 38 min. W. 23.25 feet; thence N. 61 deg. 10 min. E. 75 feet; thence S. 32 deg. 23 min. E. 67.6 feet to the West R/W line of Main Street; thence N. 23 deg. 38 min. W. along said R/W line 25 feet more or less to the center line of Section 16, thence East along said centerline 120 feet to the point of beginning.

The names of the streets and parts thereof to be improved are as follows:

Farrell Avenue—from Second Street to Fifth Street.

Second Street—from Main Street to Farrell Avenue.

Fourth Street—from Main Street to Farrell Avenue.

Fifth Street—from Main Street to Farrell Avenue.

Certain city-owned properties of Block 23 and 24.

ESTIMATED COST

The total estimated cost of all improvements is \$151,277 and is to be paid by assessments to be levied on all blocks, lots, parts of blocks and lots, tracts or parcels of property bounding, abutting upon or adjacent to the improvements or which may be affected or specially benefited by the improvements to the extent of the benefits to such property by reason of the improvements. Assessments shall be made according to the area of the property within the District which is affected or specially benefited by the improvements.

The City's portion of these improvements will be the grading of the use of certain City property to be used for parking purposes incorporated into these improvements.

The estimated cost of the improvements to the property to be assessed is as follows:

Properties within the boundaries of the improvement district which are not adjacent to Main Street will be assessed at 25 cents per square foot. All other properties will be assessed at 28 cents per square foot. The assessments are payable in 3 equal annual installments with interest on the unpaid balance of the assessment of not to exceed eight per cent (8%) per annum from the effective date of the ordinance levying the assessment until due provided one or more installments on the

THE PARK RECORD

Park City, Utah

Thursday, July 12, 1973

whole assessment may be paid without interest within fifteen (15) days after the ordinance levying the tax becomes effective. Default in the payment of any installment of an assessment shall cause the whole of the unpaid principal and interest to become due and payable immediately and the whole amount of the unpaid principal shall thereafter draw interest at the rate of ten per cent (10%) per annum until paid.

A map of the proposed District is on file in the office of the City Recorder and at the office of the City Engineer, and at the office of Architect/Planners Alliance, 600 East South Temple, Salt Lake City, Utah, and all persons interested are hereby referred to the same for further information in regard to said improvements and said Special Improvement District.

TIME FOR FILING PROTESTS

Any person who is the owner of property to be assessed in the Special Improvement District described in the Notice of Intention shall have the right to file in writing a protest to the creation of the Special Improvement District or to make any other objections relating thereto. Protests shall describe or otherwise identify the property owned by the person or persons making the protest. Protests shall be filed with the City Recorder of Park City, Utah, prior to 6:00 o'clock p.m., on the 20th day of August, 1973. Thereafter at 6:00 o'clock p.m. on the 30th day of August, 1973, the City Council will meet at the City Hall to consider all protests so filed and hear all objections relating to the proposed Special Improvement District.

BY ORDER OF THE CITY COUNCIL OF PARK CITY, UTAH, pursuant to the resolution adopted on July 3, 1973.

VIOLET TERRY

CITY RECORDER

Section 5: This resolution shall be in effect upon its passage and approval.

Adopted and approved this 5th day of July, 1973.

WILLIAM F. SULLIVAN

MAYOR

ATTEST:

VIOLET TERRY

City Recorder

SEAL

Published in The Park Record July 12, 19, 26 and August 2, 1973.

600 333 105

EXHIBIT C

RECORDER'S MEMO
LEGIBILITY OF WRITING, TYPING OR
PRINTING UNSATISFACTORY IN THIS
DOCUMENT WHEN RECEIVED.

Beginning at a point which is 1232 feet more or less West of the East 1/4 corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian. Said point also being the N.E. corner of Lot 9, Block 50 of the Park City Amended Plat, Summit County, Utah; and running thence South 90 feet to the North R/W line of Heber Avenue; thence S 8°43' W. 50 feet to the South R/W line of said street and the N.E. corner of Lot 2, Block 56 said plat; thence S 81°17' E., along said South R/W line 275 feet to the West R/W line of Marsac Avenue; and the N.E. corner of Lot 13, Block 56, Park City Plat; thence S 23°31' E along said West R/W line 1004 feet more or less to the S.E. corner of the Park City School District Property; thence along the South line of said school property S 66°34' W. 230.2 feet more or less to the East line of Farrell Avenue; thence S 29°38' E. 30 feet to the N.W. corner of Block 71, Park City Plat; thence N 66°34' E. 90.09 feet; thence S 17°52' E. 74.43 feet thence S 18°11' E. 148.49 feet; thence S 66°34' W. 70 feet more or less to the East R/W line of Farrell Avenue; thence S 23°31' E along said East R/W line 440 feet more or less to the East R/W line of Grant Avenue; thence N 13°34' E along said East R/W line 240 feet thence S 10°30' W. 36 feet; thence N 23°31' E. 54.9 feet; thence S 66°34' W. 75 feet to the East R/W line of Main Street; thence S 8°29' W. along said East R/W line 60.9 feet more or less to the N.W. corner of Lot 2, Block 20, Park City Plat; thence N 81°31' W. 101.8 feet to the S.W. corner of Lot 13, Block 13, Park City Plat; thence N 23°31' W. 50 feet to the South R/W line of Second Street; thence S 66°34' W along the said South R/W line 75 feet to the East R/W line of Park Avenue and the N.W. corner of Lot 15, Block 13, Park City Plat; thence N 23°26' W 30 feet more or less to the North R/W line of Second Street and the S.W. corner of Lot 32, Block 12, Park City Plat; thence N 66°34' E. along said North R/W line 75 feet to the S.E. corner of said Lot 32; thence N 23°26' W. 400 feet more or less to the South R/W line of Third Street and the N.E. corner of Lot 17, Block 12, Park City Plat; thence S 66°34' W. 75 feet to the East R/W line of Park Avenue and the N.W. corner of said Lot 17; thence N 23°26' W. 30 feet to the North R/W line of said Third Street and the S.W. corner of Lot 32, Block 11, Park City Plat; thence N 66°34' E along said North R/W line 75 feet to the S.E. corner of said lot 32; thence N 23°26' W. 401 feet to the N.E. corner Lot 17, Block 11, Park City Plat; thence S 66°34' W. 75 feet to the East R/W line of Park Avenue, and the N.W. corner of said Lot 17; thence N 23°26' W. 30 feet to the S.W. corner of Lot 32, Block 10, Park City Plat; thence N 66°34' E. 75 feet to the S.E. corner of said Lot 32, thence N 23°26' W. 175.5 feet to the S.E. corner Lot 25, said Block 10, thence S 66°34' W. 75 feet to the East R/W line of Park Avenue and the S.W. corner of said Lot 25, thence S 23°26' W. 150 feet along said R/W line, to the S.W. corner of Lot 19, said Block 10 thence N 66°34' W. 75 feet to the S.E. corner of said Lot 19, thence N 23°26' W. 75 feet to the South R/W line of Fifth Street and the N.E. corner of Lot 17, said Block 10, thence S 66°34' W. 75 feet to the East R/W line of Park Avenue and the N.W. corner of said Lot 17, thence N 23°26' W. 30 feet to the S.W. corner of Lot 46, Block 9, Park City Plat; thence N 66°34' E. 75 feet to the S.E. corner of said Lot 46; thence N 23°26' W. 250.5 feet to the N.E. corner of Lot 37, said Block 9, thence S 66°34' W. 75 feet to the East R/W line of Park Avenue and the N.W. corner of said Lot 37; thence S 23°26' E 25 feet to the S.W. corner of said Lot 37; thence S 66°34' W. 125 feet to the S.W. corner of Lot 10, Block 5, Park City Plat; thence N 23°38' W. 75 feet to the N.W. corner of Lot 12, Block 5, Park City Plat; thence N 66°34' E. 125 feet to the East R/W line of said Park Avenue and the N.W. corner of Lot 35, Block 9, Park City Plat; thence S 23°26' E. 25 feet to the S.W. corner of said Lot 35, thence N 66°34' E. 75 feet to the S.E. corner of said Lot 35; thence N 23°26' W. 275 feet to the N.E. corner of Lot 25, Block 9, Park City Plat; thence S 66°34' W. 25 feet, thence N 23°26' W. 25 feet to the South R/W line of Sixth Street, thence S 66°34' W along said South R/W line 50 feet to the East line of Park Avenue and the N.W. corner of Lot 24, said Block 9; thence N 23°26' W. 30 feet to the North R/W line of Sixth Street and the S.W. corner of Lot 32, Block 8, Park City Plat; thence N 66°34' E. 75 feet along said North R/W line to the S.E. corner of said Lot 32; thence N 23°26' W. 100 feet to the S.E. corner Lot 28, said Block 8; thence S 66°34' W. 78 feet to the East R/W line of Park Avenue and the S.W. corner of said Lot 28; thence N 28°50' along said East R/W line 236.6 feet, thence N 61°10' E. 97 feet, thence N 28°50' W. 29.25 feet; thence N 61°10' E. 72 feet; thence S 32°25' E. 47.6 feet to the West R/W line of Main Street, thence N 23°38' W. along said R/W line 20 feet more or less to the center line of Section 16, thence East along said centerline 280 feet to the point of beginning.

EXHIBIT 2

PARK CITY MUNICIPAL CORP.

P. O. BOX 1480 PHONE 649-9321
PARK CITY, 84060

MAIN STREET SPECIAL IMPROVEMENT DISTRICT

STATEMENT

ACCOUNT #65

W. W. Rixey
Park City, Utah 84060

PLEASE RETURN THIS STUB WITH YOUR PAYMENT

AMOUNT ENCLOSED \$ _____

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
BALANCE FORWARD		(1976 Balance)		1,947.00
1977 Interest @ 10%		165.00		2,112.00
This is the final installment due on the Main Street Special Improvement District. Payments are due August 22, 1977. Please make checks payable to Main Street Special Improvement District. Thank you.				
				Acct. #65

Burroughs
INTEGRAL SERVICE

PARK CITY MUNICIPAL CORP.
PARK CITY, UTAH 84060



PARK CITY MUNICIPAL CORP.

P. O. BOX 1480 PHONE 649-9321
PARK CITY, 84060

STATEMENT

Acct. # 65

Main Street Special Improvement District

W. W. Rixey
Park City
Utah 84060

PLEASE RETURN THIS STUB WITH YOUR PAYMENT

AMOUNT ENCLOSED \$ _____

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
BALANCE FORWARD		→		
Lots 7 & 8 Blk. 12				\$2,112.00
FINAL NOTICE BEFORE FORECLOSURE PROCEEDINGS BEGIN				

Burroughs
PRINTED IN U.S.A.

PARK CITY MUNICIPAL CORP.
PARK CITY, UTAH 84060

PLEASE
PAY LAST
AMOUNT IN
THIS COLUMN

EXHIBIT 3

NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
FOLLOWUP												OLDEST ITEM	

MAIN STREET S.I.D.

NAME W. W. Rikey
Park City, Utah 84060

ACC'T. NO. 65

ADDRESS

SHEET NO.

CREDIT LIMIT

CREDIT RATING

DATE	REFERENCE	CHARGES	COD	CREDITS	BALANCE	SALES TO DATE	PROOF
BALANCE FORWARDED							

PC 194
L7-8B12
Q 485

PC 194 Lots 7 & 8 Blk 12 PC Survey

*William George Carol
Rikey
Bl 711
PC Ut.*

8/22/75
Principal 550.00
Interest 132.00
This Installment
TOTAL DUE \$ 682.00

1650.00
132.00
1782.00

8/22/76 Interest at 10%

165.00
1947.00

8/22/77

1,650.00 Principal
165.00 10% Interest 1976
165.00 10% Interest 1977
132.00 8% Interest 1975

2,112.00

78 10% int 211.20
79 10% int 222.32
80 10% int 235.55
81 10% int 241.10
82 10% int 249.22

2323.20
2545.52
2811.07
3022.17
3401.39

Burroughs
Form 78-1077

PARK CITY MUNICIPAL CORP.

P. O. BOX 1480 PHONE 649-9321
PARK CITY, 84060

STATEMENT

Main Street SID

W W Rixey
P O Box 777
Park City, Utah 84060

PLEASE RETURN THIS STUB WITH YOUR PAYMENT

AMOUNT ENCLOSED \$

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
BALANCE FORWARD				\$2,112.00
1978 thru 1982 Interest		1,289.39		
			Total	\$3,401.39

PARK CITY MUNICIPAL CORP.

PARK CITY, UTAH 84060



EXHIBIT 4

grixey@uswest.net

From: "bodell" <pbart@goez.net>
To: "CAROL RIXEY" <grixey@xmission.com>
Cc: <kaycalvert@msn.com>; "dana williams" <dana@parkcity2002.com>; "fred jones" <summit@aros.net>; "Jim Hier" <jhier@eastwestresorts.com>; "Erickson, Candy" <beric@xmission.com>; "kent cashel" <CASHEL@parkcity2002.com>
Sent: Sunday, October 20, 2002 9:23 AM
Subject: Re: Pay Parking

Carol,

Thanks for taking the time to give me input on the parking in your area of Main street. I am forwarding your comments to the rest of the council and Kent Cashel, our transportation director. Your comments make me wonder:

1. Are we utilizing the Brew Pub lot for it's best/needed use?
2. Can we designate the small areas of off-street parking on Sweede, the turn around etc. as permitted residential parking only?
3. Utilize Sandridge better?
4. What is the cost or reality of making a parking palza out of the brew pub lot?
5. "15-20 Loading Cards/permits" for businesses?

Thanks for continuing to do your part to play by the rules and make the system better. Let's keep working on some ideas for this area. Kent your comments are appreciated.

peg

----- Original Message -----

From: CAROL RIXEY
To: bodell
Sent: Thursday, October 17, 2002 6:07 PM
Subject: Re: Pay Parking

I have no employees that park around here. I paid an assessment for two parking areas on Swede's Alley and have no place to park although I live on Main Street.

I encourage my guests to leave their cars at home. If they do come to Park City and rent a car I direct them to park on Marsac. My guests used to get passes for parking, but that isn't an option any more.

Grappa, Brew Pub and Cisero's employees park on Swede's Alley against the hill. All the employees are young and could easily walk up to the Marsac lots, but they do not do that. Summer or winter. Kerleen also takes her car back to her home and does not park down near main street.

My renters that live at the Alaskan House park on upper Main Street, at the turn around or on Marsac.

I received a ticket this summer for "Parking" in front of the Star to load and unload. I will not park on Main Street in front of my building, but I do need to load and unload supplies. I have only lived on Main Street and owned the Star Hotel and the Alaskan House for 27 years.-----

Original Message -----

From: bodell
To: CAROL RIXEY ; dana@parkcity2002.com ; kaycalvert@msn.com ; jimhier@netscape.net ; summit@aros.net ; beric@xmission.com
Sent: Thursday, October 17, 2002 8:41 AM
Subject: Re: Pay Parking

Carol,

Thanks for sharing your opinion. I hope you have some time to give us more information in formulating the program which Fred speaks of.

How many employees do you have on staff?

How many commute by their own car?

How many commute by mass transit/bike/walk?

Of those who drive, where do they park?

What sort of incentives would they value to park in a satellite lot?

What ideas do you have to accommodate your employees parking away from Main Street?

Thanks for your time, peg

----- Original Message -----

From: CAROL RIXEY
To: dana@parkcity2002.com ; kaycalvert@msn.com ; jimhier@netscape.net ; summit@aros.net ; pbart@goez.net ; beric@xmission.com

10/28/02

EXHIBIT 5

Patricia Smith

MARSAC AVENUE

SWED

MAIN STREET

HISTORIC MAIN STREET REDEVELOPMENT

PCC
307.
His

Final Draft

Packet Pg. 501

OCIC
PCC
304.
His

HISTORIC MAIN STREET
REDEVELOPMENT PLAN

PARK CITY, UTAH
MARCH 1980

MUIR, CHONG AND ASSOCIATES
ARCHITECTS AND PLANNERS

WAYNE T. VANWAGONER AND ASSOCIATES INC.
TRANSPORTATION PLANNERS

DELL R. COOK AND ASSOCIATES
LANDSCAPE ARCHITECTS

TABLE 1, cont.

<u>Name</u>	<u>Land Use</u>	<u>Day or Night Usage</u>	<u>Sq. Foot. (X 1000)</u>	<u>Number of Spaces Required by Current Code</u>
Star Hotel	Hotel	D/N	2.300 2.300 2.300	35 ←
Imperial Apartments	Apartment	D/N	1.675 1.675 1.675	25 ← 60 spaces
Alpine Prospectors Lodge	Restaurant/ Club	N	1.500 1.500 1.500 1.500	21
Skyline Realty		D	1.680	6
Cozy	Restaurant	N	2.240	8
Cozy	Restaurant	D/N	2.240	5
New Building (Bagel Nosh)	Retail	D/N	1.750	6
Inside Story	Retail	D	1.800	6
Inside Story	Apartment	D/N	1.800	4
Kindersport	Retail	D	3.330	10
Dollys	Retail	D	1.888	6
Dollys	Apartment	D/N	1.888	4
The Bucket	Rooming	D/N	1.600 1.600	16
Weather Beater	Retail	D	.312	2
Elks	Entertainment	N	4.606 4.606 4.606	28
Masonic Lodge	Entertainment	N	1.960 1.960	8
City Hall	Civic	D	3.586 3.586	25
Library	Civic	D	1.372	5
Sharp's Gallery	Retail	D	1.775	6
Utah Power & Light	Business	D	1.760 1.760	12
Garage	Retail	D	1.012	6

EXHIBIT 6



ELLIOTT WORKGROUP

May 18, 2017 - 227 Main Calculations and Code Review

Existing Conditions

14 beds (11 Bedrooms)
1 managers quarters w/bed
1,100 square feet retail on ground level

Calculations for Parking Requirements

15-3-6 Parking Ratio Requirements For Specific Land Use Categories

Boarding House/Hostel	1 per 2 beds and 1 per manager's unit
Hotel/Minor and Major	1 space per room or suite, and
	1 space per 200 sf of separately leasable commercial space
Restaurant, Standard and Bar	1 space for every 100 sf net leasable Area, including kitchen

Hotel

11 rooms	-	11 spaces
<u>Restaurant</u>	-	<u>11 spaces</u>
Total		22 spaces

or Hotel + Hostel

10 rooms	(Hotel)	-	10 spaces
4 beds (level 2)	(Hostel)	-	2 spaces
1 managers office	(Hostel)	-	1 space
<u>Restaurant</u>		-	<u>11 spaces</u>
Total			24 spaces

Proposed Conditions

4 Residential Units
2,600 square feet retail on ground level

Calculations for Parking Requirements

15-3-6 Parking Ratio Requirements For Specific Land Use Categories

Multi-Unit Dwelling

Apartment not greater than 1,000 sf floor Area	1 per Dwelling
Apartment greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Dwelling
Apartment 2,000 sf floor Area or greater	2 per Dwelling Unit

Multi Use Building

Level 1 Residential	-	2319 sf	-2 spaces
Level 2 Residential	-	2357 sf	-2 spaces
Level 3 Residential	-	1411 sf	-1.5 spaces
Level 4 Residential	-	1349 sf	-1.5 spaces
<u>Retail</u>	-	<u>2600 sf</u>	<u>-8 spaces</u> (significant portion of Retail will require storage)
Total			-15 spaces

Additional Code Requirements

15-3-2 Requirement

An Applicant must provide required Off-Street parking with adequate provisions for independent ingress and egress by automobiles and other motorized vehicles at the time a Building is erected or enlarged.

If any land, Structure, or Use is changed to create more Off-Street parking demand, the Owner must provide such additional Off-Street parking for the new Use as is required by this Chapter. Required parking must be on-Site unless the Planning Commission allows such parking on adjacent or nearby deed restricted Lots.

EXHIBIT 7



DOWNTOWN AND MAIN STREET PARKING MANAGEMENT PLAN

Final Report

June 2016



In collaboration with:
Fehr & Peers
Carl Walker Inc.

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1 INTRODUCTION

Park City is a vibrant community known for its natural beauty, historic character, and recreational opportunities. With flourishing skiing and tourist industries, Park City draws an average of over three million annual visitors from around the world. Park City also prides itself on maintaining its small town and historic character while supporting thriving recreation, arts, and tourist industries.

Given its unique character and popularity, demand for parking in downtown has been an ongoing issue, highlighting existing inefficiencies with the parking system and its management. Of particular concern has been high demand during peak periods, employee parking, and limited information for users.

To address these issues, the City prioritized a detailed and focused study of parking issues in the downtown. Previous ad hoc initiatives have tackled parking challenges, but failed to create a unified vision or path to success. This study represents the first *comprehensive* approach to rethinking parking management.

A solution that simply “builds more parking” is limited in effectiveness and feasibility...

This Plan prioritizes a comprehensive approach that seeks to better manage existing supply.

It is important to emphasize that there is no “silver bullet” solution. A plan that simply “builds more parking” is limited in effectiveness and feasibility due to availability of land, the cost of parking construction, and the impacts of additional vehicle trips to downtown. Simply put, Park City cannot build enough parking to accommodate all of the people that would like to park a vehicle in downtown.

This Plan prioritizes a comprehensive approach that seeks to *better manage existing supply*, while creating a package of recommendations that can support broader transportation solutions being developed as part of other city studies. The primary recommendation is to adjust pricing and regulations throughout the year to better respond to the downtown’s significant seasonal and daily variations in parking demand. At its simplest, it is proposed that Park City raise prices when parking is in high demand and lower prices when parking is in low demand to achieve *a goal of consistent parking availability*.

In addition to pricing changes, the plan seeks to manage employee demand during peak periods through significant investments that make it easier, and financially beneficial, for employees to get downtown without a car. Recommendations that improve the management policies and procedures and provide better information to users are also crucial to supporting the demand-based approach.

PROJECT GOALS

To unify the vision for this plan, the following goals were developed:

- Better manage existing parking facilities.
- Use data to understand parking behavior and inform recommendations.
- Make parking as convenient as possible for residents, employees, and visitors.
- More effectively manage parking to minimize searching and reduce congestion.
- Ensure that parking management supports local businesses.
- Develop strategies to manage employee and special event parking demand.
- Effectively communicate how parking management supports downtown vitality.
- Create a plan for action with definitive steps for implementation.

STUDY APPROACH

The following approach was taken over the course of the project:

- Analyzed parking opportunities and challenges, including a review of existing documents, plans, data, and policies, combined with several site visits.
- Completed an original data collection effort that assessed existing parking conditions for on- and off-street facilities throughout the study area.
- Completed a comprehensive review of best practices in transportation and parking management, with special emphasis on communities comparable to Park City.
- Engaged the community in numerous ways, including a parking survey, a Technical Advisory Committee, and public workshops.
- Developed a comprehensive package of cost-effective strategies and program recommendations designed to allow for phased implementation.

DOCUMENT OVERVIEW

This report represents a system wide study of current parking conditions, as well as strategies to manage supply and demand for parking, while also maximizing its efficiency and convenience. These strategies were developed based on input from City staff, residents, a Technical Advisory Committee, and other local stakeholders. The contents of this report include:

Chapter 2: Provides an analysis of existing parking conditions, including a summary of key issues and opportunities.

Chapter 3: Provides a summary of the community outreach, including the parking survey and two workshops.

Chapter 4: Provides a summary of the best practices review and highlights potential practices for use in Park City.

Chapter 5: Includes a detailed set of recommendations that comprise a Parking Management Plan for Downtown Park City.

Chapter 6: Provides detailed and phased action plan for each recommendation, as well as a planning-level financial analysis of the proposed recommendations.

2 EXISTING CONDITIONS

This chapter provides a summary of the findings from the existing conditions analysis, including a summary of the data collection and analysis as well as a synthesis of the key issues and opportunities. A more detailed existing conditions analysis can be found in Appendix A.

METHODOLOGY

To understand current parking behavior, the project team collected and analyzed the following data:

- Inventory and occupancy data for on-street parking by block
- Inventory and occupancy data for off-street, publicly accessible parking by facility
- Data was collected at the following times:
 - One weekday, one weekend day, and one minor event during the non-peak season (August–September, 2015)
 - One weekday and one weekend day during the peak winter season (December 2015–January 2016)
 - In addition, the City provided ten years of occupancy data, allowing a comparison of 2015/16 data with previous years
- Parking and travel survey, collected by intercept and online
- Community feedback at two community workshops

PARKING INVENTORY AND REGULATIONS

Within the project study area, there are a total of 1,690 parking spaces¹, including capacity for 324 vehicles to park on-street (19% of the total supply in the area), and 373 spaces in privately-owned, but publicly accessible off-street lots (22%). The majority of parking spaces within the area (1,018 spaces, or 59% of total supply) are located in publicly-owned and accessible off-street parking facilities.

Use of on-street parking is regulated both by price and time limits. Paid parking is in effect with meters operating (11:00 a.m.–11:00 p.m. every day of the year) on Main Street from 9th to Grant Avenue at a rate of \$1.50 per hour. Parking on Main Street is generally limited to three hours, with some spaces reserved for short-term, unmetered parking (15–30 minute limits). Other on-street parking is available free of charge, but most spaces are time limited² to stays of no more than two hours from 8:00 a.m.–11:00 p.m.

¹ Does not include private residential garages or driveways within the study area.

² Residential parking permit holders are exempt from time limits.

With the exception of special events, parking in most publicly accessible off-street lots in downtown Park City is available free of charge, with time limits varying by facility. Figure 2-1 summarizes the parking prices and regulations for the study area.

KEY ISSUES AND OPPORTUNITIES

1. During peak season, demand for access is high and parking can be difficult to find.

Parking surveys conducted in December 2015 and January 2016 confirm that nearly twice as many vehicles are parked during winter evenings (91% of spaces were occupied at 7:00 p.m.), than at the same time during a non-peak/non-event evening in the summer or fall (46% occupancy).

Historical parking occupancy data confirms this pattern. On average, from 2012–2015, peak occupancy during non-event weekends across the entire downtown study area was approximately 18% higher in February than in August.

2. Even when busy, some spaces are available; not all lots/garages are at maximum capacity.

Although parking can be difficult to find along Main Street and at selected off-street facilities—particularly during major events and weekend evenings during the winter—Figure 2-3 shows that parking remains available within walking distance of the downtown core even at the busiest times. For example, during the peak period studied, both Sandridge lots and the Brew Pub lot had available spaces. None of these lots were more than 74% occupied at the peak hour.

3. Year-round, parking is available for most of the day, but prime spots are still in heavy demand.

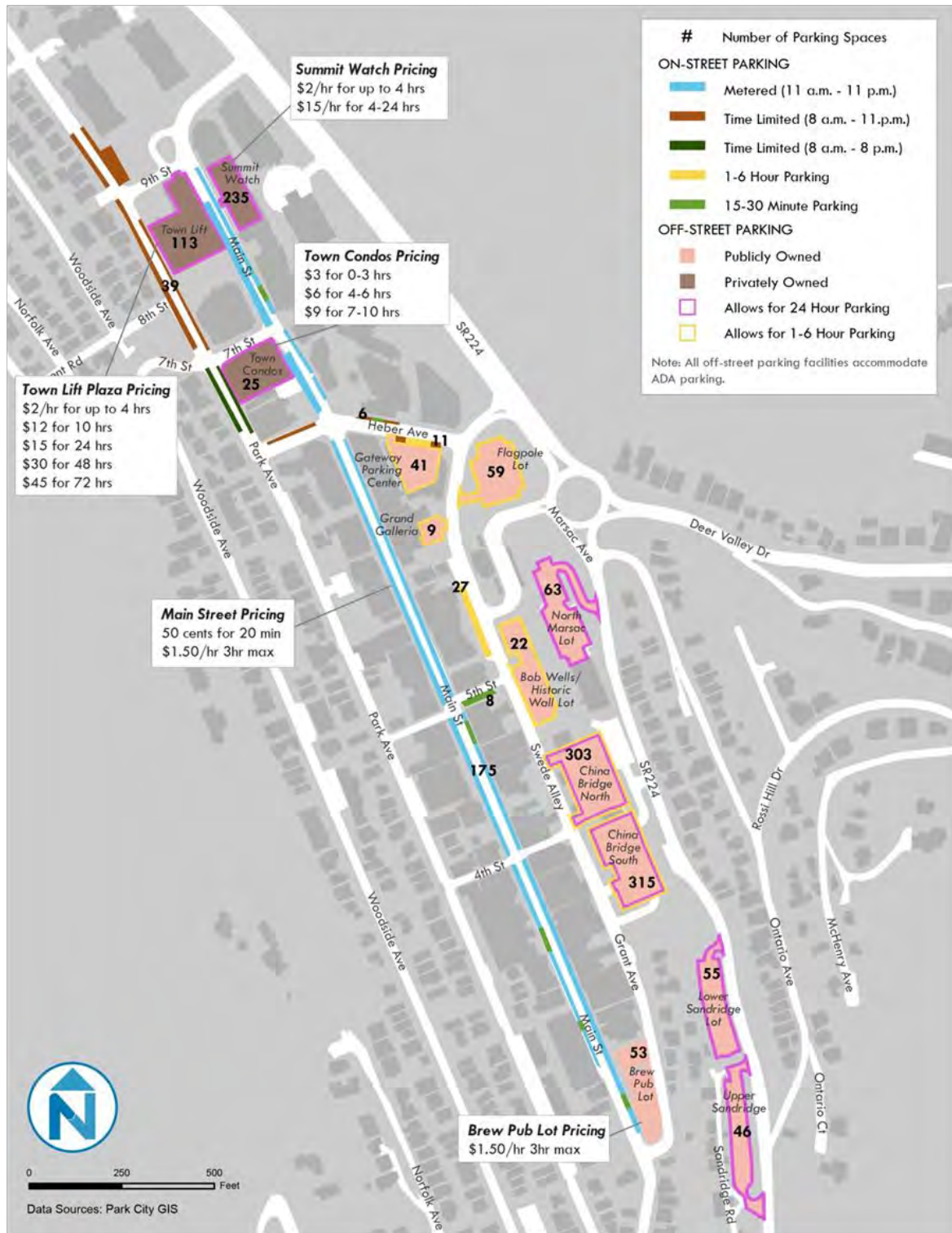
Figure 2-2 shows the occupancy of all on-street and off-street parking within the study area over the course of four different days, reflecting different demand conditions in 2015–2016. During both the peak and non-peak seasons, parking is generally available in most of the study area until 4:00–5:00 p.m. During the non-peak season, parking is available until after 6 p.m. on weekends, but even then does not exceed 80% occupancy.

Although demand across the entire study area is not high during non-peak season, concentration of parking in prime on-street spaces along Main Street, and popular public off-street lots east of Main Street, make it hard to find parking in these areas.

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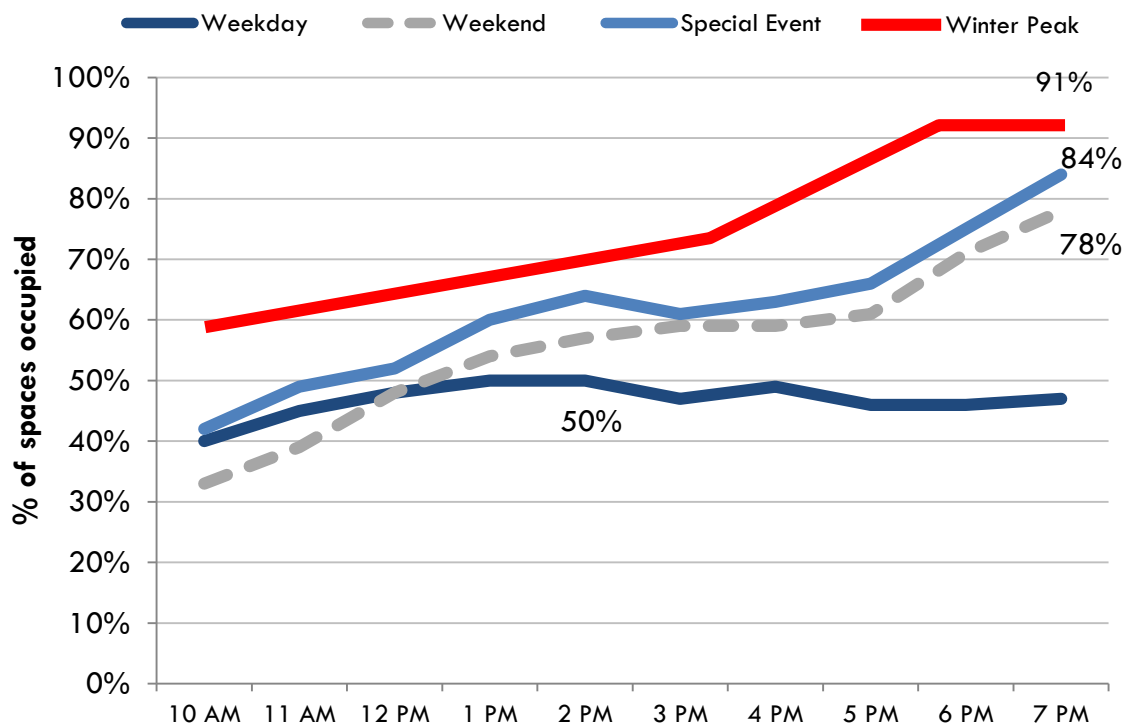
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Figure 2-1 Parking Regulations and Pricing, Main Street and Downtown Park City



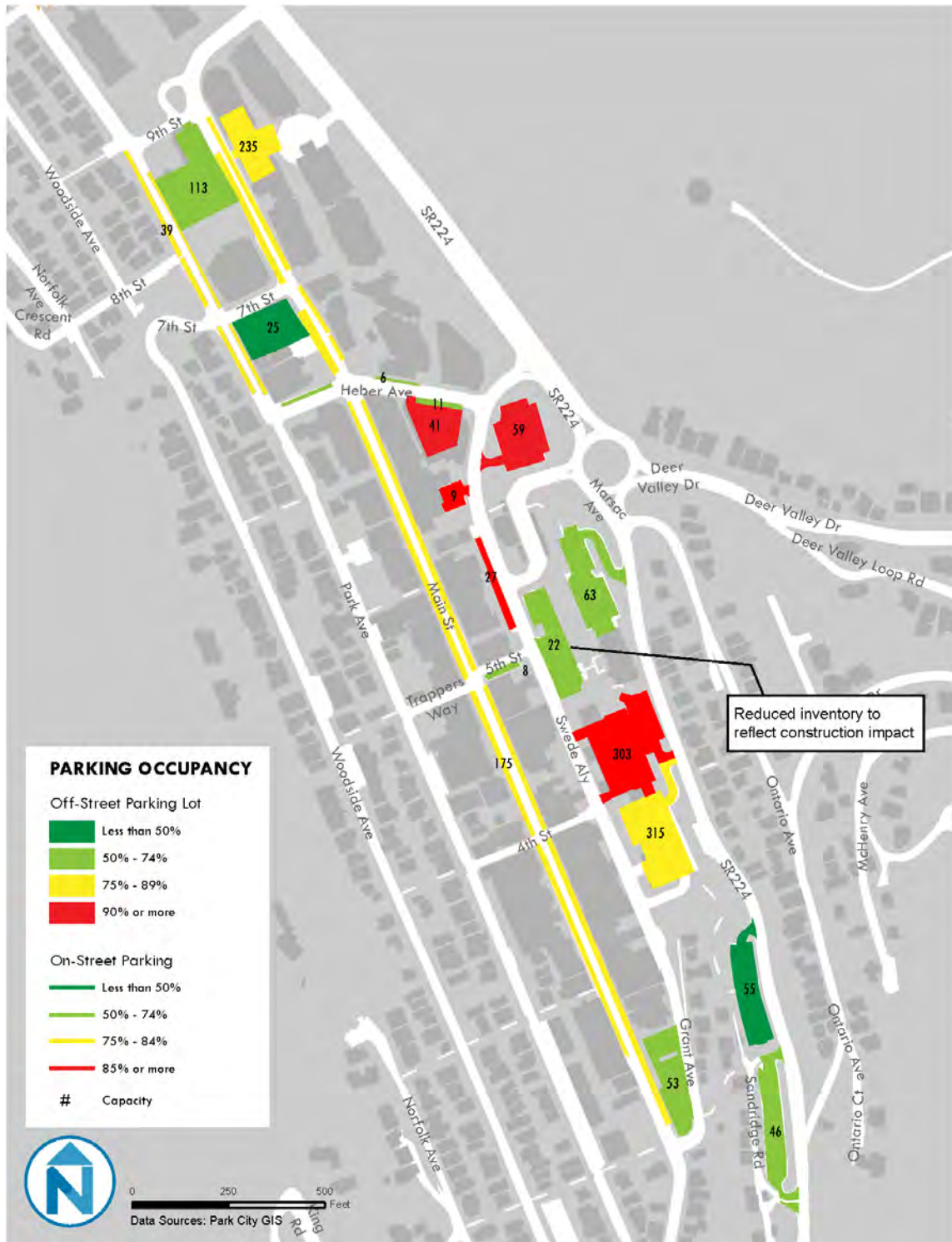
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Figure 2-2 Parking Occupancy by Weekday, Weekends (Peak & Non-Peak), and Event Days



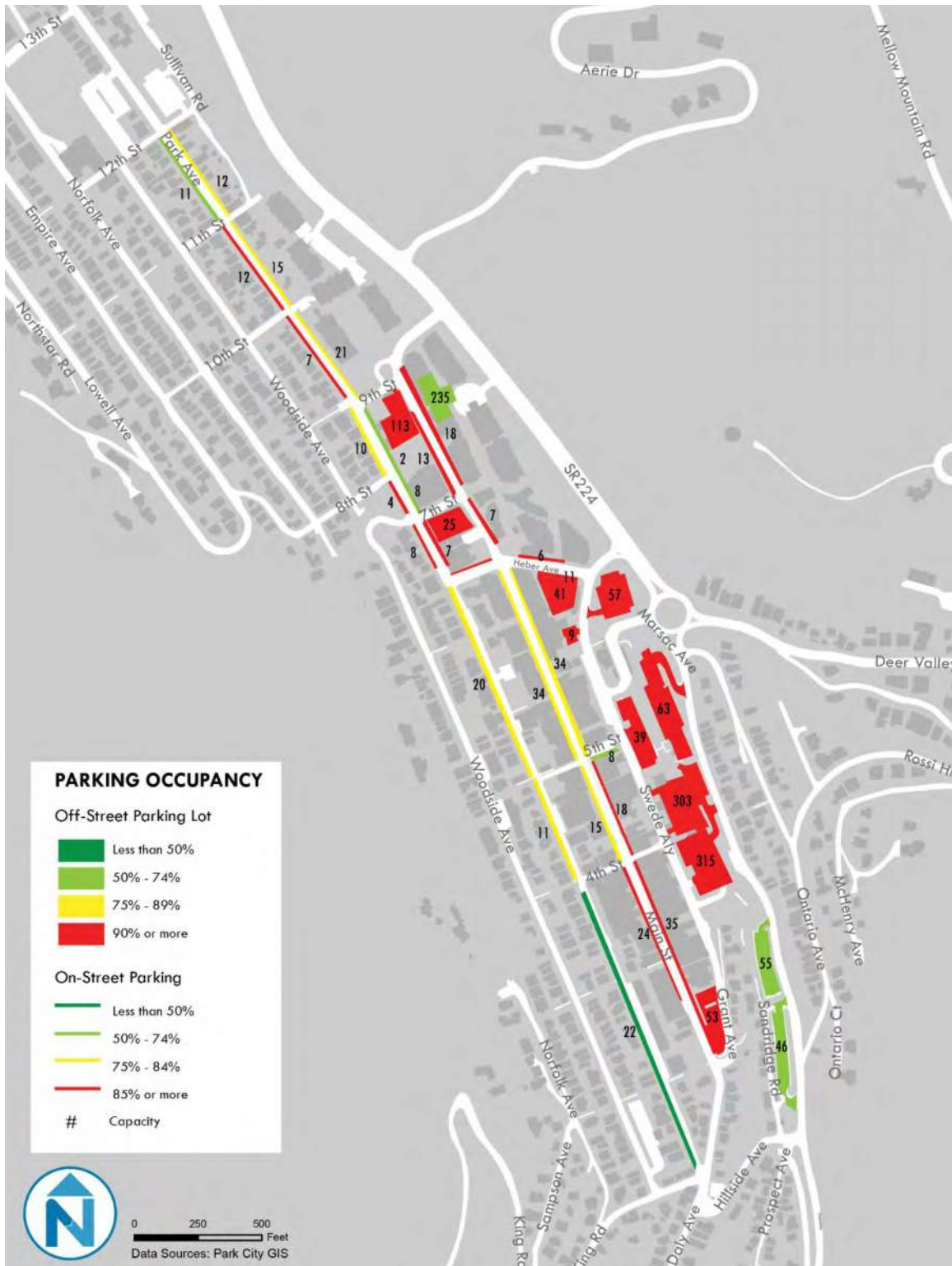
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Figure 2-3 Parking Occupancy, Non-Peak Weekend, 7:00–8:00 p.m.



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Figure 2-4 Parking Occupancy, Winter Peak, 7:00–8:00 p.m.



4. Parking demand varies by time of year, day of week, time of day, and location.

Historical utilization data tracked by the City, and parking occupancy data collected by the project team, show that parking occupancy varies by day of week and time of day, as well as by the location and price of each facility/parking area (Figure 2-5). In addition to the substantial increase in parking demand during special events and the peak winter, a few key trends are evident:

- During the non-peak season, parking utilization is highest on weekends and evenings.
- Parking availability is significantly higher in the most proximate lots/garages. Topography, distance and free or underpriced parking downhill likely limit parking demand in the more remote lots, including the Brew Pub Lot and the Sandridge Lots.
- Private, off-street parking facilities have lower rates of utilization than public on-and off-street parking, except during periods of high demand.

Figure 2-5 Variable Parking Demand in Downtown



5. Current parking pricing and regulations do not match patterns of demand.

Current regulations and pricing for both on-street and off-street parking (public and private) do not reflect or respond to parking demand. With the exception of major events, Park City’s current regulations and pricing of on-street parking stay the same year-round. As a result, people pay the same rate to park on Main Street at midday on an October weekday as a Saturday evening in January.

6. Limited parking information and signage make it more difficult to find available parking.

The limited availability of parking information make it difficult to find parking, which contributes to congestion in downtown as motorists search for parking. Consistent signage is not available to let drivers know whether or not a specific parking garage/facility is open or closed, or to enable wayfinding between remote lots (e.g. the Sandridge lots) and Main Street. Moreover, the City has limited information on parking or access alternatives available online, and no dynamic, real-time parking information (Figure 2-6).

Figure 2-6 Existing Parking Signage



7. Employee parking remains problematic.

Many employees park in the downtown area and employee parking demand is high, especially in the peak season. It is estimated that between 600-1,000 employees park within the downtown area on the busiest days³. Many employees have significant incentives to drive and park in downtown, including longer commutes due to inability to find affordable housing in Park City, limited viability of transit options, and free or low cost parking downtown.

The City has used permits (Green Dot and Blue Square permits) to regulate employee parking, but this had a limited impact on overall parking patterns for various reasons. First, permits do not serve the needs of all workers, especially evening shift workers who arrive near or after 6 p.m. Second, once purchased, these annual permits represent a “sunk cost,” that encourages employees to park to realize the benefit they have already paid for.

Many workers also park on-street or in certain lots/garages and move their vehicles to avoid the current time limits and other restrictions.

Summary of Issues and Opportunities

Key findings and other specific issues and opportunities identified through this review of existing access and parking management conditions are summarized in Figure 2-7, as follows:

- **Customer Experience:** includes issues and opportunities from the perspective of occasional and regular users of on-street and off-street parking in Park City.
- **Administration/Operations:** includes issues and opportunities related to City’s ability to manage the system, such as staffing, enforcement, and revenue control infrastructure.
- **Policy/Zoning:** includes issues and opportunities related to the municipal code and parking governance.

³ Source: Historic Park City Alliance surveys

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Figure 2-7 Summary of Issues and Opportunities

Customer Experience	Administration and Operations	Policy and Zoning
Data shows that parking is available across most of downtown for most of day/most of year, but is severely constrained during peak periods.	Lack of access controls at most parking facilities limits options for management/price parking.	Park City lacks specific goals for the availability of public on-street or off-street parking.
Parking availability varies by: ▪ <i>Location</i>: Lowest on Main Street ▪ <i>Time of day</i>: Lowest in afternoon/evening ▪ <i>Day of week</i>: Lowest on weekends ▪ <i>Season</i>: Lowest in winter (10–20% more vehicles park in Feb. than Aug.) ▪ <i>Event schedule</i>: Heavy impact during major events (e.g. Sundance) ▪ <i>Public vs. private lots</i>: Public lots have lower prices and less availability	Parking revenue exceeds expenditures, presenting an opportunity to fund enhanced parking management and multimodal access options.	Off-street parking requirements are high. Municipal code requires more off-street parking for new development than similar mixed-use downtowns.
	Utilization reporting is limited. Reporting on meter revenues, paid occupancy, and/or citations can be expanded and better utilized to inform decision making.	Bike parking requirements are flawed. Bike parking demand patterns differ substantially from auto parking demand, yet code requirements for bike parking are dictated by auto parking requirements.
Parking rates, time limits, and permit policies are uniform; not reflective of differences in demand by location, time of day, day of week, or season.	Use of new payment technologies is limited. Opportunities include enhanced pay-by-phone, and pay-and-display systems, pre-paid reserved parking options, and incentives for credit card payment.	Parking in-lieu fee has had limited use. Little funding has been generated to add supply or options.
Parking can be hard to find even at times when it is widely available due to uncoordinated wayfinding/signage and limited information.	Staffing resources are limited. Parking services staff are skilled and knowledgeable but have limited time. Event staffing can be inconsistent. Additional staff resources will be necessary for plan implementation.	Shared parking is not required by code, and there are few incentives to share existing or new supply.
Users value convenience/ease of access more than price. Poor pedestrian connectivity limits use of remote facilities.	The City's existing License Plate Recognition (LPR) units get limited use. New tools are available to enhance parking management and enforcement.	Limited employer support for employee travel options. Few Main Street businesses formally incentivize biking, walking, or transit for employees.

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Customer Experience	Administration and Operations	Policy and Zoning
Parking needs and rates vary by user group: ▪ Employee parking demand often conflicts with that of visitors and residents ▪ Effective daily/hourly rates for public parking (including permit programs) are different for employees, residents, and visitors.	Web services are limited. Parking permits cannot be purchased or renewed online; existing online citation payment option can be improved, and existing maps on Parking Services website are outdated.	
Informal loading creates on-street conflicts. Without active management, passenger/commercial loading can block and slow traffic/limit circulation.	Enforcement is done to educate, not collect revenue. At current fine rates, citations may not effectively deter violation of regulations/pricing.	
Event parking management practices are inconsistent for different events and facilities, which may confuse visitors, employees, and residents.		
Time limits restrict access for people wishing to stay longer. This is especially true for 3-hour zones.		
Transit service and commute hours are mismatched. Bus service does not run late enough to meet the needs of the many employees who work nights and weekends.		
Previous remote parking programs were flawed, with limited shuttle service, low-amenity vehicles, inadequate marketing, and few (dis)incentives to use the service.		
Illegal private signs reduce availability. Private signs indicating that selected curb space is dedicated to “residents only” reduce the perceived supply and availability of on-street parking.		

3 COMMUNITY OUTREACH

This chapter provides a summary of the community outreach conducted as part of this project. The outreach process included three major components: a Technical Advisory Committee (TAC), a parking survey, and community workshops. The primary goals of the community outreach were to better understand existing parking issues and challenges, and develop and refine recommendations to ensure they support the needs of all users.

As with any study, it is difficult to give everyone exactly what they want. This is especially true in downtown Park City, where residents, employees, and visitors all have different needs, and there is simply no way to easily accommodate everyone that would like to drive. The outreach effort helped prioritize the recommendations and—to the extent possible—strike an equal balance amongst groups.

TECHNICAL ADVISORY COMMITTEE

To ensure that the parking plan was developed with adequate input from key stakeholders, a Technical Advisory Committee (TAC) was formed to help guide City and consultant staff throughout the project. The TAC was strictly an advisory body and had no final approval of any project recommendations.

The TAC allowed for more detailed input and feedback from key downtown stakeholders. The TAC met three times during the project, corresponding to major project milestones. Members of the TAC included City staff, Historic Park City Alliance (HPCA) staff, downtown business owners, and Park City residents.

PARKING SURVEY

While conducting occupancy counts in downtown Park City in August and September of 2015, an intercept survey was conducted to better understand the parking user experience. An online version of the survey was also available on the City's website from the end of August to the beginning of October 2015. A total of 790 responses were received.

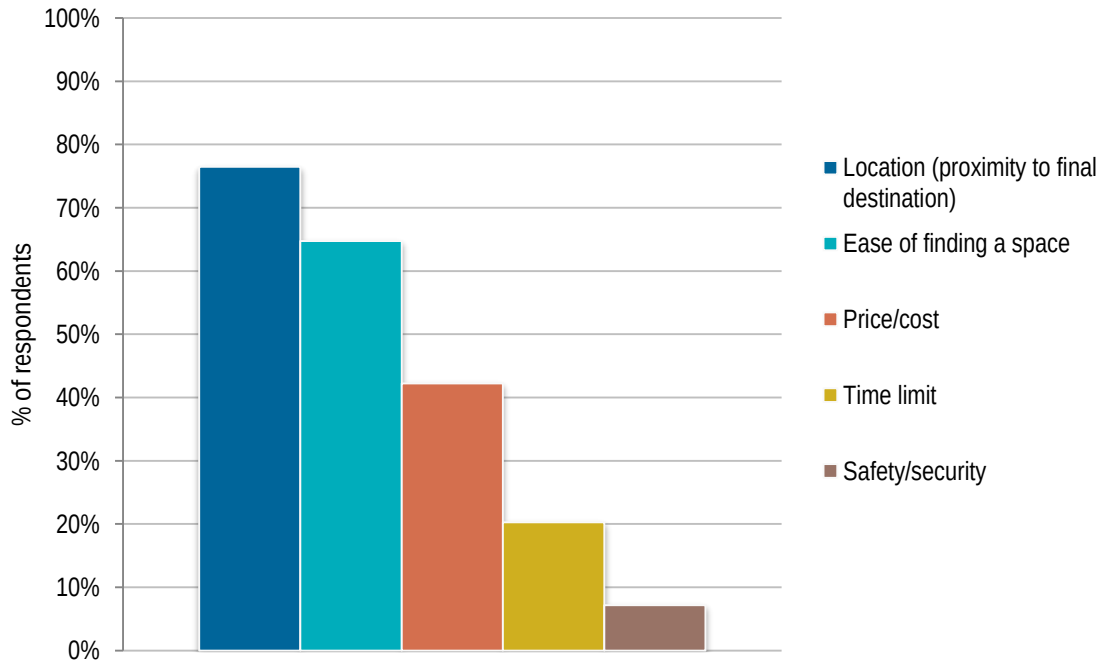
Participants were surveyed on a range of questions relating to their parking behavior and experience parking in downtown. For analysis purposes the survey results of both the field intercept surveys and online surveys were combined. A summary of the key findings is provided below. More detailed analysis of the survey can be found in Appendix A.

Key Parking Considerations

Figure 3-1 shows the most important factors for survey respondents in choosing where to park in downtown Park City. The factors are ranked in order of priority with "1" being most important and "5" being the least important. "Location" (proximity to final destination) was cited as the most important factor in respondents' choice of where to park, as approximately 76% of

respondents ranked it as the first or second most important considerations. "Ease of finding a space" also scored high with about 64% of respondents ranking it first or second. Price of parking was less important than convenience.

Figure 3-1 Most Important Considerations in Choosing Where to Park Downtown

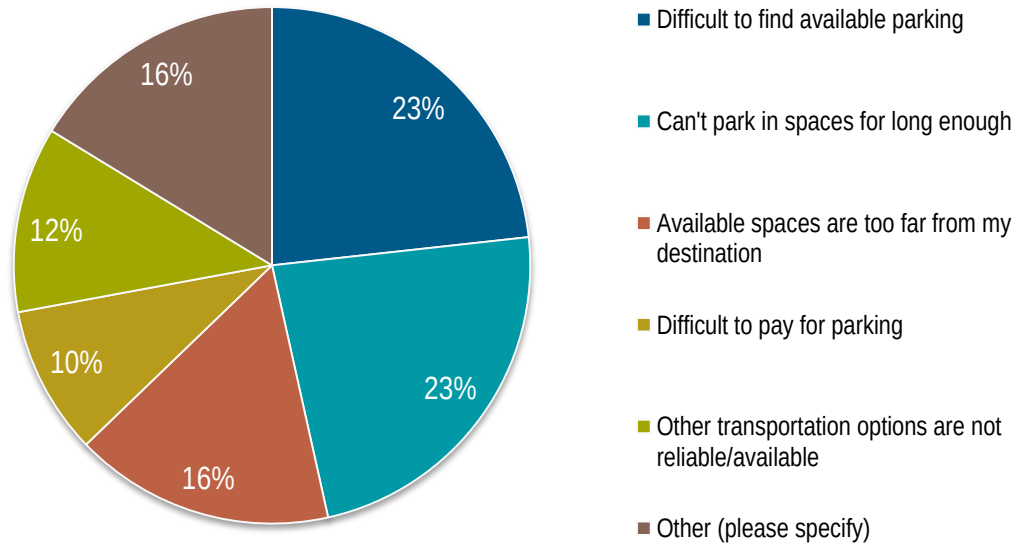


Biggest Parking Challenges

Figure 3-2 summarizes respondent opinions about the biggest parking challenges in downtown. "Difficult to find available parking" and "Can't park in spaces for long enough" were the top two responses. "Other" challenges cited by respondents included the following:

- It's frustrating during the slower season to not be able to find parking.
- Lack of proper enforcement of parking regulations.
- Entitlement of residents and tourists to drive cars everywhere.
- Traffic congestion.
- The City needs more/better signage.
- [Lack of] good place[s] for employees to park.
- The new online payment system is not user friendly (one cannot easily pay for less than an hour).
- Construction of new buildings takes away parking; a real challenge considering that public transit service is infrequent.

Figure 3-2 Biggest Parking Challenges

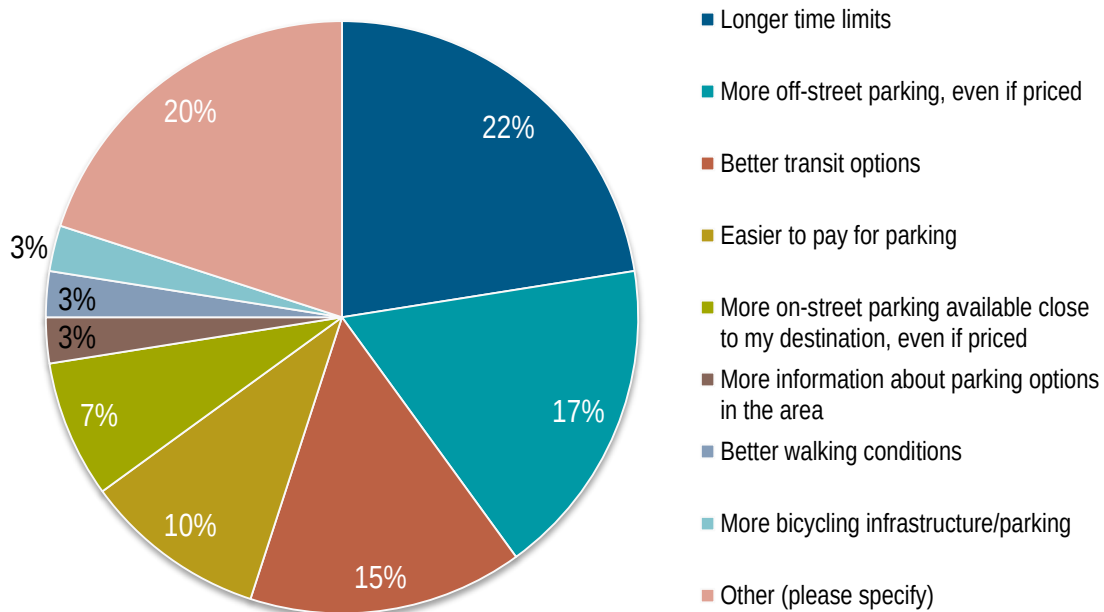


Improvements to Parking Experience

The responses to the question “What would improve your parking and/or transportation experience in Old Town Main Street?” are shown Figure 3-3. The top four responses were longer time limits, more off-street parking (even if priced), better transit options, and “other.” The “other” responses included ideas such as:

- In winter, the steps to Marsac lot and Sandridge need to be maintained.
- More free parking adjacent to Main Street.
- Consistency in hours and pay areas.
- Better signage for tourists. They get confused and create more traffic/parking problems.
- Reasonable employee parking locations.
- Need late night bus service for bar workers if can't provide us places to park.

Figure 3-3 Desired Improvements to Parking Experience



COMMUNITY WORKSHOPS

Workshop #1

On November 11, 2015, a community open house was held at the Treasure Mountain Inn. Jointly facilitated by City and consultant staff, the meeting consisted of a presentation followed by open discussion around several stations with different interactive exercises (Figure 3-4). Approximately 30–35 members of the public attended. Many of them were business owners or residents, with more than a quarter of them identifying as downtown employees.

Presentation

Consultant staff made a presentation summarizing the project goals, schedule, and scope of work. The role of parking in successful downtowns was also discussed, as well as initial findings from the data collection effort in August and September. Finally, an overview of parking management from other cities was presented, highlighting potential strategies for Park City. A lively Q-and-A followed the presentation, with community members asking questions about the project and providing input on key issues. Discussion and feedback included the following:

- Frustration over lack of implementation from previous planning efforts and parking studies
- Strong belief that the parking issue is hurting downtown and that action is needed
- A desire for additional parking in downtown

- Concerns about how the recommendations would impact businesses and access for employees
- Recognition by some that parking availability is not an issue on most days and at most times, with weekend evenings and major events as the exceptions
- The strict management controls during Sundance work quite well, but there is limited desire for such measures throughout the year

Interactive Exercises

Priorities for Parking Management

Participants were presented with 12 pairs of "tradeoff" statements related to parking management and policy, and were asked which of the two they agreed with the most. In general, participants felt strongly about the need for new parking and using parking revenue specifically to support downtown. Paying for parking was generally not a strong concern. Attendees also indicated that parking was difficult during certain times and days as opposed to all the time, necessitating better management of event parking and investments in signage, technology, and marketing.

Thirty people agreed with the following statement, "Park City should build a new garage/lot in downtown, even if it is expensive and takes up more land," as opposed to five people who felt that Park City should focus on better management of the existing parking supply and reduced demand instead of building more new parking.

The second most popular statement was, "Parking revenue generated in downtown should be reinvested back into downtown to improve parking management and reduce parking demand", with 25 votes, compared with one vote for using parking revenue to support general citywide projects and programs.

Written Public Comment

During the workshop, participants were asked to post written public comments, ideas, and concerns associated with selected topics related to parking. In general, attendees thought that more signage and wayfinding was needed, including for special events. Several people commented positively about a potential park-and-ride lot with transit connections to downtown, but expressed concerns about how it would align with employee schedules, especially late at night. A few people expressed concerns about how employee parking is currently managed. As was heard during the priority voting exercise, paying for parking was not a primary concern. Several people posted suggestions for varying parking prices and restrictions according to the time, day, and season. Responses on parking time limits were mixed.

Issues and Opportunities Mapping

Overall, attendees indicated issues around China Bridge, South Marsac Lot, Sandridge Lot, and the Brew Pub Lot; they also indicated that the intersection south of the Brew Pub Lot has general traffic flow issues. The undeveloped city-owned property east of Deer Valley Drive was referenced as a possible area to develop for more parking, potentially with an aerial connection to the Park City Mountain Resort.

Workshop #2

On April 6, 2016, a second community workshop for the Park City Main Street and Downtown Parking Study was held at the Treasure Mountain Inn. Approximately 20 people attended the meeting. A presentation by the consultant staff included a summary of the previous work to date and key findings, but primarily focused on the draft project recommendations. A Q-and-A session followed. Feedback on the recommendations included:

- General support for the concept of demand-based management and pricing of off-street parking
- Concern about the impacts of daily pricing on employees, but also feedback that employee parking in Park City is far cheaper than in many communities
- A suggestion to prioritize a “simple” system
- Recognition that it is time to “try something” as the current situation is unsustainable
- Strong support for improved wayfinding and information systems

COMMUNITY FEEDBACK

“We are the problem! We must first change what we are doing and affect others by our action. Stop pointing fingers!”

“Eliminate parking restrictions in off-season...when garage is empty. Vary prices and restrictions”

“Need more and clearer signage.”

“Employees will simply not ride bus unless it runs until 2 or 3 a.m.”

“Build more parking.”

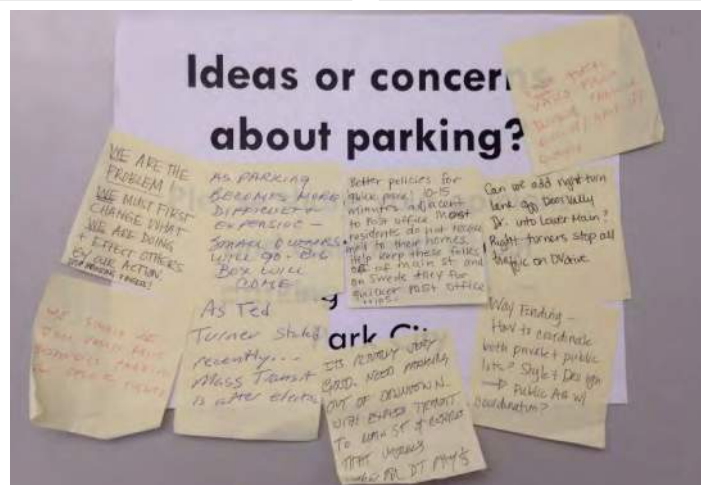
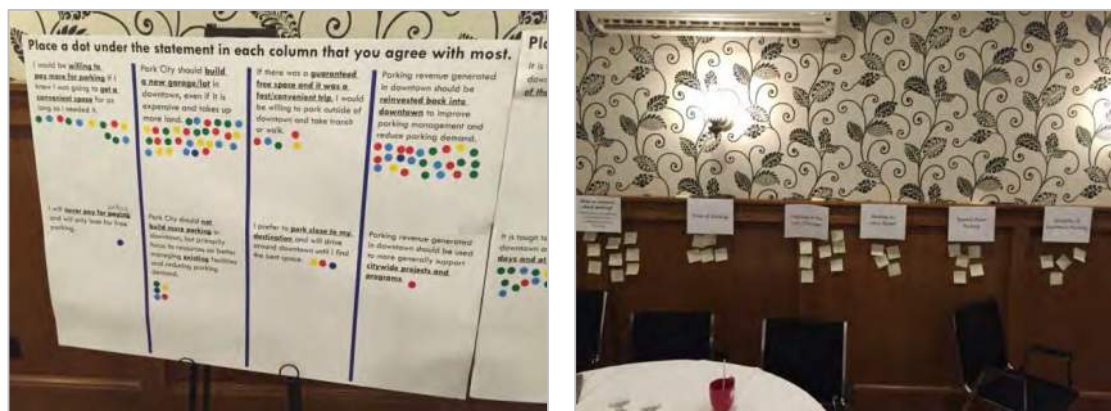
“Lack of employee housing in town dramatically affects parking and traffic in downtown.”

“Improve drop off for taxis and shuttles. They block traffic.”

“Offer free short-term parking on Main Street.”

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Figure 3-4 Parking Workshop Activities



4 PEER REVIEW

This chapter highlights the findings of a parking management peer review for Park City. A more detailed summary of the peer review is available in Appendix A.

The case studies include Newport Beach, CA; Manitou Springs, CO; Breckenridge, CO; and Nantucket, MA. These cities present similar economic and demographic profiles, with strong downtown cores, seasonal/tourist peak demand, and diverse parking needs across multiple user groups. Much like Park City, each of these peer communities faces increased parking demand from seasonal visitors and special events. No community is directly analogous to one another, but their experiences offer potential options for Park City.

These cities have addressed their parking issues through multiple strategies, including seasonal pricing, location- and time-based fee structures, permit parking programs for residents, employees, and other designated uses, and remote parking supported by transit service.

NEWPORT BEACH, CA

In 2014, the City of Newport Beach established a Parking Management District Plan and Overlay District that did the following:

- Adjusted parking rates based on seasonal demand
- Updated residential and employee permit programs
- Dedicated parking revenue to fund local improvements via a Parking Benefit District
- Eliminated required off-street parking for most commercial uses
- Allowed shared use of parking facilities
- Suspended payment in-lieu of parking fee programs

The City of Newport Beach addressed summer tourist demand...by establishing seasonally adjusted parking rates—increasing meter and permit rates during the peak season, while lowering rates for the remainder of the year.

Seasonally Adjusted Rates

The City of Newport Beach addressed summer tourist demand and beach access parking issues by establishing seasonally adjusted parking rates—increasing meter and permit rates during the peak season, while lowering rates for the remainder of the year. These rates are shown in Figure 4-1.

Figure 4-1 Seasonal Parking Rates, Newport Beach, CA

		Peak Season Prices (May 1 – September 30)	Non-Peak Season Prices (October 1 – April 30)
On-Street Parking		▪ \$1/hour for the first hour ▪ \$2.50/hour for each additional hour	▪ \$1/hour for the first hour ▪ \$1.50/hour for each additional hour
Off-Street Parking	Balboa Pier Lot	▪ \$1.75/hour	▪ \$1.20/hour
	Corona del Mar Lot	▪ \$4/hour from 9 a.m.–6 p.m. ▪ \$2.50/hour 6–9 a.m., 6–10 p.m.	▪ \$4/hour from 9 a.m.–6 p.m. (weekends) ▪ \$2.50/hour 6–9 a.m., 6–10 p.m. (weekends) ▪ \$1.50/hour (weekdays)
	Other off-street parking facilities	▪ \$1.75/hour	▪ \$.60–1.75/hour

Source: City of Newport Beach

Permit Programs

Newport Beach has several parking permit programs to accommodate the needs of visitors, residents, and employees. The permissible parking locations and annual permit costs depend on the type of permit and time of year of the purchase; permits that include prime parking locations and more parking location options are more expensive.

Parking Benefit District

Residential and employee permits for the Balboa Village neighborhood were paired with the creation of the Balboa Village Parking Benefit District. Within the district, 100% of the on-street and off-street parking revenue is allocated to fund local streetscape and beautification projects, transportation infrastructure, and parking management.

MANITOU SPRINGS, CO

The City of Manitou Springs has seen an 80% increase in sales tax revenue over the last few years, an indication that increased parking demand and the City’s new parking management practices have positively impacted Manitou Springs’ economy.

Seasonally Adjusted Rates

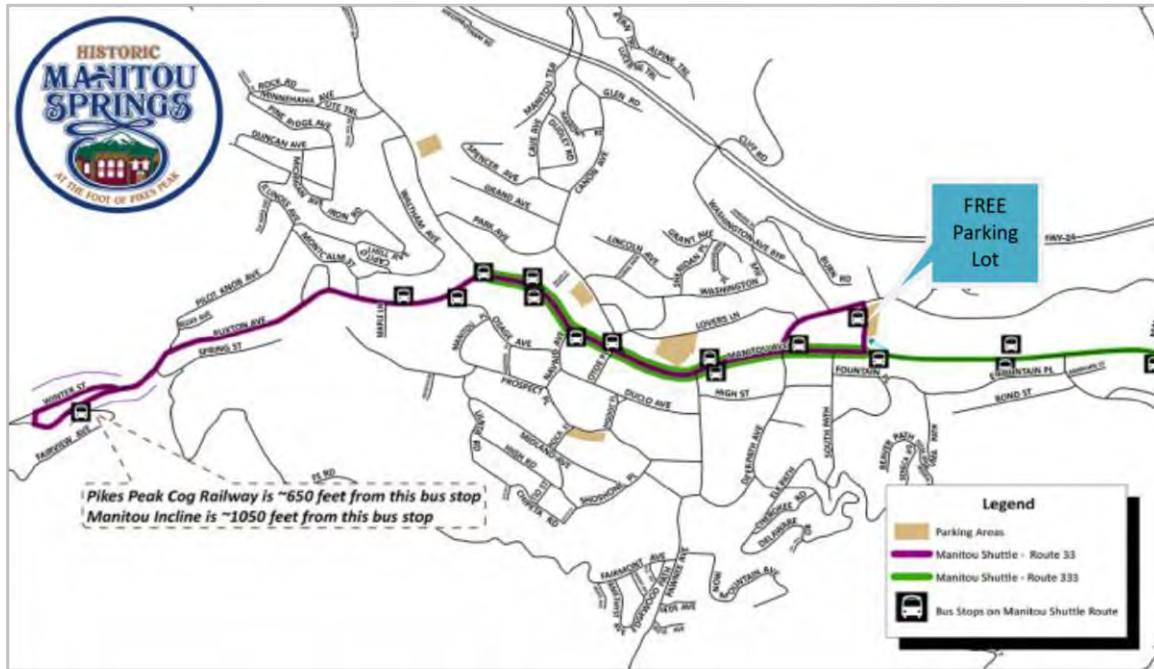
Parking is regulated according to season, with higher parking rates and stricter regulations during the peak season (March to October). All parking, including any free parking, requires that drivers input license plate numbers/letters and print a receipt to be displayed in the vehicle. Requiring license plate information aids with enforcement by ensuring that the free options are not inappropriately utilized.

Shared Remote Parking and Shuttle

Manitou Springs accommodates peak summer parking demand by leasing a private off-street parking lot for use as a remote park-and-ride lot. The town provides free shuttle service from the

remote lot to top visitor attractions and the hotel district. The service is funded with parking revenues (Figure 4-2). Although the lot is open year-round, the shuttle service operates only during the period of peak visitation (May through September).

Figure 4-2 Free Shuttle to Remote Parking, Manitou Springs, CO



Source: City of Manitou Springs website

Limited Permit Parking

Like Park City, Manitou Springs offers a permit parking program. However, the number of permits available for sale to residents and selected out-of-area permit holders is limited by neighborhood. The number of permits sold is based on the number of residents and registered vehicles per housing unit to reach a target that permit holders not utilize more than 70–80% of the on-street parking capacity in a given area, leaving some spaces open for non-permitted vehicles.

BRECKENRIDGE, CO

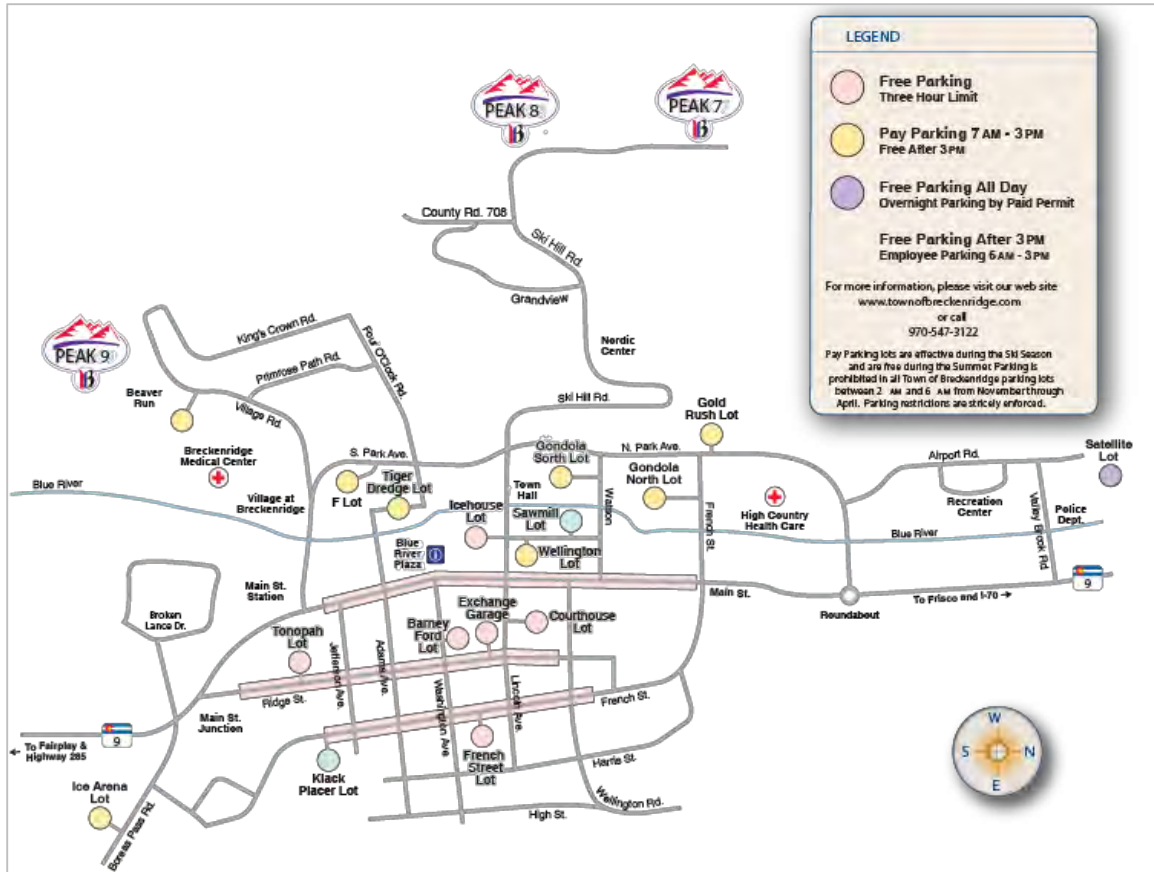
Breckenridge is a major year-round recreational and shopping destination, with one of North America's busiest ski areas, as well as popular winter and summertime activities. Though Breckenridge is a town of only 4,604 people, its daytime population during ski season can be as high as 25,000 to 30,000.

Seasonally Adjusted Rates

Parking pricing and regulations are only in effect during the winter season. In the off-season, from May through October, parking in public lots is free all day. During the winter season, parking prices and regulations vary according to proximity to the downtown core areas (Figure

4-3). This pricing structure aims to reduce congestion during peak times of the day and encourage people to park later in the day.

Figure 4-3 Parking Locations, Breckenridge, CO



Source: City of Breckenridge website

Employee Parking

Breckenridge offers a model for proactive coordination with ski resorts located just outside of downtown to reduce their parking impacts in the core. The City has an established a special employee parking permit program, with permits for parking in more distant lots available to employees free of charge. Permits on the periphery of their employer’s location cost \$50 per year, whereas permits to park more centrally are limited and cost \$150–\$350 per year.

The free satellite lot to the north of downtown is served by a free shuttle, connecting nearby ski areas and downtown Breckenridge. Employees, including those at the ski resorts, are encouraged to park at the satellite lots instead of within downtown.

Innovative Funding

In November 2015, the Town of Breckenridge passed a ballot initiative to tax daily lift tickets to fund the construction of a new parking structure near downtown and improve transit, biking, and walking infrastructure. This tax revenue will not become available until 2017.

NANTUCKET, MA

As in most seaside destinations, the island of Nantucket must manage parking effectively to respond to high summer demand and to ensure that the island’s character is preserved.

Valet Parking

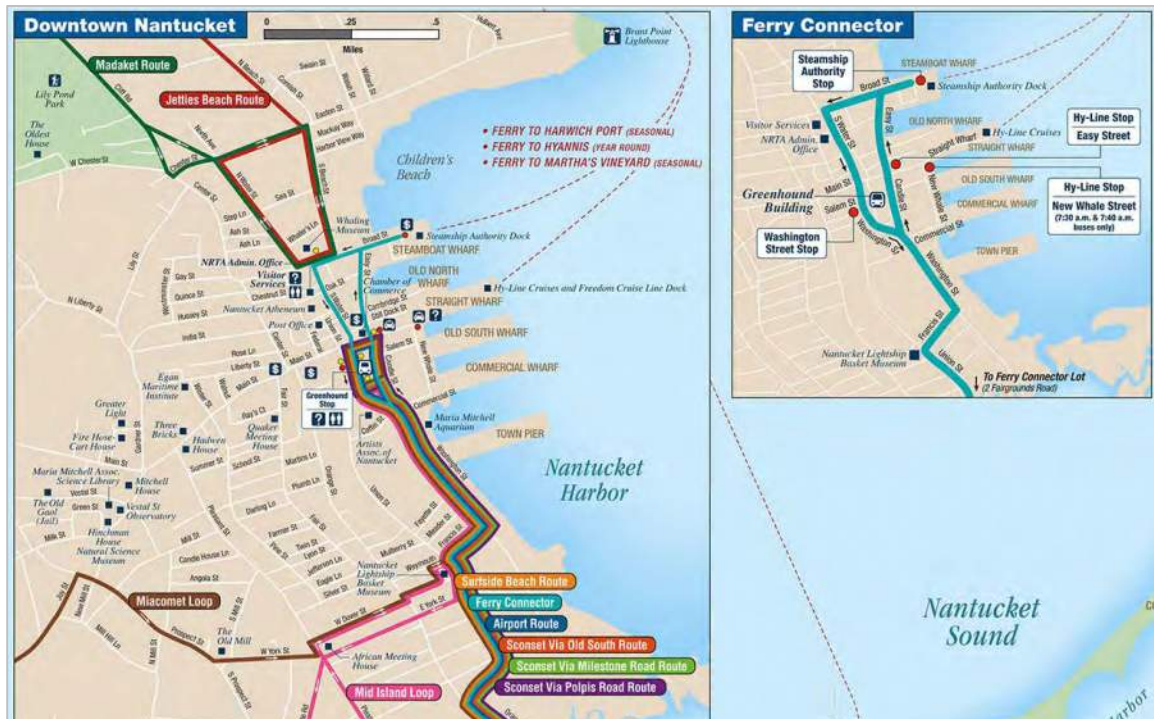
Nantucket provides a valet parking service that enhances access, while alleviating downtown parking and traffic congestion during holidays and the peak summer season. Drivers can leave their vehicles at the lot on the periphery of downtown or with the valet stand located closer to downtown. This parking service charges \$10 for any three hours from 8 a.m. to 5 p.m., \$15 for all day, \$20 from 5 p.m. to midnight, and \$40 for overnight parking.

The shared parking arrangement is available Memorial Day to Labor Day, with the addition of Columbus Day as well. The graduated pricing scheme, in addition to the valet aspect, is especially appealing to visitors and residents and has improved overall downtown parking and traffic.

Remote Parking and Shuttle

In 2014, the Town partnered with the Nantucket Regional Transit Authority (NRTA) to provide a pilot bus service that connects the ferry ports and a park-and-ride lot (Figure 4-4). The shuttle operates from May through October with 20-minute headways from 7 a.m. to 8 p.m. (10 a.m. to 8 p.m. in September and October). The service is widely supported and received high ratings of satisfaction.

Figure 4-4 Fast Ferry Shuttle Map, Nantucket, MA



Source: NRTA website

5 RECOMMENDATIONS

This chapter details the recommendations designed to help Park City improve downtown parking. The recommendations were developed in collaboration with city staff and the Technical Advisory Committee, while informed by parking data, best practices in peer communities, and input from the community. It is important to emphasize a number of key points.

First, parking behavior and demand is influenced by a number of factors. Parking is not solely about the number of spaces or their regulations, but also about how people can access downtown by biking, walking, or transit. The City must continue to think about how parking is intimately connected to the larger transportation network.

Second, there is no single solution to downtown's parking challenges. Simply adding more parking or changing the price of parking on Main Street will not result in success. Therefore, any approach to downtown parking must be a package of recommendations designed to support one another.

Third, expectations must also be realistic, as progress will be incremental. It will not only take time for the city and stakeholders to plan and implement the recommendations in this chapter, but also to realize their benefits and adjust as conditions change over time. A phased action plan (Chapter 6) will help the City navigate implementation.

Fourth, the recommendations describe an approach that seeks to *better manage existing supply* and ensure that the City's parking assets are better utilized in the most cost-efficient manner possible.

Finally, the plan includes 18 parking recommendations, but three of the recommendations are particularly important, as they will redefine the City's overall approach to parking management in downtown. The other 15 recommendations are also crucial, but ultimately support the new demand-based management framework.

- Recommendation #9 proposes a new program, *Access Park City*, designed to make significant investments in employee travel options, making it as easy as possible to get to downtown without a vehicle.
- Recommendation #10 proposes demand-based management for downtown, adjusting pricing and regulations throughout the year to better respond to the downtown's significant seasonal and daily variations in parking demand. At its simplest, Park City will raise prices when it is busy and lower prices when activity is low to achieve *a goal of consistent parking availability*.

The recommendations were developed in collaboration with city staff and the Technical Advisory Committee, while informed by parking data, best practices in peer communities, and input from the community.

- Recommendation #11 proposes that employees be charged on a daily basis rather than by annual permit. Employee rates would be significantly discounted and managed via enhanced payment technology. Daily pricing is designed to incentivize fewer drive-alone trips to downtown, supported by new employee travel programs via *Access Park City*.

Figure 5-1 provides a summary of the 18 parking recommendations. The recommendations have been organized into three categories, corresponding to the key findings described in Figure 2-7 in Chapter 2.

- Enhancing the customer experience through demand-based pricing strategies that improve parking availability and make it easier to find parking, improved wayfinding, enhanced information for users, and investment in non-auto travel options.
- Improving administration and operations by better coordinating internal planning, augmenting city staffing resources, and formalizing enforcement, monitoring, and reporting procedures.
- Aligning policy and zoning with the recommended parking management approach by improving parking governance, evaluating parking related zoning code reform options, and establishing procedures to consistently revisit key issues.

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Figure 5-1 Summary of Recommendations

Customer Experience	Administration and Operations	Policy and Zoning
#3. Create a communications and outreach plan for downtown parking.	#1. Create an internal implementation task force.	#12. Modify Residential Permit Parking program.
#4. Upgrade parking signage and wayfinding.	#2. Hire additional parking staff. Conduct long-term staffing plan.	#16. Improve downtown parking governance.
#5. Upgrade online parking services and information.	#13. Make strategic improvements to event management.	#17. Study and reform parking code requirements.
#6. Secure additional parking for use by employees and the general public.	#14. Adopt formal procedures for program monitoring and parking enforcement. Measure and report system performance via an annual State of Downtown Parking Report.	#18. Monitor and evaluate need for additional parking construction.
#7. Install new parking payment and access control infrastructure in public lots/garages and on certain streets. Plan for upgrade and replacement of existing parking meters.		
#8. Continue to improve pedestrian and bicycle access.		
#9. Create <i>Access Park City</i> mobility program to improve downtown travel options.		
#10. Implement demand-based parking management for all public on-and off-street parking. Manage parking to ensure adequate availability at all times.		
#11. Shift to discount daily parking for employees.		
#15. Create peak-period passenger loading and universal valet programs.		

#1. CREATE AN INTERNAL IMPLEMENTATION TASK FORCE

Strategy

Administration/Operations

Summary

The city should create an internal task force upon plan adoption to ensure timely and effective implementation of the recommendations. The task force should be managed by the Parking team, but should include members from Transportation, Planning, Transit, Finance, Economic Development, and other city departments as appropriate. Inclusion of downtown stakeholders, such as the Historic Park City Alliance, should also be considered.

In the short-term, the task force should establish regular, bi-weekly meetings. As the recommendations are implemented over time, the meetings could become monthly or bi-monthly.

Many of the changes recommended will be led by the Parking staff, but significant coordination with other city departments and staff is required.

Rationale

The recommendations outlined in this Plan offer a roadmap towards improving parking availability and convenience in downtown. The Plan also provides specific action steps, but additional work will be required to ensure effective implementation.

Many of the changes recommended will be led by the Parking staff, but significant coordination with other city departments and staff is required. For example, creation of a park-and-ride shuttle as part of the *Access Park City* program will necessitate ongoing conversations with the Transit operations staff to develop and operate the most cost-effective and attractive service.

Strong internal collaboration among city staff will enable implementation in the timeliest manner. Ongoing meetings will enable staff to proactively plan for parking management changes and further calibrate practices during peak periods and major events.

Benefits

- Ensures internal consistency about the goals, objectives, and strategies for parking management.
- Coordination among key departments and staff will enable roll out of the Phase 1 recommendations in a timely manner.
- Ongoing collaboration will allow for proactive discussion of parking management, facilitating strategic adjustments to parking management throughout the year.

#2. HIRE ADDITIONAL PARKING STAFF. CONDUCT LONG-TERM STAFFING PLAN.

Strategy

Administration/Operations

Summary

The city should hire additional staff to support the implementation of the plan recommendations and ongoing program management. It is recommended that one or two new planning staff be hired upon plan adoption. The hiring of another enforcement officer should also be evaluated. Figure 5-2 provides a recommended organization chart.

New staff would report to the Parking Supervisor and support planning activities for the roll out of key recommendations, notably the demand-based management program, employee daily pricing, the *Access Park City* program, and the new communications and outreach activities. The ideal candidate should have experience with parking operations and planning, preferably for a similar municipal/resort context. The Parking department should also conduct an audit of existing staffing resources and skills to identify any skill gaps and long-term staffing needs.

Rationale

Existing parking staff have considerable experience managing the downtown parking system and can utilize their knowledge to implement the plan recommendations. However, the plan recommendations represent a significant change from existing management practices and will require substantial work to plan, implement, and operate over time. The new management practices will also likely require additional enforcement staff, especially during the initial roll out of the program and peak periods.

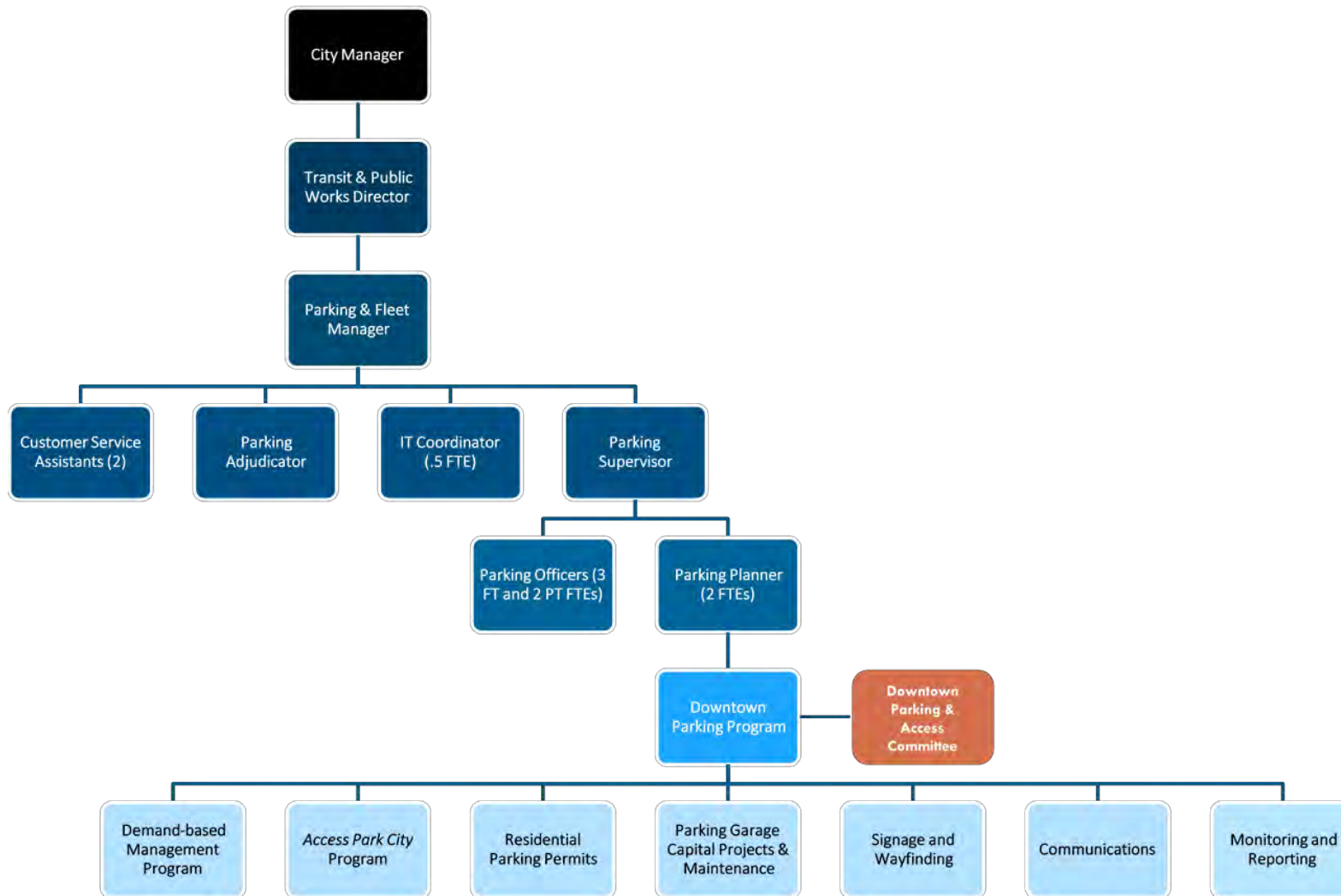
Simply put, more staff resources are needed to effectively operate the downtown system as proposed. While new staffing will require additional financial resources, it is anticipated that new staffing costs will be offset by new revenues from the proposed demand-based pricing structure.

Benefits

- Existing staff have substantial experience, but resources are already overcommitted under the existing management system.
- Adequate staffing resources will enable effective preparation, planning, roll out, and ongoing management of the proposed recommendation.
- Additional enforcement staff will ensure compliance with proposed regulations and can help improve understanding of the system for all user groups.
- An assessment of staffing capabilities and needs will allow for proactive hiring.

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Figure 5-2 Proposed Organizational Chart



#3. CREATE A COMMUNICATIONS AND OUTREACH PLAN FOR DOWNTOWN PARKING

Strategy

Customer Experience

Summary

The city should develop and implement a communications and outreach plan that clearly articulates the goals, objectives, benefits, and details of the proposed recommendations in this plan. In particular, the demand-based management program, *Access Park City*, employee pricing, and residential parking recommendations will require clear, consistent, and ongoing communications to ensure successful implementation.

The specific recommendations include:

- Identify and dedicate staffing resources specifically to parking communications, marketing, and outreach.
- Develop key messages based on different user groups, such as businesses, property owners, residents, “day” visitors vs. “long-stay” visitors, shift vs. “9-to-5” employees, and others. Messaging should focus on clearly communicating the goals/objectives, how the programs work, how people can utilize new services, and where they can find more information.
- Develop marketing/communications materials (Figure 5-3). Disseminate information across multiple platforms, such as city/parking websites and/or smartphone apps, social media, brochures, advertisements, radio service announcements, and TV ads.
- Coordinate with Recommendations #4 and #5 to ensure that messaging is disseminated with new signage/wayfinding and on new online services and/or smartphone apps.
- Conduct ongoing workshops and/or one-on-one meetings with downtown stakeholders. Set up “training” sessions with resorts, businesses, and employers.
- Develop press releases and engage in education/outreach with key press outlets.
- Communications should occur several months prior to implementation, ramp up as the roll out approaches, and continue as an ongoing effort post-implementation.
- Create a feedback loop once implemented to allow people to provide comments and direct those comments to the appropriate staff.

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Figure 5-3 Example Parking Communications Collateral



Rationale

Existing infrastructure and informational materials do not effectively communicate the existing system, as the maps, brochures, and website are all static, outdated, and limited. The recommendations outlined in this plan present a more dynamic approach to managing parking. The new approach requires clear, user-friendly, and diverse methods for communicating the proposed changes.

It is crucial that outreach occur prior to implementation, and continue to occur as the programs are adjusted over time. The new system will have a learning curve for businesses, employees, and residents, while visitors should be able to easily understand how the system works upon arrival. Simply putting the program “on the street” without early and ongoing dialogue with stakeholders could result in more growing pains than necessary.

It is crucial that outreach occur prior to implementation, and continue to occur as the programs are adjusted over time.

Benefits

- Continues dialogue between community and staff after plan adoption and as the city moves towards implementation.
- Allows staff to proactively educate the community on the proposed program, while ensuring that stakeholders can continue to provide input.
- Clear, simple, and intuitive messaging can communicate the goals, objectives, benefits, and details of the programs.
- Messaging can reduce confusion about the system, allowing for maximum use of facilities and reducing the potential for citations.
- Enhanced communications can significantly improve transparency of the system, taking the “politics” out of parking management.

#4. UPGRADE PARKING SIGNAGE AND WAYFINDING

Strategy

Customer Experience

Summary

The city should prioritize a system wide upgrade of parking signage and wayfinding. Signage is crucial to clearly communicating parking locations and regulations, as well as making sure that parking is visible, accessible, and effectively utilized. With the proposed demand-based approach (Recommendation #10), signage and wayfinding will be especially important to communicating pricing, regulations, and parking availability.

A new signage and wayfinding program should incorporate the following elements:

- A public parking brand or identity (Figure 5-4 and Figure 5-6), which would allow for readily identifiable logo and color palette indicating public parking. The brand could help to reinforce the downtown identity of aesthetic. It is recommended that the City engage a parking branding and signage specialist to assist with this effort.
- Wayfinding would include a suite of static, directional, regulatory, pay station, informational per lot/garage, arrival/entry, and dynamic variable message signs (VMS). All wayfinding would utilize the new brand.
- VMS would allow for continually updated real-time info, be integrated across garages and managed from a single location, and allow for distribution to the parking website and smartphone apps (Recommendation #5).
- One optional wayfinding/VMS is use of a parking guidance system in the China Bridge structures. Such systems utilize sensors to determine if a vehicle is present and then green or red lights to indicate whether a space is “available” or “occupied.” These systems can be integrated with real-time signage, enabling vehicles to find spaces much more quickly. However, such systems are typically utilized in very large parking structures, where driving to the top floor could take 3–5 minutes. In addition, such systems are quite expensive, costing \$600–\$1,000 per space to install.
- Integration with privately-owned, yet publicly available parking, allowing motorists to easily identify all parking facilities and reduce confusion about parking access. The City would likely need to develop a standard cost-sharing and maintenance agreement with private property owners.
- Provide information to motorists before they enter Park City and downtown, such as on I-80, SR-224, SR-248, or as they approach downtown on local streets (Figure 5-5). Such signage would include availability information, allowing people to make decisions early on in their trip about where they want to park.
- Address issues related to historic signage regulations in downtown and secure exemptions as needed.
- Allow for short-term and long-term implementation, recognizing that some immediate upgrades may be needed and other elements will take longer to implement.

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Figure 5-4 Examples of Parking Branding, Signage, and Wayfinding

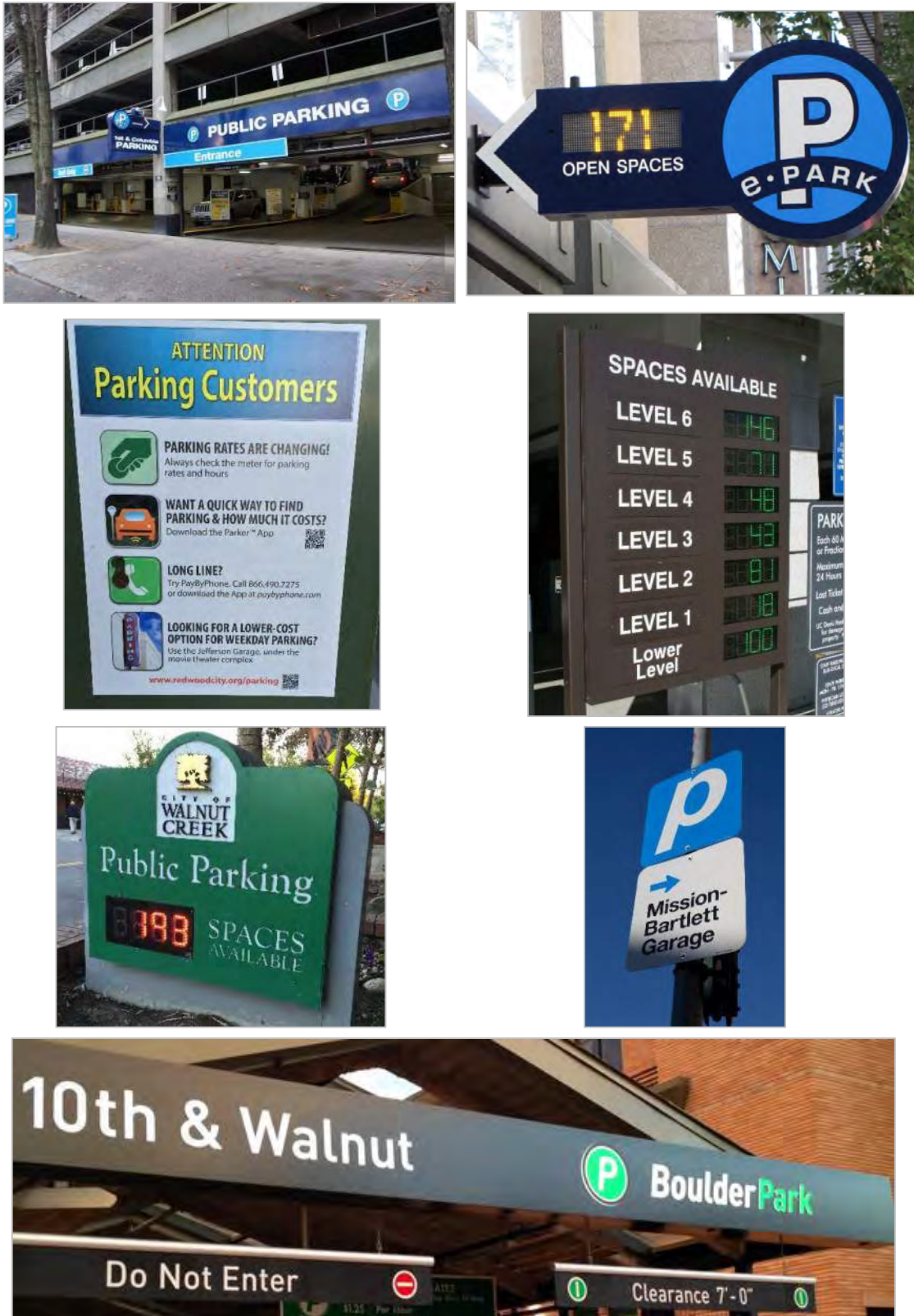


Figure 5-5 Example of Parking Signage on Corridors/Streets

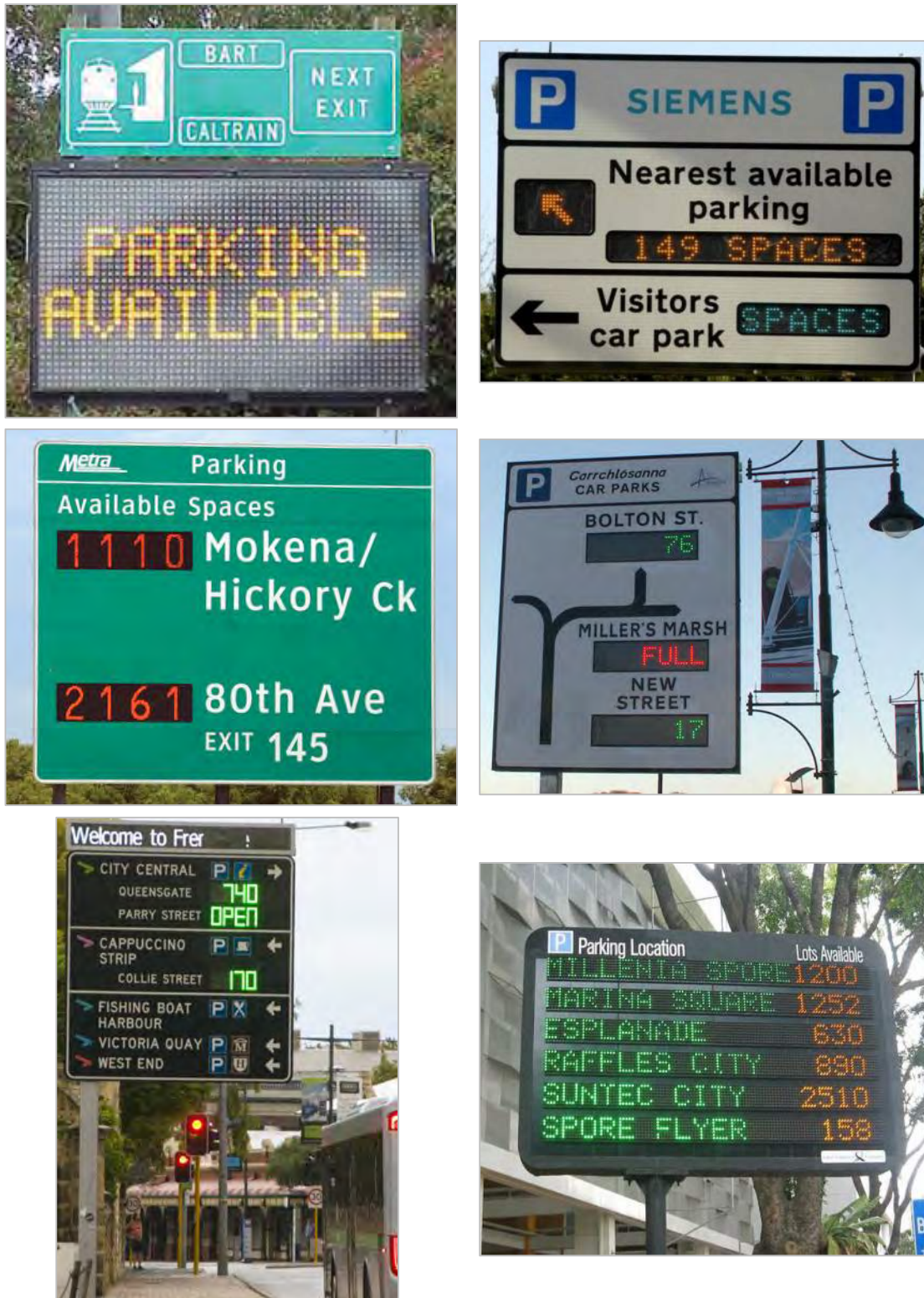


Figure 5-6 Illustration of Potential Park City Parking “Brand” and Signage

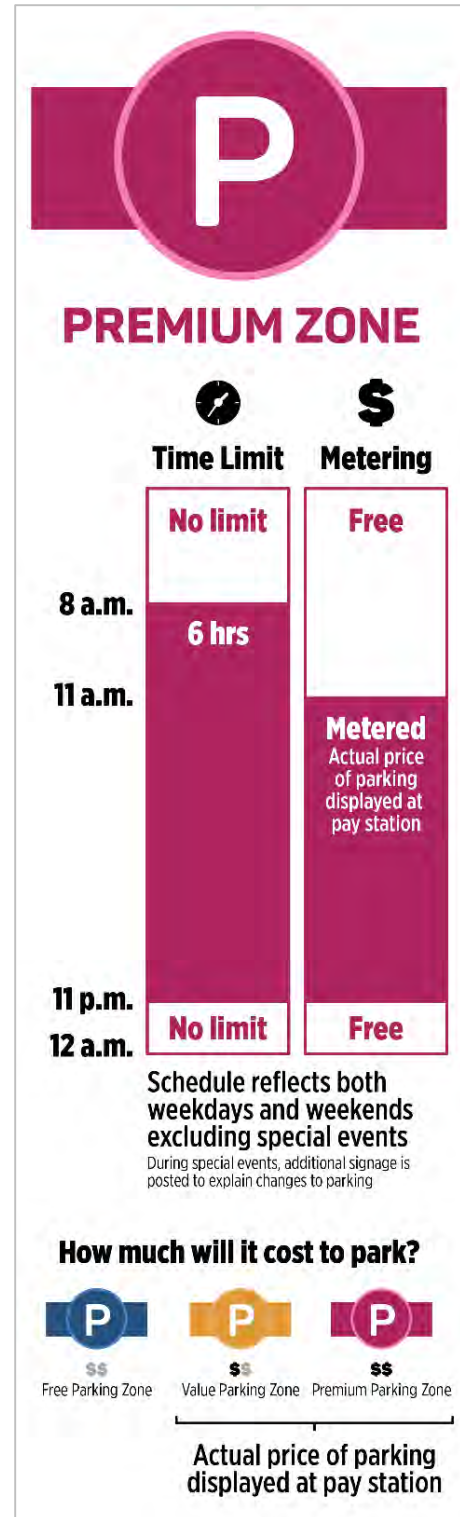


Rationale

- A lack of consistent parking information, especially wayfinding and signage, has been identified as a priority issue
- The City and its downtown partners have invested in various wayfinding strategies, but the system is incomplete and not coordinated
- Negative user perceptions are driven in part by confusing signage
- Off-street lots and garages have available parking, but are not utilized
- Private lots/garages use their own signage and no common identity has been established
- A lack of parking occupancy data impedes ability to provide parking information or inform planning
- Signage can help reinforce an area's identity by using the look and feel of a given area

Benefits

- To City: Consistent signage can improve the aesthetic look of a district. Directs motorists to underutilized off-street facilities, freeing up the most convenient “front-door” curbside spaces, and maximizing the efficiency of a parking system. Eliminates traffic caused by cars “cruising” for on-street parking. Helps dispel perceived (but not actual) shortages in parking. Ability to collect more robust parking data. Facilitates consistent enforcement practices.
- To Customers: Can reduce parking search time in half. Improved overall experience and perception of parking. Multiple methods to find information. Consistent signage can reduce anxiety about tickets and reduce enforcement/compliance incidents.
- To Property Owners/Businesses: Improved experience for customers and users.



Clear and user-friendly regulatory signage can effectively communicate the demand-based pricing program. One example is shown above.

#5. UPGRADE ONLINE PARKING SERVICES AND INFORMATION

Strategy

Customer Experience

Summary

The City should upgrade its online services and improve the parking experience by providing substantially more information to customers. Clear, consistent, and readily accessible information is essential to communicate how the parking management system works and where motorists can easily find parking. Improved and frequently updated information is also fundamental to demand-based parking management.

All online service upgrades should be closely coordinated with the communications program (Recommendation #3), signage and wayfinding upgrades (Recommendation #4), the Access Park City program (Recommendation #9), and the demand-based program (Recommendation #10). Key upgrades to the online parking services include:

Clear, consistent, and readily accessible information is essential to communicate how the parking management system works and where motorists can easily find parking.

- **General Parking Information.** The parking website should clearly and concisely describe the goals and objectives of parking management program in downtown, especially the proposed demand-based approach. Simple and intuitive navigation is essential. A summary of the benefits of parking management and how it ensures parking availability, convenience, and access is crucial. The different elements of the parking system, such as demand-based pricing, employee programs, residential permits, citations, event management, and enforcement should be described. A FAQ is highly recommended.
- **Parking Collateral.** All maps and brochures should be updated per the outcomes of the branding, wayfinding, and communications program. Collateral should be available online, as easily downloadable PDFs, and in accessible formats (Figure 5-7).
- **Demand-based Pricing.** The demand-based pricing program should be summarized and described, with a particular emphasis on the goal of parking availability and how prices can go up or down throughout the year. Educational videos, FAQs, and graphics should all be employed to describe the program and how it works.
- **Travel Information and Access Park City.** The proposed Access Park City program should be summarized and described, with a particular emphasis on the employee incentive programs. Travel information that describes how one can access downtown without a car should be prominently displayed, including maps and information on transit, airport shuttles, biking, walking, carpooling, ridesharing, car sharing, and use of Uber/Lyft/taxis.
- **Multiple Platforms.** Information should be distributed across multiple online platforms, including all appropriate social media platforms. Use of Facebook, Twitter,

YouTube, Instagram, and others have all been effectively used to convey parking and travel information. The City currently has social media accounts, but it should explore establishing accounts specific to the downtown parking program (Figure 5-8).

- **Real-time Availability and Pricing.** A primary goal for the parking website is provide real-time parking availability for customers (Figure 5-9). People would be able to look at a real-time map and see available parking spaces by block and/or off-street facility. Prices and regulation would also be provided in real time. This data feed would be supplied via the access control and wayfinding infrastructure, so it will not be possible until those systems are in place. Integration with private parking facilities is also recommended, and would likely require a cost/data-sharing agreement.
- **Smartphone Applications.** In addition to real-time parking availability on the website, the ultimate goal for the system is to provide all parking and travel information on a Park City parking-specific smartphone application. Motorists and customers would be able to utilize the app to find parking availability, rates, and information quickly and easily. Information about other travel options (transit, bike, walk, ridesharing, and shuttles) should be integrated as well.
- **Per mits.** Residential and special event permits should be able to be easily purchased and renewed online. Institute online reservations and pre-payment when there is a charge for event parking (premium charge for reserved Black Diamond permit parking).
- **Citations.** The city currently facilitates online citation payment and appeal. This system should continue to be evaluated and upgraded as needed to provide an easy way to pay and appeal citations.
- **Payment Options.** Parking Services staff and event contractors should evaluate use of credit card and mobile payments⁴ through applications such as Square, ApplePay, and Samsung Pay.
- **Coordinate with Stakeholders.** All online services should be linked to major Park City stakeholders, such as the HPCA and all major resorts and hotels.

In addition to real-time parking availability on the website, the ultimate goal for the system is provide all parking and travel information on a Park City parking-specific smartphone application.

⁴ T2 Systems is currently on hold with this service as they resolve PCI Compliance issues with hardware and software providers. This is an industry wide issue that relates to the handheld units, not to the parking software provided by a number of companies. Third party companies such as Square and BluePay provide credit card processing that would be outside of the parking software, and could be used in the short-term until processing for parking specific options are available.

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Figure 5-7 Website in Vail (top) and Map for Santa Monica (bottom)

The screenshot shows the Town of Vail website. The header includes the town logo and navigation links: HOME, GOVERNMENT, COMMUNITY, DEPARTMENTS, VISITING, and CONTACT. A banner for "SUMMER PARKING INFORMATION" is displayed. Below the banner, there's a sidebar with a "PUBLIC WORKS" menu. The main content area features a "Summer Parking Information" section with a video player titled "Get Up and Go Summer Parking GMV". To the right, there's a "Contact Info" section for Joyce Rihanek, Vail Transit, with phone and email details. Social media icons for Facebook, Twitter, and Google+ are at the bottom.

The map shows the Santa Monica Public Parking area. It includes a "Parking Information" sidebar with a QR code and contact details for the City's Parking Office. The main map area shows streets from Wilshire Blvd. to Pacific Coast Hwy. and various parking lots and structures. A "Los Angeles Area" inset map is at the top. A "Parking Lots & Structures" sidebar on the right lists specific locations like Main Street Parking, Downtown Parking, Beach & Pier Parking, and Mid-City Parking. The map is color-coded to show different parking zones and structures.

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Figure 5-8 Facebook in Manitou Springs (top) and Twitter in Portland (bottom)

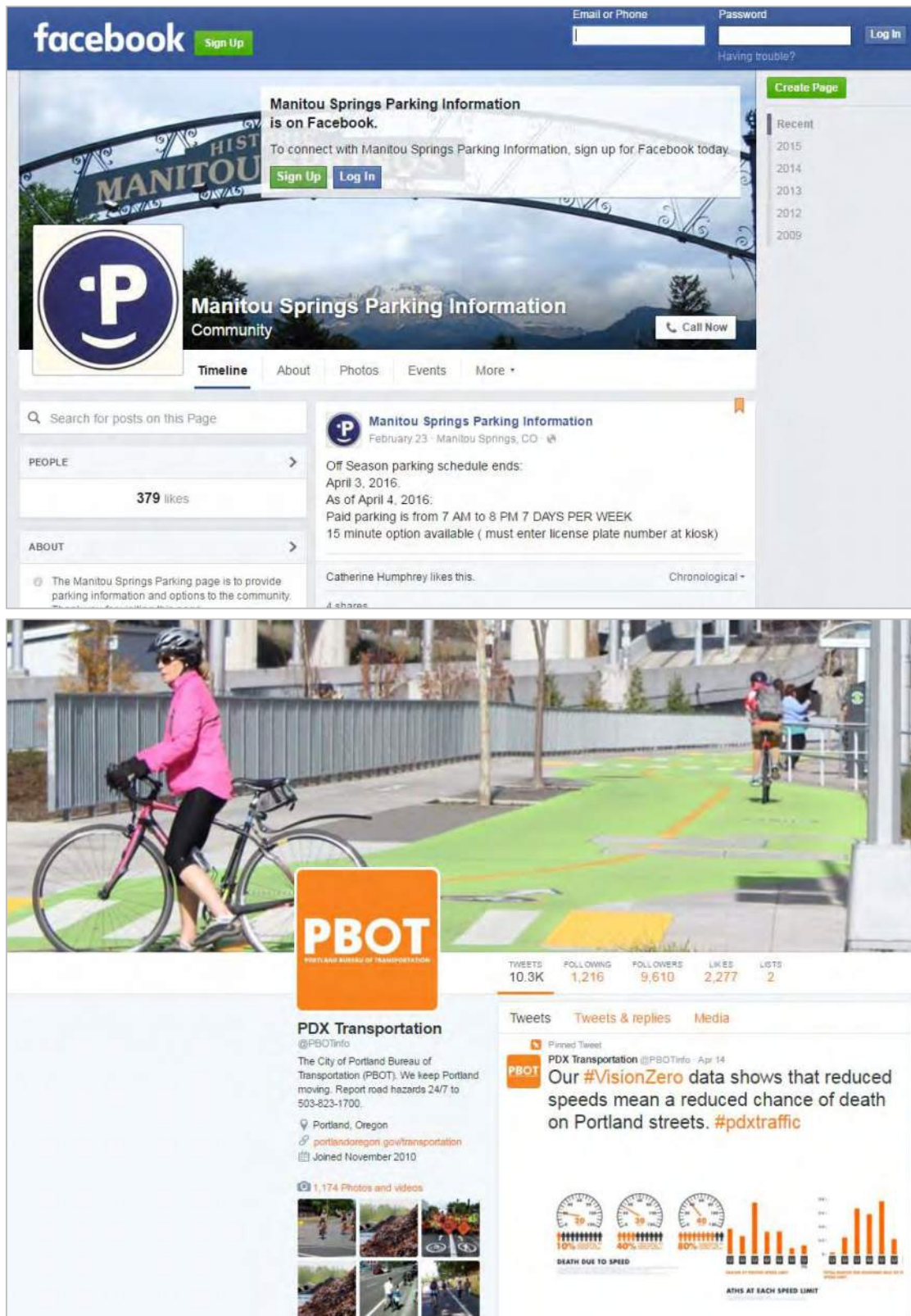
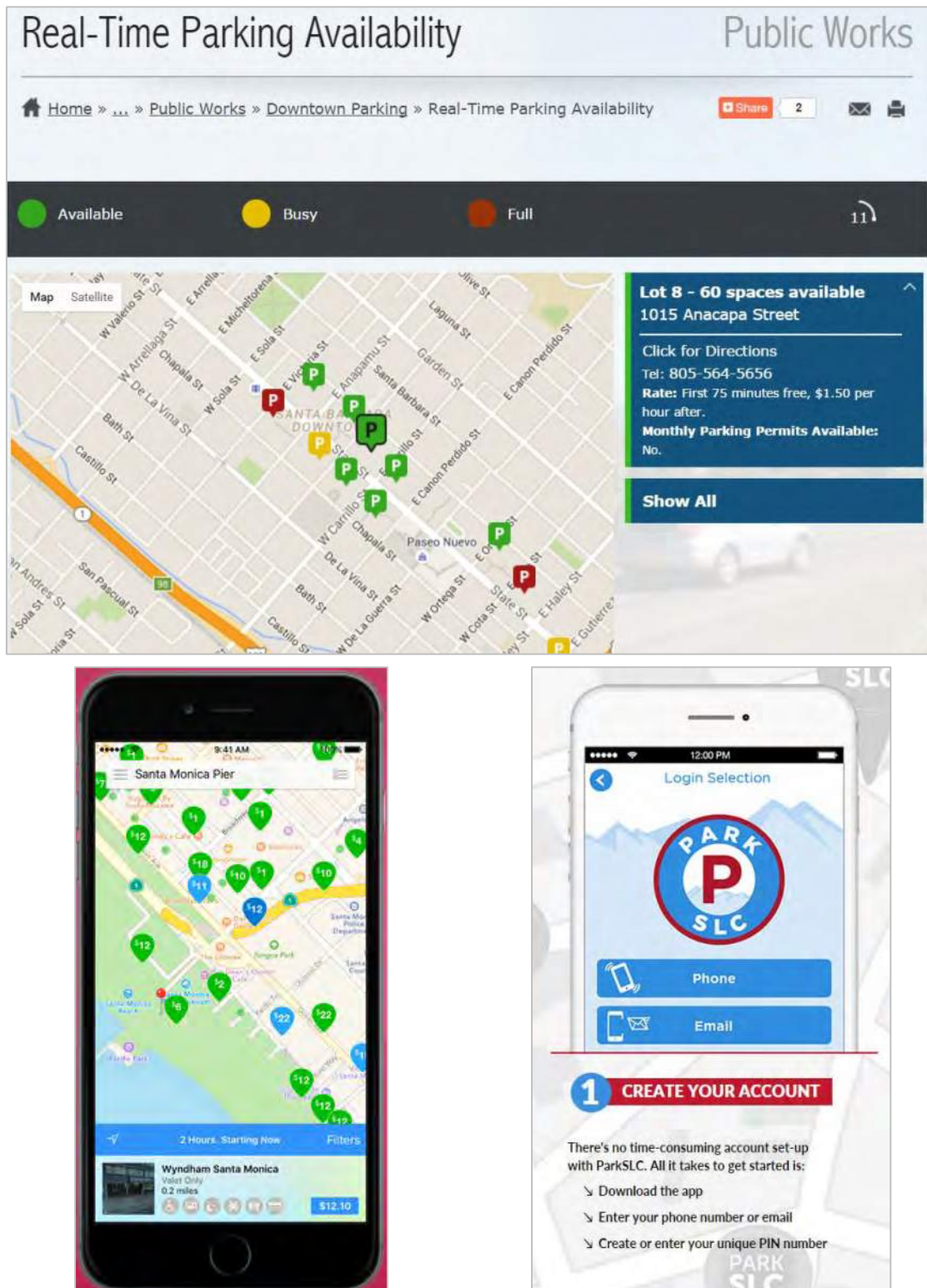


Figure 5-9 Real-time Information in Santa Barbara, CA (top), Santa Monica (bottom left), and Salt Lake City (bottom right)



Rationale

The existing Parking Services website provides basic information on the location of parking facilities and parking permit options, yet much of the information, such as the parking map, is outdated. Navigation within the parking section website is also not intuitive.

The existing online system cannot support the proposed demand-based management program and substantial new information is required to effectively communicate the specifics of the program.

Benefits

- Improved understanding of the parking system and management approach.
- Reduced confusion for all users and improved ability to easily find available parking spaces.
- Diverse methods for conveying information, especially real-time information is essential to communicating pricing and regulations. The use and integration of smartphone applications is essential as more and more people utilize smartphones for all online navigation.
- Web-based and mobile reservation, renewal, and payment options provide a high level of customer service and reduce administrative costs.
- Residents, business owners, employees, and visitors appreciate payment options for parking. Mobile and online payment options provide high levels of customer service and convenience. Web-based options also increase compliance with regulations and willingness to participate in the permit programs.

#6. SECURE ADDITIONAL PARKING FOR USE BY EMPLOYEES AND THE GENERAL PUBLIC.

Strategy

Customer Experience

Summary

It is recommended that the city secure additional existing parking supply for use by employees and/or the general public. Additional supply is essential to the effective implementation of any remote parking strategy, especially given the proposed financial incentives for employees (Recommendation #9) and new employee pricing structure (Recommendation #11). There are several options:

- City-managed parking in “remote” locations, such as the Library lot, the Sullivan Road lot, the Richardson Flat lot, or other
- City-affiliated lots, such as the high school and middle school
- Private parking, such as surface lots in Bonanza Park

Use of city-managed or city-affiliated lots offer a straightforward option, simply requiring internal collaboration among appropriate departments and staff to identify the appropriate regulations.

Use of city-managed or city-affiliated lots offer a straightforward option, simply requiring internal collaboration among appropriate departments and staff to identify the appropriate regulations.

If private parking is secured, shared parking agreements with property owners should be developed to serve as a template for future negotiations and allow the city/private stakeholders to negotiate around key issues such as cost/revenue sharing, enforcement, liability/insurance, infrastructure improvements, and ongoing development flexibility. A summary of key considerations is shown in Figure 5-10.

Rationale

- Additional parking supply is needed in the immediate or short-term to accommodate remote parking, especially during peak periods
- New pricing structure and Access Park City program will likely incentivize more employees to park remotely
- Existing parking assets are underutilized, presenting a cost-effective way to quickly add supply
- Common concerns with private property owners have been overcome via shared parking agreements, which address liability and cost sharing for upgrades

Benefits

- Reduces parking demand in the downtown, especially during peak periods.
- Offers cheaper alternative for those who do not want pay for parking during peak periods.

- Improved parking experience through coordinated parking system and upgraded parking facilities.

Figure 5-10 Key Private Parking Leasing Considerations

Lessor / Lessee	Terms & Extension	Use of Facilities	Maintenance	Operations	Enforcement & Security
Public	Evaluate return on investment (per individual facility or system)	Need available hours (and number of spaces) to be ample enough for investment	Evaluate added cost of maintenance and operations	Revenue collection; posting signage; could include maintenance	May assume enforcement role (if no gate)
Private	Long enough to ensure adequate return on investment; ensure terms allow for future redevelopment	Ensure base user can get use at end of sharing period (provide flexibility)	If maintenance and operations already exists and is effective, it will likely want to be continued	If maintenance and operations already exists and is effective, it will likely want to be continued	Not necessary if gated (already can tow)

#7. INSTALL NEW PARKING PAYMENT AND ACCESS CONTROL INFRASTRUCTURE IN PUBLIC LOTS/GARAGES

Strategy

Administration/Operations

Summary

To support implementation of demand-based parking pricing (Recommendation #10), daily discounted employee parking pricing (Recommendation #11), and the associated *Access Park City* incentives program (Recommendation #9), the City will need to install new systems for parking payment, access control, and vehicle/user identification.

Signage at the entrance to and within each facility, and information provided on the multi-space meters, will clearly indicate when paid parking is and is not in effect, the currently applicable rate(s) per hour, and time limits, and where and how to pay.

Key infrastructure upgrades include:

On-street Meter Replacement

Park City's existing multi-space parking meters are capable of supporting the initial implementation of demand-based parking management. Within one to three years, however, the City should consider replacing existing meters with new multi-space meters. These meters should be capable of handling multiple rates and pay-by-plate transactions to enhance the customer experience, facilitate back office management, and integration with the management and pricing of the City's existing and newly metered off-street parking facilities. All meters should facilitate payment by phone.

Gated Access Control

To provide the most effective control of access and revenue, facilitate back-office system monitoring and management, and reduce enforcement and operations costs, Park City should install access control gates and automatic ticketing/payment stations at the entrances/exits to many of the larger public parking facilities. Installation of gates will require a new center median island between the entrance and exit lanes at each facility access-way, to accommodate installation of gates and an exit lane pay station. Some driveway reconfiguration may also be required to provide minimum width. A gated system also requires installation of new conduit and wiring for power and communications to the operations center.

Motorists will take a time-stamped ticket from a ticket dispenser at the entrance, and the gate will open. At China Bridge, individuals will be able pay for parking at a pay station kiosk before returning to their vehicles, and then insert the paid ticket into the exit lane pay station when exiting the facility. In smaller lots, the City could allow for credit card payments at the exit, but would need to evaluate queuing impacts.

During major events, gates would be disabled and payment would be collected by event staff.

Vehicle Identification Systems

To facilitate the demand-based pricing and daily pricing for employees, new vehicle and/or user identification systems are also required to record the entrance and exit of employee vehicles. Installation of stationary License Plate Recognition (LPR) systems is recommended for all entrance and exit lanes at off-street facilities that will be gated.

This system will record the license plate numbers of all vehicles as they enter and exit the facilities. Using smart cards, entrance and exit gates will automatically open for vehicles operated by employees that have registered for the *Access Park City* program (and registered their vehicle license plate) and have a pre-paid commuter account, with a sufficient balance to pay for a full day of parking at the applicable rate(s). Applicable parking fees will be deducted automatically from employees' pre-paid commuter accounts upon exit.

Stationary LPR systems will also provide the City with real-time information on the number of parking spaces occupied and available within each gated parking facility. This information can be integrated into variable message signs and online/smartphone applications.

Multi-space Meters in Selected Off-street Facilities

For smaller lots, and those with a more open layout (i.e. Bob Wells/Historic Wall lots, which have individual parking spaces accessible from the street), the City should install multi-space meters. Meters would be installed at or near the primary and secondary pedestrian entrances/exits. These meters will allow users to “pay-by-plate” and should facilitate payment by phone.

These metered off-street parking facilities will be monitored by enforcement officers, recommended to be 3–4 times per day. Officers would utilize hand-held, or vehicle mounted mobile LPR devices, to check each vehicle against the list of plates with valid meter payments, and those that are pre-registered with the *Access Park City* program.

Registered employees seeking to park all day, or for the number of hours equivalent to the maximum daily charge for employees, need not use the multi-space meters, as funds will be deducted from their pre-paid parking accounts immediately after their plate number is recorded in lot by enforcement officers.

Those registered employees seeking to park for less than the time allowed at the maximum daily rate for employees, can enter their plate number at the multi-space meters indicating their desired duration of stay, and will be charged accordingly at the applicable hourly rate(s) for employees.

Key Implementation Considerations

- Installation and operation of gates is substantially more costly than alternative methods of parking payment and revenue control, as it requires:
 - Potentially widening entrances and adding curbed center islands between entrance and exit lanes to accommodate installation of gates and exit pay stations.
 - Adding new cable conduit, electrical wiring/connections to fiber optic networks.
 - Adding ticket distribution and payment machines at the entrance/exit
- Use of gates can suggest to motorists that such facilities are restricted, or not publicly accessible. Although this can be mitigated with appropriate signage indicating that “public parking is available,” gates may still deter some drivers from parking off-street,

putting greater pressure on the on-street parking system and other public off-street parking facilities.

- Gated parking facilities can become congested internally—especially during and after events, when many drivers seek to exit at the same time, as each vehicle can spend up to a full minute for payment/ticket processing at the facility exit. This can cause long delays for patrons waiting to exit the facility.

Rationale

- Comprehensive improvements to parking payment systems are necessary to enable implementation of demand-based parking pricing and differential rates for local business owners and employees.
- Enhanced payment and access control systems will also give the Parking Services department better and more comprehensive information about parking occupancy and duration of stay by facility—enabling more dynamic adjustment of parking pricing and management.
- Systems allow greater control over parking facilities from the back office, enabling targeted enforcement and more dynamic and efficient management of the system.

Benefits

- Enables demand-based parking pricing, which is a cost-effective means of achieving City goals for enhancing access to Main Street, including meeting targets for the availability of on-street and off-street parking in the area.
- Use of stationary LPR systems at the entrances to most off-street facilities can provide data for real-time parking availability information systems, including on-street signage and mobile parking wayfinding applications.
- Together, demand-based pricing and real-time parking availability information make it easier to find parking, reducing parking search traffic, and promoting the efficient use of existing lots/garages.
- Expanded use of LPR will simplify administration of employee parking pricing and incentives for use of remote parking and non-auto access options.

#8. CONTINUE TO IMPROVE PEDESTRIAN AND BICYCLE ACCESS

Strategy

Customer Experience

Summary

Recent efforts have been made to improve pedestrian access within downtown, notably on connections to parking lots/garages. It is recommended that Park City continue to fund these projects, with the goal of making it as easy to find and access the parking garages and “remote” lots, thereby better distributing parking demand to all of the downtown parking supply. Specific improvements include:

Additional investment in pedestrian comfort and safety through lighting, design, and wayfinding treatments can improve motorists’ ability to find and utilize remote facilities.

- Further enhance connections across Swede Alley. Eight parking locations east of Swede Alley would benefit from better pedestrian connectivity with Main Street. These include the Sandridge, Marsac, China Bridge, Bob Wells, and Flag Pole lots, as well as the Old Town Transit Center. Recent improvements have been made at 5th Street, and to the Sandridge lots, but additional infrastructure is needed. Particular needs include traffic calming and high-visibility markings at key crossings and desire lines, prominent wayfinding signage, and more pedestrian-scale lighting.
- Improve alleyway connections to Main Street. Existing alleyways are dark and can discourage pedestrian activity. Improved lighting, as well as painting walls with decorative murals, will enhance pedestrian safety and comfort.
- Increase lighting in parking garages. All parking garages and paths to parking lots would benefit from better lighting within and surrounding them. Lighting makes them both safer and easier to navigate, as well as addresses concerns about pedestrian safety and comfort.

In addition, it is recommended that additional bicycle parking be provided, both “short-term” bicycle racks and “long-term” cages or lockers. Racks are designed primarily for visitors making short trips and should be located along Main Street or as close as possible to key destinations. Racks should be in prominent locations that are easily visible to deter vandalism or theft.

Lockers or cages are targeted for longer trips, such as employees who would not want to leave their bike locked up for a whole shift. These facilities should be covered and only allow for secure access via a key card or combination pad. Potential locations include the transit center and public/private parking garages. All bike parking should have consistent signage to clearly indicate its purpose.

Finally, the city should evaluate the use of bike corrals during summer months. Bike corrals can accommodate 10–12 bikes within a parking spot and can significantly improve access for bicyclists to Main Street businesses. The installation of corrals should be evaluated in

collaboration with businesses to identify acceptable locations. Corrals can be installed with temporary curbs, racks, and posts, allowing for removal in winter.

Rationale

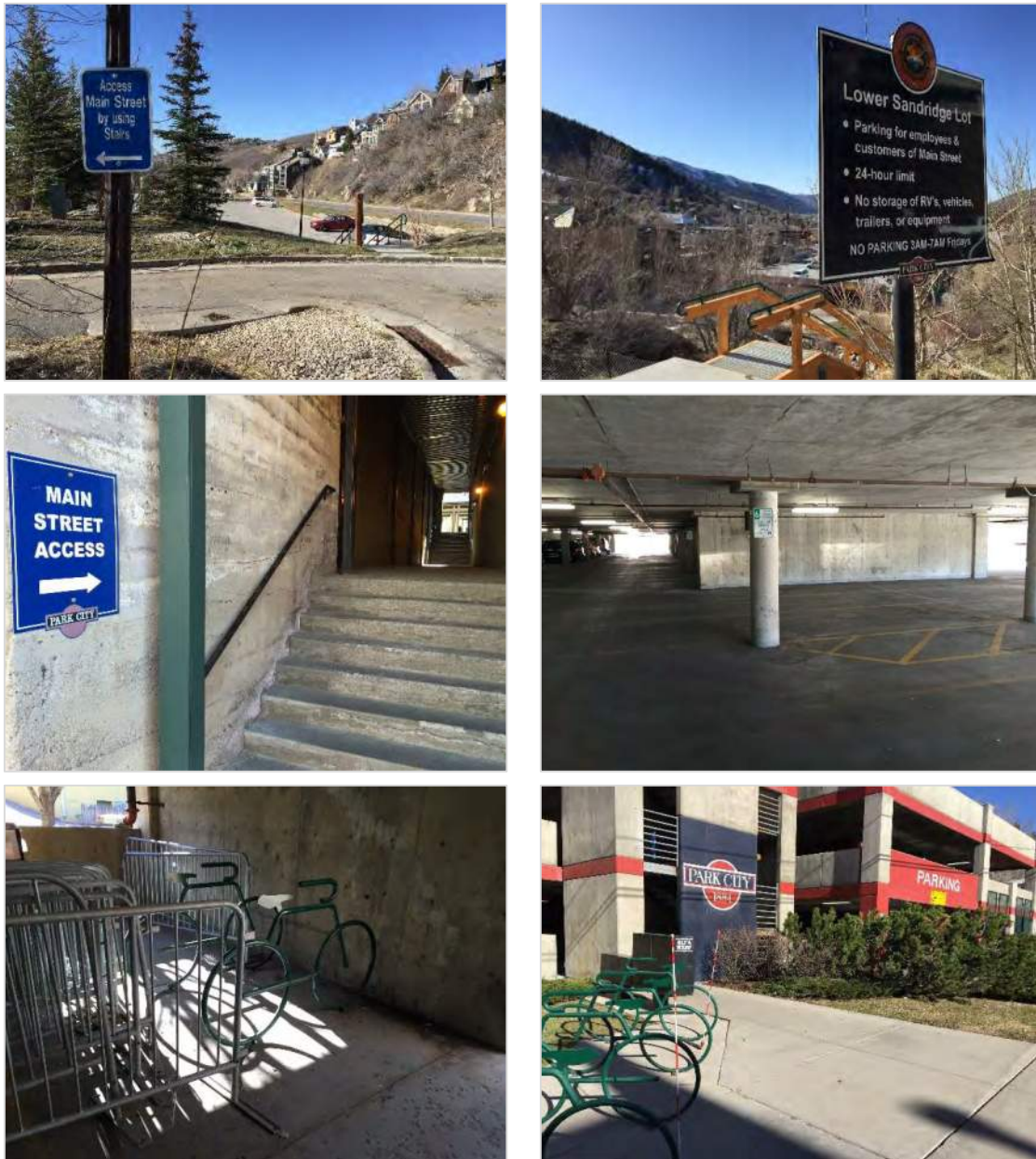
- The majority of downtown parking is located in off-street lots or garages, separated from Main Street by Swede Alley. Many of the more remote parking facilities are underutilized, partially because pedestrian connections are poor. Limited access and poor lighting discourage use of those facilities. Improved infrastructure can better distribute demand to remote, yet free parking lots.
- Additional investment in pedestrian comfort and safety through lighting, design, and wayfinding treatments can improve motorists' ability to find and utilize remote facilities.
- Bike parking is limited or in locations that can lead to vandalism or theft.
- Employees do not have "long-term" bicycle parking options, potentially deterring travel by bike.

Benefits

- Many short trips can be made by walking or cycling, both of which reduce demand for parking spaces.
- Reduced demand for premium parking spaces during peak periods.
- More pleasant pedestrian environment and improved safety, comfort, and convenience.
- Better infrastructure for bicyclists, including parking options for employees who wish to bike.

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Figure 5-11 Existing Pedestrian and Bicycle Conditions



Recent improvements to the Sandridge lots will make them more accessible. Additional infrastructure is needed to connect the lots and garages to Main Street. Bicycle parking can be hard to find and is not in prominent or visible locations.

Figure 5-12 Examples of Long-term Parking and Bike Corrals



New and diverse types of bicycle parking can incentivize more employees and visitors to bike to downtown.

#9. CREATE ACCESS PARK CITY MOBILITY PROGRAM TO IMPROVE DOWNTOWN TRAVEL OPTIONS.

Strategy

Customer Experience

Summary

It is recommended that the City create a comprehensive program to improve travel options to downtown. The program would initially be focused on employees, but certain elements could be made available to the general public.

The proposed program, *Access Park City*, would complement the demand-based management program (Recommendation #10) and the shift to daily pricing for employees (Recommendation #11). The integration of all these strategies will enable the City to more effectively manage employee parking demand, while providing substantial benefits to those who work in downtown.

The goal is not to get every employee out of their car for every trip. If the City can incentivize 5–15% of employees to change behavior for a few trips, parking in downtown will become easier and more convenient for all users.

The goal is not to get every employee out of their car for every trip. Some employees have to drive and will continue to do so. If the City can incentivize 5–15% of employees to change behavior for a few trips, parking in downtown will become easier and more convenient for all users.

Potential elements of the *Access Park City* program are summarized below. A first step for the City will be to further define elements of the program through ongoing outreach to employers, employees, and residents.

Park-and-Ride Shuttle

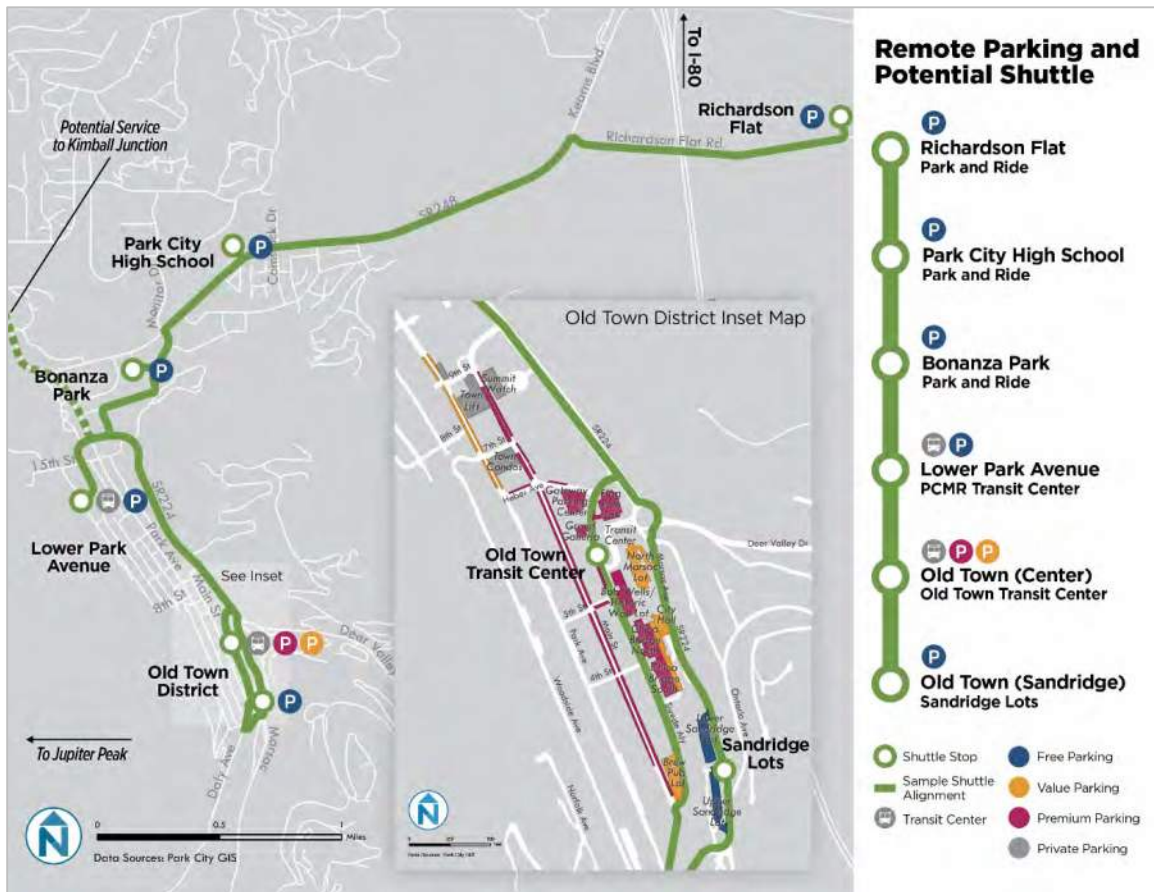
The City should implement a shuttle that would allow employees, and others, to park outside of downtown and then connect directly to downtown. Previous attempts to create a similar shuttle service for downtown employees have failed due to several factors, including: poor marketing of service, low-amenity vehicles, and mismatched service hours. Most importantly, the existing pricing and permit structure offers little incentive to not drive.

The City will need to develop a service and operating plan for the shuttle service. Key service elements include:

- Peak period service only, as demand is likely not high enough during the off-peak seasons, days of week, or times of day
- Figure 5-13 shows a potential route and stops. A key first step will be identifying the appropriate remote parking location(s).
- Frequent service, such as 15- or 20-minute headways

- Appropriate service span, allowing late-night workers to effectively utilize the shuttle
- High-quality vehicles, offering high passenger amenities
- Strong marketing and communications plan, ensuring that employees are aware of the program

Figure 5-13 Potential Park-and-Ride Shuttle (DRAFT)



Financial Incentives

To help incentivize employees to not drive to downtown, the City should also explore direct financial incentives, such as a “pay-not-to-drive” program. The City would provide a small financial reward to employees for using remote parking or alternative transportation (walking, bicycling, or transit) to reach their place of work.

The dollar value would depend on parking costs and revenues. However, a preliminary amount of \$0.50 per day for parking remotely, or \$1.00 per day for walking, bicycling, or taking transit, may be a suitable starting point. Financial rewards would be tracked and credited via the same employee access and parking account from which parking costs would be debited (described below).

In addition, the City could also subsidize all or a portion of employee trips taken by Uber, Lyft, or taxis.

Car Sharing

One of the biggest barriers to not driving to work is the need to make midday trips, such as a doctor's appointment or errand. Car sharing programs are very effective in providing a short-term vehicle for such trips. There are currently two Zipcar vehicles in the China Bridge structure, but they get minimal use. The City should improve marketing of this service to employees and evaluate subsidized memberships/trips for employees. If demand warrants, the City should expand the number of available vehicles.

Bike Sharing or Loaner Bikes

Similarly, the City should evaluate use of a bike share or "loaner" program for downtown that would allow employees to have short-term use of bikes for trips. A formal bike share program would need to be designed and implemented on a citywide basis, providing connections between key destinations and neighborhoods. A bike sharing program would be open to the general public. A less formal "loaner" program could allow employees to rent a bike from the City. Such a service could be automated and linked to an employee access card.

Commuter Portal

Another key element to the program would be to substantially enhance travel information for employees and provide a single portal by which employees could manage their parking and transportation options. Web- and smartphone-based programs would enable an employee to easily register for programs, purchase and manage parking, receive financial incentives, and find information about transit, biking, and walking. Such programs can also facilitate a rideshare/carpool program for Park City employees, commuter reward programs and contests, log trip information and data, and allow for annual surveys.

The program would likely need to be initiated by the City, managed and administered by a third-party vendor, and be available to more than just downtown employees.

Implementation of Access Park City

Implementation of this program will require careful consideration and planning, as well as further dialogue with employers and employees. Key issues for implementation include:

- Defining the city or city-led transportation management association as the entity to implement and fund the program
- Identifying and selecting an appropriate third-party vendor to manage and administer key elements of the program, such as required infrastructure, including:
 - Smart card system that integrates with parking and transit systems and allows employees to receive financial incentives for biking, walking, or transit
 - Web-based and smartphone applications
- Integrating downtown, as well as non-downtown, employees into the program
- Ensuring that the program is in place and coordinated with parking management changes so that employees have improved travel options before pricing takes effect

Rationale

Managing employee parking in downtown Park City is a complicated issue. Employee parking is problematic for employees, business owners, and residents of surrounding neighborhoods. At this time, few Main Street businesses incentivize alternative commute options.

Furthermore, employee parking demand typically conflicts with that of customers and visitors. As such, mechanisms that provide a financial incentive to park remotely (or to commute on foot, by bicycle, or by transit) present win-win opportunities that benefits employees, business owners, and customers alike.

Given the number of employees during peak periods, and the need to ensure access for visitors and customers, it is all but impossible to provide parking for every employee who wishes to drive and park in downtown. The City must make it easier for employees to get to downtown without a car.

It is all but impossible to provide parking for every employee who wishes to drive and park in downtown. The City must make it easier for employees to get to downtown without a car.

Benefits

- More efficient use of existing parking. Those parking for long periods of time (all day, all evening) would shift to more remote facilities, freeing up premium on-street and off-street spaces for short-term visitors. The end result is an increase in the total number of people who can be served by the current system.
- Reduction in vehicle trips in the Main Street district. By incentivizing other modes of transportation, vehicle trips to Main Street would decrease. This would reduce associated traffic congestion in the Main Street district.
- Improved travel options and financial savings for employees. Employees that participate in the *Access Park City* program will see direct financial rewards for parking remotely or reaching their workplace without a car. Other programs aimed at employees offer a significant benefit.

#10. IMPLEMENT DEMAND-BASED PARKING MANAGEMENT FOR ALL PUBLIC ON-AND OFF-STREET PARKING. MANAGE PARKING TO ENSURE ADEQUATE AVAILABILITY AT ALL TIMES.

Strategy

Customer Experience

Summary

A central challenge for Park City is the uneven distribution of parking demand by season, with the peak during major events and on weekend evenings, especially during the winter ski season. Parking demand also varies by location, with high demand on Main Street and lower demand in off-street lots just a short walk away. Pricing and regulations, however, largely remain the same.

To address clear differences in parking demand by location, time of day, day of week, and season, this plan recommends that Park City shift to a dynamic, demand-based approach to parking management.

The demand-based approach represents a shift in parking management for Park City, including charging for parking in public off-street lots/garages during peak periods. By setting specific targets and adjusting pricing/regulations, the primary goal of demand-based management is to make it easier to find a parking space and reduce the time searching for parking.

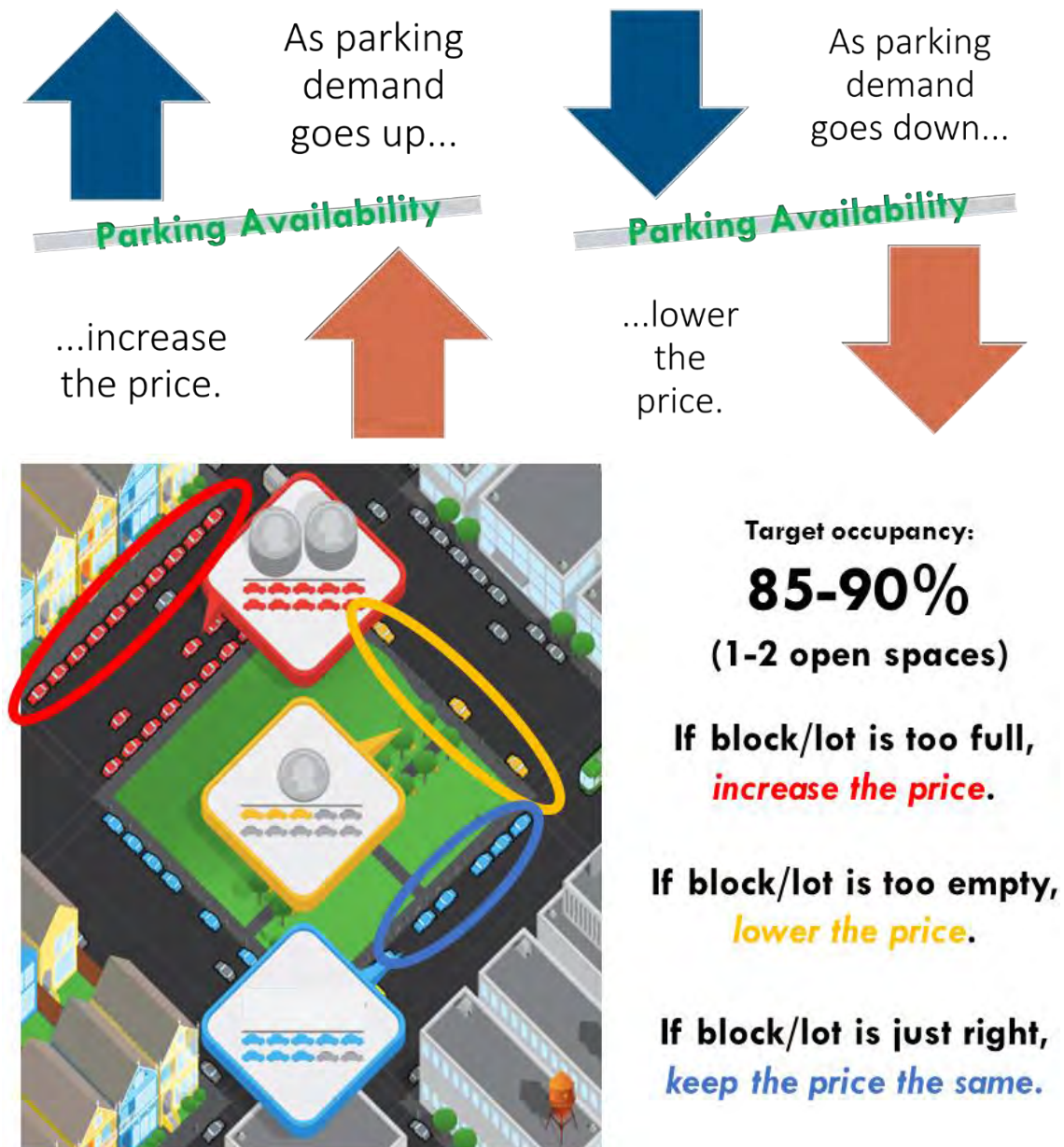
The “right price” is the lowest price that will achieve the availability target. By adjusting rates periodically—up when and where demand is high and down when and where demand is low—the city can better distribute demand and maximize use of its parking facilities.

Time limits should also be adjusted, with the ultimate goal of eliminating on-street time limits in certain areas and using pricing to generate turnover. Extending or eliminating time limits can provide additional flexibility to customers who want to park for longer periods of time.

Demand-Based Parking Management in 5 Steps

1. Adopt a **formal policy target for the availability of parking** on-street and off-street parking. A recommended target for on-street spaces is 85% occupied and for off-street spaces 90–95% occupied. At this level of occupancy, one to two spaces should be available at all times on each block face and within each parking facility.
2. Establish **different rates and regulations** by location and time, reflecting patterns of demand.
3. **Communicate the program** through effective signage, wayfinding, and real-time information.
4. **Monitor and evaluate** parking availability on a regular basis.
5. Adjust rates and regulations **on a periodic basis** to meet adopted parking availability goals/targets.

Figure 5-14 How Does Demand-Based Management Work?



Source: Lower image adopted from SFpark

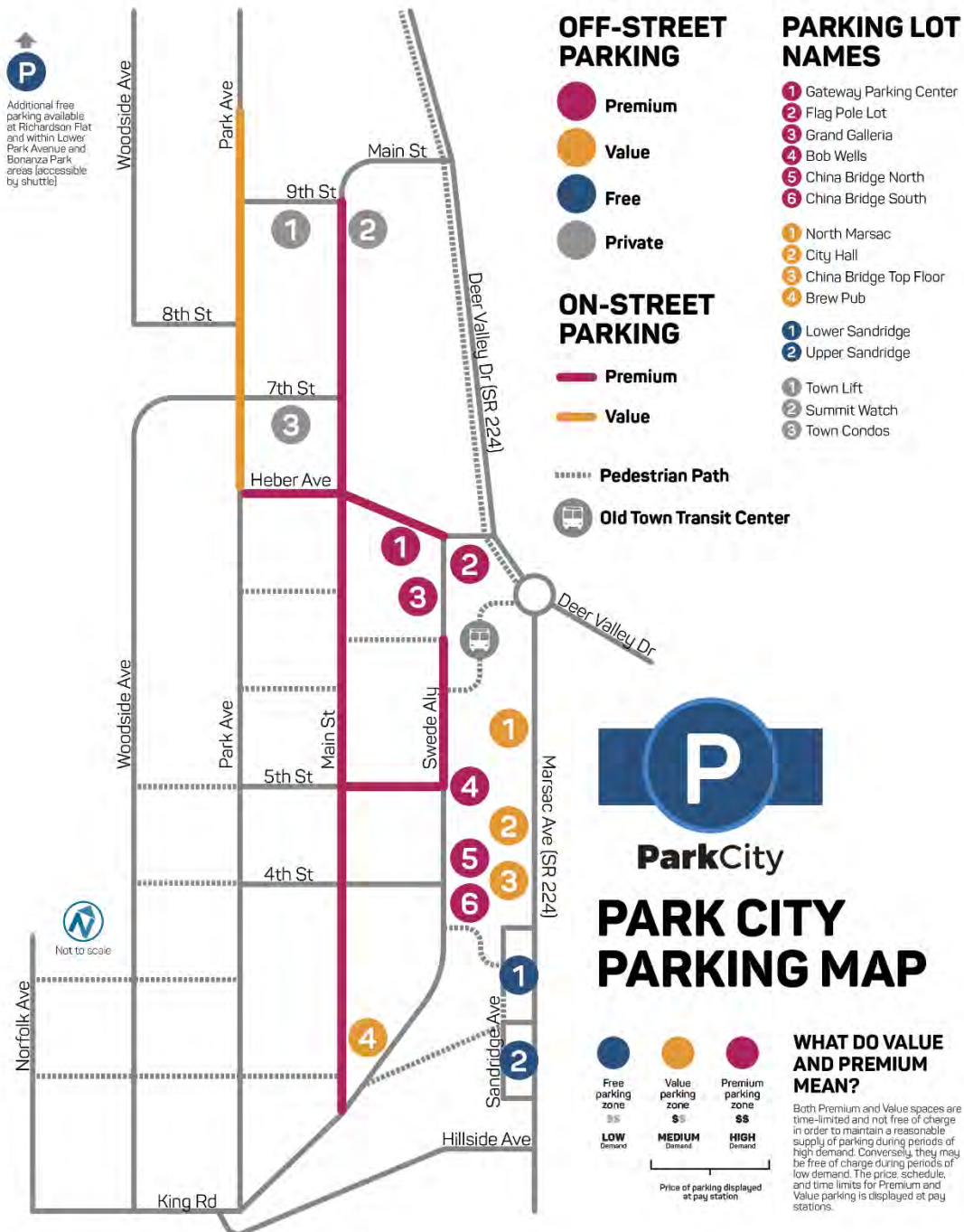
Adjust by Location

Figure 5-15 provides a recommended framework for differentiating parking rates and regulations by facility type, defining the specific lots and on-street areas as either “Premium,” “Value,” or “Free/Remote.”

- Premium lots and blocks are recommended to have the highest hourly and daily parking rates, with a goal of facilitating short-term parking and high turnover. Premium status is recommended for (1) Main Street, and (2) the busiest off-street facilities along Main Street and Swede Alley, including the Gateway and China Bridge structures.
- Value parking areas are recommended to include areas at least one block away from the Main Street commercial core, including the Marsac Avenue lot, the top floor of the China Bridge parking structure, and curbside parking on Park Avenue that is proposed for management with both residential parking permits and new meters. Value rates are intended to be lower than the rates in premium facilities at all times of year.
- Remote parking areas include those parking facilities at the edges of the downtown including the Lower Sandridge and Upper Sandridge lots. These lots currently experience relatively low parking utilization—even on weekends and during the peak season. This category also includes more distant remote surface parking lots at Richardson Flat and within the Lower Park Avenue and Bonanza Park neighborhoods.

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Figure 5-15 Proposed Premium, Value, and Remote Areas



Adjust by Season and Time

Consistent with demand-based parking management, this plan recommends calibrating pricing and time limits by season, day of week, and event status for both on-street and off-street parking, according to a tiered management structure. Figure 5-16 summarizes the tiers and the proposed management actions within each tier. Figure 5-17 shows the proposed distribution of days by tier for Park City.

Figure 5-16 Summary of Pricing Tiers and Management Actions

	WHEN	ACTIONS
TIER 1	Non-peak Weekdays	- Lower rates on Main - Extend time limits on Main - Free off-street parking
TIER 2	Non-peak Weekends Peak Weekdays	- Base + escalating rate on Main - Low rates in Premium lots - 2-hr free parking in Value lots
TIER 3	Peak Weekends Minor Events	- Higher + escalating rates on Main - Off-street < on-street
TIER 4	Major Events	- Restrict parking on Main - Maintain permit system

Figure 5-17 Proposed Distribution of Days by Tier

How much will parking cost?

Actual price of parking displayed at pay station



January

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	
30	31					

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Proposed Initial Rates and Regulations

Figure 5-18, Figure 5-19, and Figure 5-20 below propose an initial set of rates and regulations by tier. It is important to emphasize that these are the first version of hourly prices, and will likely not achieve the target availability rates. The annual monitoring effort is essential to ensuring that the rates are adjusted based on demand. It will likely take several rate adjustments, as well as implementation of the other recommendations, before the City is able to effectively meet the target rates.

Figure 5-18 Tier 1 – Proposed Initial Rates and Regulations

Location	Premium	Value	Remote
On-street	0–2 hours: \$1.00 /hr. 2–6 hours: \$1.50/hr. 6-hour limit**	0–4 hours: \$0.50/hr.* 4-hour limit**	N/A
Off-street	Free No time limit	Free No time limit	Free

* No charge or time limit for A, B, or C zone permit holders

** Time limits enforced daily from 8:00 a.m. –11:00 p.m.

Figure 5-19 Tier 2 – Proposed Initial Rates and Regulations

Location	Premium	Value	Remote
On-street	0–2 hours: \$1.50 /hr. 2–6 hours: \$2.50/hr. 6-hour limit**	0–4 hours: \$1.00/hr.* 4-hour limit**	N/A
Off-street	0–2 hours: \$0.50 /hr. 2–6 hours: \$1.50/hr. No time limit	0–2 hours: Free 2+ hours: \$1.00/hr. No time limit	Free

* No charge or time limit for A, B, or C zone permit holders

** Time limits enforced daily from 8:00 a.m. –11:00 p.m.

Figure 5-20 Tier 3 – Proposed Initial Rates and Regulations

Location	Premium	Value	Remote
On-street	0–2 hours: \$2.50 /hr. 2–6 hours: \$3.50/hr. 6-hour limit**	0–2 hours: \$1.50/hr.* 2–4 hours: \$2.50/hr. 4-hour limit**	N/A
Off-street	0–2 hours: \$1.00 /hr. 2–6 hours: \$2.50/hr. 10-hour time limit	0–2 hours: \$.50/hr. 2+ hours: \$1.50/hr. 10-hour time limit	Free or “pay-not-to-drive” reward

* No charge or time limit for A, B, or C zone permit holders

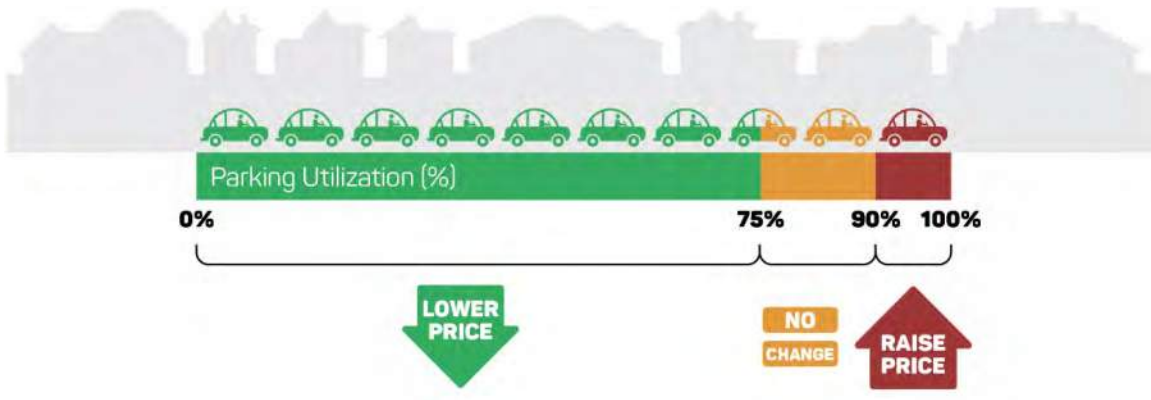
** Time limits enforced daily from 8:00 a.m. –11:00 p.m.

Implementation of Demand-Based Management

Implementation of a demand-based management program will require careful planning and key action steps. Outlined below are the key steps to successful implementation.

- Adopt an ordinance establishing a demand-based parking management program for the downtown, including:
 - *Setting specific goals and targets for the availability* of on-street and off-street parking, such as “as “The City will aim to keep one or two spaces available on each block or in each lot/garage for arriving vehicles.”
 - *Granting staff authority* to change meter and permit rates, off-street parking fees, and on-street parking regulations at least annually, as necessary to meet adopted occupancy/availability targets, without action by Council.
 - Setting *minimum and maximum* hourly parking rates.
 - Set *thresholds for action* and the amount that rates can be lowered or raised per rate adjustment (i.e. \$.25 or \$.50 per rate adjustment).
- Establish boundaries for the demand-based parking management zone.
- Define boundaries for the “Premium,” “Value,” and “Remote” parking areas. The boundaries of each zone may be subject to change on an annual basis, based on evidence of changes in parking demand.
- Charge parking rates that differ by area, season, and day/time, based on observed parking patterns.
- Establish monitoring program (Recommendation #14). At least twice per year—during both the peak winter season and the off-peak summer season—the City should monitor the use of on-street and public off-street parking in the Main Street/downtown area. This includes collecting parking occupancy and vehicle duration of stay data every hour on at least two weekdays and one Saturday during each season.
- Draft a communications plan (Recommendation #3) to educate parking system users and the public about the demand-based parking management program.
- The City must use clear signage and public information to communicate when and where higher and lower rates and different parking regulations apply, as described in Recommendations #4 and #5.
- Ensure that the right infrastructure/technology is in place to facilitate data collection, rate adjustments, convenient payment, proper enforcement, and distribution of program information on multiple platforms (Recommendation #7).
- Adopt simple methodology and actions for demand-based changes, including thresholds for action (Figure 5-21).
- Adjust parking rates and regulations on at least an annual basis to reflect new information about parking patterns.
- Rates should be adjusted semi-annually, and on a case by case basis, in response to major new developments or changes to land use in the downtown area.
- To provide additional input, all staff proposals to change rates, regulations, or meter/permit zone boundaries should be reviewed by the City’s Downtown Parking and Access Advisory Committee (Recommendation #16).

Figure 5-21 Potential Thresholds for Rate Adjustments



Rationale

- Managing parking with the goal of consistent availability can serve as the organizing principle for Salt Lake City.
- Parking availability varies: Parking availability is limited at selected times and locations. It currently varies by:
 - Location:* Availability is lowest on Main Street
 - Time of day:* Availability is lowest in the evening
 - Day of week:* Availability is lowest on weekends
 - Season:* Availability is lowest in winter
 - Event schedule:* Parking availability is highly constrained during major events
- Parking rates and regulations are mostly uniform: Parking meter rates, permit prices, off-street parking prices, and time limits do not reflect the differences in demand or the unique needs of different users.
- Much of the time, use of parking facilities is not efficient: Even when both Main Street and China Bridge are full, parking is often widely available at nearby lots and streets, including Park Avenue. Demand-based pricing will encourage drivers to look for parking in underutilized lots and on-street within easy walking distance of Main Street.

Benefits

- Make it easier to find parking: By maintaining one to two spaces open on each block and in each parking facility, demand-based parking management will improve the availability of parking across the downtown, making it easier for visitors, employees, and residents alike to find parking where and when they need it. Similar programs have shown to decrease parking search time by an average of five minutes.
- Meter rates on Main Street stay the same or go down for approximately 70% of the year.
- Reduce traffic: Better parking availability will reduce traffic and double-parking on Main Street, improving circulation within the Main Street/downtown area.

- **Reduce citations/violations:** Citations are likely to decrease, as greater availability reduces the perceived need to park illegally, and drivers are able to pay to stay longer in a space, rather than pushing and overstaying time limits.
- **Improve access to Main Street/downtown:** By reducing traffic, demand-based pricing can also enhance access for people by all modes of transportation, especially transit.
- **Maintain or increase revenues:** With reduced and increased rates by location/time and regular rate adjustments, demand-based parking management can be revenue neutral. With higher average rates, and better revenue control, some additional revenue may be generated to fund parking and non-auto access programs and services.
- **Reduce pollution:** By reducing traffic and encouraging the use of non-auto transportation choices, demand-based parking management can reduce vehicle travel and pollution. Greenhouse gas emissions have been shown to decrease by up to 30% demand-based parking districts.
- **Avoid the expense of adding parking supply:** By promoting the availability of parking and access to the Main Street/downtown through better management, demand-based pricing and regulation can help the City avoid near-term capital expenses of \$20,000–\$70,000 per space for the construction of new off-street parking facilities.

#11. SHIFT TO DISCOUNT DAILY PARKING FOR EMPLOYEES

Strategy

Customer Experience

Summary

To align employee parking with the demand-based management approach described in Recommendation #10, the City should transition from annual employee permits to discount daily paid parking for employees.

The discount would only apply to public off-street parking. If an employee chose to park on the street, they would pay the applicable hourly rate.

Under a daily fee system, the motorist makes a conscious decision each day about whether it is worth paying the daily parking fee or whether a non-driving alternative might be a better option. In short, switching to daily fees allows individuals to save money every time they use an alternative to driving.

Furthermore, larger lump sum payments, such as the Green and Blue permits, represent a significant financial outlay and sunk cost. Once an employee has bought the permit, the incentive is to use it as much as possible to get your money's worth.

Under a daily system, downtown employees would be able to park in any public parking facility with space available, provided that they pay applicable parking fees from a pre-paid account. The pre-paid account would be linked to a "smart" card and reader system that would identify registered employees upon entering and existing a lot/garage. Employees would load a certain dollar amount to their account and would be deducted the appropriate fees.

With enrollment in the *Access Park City* program (Recommendation #9) and use of the smart card system, parking fees would be withdrawn at a rate discounted from that charged to the general public. This discount should vary by facility to encourage auto commuters to park for longer stays at "value" lots and free/remote parking facilities.

Under the proposed prices, employees would park off-street for free during Tier 1 times, approximately one-third of the year.

It is important to emphasize the role of the *Access Park City* program in supporting daily pricing. If the City wishes to incentivize employees to not drive to downtown, the biking, walking, transit, and incentive programs must be in place. Figure 5-22 summarizes this relationship.

Under a daily fee system, the motorist makes a conscious decision each day about whether it is worth paying the daily parking fee or whether a non-driving alternative might be a better option.

In short, switching to daily fees allows individual to save money every time they use an alternative to driving.

Figure 5-22 Role of Pricing and Travel Programs for Employees

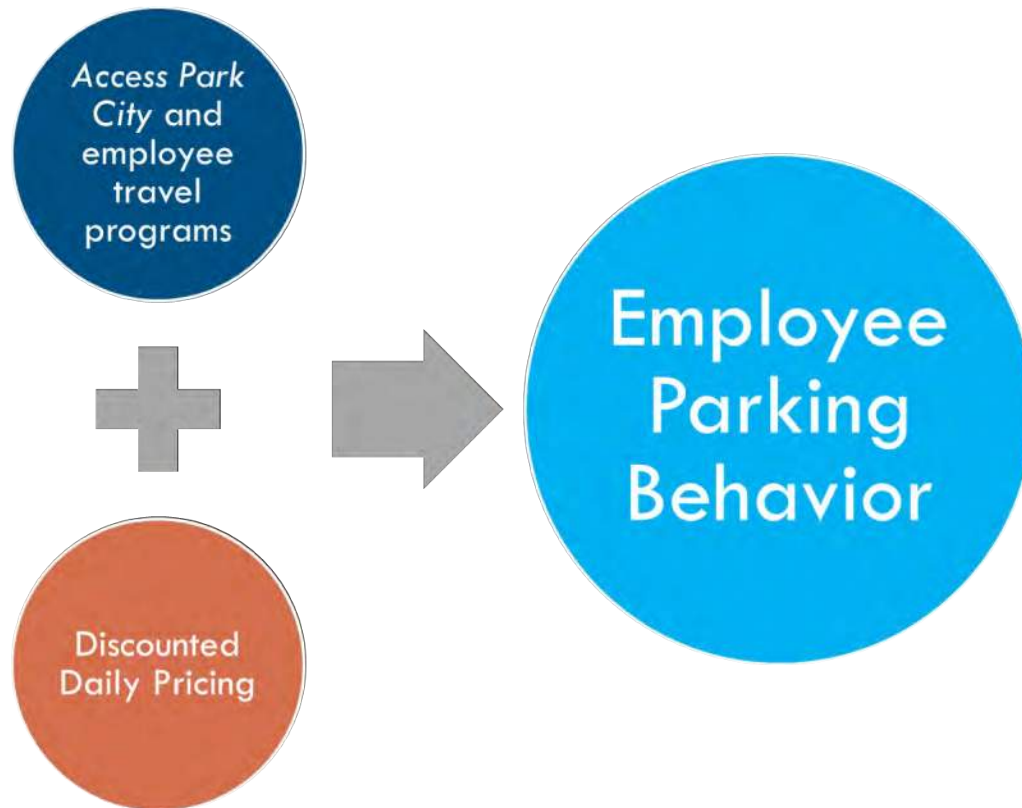


Figure 5-23 shows the proposed discounted employee hourly rates. It is important to emphasize that these are initial rates, and should be adjusted over time to respond to employee parking demand. Under the proposed prices, employees would park off-street for free during Tier 1 times, approximately one-third of the year. Figure 5-24 shows a comparison of the employee rate with the “public” rate. Figure 5-25 shows some hypothetical employee parking costs, including their participation in the *Access Park City* financial incentives program.

Figure 5-23 Proposed Employee Daily Rates

Tier	Off-street Facilities		
	Premium	Value	Remote
1	Free	Free	Free
2	0–3 hours: \$0.20/hr. 3+ hours: \$0.40/hr. [8 hours: \$2.60]	0–3 hours: Free 3+ hours: \$0.20/hr. [8 hours: \$1.00]	Free or “pay-not-to-drive” reward
3	\$0.75/hr. [8 hours: \$6.00]	\$0.30/hr. [8 hours: \$2.40]	Free or “pay-not-to-drive” reward

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Figure 5-24 Public vs. Employee Rates – Relative Cost of Off-street Parking

Tier	Premium		Value		Remote	
	Public (4 hrs.)	Employee (8 hrs.)	Public (4 hrs.)	Employee (8 hrs.)	Public (4 hrs.)	Employee (8 hrs.)
1	Free	Free	Free	Free	Free	Free
2	\$4.00	\$2.60	\$2.00	\$1.00	Free	Free/Pay-not-to-drive
3	\$7.00	\$6.00	\$4.00	\$2.40	Free	Free/Pay-not-to-drive

Figure 5-25 Hypothetical Employee Parking Costs, by Scenario

Employee Scenario	Annual Parking Cost	Annual Incentives	Net Annual Cost	Existing Annual Cost
9–5 worker. Parking 3 days/week. “Value” parking.	\$72	\$61	\$11	Up to \$300+
9–5 worker. Parking 5 days/week. “Value” parking.	\$121	\$0	\$121	
9–5 worker. Parking 5 days/week. Mix of “Premium” and “Value.”	\$204	\$0	\$204	
4–12 worker. Parking 3 days/week. Mix of “Premium” and “Value.”	\$215	\$63	\$152	
4–12 worker. Parking 5 days/week. Mix of “Premium” and “Value.”	\$508	\$0	\$508	

Rationale

- Shifting to daily parking can be expected to incentivize travel by other modes and reduce employee parking demand. Daily pricing eliminates the “sunk cost” incentive to drive (once an annual permit is paid for), allowing employees to use and pay for parking only when they need it most.
- Shift to daily parking pricing model allows employees to save money by sharing rides, or using enhanced non-auto commute options.
- Discounted employee rates are needed to ensure that employees can still commute cost-effectively. Employees are more price sensitive than visitors using the same parking facilities. Daily pricing and enhanced travel options/incentives will allow the most price-sensitive employees to save more money.
- With a uniform discount at all paid parking facilities, commuters would have incentives to use “value” or free “remote” parking facilities.

Benefits

- Eliminates sunk cost of annual permits.
- Encourages use of non-auto transportation choices and remote parking options by allowing commuters to save money.
- Improves efficiency of the parking system by shifting all day/all evening employee parking to value and remote facilities, thereby expanding availability for short-term/visitor parking within premium facilities.

#12. MODIFY RESIDENTIAL PARKING PERMIT PROGRAM.

Strategy

Policy/Zoning

Summary

The city should revise the existing residential permit program to better maintain the availability of parking within the residential neighborhoods surrounding downtown. Proposed changes to the program include:

- Revise the number of permits sold.
 - Conduct on-street survey to establish the number of legal on-street vehicle parking spaces within each of the City’s residential permit parking zones.
 - Survey daytime, evening, and overnight utilization of on-street parking in all permit zones. Use peak period and overnight occupancy data to set permit supply for each permit parking zone, ensuring that the “oversell ratio” of permits facilitates adequate parking availability.
 - Set the maximum number of permits sold per address to four, minus the number of garage and/or driveway spaces. Adjust maximum as needed over time, and based on occupancy and permit sales data.
- Implement a progressive pricing structure for permits to ensure the administrative costs of the program are covered and people only purchase the permits they actually need. Adjust prices as necessary on an annual basis. An initial pricing structure could be: 1st and 2nd permits: \$30 each, 3rd permit: \$40, and 4th permit: \$60.
- Utilize License Plate Recognition (LPR) technology to allow for “virtual” permits. Residents would provide their license plate(s) upon purchase or renewal.
- Provide one free guest permit per address. Permit should be transferable.
- Continue to require proof of residence (owner or rental) per the current guidelines.



During non-peak times, many permit areas have available parking. The city should explore how to better utilize this parking supply. One option could be a residential parking benefit district.

- Per Recommendation #5, allow for online purchase and renewal of permits (Figure 5-26).
- Evaluate the creation of a Residential Parking Benefit District (RPBD) for the downtown area permit zones. At many times throughout the year, these spaces are unoccupied, but not available to the general public. This represents an underutilized parking asset.

A RPBD would allow non-permit holders to park in a permit zone for a limited time, but only if they paid an hourly rate. Per the demand-based management program (Recommendation #10), prices would be adjusted based on demand and to ensure availability. All permit holders would be exempt from pricing and time limits.

Such a program would require the installation of parking meters in the permit zones. Initially, the city may wish to only allow non-permit holders to park during non-peak times (Tier 1 and Tier 2), better ensuring on-street availability for permit holders during busy times.

Net revenue generated from the meters would then be reinvested back into streetscape and parking improvements in the permit zones.

- Finally, the Parking Department should work with code enforcement staff to address the non-City **“No Parking” signs in permit zones**, which often limit parking to a specific residence even though the parking space is in the public right-of-way. Such ad hoc restrictions further impact parking availability for permit holders. Staff should work with residents to address these signs and phase them out over time.

Rationale

The existing RPP program allows for the sale of a number of permits that does not correlate to on-street supply. While selling more permits than spaces is important, given that not all permit holders will park at the same time, selling too many permits can reduce parking availability for permit holders. The City needs to better correlate permit sales to on-street parking availability so that the program can function optimally.

In addition, the current management of the system can be cumbersome, requiring significant staff time to manage the purchase and renewal of permits, as well as enforcement of permit guidelines. Given that all of the permits are free, the city is operating the program at a net deficit. In addition, the fact that permits are free provides no financial incentive for residents to only purchase and use the number of permits they actually need.

Benefits

- An improved RPP program can better manage parking “spillover” into residential neighborhoods, ensuring more on-street availability for permit holders.
- A progressive pricing structure can help the city recoup costs of program administration, as well as incentivize lower parking demand in these zones.
- Online purchase and renewal can significantly improve customer convenience and reduce administrative costs. Use of LPR to manage the system would also reduce administrative costs.
- A RPBD would create more “public” supply and allow better use of on-street spaces, especially during non-peak periods, while generating revenue for local improvements.

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Figure 5-26 Online Permit Purchase and Renewal (Newport Beach, CA)

Citations and Permits

Home Tickets Permits Create Account [Click here to login](#)

News

2016 PARKING PERMITS ARE AVAILABLE FOR PURCHASE ONLINE
PERMIT DECAL MUST BE AFFIXED TO VEHICLE TO BE VALID

The Civic Center will be closed beginning December 24th, 2015 and will reopen January 4th, 2016. Happy Holidays!

Civic Center address is 100 Civic Center Drive, Newport Beach, CA 92660
We are opened Monday through Thursday 7:30am to 5:30pm and 7:30am to 4:30 pm on Friday.
If you need further assistance please call 949-644-3141.

For correctable violations please go to Police station first at 870 Santa Barbara Drive, Newport Beach, CA 92660
See back of ticket or invoice for more information.

Lookup A Ticket
View, pay and appeal tickets

View My Account
[Click here to login and view your account](#)

Parking Permits
Purchase parking permits

[Privacy Policy](#) / [Appeals Policy](#) / [Mobile Version](#) AIMS Web 8.1.70.0d Copyright ©2016 EDC Corporation

Email, Plate# and Last Name

Email Address *

Plate # *

Last Name *

* = required field

Login

NB ID / Plate #

NBID *

Plate Number *

* = required field

[I forgot my password](#)

Login

#13. MAKE STRATEGIC IMPROVEMENTS TO EVENT MANAGEMENT

Strategy

Administration/Operations

Summary

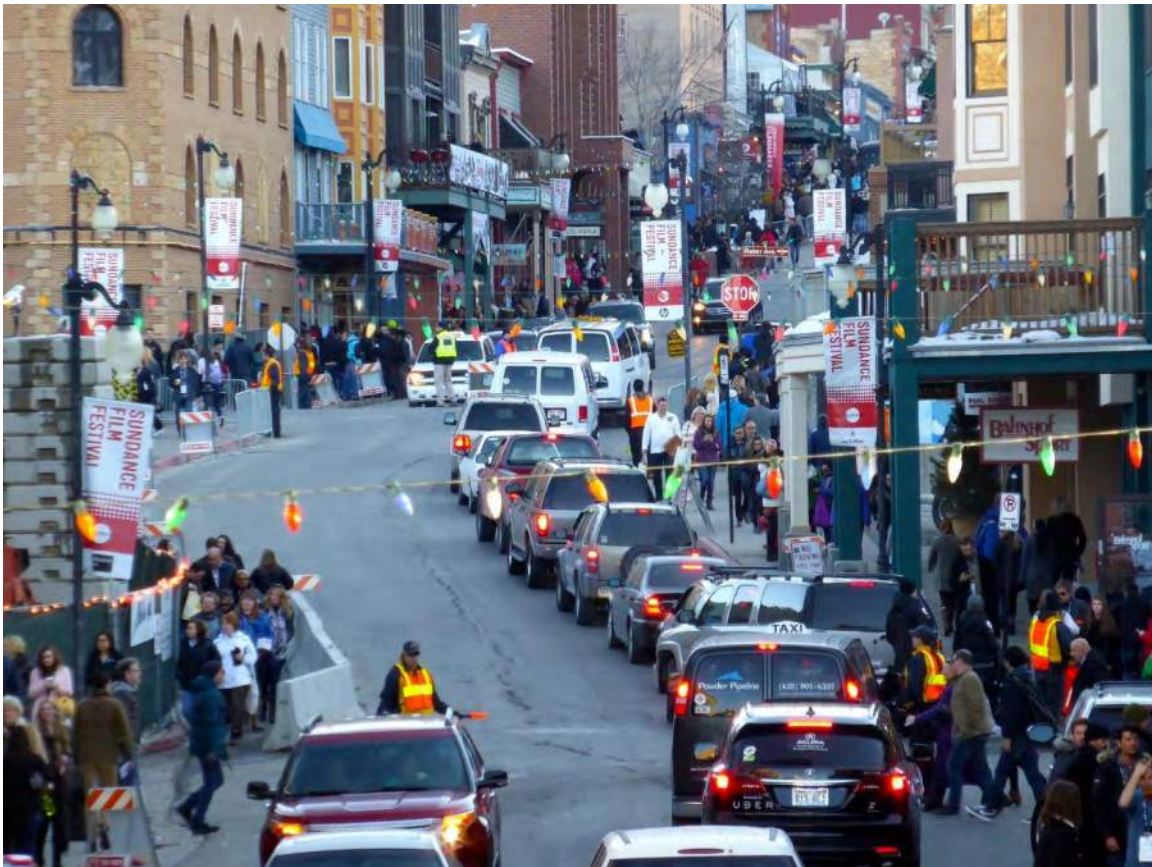
Park City should formalize and enhance its current approach to event parking management—incorporating major event rates and regulations into its program of demand-based parking management (Recommendation #10).

During major events, such as the Sundance Film Festival and Arts Fest, Park City actively manages on-street spaces and public parking within the downtown to address the uniquely high volume of demand. When visitors arrive, the length of Main Street is converted into a commercial and passenger loading zone, with no short- or long-term parking permitted. The City also manages the China Bridge facility differently, enabling individuals and businesses to purchase a Black Diamond Permit, which provides a reserved/guaranteed parking space on Level S2 at a cost of \$450 for the duration of the Sundance festival.

To integrate event management into the recommended demand-based parking management program, Park City should extend event pricing to all premium off-street parking facilities, create new daily and hourly event parking options, and formalize loading zone practices. Specific recommendations include:

- Expand event parking pricing to all “premium” parking facilities.
- Maintain reserved parking for Black Diamond Permit holders in Level S2 of the China Bridge parking structure. Increase Black Diamond Permit rate to \$500 for the duration of the festival and enable pre-payment by credit card via the Parking Services website.
- Enable short-term and daily parking within other premium off-street parking facilities at a daily rate (\$45.00), or an hourly rate (\$5.00 per hour) that is pro-rated, with a slight discount from the reserved Black Diamond Permit rate. Existing and planned multi-space meters (Recommendation #7) in off-street lots can be reprogrammed to charge event parking rates for the duration of the festival.
- Throughout major events, the City should maintain Tier 3 rates in valued parking facilities and free parking in remote lots, including the Sandridge lots, Richardson Flat, and surface lots within the Lower Park Avenue and Bonanza Park areas.
- Employees and business owners with pre-paid daily discount parking accounts would be eligible to park in any non-reserved premium parking facility provided they pay the difference between their discounted rate and the premium event rate (hourly or daily).
- Upgrade online information, including potential smartphone app, on the price and availability of non-auto access alternatives (Recommendation #5).
- Formalize the establishment of a pick-up zone for Uber/Lyft/taxi at the Flagpole lot (Recommendation #15).
- Provide expanded transit service on existing transit and shuttle lines connecting to remote parking facilities (Recommendation #9).

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Parking management during major events, such as Sundance and Arts Fest, requires a different approach. Given the extreme demand, Park City's existing practices work quite well. Additional refinement to event management would likely improve access during these events.

Source: Flickr Michael R Perry (top) and kimballartcenter (bottom).

Rationale

- Current event parking management in Park City is effective, reflecting the higher parking demand during events. These recommendations formalize and extend current event pricing to all premium parking areas, making event periods effectively a fourth “tier” of parking management.
- Enhance the customer experience and simplify operations and enforcement by utilizing multi-space meters for daily and hourly event parking pricing.

Benefits

- Extending event pricing throughout premium areas will improve short-term parking availability for newly arriving visitors, commuters, and residents during major events.
- Reduces parking management and contracting costs by enabling enforcement officers to use the same equipment and methods for enforcement and revenue control during major events (Note: With multi-space meters and the option for prepayment for Black Diamond reserved parking permits in place, the City would no longer need to contract with a private vendor to handle revenue control—reducing costs. A private vendor may still be needed to assist with facility management and security during events).

#14. ADOPT FORMAL PROCEDURES FOR PROGRAM MONITORING AND PARKING ENFORCEMENT. MEASURE AND REPORT SYSTEM PERFORMANCE VIA AN ANNUAL STATE OF DOWNTOWN PARKING REPORT.

Strategy

Administration/Operations

Summary

To facilitate the effective operation of the proposed demand-based management program, it is recommended that new procedures and policies be adopted for monitoring, enforcement, and reporting. Clear and consistent policies are essential to understanding and communicating the impacts of demand-based management on parking availability. Specific recommendations include:

Monitoring

- Develop and adopt specific benchmarks/metrics for system performance under the demand-based management program (Recommendation #10) , including:
 - Occupancy targets by block and facility
 - Resident permit issuance by month/year
 - Revenue
 - o Residential permits
 - o Meter by block/zone/facility
 - o Citation collection revenue by type
 - o Events
- Develop and implement specific methodologies for tracking benchmarks, including occupancy counts, revenue by source and location, and enforcement metrics. Occupancy counts should be conducted on a quarterly basis, at a minimum, and include the following data:
 - Occupancy by block face (Main Street, plus all other downtown core streets) and by off-street lot/garage (public and private)
 - Occupancy on an hourly basis from 8 a.m. to 12 a.m. Occupancy on a weekday, weekend, and special event
- Document any additions or loss of public and private parking within the downtown

In parking, you can only manage what you measure. Consistent data, and effective use of the data, is essential to improving parking availability and convenience.

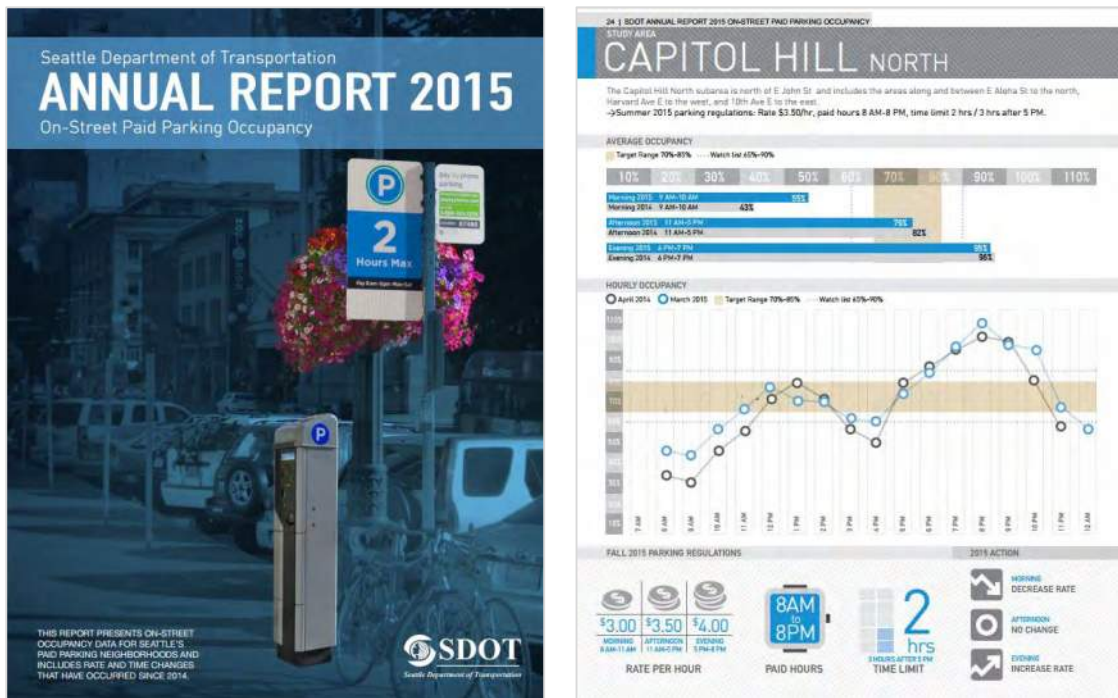
Enforcement

- Adopt specific guidelines for downtown parking enforcement, articulating that its primary function is to ensure efficient operation of the parking system to meet the parking availability targets.

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- Update and/or adopt specific guidelines and policies for enforcement officers that continue to emphasize an “Ambassador” approach. Officers should prioritize customer service, sharing information and communicating the program. Issuance citation issuance is targeted.
- Review citation data and identify common infractions and citations. Define new metrics and benchmarks for enforcement, including:
 - Total citations issued
 - Citations by type/block/zone/facility
 - Appeals requested and won by block/zone/facility/issuing officer
 - Meter maintenance requests by location
 - Citation collection rate
 - Scofflaws cited
 - Number of outstanding citations

Figure 5-27 Examples of Program Monitoring and Reporting (Seattle, WA)



Source: www.seattle.gov/transportation/parking/reports.htm

Reporting

- Create and issue quarterly reports on system performance for circulation among parking/city staff and Advisory Committee.
- Issue an annual State of Downtown Parking Report for review by City Council and post to the parking website (Figure 5-27). The Annual Report should include the following information, at a minimum:
 - Review goals and objectives of parking management program

- Summarize management and enforcement policies
- Report annual parking data (see above), with a particular emphasis on occupancy data and parking availability by location
- Recommended rate and regulation adjustments by location and time to achieve occupancy targets
- Summary of other key information, including: parking space addition/loss by public and private, technology enhancements; capital and maintenance work; marketing, customer service and outreach initiatives; financial position; current year accomplishments; and future year goals.

Rationale

In parking, you can only manage what you measure. Consistent data, and effective use of the data, is essential to improving parking availability and convenience.

Information about parking, particularly system performance, is limited in Park City. Staff do a good job of collecting data, but there are opportunities to improve how the data is collected, how it is summarized, how it is reported, and how it is used to inform program changes.

In order to implement the recommendations in this plan, it is important that Park City improve its data monitoring and reporting. Improved data tracking and reporting will document actual usage of the parking system, explain how the system functions, and most importantly, inform the demand-based parking management system, providing crucial information upon which staff would make decisions regarding adjustment to parking rates, permit fees, parking meter hours of operation and meter/permit zone boundaries.

This recommendation also offers an opportunity for Parking Services to better educate city staff, City Council, and the community about the benefits and use of the parking system. Annual reporting will significantly improve transparency of the system.

Benefits

- Increased understanding of the system. City staff, officials and representatives will have current information to accurately discuss the state of parking in Park City.
- Proactive communication. Rather than being asked to provide information, Parking Services is actively informing the community.
- Trust. Due to transparency, City Staff and the community develop trust in Parking Services to provide high levels of customer service and sound operational methodology.
- Feedback. By actively engaging the community, Parking Services will receive feedback on what services are appreciated and where there are opportunities. Feedback is essential in developing new programs, eliminating poor policy and honing existing operations.

#15. CREATE PEAK-PERIOD PASSENGER LOADING AND UNIVERSAL VALET PROGRAMS

Strategy

Customer Experience

Summary

Passenger Loading Zones

Establish a formal passenger loading program during peak periods to reduce double parking and congestion on Main Street. The city would establish five to six locations on Main Street, comprising 10–12 parking spaces, specifically dedicated to passenger loading (drop off or pick up). It is recommended that spaces be distributed evenly along Main Street (Figure 5-28) to ensure access to all businesses and minimize loss of regular parking spaces at any one location. Loading zones would be in effect during peak seasons/times, and allow for vehicles to load for 3–5 minutes. Consistent enforcement is crucial to effective implementation of this recommendation.

In addition, the city should designate a certain number of spaces within the Flag Pole lot as a formal “pick up” zone during peak periods. Anyone wishing to get an Uber, Lyft, or taxi during the busiest time periods (Tier 3) would need to go to this lot. Passenger drop-off for these services would still be permitted on Main Street at designated loading locations.

Universal Valet

Park City should further evaluate and implement a universal valet parking program to facilitate convenient drop-off/pick-up and offer a high-quality amenity for visitors. The program would run during weekend evenings and/or other peak periods.

Universal, district-wide valet services allow motorists to drop their vehicle off at one valet stand and pick up at any other valet stand in the area. Numerous valet operators now employ key “fobs” or mobile phone technology to facilitate easy payment and early retrieval so that a vehicle is returned by the time the customer is ready to leave. Enhanced technologies can also enable more accurate collection of parking data and revenue.

Park City would solicit an RFP and enter into a contract with a valet provider to operate the service. Pricing is typically determined by the market and most municipalities do not regulate rates. Validation programs can also be integrated, allowing businesses to subsidize parking costs to customers if desired.

Consistent branding (signage and uniforms) should be required and valet stands should be evenly distributed along Main Street. It is highly recommended that valet operators be prohibited from parking vehicles in on-street spaces, but instead work with the city to store vehicles in underutilized off-street spaces.

Figure 5-28 Proposed Main Street Loading and Valet Area

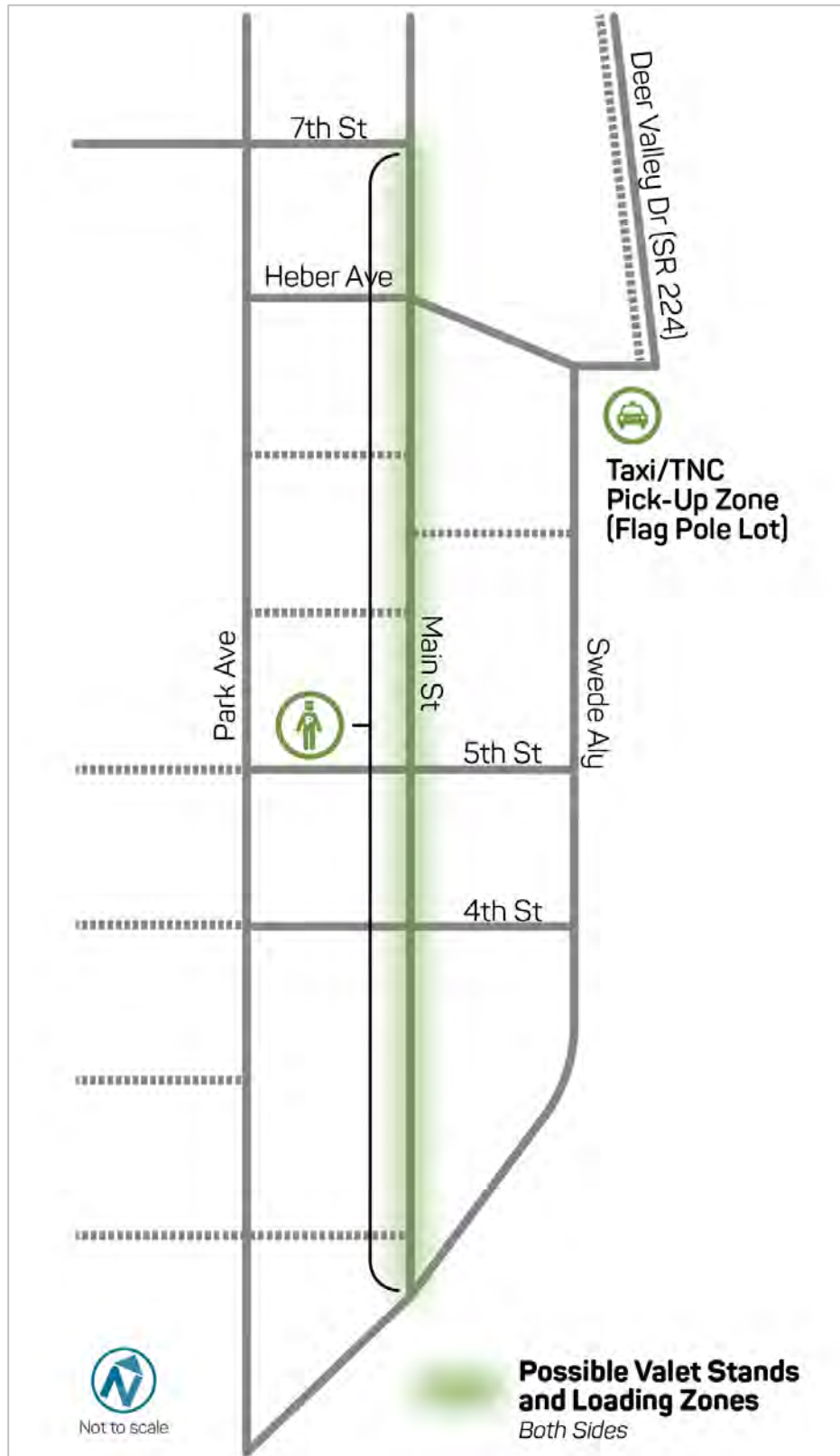


Figure 5-29 Sample Loading Regulatory Signage



Figure 5-30 Enhanced Valet Technology



Source: kleverlogic.com

Rationale

- Main Street experiences heavy congestion during peak periods, partially due to passenger loading.
- Valet parking temporarily increases the parking supply by offering parking in high-demand areas while the actual cars are taken to low-demand areas by valet drivers. This makes it especially useful as a parking demand management tool during peak periods when remote parking is available.
- Shared ride services are becoming increasingly popular modes of access. Formal accommodation for passenger pick-up/drop-off can reduce parking demand, reduce traffic, and enhance customer access.

Shared ride services are becoming increasingly popular modes of access. Formal accommodation for passenger pick-up/drop-off can reduce parking demand, reduce traffic, and enhance customer access.

Benefits

- More efficient use of existing parking facilities, as valet can double or triple park vehicles.
- Formal loading zones can reduce congestion due to double/illegal parking.
- Less congestion due to parking search in busy commercial corridors. Supports a park-once, walkable environment.
- Offers a high-quality amenity and convenient parking option for those willing to pay for it. Ability to park in one location and pick up vehicle in another.
- Reduces traffic on Main Street by reducing taxi/Uber/Lyft circulation in search of passengers.

#16. IMPROVE DOWNTOWN PARKING GOVERNANCE

Strategy

Administration/Operations

Summary

Effective governance—with meaningful integration of stakeholders—is necessary to ensure the effective design, implementation, and management of the programs recommended in this plan. Park City can integrate stakeholder interests and facilitate plan implementation by:

- Formalizing the Technical Advisory Committee (TAC) created for this study into a standing Downtown Parking and Access Advisory Committee.
- Formally integrating downtown employers into the larger, citywide Transportation Management Association (TMA)⁵.
- Creating a Parking Benefit District (PBD) to ensure that net parking revenue generated in downtown is allocated in a manner that supports downtown parking management and mobility/access improvements. Potential expenditure categories are shown in Figure 5-31. Depending on the approach, the Advisory Committee or Historic Park City Alliance (HPCA) could also take on these responsibilities.

Rationale

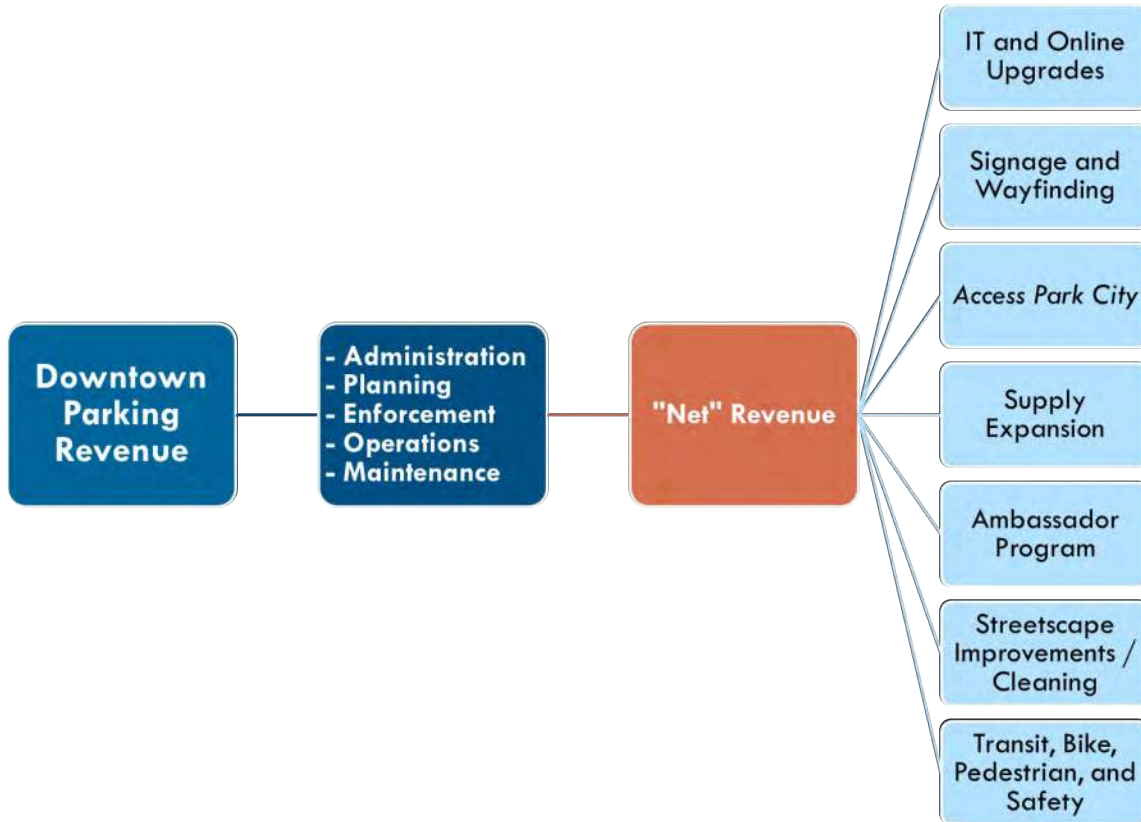
The recommended comprehensive, demand-based approach to access and parking management requires active administration and management by City staff and contractors and direct engagement with property-owners, business owners, and resident associations. To ensure the integral and continual engagement required of these stakeholders, and to provide the necessary guidance and governance, it is necessary to organize and establish new community-based advisory or governing bodies that are dedicated to the design, implementation, evaluation, and adaptive management of the parking and access programs.

Consistent and ongoing collaboration between city staff and downtown stakeholders will improve communication, transparency, and enable proactive troubleshooting of key issues.

The Downtown Parking and Access Advisory Committee will play an important role in providing guidance and an opportunity for public/stakeholder input to the broad administrative activities of City staff, including performance monitoring, rate adjustment and regulatory reform, as necessary to meet Council-adopted parking performance targets. This committee should be led by Parking staff and include a cross-section of HPCA representatives, employers, employees, businesses, property owners, and residents. It should meet on a monthly basis.

⁵ Currently being formed as part of the citywide transportation demand management (TDM) strategy.

Figure 5-31 Potential Expenditure Categories for Downtown Parking Revenue



Benefits

- A formal Downtown Parking and Access Advisory Committee supports plan implementation by ensuring that stakeholder interests are addressed through program design and operations.
- Consistent and ongoing collaboration between city staff and downtown stakeholders will improve communication, transparency, and enable proactive troubleshooting of key issues.
- Integration with the citywide TMA will enable smaller downtown businesses to benefit from leveraging Park City employer resources. Downtown employee programs (Access Park City) could be integrated with other non-downtown businesses and rolled out on a broader scale.
- Expending meter/permit revenue within the same district, zone, or area where they were collected, with community guidance on expenditures through a PBD, increases community and business support for rate/fee changes and associated policy changes.

#17. STUDY AND REFORM PARKING CODE REQUIREMENTS

Strategy

Policy/Zoning

Summary

It is recommended that the city further evaluate revisions to the municipal code, specifically as it relates to parking in the Historic Commercial Business (HCB) district. This study primarily focuses on the on-the-ground management of downtown parking, but key provisions within the code are particularly relevant to system performance and long-term outcomes.

Additional evaluation and consensus building with other city departments and the community is needed before code language is changed. Outlined below are potential code elements to address.

Minimum Parking Requirements

Park City municipal code requires new development to provide a minimum number of on-site parking spaces in association with each type of land use⁶. For residential uses in the HCB district, the requirement is 2 spaces per unit for single family, duplex/triplex, and multi-units over 2,000 square feet. For non-residential uses in the HCB district, the requirement is 6 spaces per 1,000 square feet.

The common intent of such requirements is to accommodate parking demand for each use on-site in order to prevent new development or changes of use from negatively impacting the availability of public on-street parking in the vicinity, and potentially reducing public access. However, the parking requirements in for the HCB district, notably non-residential uses, are much higher than what you would typically see in a similar mixed-use and historic downtown. Given the significant land constraints in the downtown, the parking requirements are likely very difficult to meet and can impact development feasibility.

The city should study options for reducing parking requirements, including the potential elimination of minimum parking requirements in the HCB district. Eliminating minimum parking requirements does not mean that no on-site parking will be built. Even if such requirements are eliminated, or

Parking Minimums

Minimum parking requirements dictate how much parking must be built, depending on a development's size and land use category. They are often set based on a particularly influential industry guidebook, *ITE Parking Generation*, which uses a limited number of suburban sites to generate an average parking demand for each of more than 100 land use categories. The presumption that parking demand is the same for every building with the same land uses is often inaccurate. Density and diversity of nearby land uses, the price of parking, and the convenience of transit service are key determinants of parking demand.

Minimums increase the cost of housing and construction by forcing developers to dedicate a portion of a limited building envelope to car storage, at great expense—between \$20,000 and \$60,000 per space. The provision of each additional space increases rents by an average of \$225 per month. Assuming typical development costs, the provision of a parking space per unit can increase development costs by 12.5%, or 25% with two parking spaces.

⁶ Lots which have less than a 1.5 floor area ratio (FAR), and which were part of the Main Street Parking Special Improvement District prior to 1984, are exempt from minimum parking requirements.

substantially reduced, property developers can be expected to build some private off-street parking supply according to market demand.

Alternatives/Reductions to On-site Parking

The city should study options to meet or reduce on-site parking requirements with other methods. One method is the city's current parking in-lieu fee, which requires that developers pay a per space fee if they cannot provide the required on-site parking. The fee is set approximately to the equivalent per space construction cost and revenue is intended for public parking construction.

Setting the fee on an equivalent construction cost basis does not reflect the shared nature of public spaces, which have higher turnover and a lower cost per parked vehicle. Furthermore, the high fee (\$40,000 per space) may be deterring its use in downtown. Lowering the fee may provide more financial incentive for developers to use it, thereby generating revenue for new parking supply. The city should document the historic and annual use of the in-lieu fee program, the amount of revenue generated, and assess whether fee adjustments are needed.

The city should also evaluate the option for a percent reduction of on-site parking requirements for multi-family and non-residential uses in the HCB district if transportation demand management (TDM) programs are implemented. Potential TDM strategies could include: additional bike parking, subsidized car share and/or ride share memberships/trips, on-site bike rentals, on-site showers/lockers, on-site transportation coordinator for employees, or other.

Shared Parking

The city should study requiring shared parking for all new non-residential development. Such a provision would require as a condition of approval that private parking in any new development or adaptive reuse projects be made available to the public *when not needed for its primary commercial use*. For example, any new office use would allow general public parking in the evening or on the weekends.

The Value of Shared Parking

In mixed-use developments or downtowns with shared parking, the conventional method of calculating parking demand often results in an oversupply of parking spaces.

Shared parking recognizes that total parking demand for multiple complimentary land uses will be less than the sum of individual parking demand, because different uses often have peak demand at different times of day or day of week. In other words, the total amount of parking needed is less than the sum of its parts.

Park City has already captured the value of shared parking. Its public parking lots and garages have allowed Main Street to preserve its unique character and identity instead of providing parking for each individual business.

Changes of Use and Removal of Parking

A key concern in downtown is a change from a lower demand use (i.e. book store) to a higher demand use (i.e. restaurant). Title 15-3-2 requires that such changes of use provide the required additional off-street parking for the new use, or provide the required parking on an adjacent or nearby lot. Given the land constraints and cost of parking construction in downtown, it is highly unlikely that any change of use would be able to add or construct the required additional increment of on-site parking as part of any condition of approval.

Therefore, the city should evaluate several different options for such changes of use. One option would be to exempt all changes of use in the HCB district from this requirement, given the high approval burden and the higher turnover of uses downtown—constructing additional parking for a restaurant that may not exist in three years is perhaps not the best use of scarce downtown land. Another option would be to require a detailed plan documenting the expected new parking demand and require the provision of TDM measures as a means to reduce new parking demand.

The city should also adopt a formal process by which to document and evaluate the impacts of loss of parking spaces as part of any new development (above a certain number of spaces), and identify appropriate mitigation measures.

Bicycle Parking

It is recommended that the city revise and adopt its bicycle parking requirements in the HCB district to better calibrate bicycle parking standards to the land use and not as a percentage of vehicle parking requirements. Figure 5-32 offers a starting point for further discussion.

Figure 5-32 Potential HCB Bicycle Parking Requirements

Use	Short-term	Long-term
	(2 spaces minimum)	(2 spaces minimum)
Single-family residential	None	None
Multifamily residential w/o private garage	0.1 spaces per bedroom	0.5 spaces per bedroom
Civic/Cultural/Recreational	1 space per 5,000 GSF	1 space per 15 employees
Transit stations	2% of AM peak daily ridership	7% of AM peak daily ridership
Restaurant	1 per 2,000 GSF	1 per 10,000 GSF
Retail	1 per 4,000 GSF	1 per 10,000 GSF
Office	1 per 10,000 GSF	1.5 per 10,000 GSF
Public off-street garages/lots	1 per 10 vehicle spaces	1 space per 20 vehicle spaces
	Unattended surface lots excepted	Unattended surface lots excepted

Short-term: Unsheltered/unsecured rack that typically provides parking for less than two hours

Long-term: Sheltered/secure rack or locker that typically provides parking for more than two hours

Rationale

- Review and evaluation of municipal code requirements will allow the City to identify opportunities to improve efficiency in the parking supply by promoting the provision of shared, publicly accessible parking, as well as opportunities to garner property owner/developer support for multimodal access facilities and services.

- Existing parking requirements for non-residential uses are very high, potentially reducing development feasibility in Park City's constrained environment.
- Existing in-lieu fee program has generated minimal revenue.
- Bicycle parking should not be linked to vehicle parking spaces, but determined by bicycle demand by use.

Benefits

- Reducing or eliminating parking minimums can provide significant development flexibility, allowing the "market" to determine parking supply.
- Potential for significant development cost savings with reduced parking requirements. Improved housing affordability.
- Better utilization of in-lieu fee can reduce parking demand and improve access by providing shared parking supply.
- Use of shared parking and TDM can reduce overall parking demand.

#18. MONITOR AND EVALUATE NEED FOR ADDITIONAL PARKING CONSTRUCTION

Strategy

Policy/Zoning

Summary

The primary goal of this study was to better manage the existing supply of parking in downtown, recognizing that there are substantial opportunities to improve how parking is used. Recommendations #1–17 offer a roadmap for how to improve existing management practices. Building additional parking in downtown at this time is not recommended.

However, additional parking supply should remain a potential option in the future. It is recommended that, as part of the demand-based management approach, Park City should evaluate parking utilization in relation to existing and prospective new development and establish performance related guidance for when and where it would be appropriate and necessary to add to the public parking supply. Such guidance would include thresholds or triggers related to both:

Additional parking remains part of the long-term conversation for downtown, yet it is impossible to build enough parking to accommodate peak period demand.

- Performance of the existing parking system, including the availability of on-street and off-street parking during peak and off-peak periods;
- Amount of recent and prospective development in downtown and Park city as a whole; and
- Amount of public parking constructed in other areas in Park City.

Conditions may warrant planning for and investment in additional parking supply sooner than anticipated. The City should certainly plan for additional parking supply if:

- Cost of parking in “premium” lots/garages—as determined through rate adjustment per the demand-based parking pricing model recommended in this plan (Recommendation #10) reaches a minimum rate of \$6.00 per hour, for the first two hours, through continual rate adjustment, AND
- Parking demand still exceeds the code-established target parking occupancy/availability rate on Main Street and in public off-street lots/garages.

Potential sites to add parking supply in the future include:

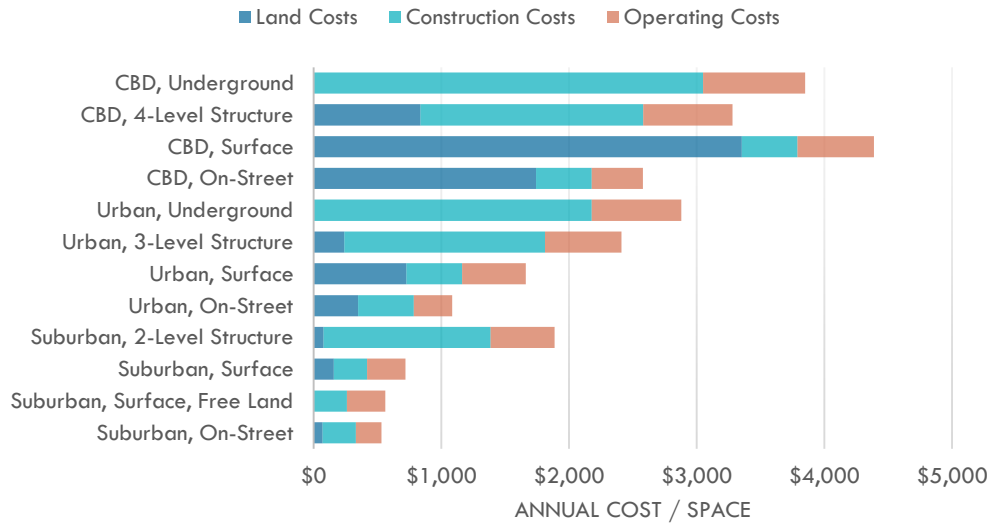
- Adding structured parking at the site of the current Flagpole lot
- Adding additional levels to the China Bridge structure(s)
- Adding multiple levels to the Brew Pub lot (currently planned).

When studying new parking construction, it is essential to consider the cost of providing additional parking *in relation to* the cost of alternative means of providing access to the area, or otherwise reducing demand for parking (and thereby increasing parking availability). Figure 5-33

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provides a summary of typical costs for parking construction, including land costs and ongoing operations.

Figure 5-33 Typical Annualized Costs per Space



Source: www.vtpi.org/tca/tca0504.pdf

Figure 5-34 provides a summary of capital and annual costs for construction of new parking supply in downtown. Two hypothetical scenarios are shown—a new 300-space structure on the Flagpole Lot, resulting in a net of 243 spaces, and a new level on one of the China Bridge structures resulting in 200 net new spaces. Capital costs per space are estimated, but it is important to note the actual cost per net new space. Debt service and ongoing operations and maintenance are also assumed and annualized over a 30-year period. Over a 30-year period, total costs would be \$22–33 million.

If additional parking construction is pursued in the future, a detailed assessment of funding mechanisms is recommended. In order to finance construction of a new garage or garage expansion, the city will likely need to consider a citywide tax and/or downtown property assessment.

Figure 5-34 Estimated Annualized Costs for Additional Downtown Parking

Potential Site	# of gross spaces	# of net spaces	Capital Cost per space	Total Capital Costs	Capital Cost per "net" space	Annual Cost per space
Flagpole Lot	300	243	\$50,000	\$15,000,000	\$61,728	\$3,753
China Bridge	200	200	\$50,000	\$10,000,000	\$50,000	\$3,802

Assumptions:

- No land acquisition costs
- 30 years of debt service at 5%
- O&M includes: maintenance, insurance, administration, access control, and enforcement.

Rationale

Additional parking remains part of the long-term conversation for downtown Park City. Simply building more parking in downtown is not the short-term answer for the following reasons:

- Park City's parking problem is happening today and any new parking would not be available for several years. Improved management of existing resources will better address current challenges.
- It is impossible to build enough parking to accommodate peak period demand. Given the limited available land in downtown, even the most optimistic scenario would add 300–500 spaces to the downtown area. This new supply is simply not enough to accommodate all of the residents, visitors, and employees that would like to park their car during the busiest times.
- Additional parking will allow more cars to park downtown, which may be a desired outcome. However, more vehicles will mean more traffic, congestion, and impacts to existing streets.
- The City is evaluating adding more parking supply in other areas of the city which, combined with incentive programs and shuttles (Recommendation #9), has the potential to improve access to downtown.

This plan focuses on managing existing supply and trying to reduce overall demand through (1) demand-based parking management, and (2) the *Access Park City* program, which provides facilities, services, and incentives for remote parking and non-auto access. These management strategies should be able to address the Main Street parking challenge by distributing vehicles throughout the system at peak times. Nevertheless, the need for additional off-street parking may arise with substantial growth and development, or significant more visitors.

Benefits

- Establishing clear land use and performance-related thresholds or triggers for the development of new parking will:
 - Provide certainty to residents, businesses, commuters, and public decision-makers that more off-street parking can and *will* be added if and when parking availability declines.
 - Ensure that key decisions regarding the dedication of limited public resources to the planning and construction of new parking are based on solid evidence of the performance of the on-street and off-street parking systems, other modes of access, and a thorough understanding of the likely impacts of planned development.
 - Avoids the inefficiency and expense of adding new parking supply without sufficient planning, evaluation and justification, if such parking is likely to be underutilized for most of the year. In turn, this allows the City to dedicate limited funding to programs and services that offer greater public value over the course of the year and over time.

6 IMPLEMENTATION

FINANCIAL SUMMARY

This section provides a summary of the estimated costs and revenues associated with implementation of the recommendations in the *Park City Main Street & Downtown Parking Study*.

The financial analysis represents a planning-level estimate based on existing costs and revenues, and general assumptions based on industry standards. Additional detailed financial analysis and revision of costs and revenue estimates is strongly recommended for each recommendation as the city moves forward with implementation.

Outlined below is a summary of both one-time expenditures (Figure 6-1) for capital improvement projects and ongoing annual costs for operations, maintenance, and operations of programs (Figure 6-2), such as the provision of new shuttle services and incentives for parking in remote facilities.

It is important to emphasize that not all one-time expenditures will happen immediately. It is more likely that the capital expenses will be distributed over one to three years, depending on the pace of implementation and prioritization of investment.

Revenue is estimated for both new and proposed on- and off-street parking meters, as well as citation payments.

Estimated Capital and Annual Operating Costs

Figure 6-1 Estimated Capital Expenses

Item	Units and Unit Cost	\$ Amount
Parking-specific Expenditures		
Purchase additional mobile License Plate Recognition (LPR) unit for enforcement/revenue control at metered off-street facilities	\$50,000 per	\$50,000
Install gates, ticket dispensers, stationary LPR vehicle ID system, and exit lane payment stations at China Bridge, Gateway Center, North Marsac, and Flagpole lots	8 entrance/exit lane pairs at \$160,000 per	\$1,280,000
Install pay stations at China Bridge	4 kiosks at \$50,000 per	\$200,000
Back-office hardware, software, and system set-up at Parking Services	\$100,000 per	\$100,000
Install new multi-space meters at selected off-street facilities without gates (Bob Wells/Historic Wall, Grand Galleria, Brew Pub, and along Swede Alley) and on Park Avenue	13 meters at \$15,000 per	\$195,000
Replace existing multi-space meters on Main Street with new units capable of pay-by-plate operation, progressive rates, and automatic adjustment of rates by day of week, season, and time of day	33 meters at \$15,000 per	\$495,000
Install new parking availability and wayfinding signage	Area-wide	\$450,000
SUBTOTAL		\$2,770,000
Non-Parking Expenditures		
High-visibility crossings	10 at \$2,500 per	\$25,000
Enhanced high-visibility crossings with add. lighting and paving	4 at \$5,800 per	\$23,200
Short-term bike parking racks on sidewalks/public space	40 at \$600 per	\$24,000
Bike lockers	10 at \$2000–\$3000 per	\$25,000
Bike corrals	4 at \$3,500–\$5,000 per	\$16,000
Enhanced pedestrian/bicycle wayfinding signage	Area-wide	\$40,000
Enhanced LED lighting within selected off-street parking facilities	Selected facilities	\$100,000
SUBTOTAL		\$253,000
TOTAL		\$3,023,000

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Figure 6-2 Estimated Annual Operating Costs

Item	Assumptions	Units and Unit Cost	\$ Amount
Parking Meter Contract	Estimated based on FY2015–16 budget; increased to account for cost of new multi-space meters on Park Avenue and in off-street facilities	\$536 per	\$26,300
Parking Services Staff	Estimated based on FY2015–16 budget for four FTEs, plus one new Enforcement FTE and one Planning FTE	6 FTE	\$623,000
Performance Monitoring	Estimated cost of bi-annual data collection and analysis	\$15,000 per	\$30,000
O&M for Access Control, Pay Stations, LPR, and Back-office Equipment	Estimated as a 3% share of the capital costs	N/A	\$50,000
Administration of Parking/TDM Pricing and Incentives	Annual vendor cost to design/operate web-based accounting and portal for <i>Access Park City</i> , including employee parking charges, discounts, and distribution of financial incentives for use of remote parking and non-auto modes	N/A	\$100,000
Financial Incentives	\$1.00/day reward for use of shuttle or other non-auto mode; \$0.50/day for remote parking 40% of business/employee commuters use remote parking /non-auto modes 75%+ enrollment in <i>Access Park City</i> - Max. of \$20/month rewards per commuter	N/A	\$46,800
Park-and-ride Shuttle	- Service every 15–30 min from 7 a.m.–1 a.m. during Tiers 2, 3, and 4 (major events). - Includes cost to lease and operate 40' coaches + marketing and information at a cost of \$119 per service hour	N/A	\$515,000
Subsidy for Uber/Lyft/taxi	Subsidy for Uber/Lyft/taxi ride for non-auto commuters. Assumes average of 10% of employees take one ten mile trip per month	N/A	\$19,500
Other Contract Services	Estimated based on FY2015–2016 budget	N/A	\$48,400
Marketing and Public information	Estimated cost of marketing and communications about new parking rates, regulations, and travel options	N/A	\$40,000
Grants/Miscellaneous	Estimated based on FY2015–2016 budget	N/A	\$68,000
Parts/Materials/Misc.	Estimated based on FY2015–2016 budget	N/A	\$35,000
TOTAL			\$1,602,000

Estimated Gross Revenue

Figure 6-3 provides a summary of estimated annual parking and citation revenues associated with implementation of the recommendations. As with the cost estimates, these revenue projections are planning-level, order-of-magnitude estimates prepared to assess the relative costs, benefits and impacts of recommendations.

Key assumptions for revenue estimation include the following:

- Annual revenue was projected separately for each class (premium and value) and type (on-street and off-street) of parking.
- Revenue projections also vary by pricing Tier, based on the different hourly parking prices recommended for each Tier (Recommendation #10), and estimated daily average parking occupancy and turnover for each type and class of parking.
- Based upon existing occupancy rates, and the recommended occupancy targets for on-street (85%) and off-street (90%) parking, the revenue estimate assumes a daily average parking occupancy by tier, type, and class (Figure 6-4). Assumed occupancy rates are higher than may be observed during off-peak periods in any given facility in order to account for the fact that many spaces are vacated before the end of their paid period, leaving the space available for a new parker and increased revenue.

Figure 6-3 Estimated Annual Parking Fee and Citation Revenue

Item	\$ Amount
On-Street Parking Pay Station Revenue	\$1,109,600
Off-Street Parking Pay Station Revenue: Premium Facilities	\$803,700
Off-Street Parking Pay Station Revenue: Value Facilities	\$131,800
SUB-TOTAL	\$2,045,100
Citation Revenue	\$190,900
TOTAL	\$2,236,100

Figure 6-4 Assumed Daily Average Occupancy

Tier	Premium		Value	
	On-street	Off-street	On-street	Off-street
1	65%	N/A*	55%	N/A*
2	85%	70%	80%	55%
3	85%	75%	85%	60%
4	N/A	125%**	N/A	125%**

* Tier 1 is not included because it is recommended to be free for off-street parking at that time.

** Revenue projections for major events assume most motorists continue to pay for a full day of parking, but limited turnover will allow more vehicles to park during a 24-hour period than capacity of each facility. In addition Parking Services may use valet, stacked, or tandem parking to increase parking capacity above the typical self-parked capacity.

Estimated Net Annual Revenue

Figure 6-5 provides an overview of estimated net revenue for Parking Services, which includes gross revenues, less the annual costs for operations and maintenance of the parking system, shuttle services, and associated non-auto transportation choices and services.

Figure 6-5 Estimated Net Annual Revenue

Item	\$ Amount
Parking Pay Station Revenue	\$2,045,100
Citation Revenue	\$190,900
Gross Annual Parking Revenue	\$2,236,100
Annual Operating Costs	(\$1,602,000)
Net Annual Revenue	\$634,100

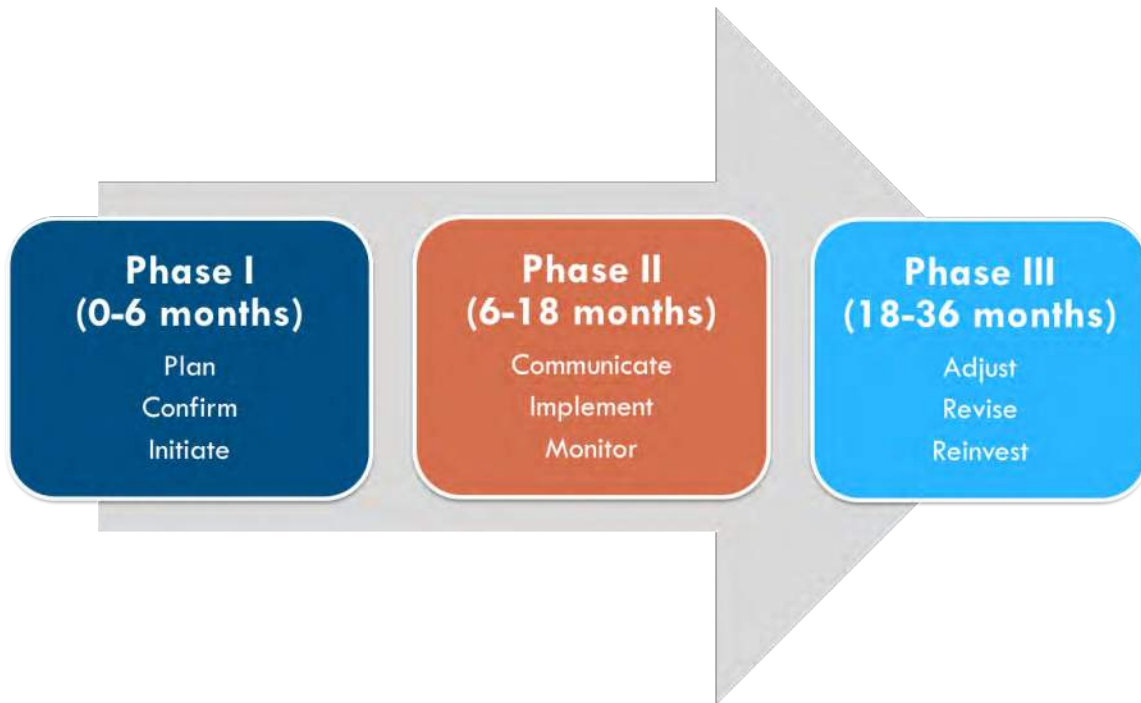
IMPLEMENTATION PROGRAM

This section includes an implementation matrix, designed to provide City staff with specific actions steps to guide them through the implementation of the recommendations detailed in Chapter 5. The implementation effort is organized into three phases (Figure 6-6). Phase I would occur after plan adoption and cover approximately six months. Phase II would cover the time frame of 6–18 months after plan adoption. Phase III would cover the time frame of 18–36 months after plan adoption.

The phases and action steps (Figure 6-7, Figure 6-8, and Figure 6-9) offer a general roadmap to implementation. Some processes and actions will take longer than expected, others shorter. The matrix is a living document that should be updated, edited, and referred to regularly. It is organized by the following elements.

- **Number:** Corresponds to the recommendation numbers used in Chapter 5.
- **Recommendation:** Summary statement of the individual recommendation.
- **Action by Phase:** Overall action to be taken for each recommendation.
- **Implementation Details:** Specific actions steps to be taken for each recommendation by phase.
- **Relative Cost:** Level of cost in comparison to other recommendations.
- **Strategy:** Corresponds to the specific strategy—Customer Convenience, Administration/Operations, and Policy/Zoning.

Figure 6-6 Phased Implementation Plan



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Figure 6-7 Implementation Plan – Phase I (0-6 months)

#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
1	Create an internal implementation task force.	Create a task force to enable effective and collaborative implementation of parking study recommendations.	Include members from key city departments such as: Parking, Public Works, Planning, Transportation, Transit, Finance, as well as key downtown stakeholders.	\$	Admin/ Operations
			Formation should occur immediately after plan adoption and utilize study implementation plan as a "roadmap."		
			Establish standing coordination meetings. Identify and implement Phase 1 priority actions.		
2	Hire additional parking staff. Conduct long-term staffing plan.	Hire additional staff to support planning and management of parking program. Audit long-term staffing needs.	Update organizational chart and include new positions.	\$\$	Admin/ Operations
			Secure funding for additional staff (1-3 FTEs), with focus on support of parking planning functions and enforcement duties.		
			Develop job descriptions and post job(s).		
			Interview and hire staff.		
			Conduct audit of existing staff skills, skill set gaps, and identify long-term needs for planning, administration, and/or enforcement.		
3	Create a communications and outreach plan for downtown parking.	Develop communications and marketing strategy for parking reforms. Conduct ongoing engagement with community prior to roll out of key parking recommendations.	Identify staffing resources to conduct outreach to downtown stakeholders (i.e. new FTE from Rec #2).	\$\$	Customer Experience
			Develop key messages based on different user groups (business, property owner, resident, visitor, shift vs. "9-to-5" employee, etc.)		
			Develop marketing/communications materials. Disseminate information across multiple platforms, such as website, social media, brochures, advertisements, radio service announcements, press releases, and TV ads.		
			Conduct ongoing workshops and/or one-on-one meetings. Set up "training" sessions with residents, resorts, businesses, and employers.		
			Develop press releases and engage in education/outreach with key press outlets.		
			Create a feedback loop once implemented to allow people to provide comments and direct those comments to the appropriate staff.		
4	Upgrade parking signage and wayfinding.	Plan for upgrade to parking signage and wayfinding. Prioritize short-term signage improvements.	Secure funding for planning and implementation.	\$\$\$\$	Customer Experience
			Issue RFP for branding/signage study to develop short- and long-term wayfinding strategy.		
			Conduct branding/signage study.		
			Address issues related to historic signage regulations and secure exemptions as needed.		
			Identify and implement short-term signage/wayfinding upgrades at key locations.		
			Contact private operators and land owners to coordinate signage upgrades at private lots/garages (as feasible).		
5	Upgrade online parking services and information.	Plan for online services and information upgrade.	Identify and define needed short-term upgrades, including permit purchasing/renewal, citation payment, and parking/travel information.	\$\$\$	Customer Experience
			Create Facebook, Twitter, YouTube, and other appropriate social media platforms for downtown parking.		
			Prioritize and ensure coordination with signage upgrades and demand-based management program, including real-time availability information.		
			Evaluate implementation of smartphone applications.		
			Evaluate internal capacity to implement upgrades. If needed, secure funding for 3rd party web vendor.		
			Issue RFP for 3rd party web vendor (if needed).		
			Coordinate with resorts, HPCA, employers, SLC airport, etc. to update and disseminate parking information.		
6	Secure additional parking for use by employees and the general public.	Identify potential underutilized public and private facilities for shared and/or remote parking.	Identify downtown and/or "remote" locations for additional public/employee parking. Could include private lots within downtown or greater Park City, as well as existing city-owned or city-affiliated parking assets (i.e. PCHS or Richardson Flat).	\$\$\$	Customer Experience
			Begin contacting private land owners. Initiate discussions with appropriate city staff on city-owned assets.		
			Draft and review policies for parking agreements, including provisions such as: leasing costs (if any), maintenance requirements, liability coverage, and guarantees for retained development rights.		
			Secure sites for pilot program, coordinated with new park-and-ride shuttle (Rec #10).		
7	Install new parking payment and access control infrastructure in public lots/garages and on certain streets. Upgrade and replace existing on-street parking meters.	Research technology for payment/enforcement options.	Confirm remaining life cycle for existing meters.	\$\$\$\$	Admin/ Operations
			Research and identify appropriate payment and access control technology. Prioritize effective integration of demand-based program, daily employee pricing, and <i>Access Park City</i> program (Recs #9-11).		
			Identify locations for installation, including public off-street lots/garages and on-street blocks.		

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#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
			Contact parking vendors for demonstrations. Pilot technology as needed.		
			Refine cost estimates, secure funding, and issue RFP. Select and contract with appropriate vendor.		
8	Continue to improve pedestrian and bicycle access.	Identify priority and long-term pedestrian and bicycle improvements.	Conduct and/or update analysis of existing pedestrian network gaps, especially to/from Main Street to remote parking lots/garages.	\$\$\$	Customer Experience
			Inventory existing bicycle parking and priority locations for additional parking (short- and long-term).		
			Develop prioritized project list.		
			Refine cost estimates and identify funding plan.		
9	Create <i>Access Park City</i> mobility program to improve downtown travel options.	Identify and develop program elements of Access Park City.	Define elements of <i>Access Park City</i> program, informed by ongoing outreach to employers, employees, and residents.	\$\$\$\$	Customer Experience
			Coordinate with key departments, including transit operations to refine park-and-ride shuttle service plan. Coordinate with Recommendation #6.		
			Prioritize elements for short- vs. long-term implementation.		
			Initiate negotiations with key third parties, such as Uber/Lyft/taxis, etc.		
			Identify employers, employees, and residents for implementation of program. Define a pilot program if needed.		
			Refine cost estimates and secure funding.		
			Identify platforms for implementation, including options for 3rd party vendors to manage and administer program.		
10	Implement demand-based parking management for all public on-and off-street parking. Manage parking to ensure adequate availability at all times.	Refine structure and elements of demand-based management program.	Select vendor for implementation.	\$\$\$	Customer Experience
			Draft and adopt policy statement from City Council supporting key principles/objectives of program and directing staff to develop program.		
			Draft and adopt ordinance language codifying program and establishing: target occupancy rates, staff authority to change rates/regulations, minimum/maximum rates changes, rate floors/ceilings, and administrative guidelines.		
			Continue to define pricing boundaries, initial rate structure, time spans, definition of Tiers, and other key elements in collaboration with residents, businesses, and employees.		
			Prepare evaluation and monitoring forms and plans. Conduct additional utilization counts, as needed to calibrate the program.		
			Develop and refine capitol plan to install appropriate payment technology (via Rec #7).		
11	Shift to discount daily parking for employees.	Refine structure and elements of employee pricing program.	Market and educate roll out of program (via Rec #3).	\$\$	Customer Experience
			Continue to define pricing boundaries, initial rate structure, time spans, definition of Tiers, and other key elements in collaboration with residents, businesses, and employees.		
			Coordinate with development of <i>Access Park City</i> program (Rec #9), ensuring pricing changes are implemented <u>only after</u> employee travel and incentive programs are in place.		
12	Make strategic improvements to event management.	Revise existing event management practices.	Coordinate with evaluation of parking payment and access control infrastructure to ensure employee payment infrastructure is in place (via Recs #7/#9).	\$\$	Admin/ Operations
			Audit existing event management practices and identify strengths and weaknesses.		
			Review existing 3rd party contracts and identify areas for improvement, including quality control procedures for staffing.		
			Meet with key event stakeholders, including resorts, businesses, and promoters, to identify and review proposed changes. Clarify and update existing management practices with key stakeholders.		
			Confirm and implement loading procedures on Main Street, including use of valet services and designated Uber/Lyft/taxi drop off location(s).		
			Update and upgrade parking and travel information in coordination with Recs #3-5.		
			Continue to work with transit services to refine transit operations during minor and major events, including operation of park-and-ride shuttle for not just employees, but also general public.		
13	Modify Residential Permit Parking (RPP) program.	Plan for modifications to RPP program.	Review and confirm event pricing structure, informed by demand-based pricing changes (Rec #10).	\$\$	Policy/Zoning
			Confirm program changes based on further evaluation of permit data and parking occupancies in permit zones. As feasible, collect data on use of private garages and number of non-municipal "No Parking" signs.		
			Evaluate implementation of meters in permit zones and allowing general paid public parking during non-peak periods.		
			Coordinate program changes (i.e. online permit purchase/renewal) to implement in tandem with online services upgrade (Rec #5).		
			Market and educate residents prior to roll out of program changes (via Rec #3).		

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#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
14	Adopt formal procedures for program monitoring and parking enforcement. Measure and report system performance via an annual State of Downtown Parking Report.	Develop internal guidelines for monitoring and reporting of system performance and enforcement activities.	Conduct an audit of existing system reports and procedures. Conduct an audit of existing enforcement policies and procedures.	\$	Admin/ Operations
			Define new metrics and benchmarks for demand-based management program, including occupancy reports by block and off-street facility, revenues, permits, and employee travel metrics.		
			Define new data collection methodologies and processes.		
			Collaborate with private off-street operators to require or incentivize reporting of parking occupancy data.		
			Adopt official policy that the primary goal of enforcement is to support the city's parking availability goals.		
			Review citation data and identify common infractions and citations. Define new metrics and benchmarks for enforcement, including citations by type and location, citation appeals, citation payment, scofflaws cited, and maintenance requests.		
			Define and formalize enforcement procedures for staff, prioritizing an "Ambassador" approach and targeted enforcement during peak periods. Ensure "grace" policy during initial roll out of demand-based and employees programs.		
			Create information and provide additional training on parking policy, meter use, provision of maps and directions, first ticket forgiveness, information on business and events. Develop appropriate materials for distribution (via Rec #3).		
			Develop template for annual State of Downtown Parking Report.		
			Assign staff resources to track, request data from other departments, report parking data, and author State of Downtown Parking Report.		
			Create and issue quarterly reports on system performance for circulation among parking staff and within internal implementation task force (Rec #1).		
15	Create peak-period passenger loading and universal valet programs.	Implement peak-period passenger loading zones. Evaluate universal valet.	Identify locations and number of spaces for passenger loading zones along Main Street, ensuring equal distribution along Main Street.	\$\$	Customer Experience
			Dedicate up to 15 spaces at the Flagpole lot to a TNC loading/ "pick up" zone on a regular and ongoing basis during Tier 3 periods and major events. Adjust space allocations based on demand.		
			Develop and adopt loading zone regulations, including days/hours of operation and allowable wait times.		
			Develop an enforcement plan and allocate effective staffing resources to enforce loading zones.		
			Install appropriate signage and curb markings.		
			Continue to collaborate with business community to evaluate support for universal valet.		
			If desired, define elements of valet program, including: valet locations (distributed evenly along Main Street), time/hours of operation, required vendor technology, and options for validation. Contact valet operators and request program demonstrations.		
16	Improve downtown parking governance.	Formalize parking advisory committee. Coordinate with citywide Transportation Management Association (TMA) formation. Plan for creation of parking benefit district (PBD).	Formalize Downtown Parking and Access Advisory Committee. If needed, draft and adopt ordinance language.	\$	Policy/Zoning
			Select members of Advisory Committee, representing a cross-section of downtown stakeholders. Establish committee rules, procedures, and meeting schedule.		
			Ensure downtown employers and employees are integrated with formation of citywide TMA. Establish requirements for participation and benefits of membership.		
			Further evaluate creation of a downtown PBD and formal allocation of parking revenue to fund parking/travel/employee programs with "net" revenue.		
17	Study and reform parking code requirements.	Evaluate changes to zoning code.	Work with advisory committee and other key departments to further document impacts of existing zoning code.	\$	Policy/Zoning
			Develop formal process for identifying, studying, and approving loss of parking as part of new development. Adopt threshold for study (i.e. loss of 10+ spaces) and potential mitigation measures.		
			Identify areas for revision including: required minimum parking, changes of use, requirements for shared parking and transportation demand management, and in-lieu fee program.		
18	Monitor and evaluate need for additional parking construction.	Further study the demand for, and feasibility of, additional parking supply in downtown.	Document planned and future residential and non-residential development within the downtown core and Park City. Conduct existing and future demand analysis.	\$\$	Customer Experience
			Define thresholds for additional study of parking supply, notably parking availability trends by user group.		
			Utilize monitoring plan (Rec #13) to track impacts of parking management and transportation demand management measures on parking activity in downtown.		
			Identify potential candidate sites for new parking supply, both downtown and non-downtown locations.		

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Figure 6-8 Implementation Plan – Phase II (6-18 months)

#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
1	Create an internal implementation task force.	Continue with implementation of parking study recommendations.	Continue with standing coordination meetings. Identify Phase 2 priority actions.	\$	Admin/ Operations
			Implement next phase of recommendations, with focus on roll out of <i>Access Park City</i> mobility program (Rec #9) and demand-based management (Rec #10).		
2	Hire additional parking staff. Conduct long-term staffing plan.	Monitor staff resources and plan for long-term staffing needs.	Monitor existing staffing resources/needs as recommendations are implemented. Based on staffing audit, confirm any additional staffing needs.	\$\$	Admin/ Operations
			Secure funding for additional staff (as needed).		
			Develop job descriptions and post job. Interview and hire staff (as needed).		
3	Create a communications and outreach plan for downtown parking.	Conduct community engagement and citywide marketing as parking recommendations are implemented.	Refine key messages based on different user groups (business, property owner, resident, visitor, shift vs. "9-to-5" employee, etc.)	\$\$	Customer Experience
			Conduct ongoing workshops and/or one-on-one meetings, with marketing "push" immediately prior to program roll out.		
			Continue with press education/outreach.		
			Distribute program materials and initiate citywide marketing campaign.		
4	Upgrade parking signage and wayfinding.	Implement parking signage and wayfinding upgrades.	Install signage/wayfinding upgrades.	\$\$\$\$	Customer Experience
			Integrate real-time, variable message signs and smartphone applications as feasible (with Rec #5).		
			Continue to work private operators and land owners to implement signage upgrades at private lots/garages.		
5	Upgrade online parking services and information.	Implement online services and information upgrade.	Implement needed upgrades, including permit purchasing/renewal, citation payment, and parking/travel information.	\$\$\$	Customer Experience
			Continue to coordinate with signage upgrades (Rec #4) and demand-based management program (Rec #10), including real-time availability information.		
			Ensure online services are disseminated and linked to websites and online services of major stakeholders, including HPCA, resorts, and hotels.		
			Continue to evaluate smartphone applications and implement as feasible.		
6	Secure additional parking for use by employees and the general public.	Implement pilot program for use of public and private parking for downtown users.	Initiate pilot program to allow use of private parking in downtown for public use, as feasible.	\$\$\$	Customer Experience
			Initiate pilot program for use of "remote" parking, connected by a new park-and-ride shuttle (Rec #10).		
7	Install new parking payment and access control infrastructure in public lots/garages and on certain streets. Upgrade and replace existing on-street parking meters.	Install new parking payment and access control infrastructure. Continue to plan for existing meter replacement.	Install payment and access control infrastructure at all appropriate public off-street lots/garages and on-street blocks.	\$\$\$\$	Admin/ Operations
			Continue to ensure effective integration of demand-based program, daily employee pricing, and Access Park City program (Recs #9-11).		
8	Continue to improve pedestrian and bicycle access.	Implement priority pedestrian and bicycle improvements.	Begin implementing pedestrian access and safety improvements, with emphasis on parking lot/garage connectivity.	\$\$\$	Customer Experience
			Install additional short-term (racks) and long-term (lockers/cages) bicycle parking.		
9	Create <i>Access Park City</i> mobility program to improve downtown travel options.	Implement <i>Access Park City</i> mobility program.	Continue to work with selected vendor to establish program infrastructure.	\$\$\$\$	Customer Experience
			Conduct workshops with downtown employers and employees prior to program roll-out.		
			Conduct marketing campaign (via Rec #3)		
			Implement key employee mobility programs, including: "pay-not-to-drive" program; remote parking with park-and-ride shuttle; subsidized rides and sharing services; and informational materials. Implement as "pilot" program or full roll out.		
10	Implement demand-based parking management for all public on-and off-street parking. Manage parking to ensure adequate availability at all times.	Implement demand-based management program.	Conduct workshops with downtown stakeholders prior to program roll-out.	\$\$\$	Customer Experience
			Update all parking information and conduct marketing campaign (Recs #3-5)		
			Ensure implementation of key employee mobility programs prior to implementation (Rec #9). Ensure installation of payment/access infrastructure prior to implementation (Rec #7).		
			Install all appropriate regulatory and informational signage.		
			Implement initial pricing rate structure by Tier.		
			Coordinate enforcement policy to allow for initial grace period.		
			Initiate rate and regulation adjustment procedures (Rec #13). Staff should adjust rates/regulations 1-2 times within first year of implementation to move towards target occupancy rates.		
11	Shift to discount daily parking for employees.	Implement discounted daily employee pricing program.	Conduct workshops with downtown employers and employees prior to program roll-out.	\$\$	Customer Experience
			Update all parking information and conduct marketing campaign (Recs #3-5)		

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#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
			Implement initial pricing rate structure by Tier.		
			Coordinate enforcement policy to allow for initial grace period.		
12	Make strategic improvements to event management.	Monitor and adjust event management practices.	Implement event management recommendations as feasible for Sundance. If possible, test procedures with a smaller event prior to Sundance.	\$\$	Admin/ Operations
			Renegotiate event management contracts as needed.		
			Monitor and adjust event management practices as needed.		
13	Modify Residential Permit Parking (RPP) program.	Implement modifications to RPP program.	Continue to market and educate community on RPP program (via Rec #3).	\$\$	Policy/Zoning
			Draft ordinance language. Submit for internal review.		
			Adopt ordinance for modifications to RPP program.		
			Update and install signage as needed.		
			Roll out online permit purchase and renewal.		
			If desired, install meters in permit zones and manage as a parking benefit district. Allocate net revenues to local parking and streetscape improvements.		
14	Adopt formal procedures for program monitoring and parking enforcement. Measure and report system performance via an annual State of Downtown Parking Report.	Implement monitoring and reporting of system performance and enforcement activities.	Implement monitoring of new metrics and benchmarks for demand-based management program and enforcement activities.	\$	Admin/ Operations
			Implement enforcement procedures for staff, prioritizing an "Ambassador" approach and targeted enforcement during peak periods. Ensure "grace" policy during initial roll out of demand-based and employees programs.		
			Establish annual training classes for enforcement staff.		
			Refine and adjust monitoring and enforcement policies as needed.		
			Develop and publish first State of Downtown Parking Report. Post on website and present to City Council.		
			Within first six months of demand-based and employee pricing, report to City Council to update with key findings.		
			Initiate rate and regulation adjustment procedures. Adjust rates/regulations 1-2 times within first year of implementation.		
15	Create peak-period passenger loading and universal valet programs.	Adjust peak-period passenger loading program. Implement universal valet.	Monitor peak-period passenger loading zones, including number of citations and overall compliance.	\$\$	Customer Experience
			Adjust zone locations and regulations as needed.		
			Continue to collaborate with business community to refine universal valet program.		
			Establish and/or update business license standards for valet operators to require adequate insurance, identifiable and coordinated branding, and use of new mobile technology.		
			Issue RFP for universal valet operator. Select operator.		
			Designate remote parking sites for valet parked vehicles (tandem parking authorized).		
			Implement valet program, including appropriate signage and curb markings, as well off-street storage locations.		
			Monitor and adjust valet program operations. If demand for valet exceeds off-street storage in the core, the valet service provider and City should collaborate to locate tandem parking opportunities in the Lower Park district.		
16	Improve downtown parking governance.	Continue parking advisory committee. Coordinate with citywide Transportation Management Association (TMA) formation. Create parking benefit district (PBD).	Continue with standing Advisory Committee meetings. Identify and implement priority actions. Adjust committee procedures as needed.	\$	Policy/Zoning
			Continue to ensure active participation of downtown employers within citywide TMA. Adjust TMA rules and procedures as needed.		
			Draft and adopt ordinance for creation of PBD. If required, hold vote of property owners/businesses to approve PBD formation. Develop organizational by-laws and formal expenditure plan of parking revenue to fund parking/travel/employee programs with "net" revenue.		
17	Study and reform parking code requirements.	Implement changes to zoning code.	Draft ordinance language and circulate for internal city feedback (as needed).	\$	Policy/Zoning
			Adopt zoning code modifications (as needed).		
			Monitor impacts and adjust as needed.		
18	Monitor and evaluate need for additional parking construction.	Further study the demand for, and feasibility of, additional parking supply in downtown.	Utilizing monitoring plan (Rec #13), assess impacts of recommendations on downtown parking availability.	\$\$	Customer Experience
			If needed, conduct further feasibility studies of candidate sites, including traffic and access impacts. Refine capital and operational cost estimates.		
			Develop long-term funding plan, including an assessment of mechanisms such as a property tax/assessment.		
			Present findings to City Council to confirm/refine policy direction.		

Figure 6-9 Implementation Plan – Phase III (18-36 months)

#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
1	Create an internal implementation task force.	Continue with implementation of parking study recommendations.	Continue with standing coordination meetings. Adjust program management as needed. Identify and implement Phase 3 priority actions.	\$	Admin/ Operations
2	Hire additional parking staff. Conduct long-term staffing plan.	Monitor staff resources and plan for long-term staffing needs.	Continue to monitor existing staffing resources/needs as recommendations are implemented. Based on staffing audit, confirm any additional staffing needs.	\$\$	Admin/ Operations
			Secure funding for additional staff and hire staff as needed.		
3	Create a communications and outreach plan for downtown parking.	Refine and continue community engagement and citywide marketing.	Continue to refine key messages and marketing materials/efforts.	\$\$	Customer Experience
			Conduct ongoing workshops with new employers and employees.		
			Continue with education/outreach, especially during peak periods and special events.		
			Distribute program materials as needed.		
4	Upgrade parking signage and wayfinding.	Implement parking signage and wayfinding upgrades.	Install signage/wayfinding upgrades, including all real-time signage and smartphone applications.	\$\$\$\$	Customer Experience
			Implement all signage upgrades with private operators and land owners at private lots/garages.		
5	Upgrade online parking services and information.	Implement online services and information upgrade.	Continue to upgrade online services. Update materials as needed.	\$\$\$	Customer Experience
			Ensure integration of private facilities into real-time availability applications.		
6	Secure additional parking for use by employees and the general public.	Adjust program as needed.	Adjust remote parking program policies as needed. Renegotiate agreements with private parties as needed.	\$\$\$	Customer Experience
			Secure additional parking as needed.		
7	Install new parking payment and access control infrastructure in public lots/garages and on certain streets. Upgrade and replace existing on-street parking meters.	Monitor payment and access infrastructure. Continue to plan for existing meter replacement.	Implement necessary adjustments and maintenance as needed.	\$\$\$\$	Admin/ Operations
			Finalize meter replacement and funding plan. Replace existing meters as feasible.		
			Identify areas for renegotiation with vendor for when contract expires.		
8	Continue to improve pedestrian and bicycle access.	Implement additional pedestrian and bicycle improvements.	Evaluate the need to add more bicycle parking or other pedestrian facilities as needed.	\$\$\$	Customer Experience
9	Create <i>Access Park City</i> mobility program to improve downtown travel options.	Monitor and adjust <i>Access Park City</i> mobility program.	Monitor performance of mobility and incentive programs. Conduct annual survey of program users to identify program issues and opportunities.	\$\$\$\$	Customer Experience
			Adjust program policies and guidelines as needed.		
			Implement additional mobility and incentives programs as feasible.		
			Identify areas for renegotiation with vendor for when contract expires.		
10	Implement demand-based parking management for all public on-and off-street parking. Manage parking to ensure adequate availability at all times.	Monitor and adjust demand-based management program.	Conduct annual survey of program.	\$\$\$	Customer Experience
			Utilizing monitoring plan (Rec #13), staff conduct rate and regulatory adjustments to achieve target occupancy rates.		
			Adjust program regulations, guidelines, and policies as needed.		
			Update and maintain program infrastructure and information.		
11	Shift to discount daily parking for employees.	Implement discounted daily employee pricing program.	Conduct annual survey of program.	\$\$	Customer Experience
			Utilizing monitoring plan (Rec #13), staff conduct rate and regulatory adjustments to achieve target occupancy rates.		
			Adjust program regulations, guidelines, and policies as needed.		
			Update and maintain program infrastructure and information.		
12	Make strategic improvements to event management.	Monitor and adjust event management practices.	Monitor and adjust event management practices as needed.	\$\$	Admin/ Operations
13	Modify Residential Permit Parking (RPP) program.	Monitor and adjust RPP program.	Monitor and adjust RPP program guidelines and operations as needed.	\$\$	Policy/Zoning
14	Adopt formal procedures for program monitoring and parking enforcement. Measure and report system performance via	Implement monitoring and reporting of system performance and enforcement activities.	Adjust performance metrics as needed. Adjust internal monitoring, tracking, and reporting procedures.	\$	Admin/ Operations
			Adjust internal monitoring, tracking, and reporting procedures.		
			Conduct annual training classes with enforcement staff.		

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#	Recommendation	Action by Phase	Implementation Details	Relative Cost	Strategy
	an annual State of Downtown Parking Report.		Develop and issue State of Downtown Parking Report on annual basis.		
			Continue with rate and regulation adjustment procedures to achieve target occupancy goals.		
15	Create peak-period passenger loading and universal valet programs.	Monitor and adjust loading and valet programs.	Conduct survey of employers and businesses.	\$\$	Customer Experience
			Monitor and adjust program operations as needed.		
			Identify areas for renegotiation with vendor for when contract expires.		
16	Improve downtown parking governance.	Continue parking advisory committee. Coordinate with citywide Transportation Management Association (TMA) formation. Create parking benefit district (PBD).	Continue with standing Advisory Committee meetings. Identify and implement priority actions. Adjust committee procedures as needed.	\$	Policy/Zoning
			Continue to ensure active participation of downtown employers within citywide TMA. Adjust TMA rules and procedures as needed.		
			Adjust PBD organizational by-laws and allocation of parking revenue as needed.		
17	Study and reform parking code requirements.	Evaluate changes to zoning code.	Monitor impacts and adjust as needed.	\$	Policy/Zoning
18	Monitor and evaluate need for additional parking construction.	Further study the demand for, and feasibility of, additional parking supply in downtown.	Utilizing monitoring plan (Rec #13), assess impacts of recommendations on downtown parking availability.	\$\$	Customer Experience
			If needed, solicit direction from Council to construct additional downtown parking supply.		
			Identify preferred site, refine cost estimates, and secure funding (if needed).		
			Initiate design, engineering, and construction process (if needed).		

S.I.P.
Main Street
\$144,833.65

NOTICE OF SPECIAL MEETING

To the Members of
the City Council of
Park City, Utah:

Notice is hereby given that a special meeting of the City Council of Park City, Utah, will be held at City Hall, being the regular meeting place of said council on March 27, 1975 at 5:30 o'clock P.M. for the purpose of considering a Resolution amending the Resolution adopted by the City Council on March 18, 1975, amending the Resolution adopted by the City Council on February 20, 1975, authorizing the issuance and sale of \$150,000 Special Improvement Bonds of the Park City Main Street, Off-Street Parking Special Improvement District and for the transaction of such other business incidental to the foregoing as may come before said meeting.

ACKNOWLEDGMENT OF NOTICE AND
CONSENT TO SPECIAL MEETING

We, the members of the City Council of Park City, Utah, do hereby acknowledge receipt of the foregoing Notice of Special Meeting and we hereby waive any and all irregularities, if any, in such notice and in the manner of service thereof upon us and consent and agree to the holding of such special meeting at the time and place specified in said notice, and to the transaction of any and all business which may come before said meeting.

Mayor

Councilmen

[Handwritten signatures]
John E. Skene
John V. T. Wilkins
Clemente P. Hansen
Leon W. Heaster
Mary C. Lehner
Richard H. Murrin

WAIVED NOTICE OF SPECIAL MEETING
ABSENT

Park City, Utah

March 27, 1975

A special meeting of the City Council of Park City, Summit County, Utah, was held on the 27th day of March, 1975, at the hour of 5:30 o'clock p.m. at the City Hall in said city, due, legal and timely notice having been given and each of the City Councilmen, at which meeting there were present and answering the roll call the following members who constituted a quorum:

John E. Price, Jr.
Clements P. Hansen
~~Richard Martinez~~
Leon Uriarte
Mary C. Lehmer
Jan Wilking, Jr.

Mayor
Councilman
~~Councilman~~
Councilman
Councilwoman
Councilman

also present

Nick J. Colessides
Bruce C. Decker

Asst. City Attorney
City Recorder

absent

Richard Martinez

Councilman

After the minutes of the last meeting had been read and approved and the roll called with the above result, the following Resolution was introduced in writing by Councilman Uriarte, was read in full and discussed and pursuant to motion made by Councilman Wilking and seconded by Councilman Hansen was adopted by the following vote:

Aye: John E. Price, Jr.
Clements P. Hansen
~~Richard Martinez~~
Leon Uriarte
Mary C. Lehmer
Jan Wilking, Jr.

Nay: None

The Resolution is as follows:

Resolution No. 1B

A Resolution Amending the Resolution of Park City, Utah, Adopted by Its City Council on March 18, 1975, amending the Resolution adopted by City Council on February 20, 1975, authorizing the issuance and sale of \$150,000 Special Improvement Bonds of the Park City Main Street Off-Street Parking Special Improvement District, to reduce the amount of Bonds to be sold to \$144,883.65.

WHEREAS, the City Council of Park City, Utah adopted a Resolution of said City on February 20, 1975, authorizing the issuance and sale of \$150,000 Special Improvement Bonds of the Park City Main Street Off-Street Parking Special Improvement District; and

WHEREAS, said Resolution was amended on March 18, 1975, to state the amount paid by property owners in the District on their assessments during the fifteen day period following the publication of Park City Ordinance No. 5A-75; and

WHEREAS, because of the amounts paid by the said property owners during said fifteen day period (\$4,483.00), the amount of Special Improvement District Bonds to be issued cannot exceed \$144,883.65; and

WHEREAS, the City Council desires to further amend the said Resolution of February 20, 1975, as amended, to state the exact amount of Special Improvement District Bonds to be issued;

NOW, THEREFORE, be it Resolved by the City Council of Park City, Summit County, Utah, as follows:

SECTION 1. The Resolution adopted by the City Council of Park City, Utah on February 20, 1975, authorizing the issuance and sale of Special Improvement District Bonds for the Park City Main Street Off-Street Parking Special Improvement District, is hereby amended as follows:

a. On Page 2, the bid of Thornton D. Morris & Company, Salt Lake City, Utah, to purchase the bonds is amended as set forth in the letter from said bidder dated March , 1975, attached hereto, so that the bonds to be purchased shall be as follows:

<u>Year Maturing (January 1)</u>	<u>Amount Maturing</u>	<u>Interest</u>
1976	\$50,000.00	8%
1977	50,000.00	8%
1978	44,883.65	8%

[Insert copy of bid letter]

b. On page 3, delete the figure "\$150,000" from the title of the Resolution and insert the figure "\$144,883.65" in lieu thereof.

c. On page 4, delete the figure "\$150,000" from line 7 and line 24 and insert the figure "\$144,883.65" in lieu thereof.

d. In Section 2, delete the last two sentences beginning with the words "The bonds shall bear interest" and ending with the words "payable at Zions First National Bank, One South Main Street, Salt Lake City, Utah" and substitute in lieu thereof the following:

The bonds shall bear interest at the rate or rates, shall be numbered, shall be in the denomination and shall mature as follows:

<u>Bond Numbers</u>	<u>Year Maturing</u>	<u>Amount Maturing</u>	<u>Amount of Coupons</u>
1	1976	\$50,000.00	8%
2	1977	50,000.00	8%
3	1978	44,883.65	8%

Both principal and interest shall be payable at the Zions First National Bank, One South Main Street, Salt Lake City, Utah.

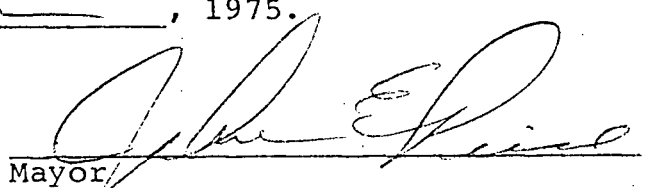
e. In Section 3, delete the second paragraph in the bond form on page 6 in its entirety, and substitute the following in lieu thereof:

This bond is one of a series of three Special Improvement Bonds numbered consecutively from 1 to 3, both inclusive, two of which (Bond Nos. 1 and 2) are in the denomination of \$50,000 each, and one of which (Bond No. 3) is in the denomination of \$44,883.65, issued by Park City, all of which are of like date and designation and aggregate the total amount of \$144,883.65.

SECTION 2. The Resolution adopted by the City Council of Park City on March 18, 1975, amending the aforesaid Resolution adopted on February 20, 1975, is hereby amended to delete the figure "\$150,000" appearing in the last line on page 4 thereof and by substituting the figure "\$144,883.65" in lieu thereof.

SECTION 3. This Resolution shall be effective immediately upon its passage and approval.

PASSED AND APPROVED by the City Council of Park City, Utah, this 27th day of March, 1975.

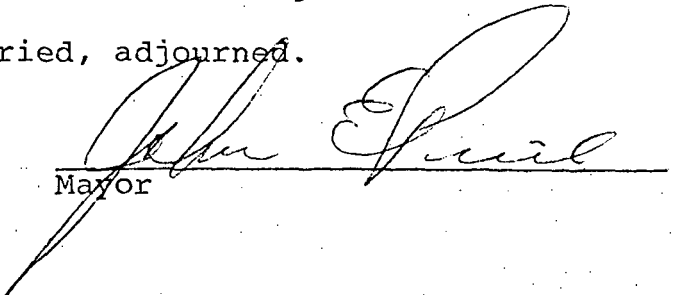

Mayor

ATTEST:


City Recorder

(S E A L)

After the transaction of other business not pertinent to the foregoing matter, the meeting was on motion duly made, seconded and carried, adjourned.


Mayor

Attest:

STATE OF UTAH)
 : ss.
COUNTY OF SUMMIT)

I, Bruce C. Decker, certify that I am the duly appointed and acting City Recorder of Park City, Utah, and further certify that the foregoing is a true and correct copy of the record of the proceedings had by the City Council of Park City, Utah at its meeting on March 27, 1975, and of the Resolution adopted at said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City this 27th day of MARCH, 1975.


City Recorder

(S E A L)

Park City, Utah _____

August 16, 1974, 1974

A regular meeting of the City Council of Park City, Summit County, Utah, was held on the 15th day of August, 1974, at the hour of 8:00 o'clock p..m. at the City Hall, being the regular meeting place of said council, due, legal and timely notice having been given to the Mayor and each of the City Councilmen of Park City, at which meeting there were present and answering roll call the following members who constituted a quorum:

John E. Price, Jr.	Mayor
Clements P. Hansen	Councilman
Richard Martinez	Councilman
Leon Uriarte	Councilman
Mary C. Lehmer	Councilwoman
Jan Wilking Jr.	Councilman

Also present:

Carl J. Nemelka	City Attorney
Bruce C. Decker	City Recorder

Absent:

Thereupon, the following proceedings, among others, were duly had and taken:

Mayor John E. Price, Jr. presented the following report of the Board of Equalization and Review for Main Street Off-Street Parking Special Improvement District of Park City:

1. The Board of Equalization and Review for Main Street Off-Street Parking Special Improvement District of Park City consisting of a quorum of the members of the City Council appointed as such by resolution adopted June 27, 1974, met on three consecutive days, July 29, 30, 31, 1974, from 10:00 a.m. to 12:00 p.m. on each of said days to hear and consider any objections to and to make corrections of any proposed assessments deemed inequitable or unjust.

2. At such hearings the Board heard all arguments from any person who believed himself aggrieved including arguments relating to the benefits accruing to any district block, lot, or parcel of property in the district or relating to an amount of the proposed assessment against any such tract, block, lot, or parcel. After the hearings were completed, the Board considered all facts and arguments presented and made such corrections in the proposed assessments as deemed just and equitable. No such corrections resulted in the increase of any proposed assessment.

3. The assessment list herewith presented, corrected as aforesaid, is recommended for adoption. Assessments in the amounts shown on the corrected assessment list should be levied against the property within the district in the manner provided by law. The Board of Equalization and Review finds that each piece of property within the District will be benefited in an amount not less than the assessment shown on the corrected assessment list and further finds that no piece of property listed on the corrected assessment list will bear more than its proportionate share of the cost of the improvements.

The foregoing report of the Board of Equalization and Review was ordered to be made a part of the minutes of this meeting.

Councilman Wilking introduced in writing and moved the adoption of the following ordinance:

ORDINANCE NO. 5 - 74

AN ORDINANCE confirming the assessment roll and levying a tax providing for the assessment of property in Park City Main Street Off-Street Parking Special Improvement District of Park City, Utah, for the purpose of paying the costs of constructing improvements consisting of asphalt surfacing and paving; concrete curb and gutter; pedestrian walks and access ways; street and lot lighting; landscaping with trees and shrubs; sprinkling system with main and lateral lines; control valves and sprinklers; off-street parking facilities and automobile access ways; sanitary sewer lines; storm sewers and surface flood control and drainage structures; removal of non-conforming existing improvements; undergrounding of the utility lines; excavation and grading; and all other miscellaneous work necessary to complete the improvements in a proper workmanlike manner; establishing a special improvement guarantee fund and providing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH:

Section 1. The City Council of Park City, Utah, hereby confirms the assessment roll as corrected and adjusted by the Board of Equalization and Review for Park City Main Street Off-Street Parking Special Improvement District of Park City, for Park City, Utah, and hereby confirms the findings

the findings of the Board of Equalization and Review that the proposed list of assessments as equalized by the Board of Equalization and Review are just and equitable; that each piece of property within the special improvement district will be benefited in an amount not less than the assessment to be levied against said property; and that no piece of property listed in said assessment list will bear more than its proportionate share of the cost of such improvements.

Section 2. The City Council of Park City, Utah does hereby levy a tax to be assessed upon the real property described in said assessment list. The assessments levied upon each block, lot, part of block or lot, tract or parcel of property therein described shall be in the amount set forth in the said assessment list, which is hereby incorporated by reference and made a part of this ordinance. Said property is included within Park City Main Street Off-Street Parking Special Improvement District of Park City in and for Park City, the boundaries of which are more particularly described in the Notice of Intention incorporated by reference and made a part of this ordinance. Said improvements are all within the limits of Park City, Utah.

The assessments hereby levied are for the purpose of paying the cost of constructing improvements on certain streets within the City consisting of asphalt surfacing and paving; concrete curb and gutter; pedestrian walks and access ways; street and lot lighting; landscaping with trees and shrubs; sprinkling system with main and lateral lines; control valves and sprinklers; off-street parking facilities and automobile access ways; sanitary sewer lines; storm sewers and surface flood control and drainage structures; removal of non-conforming existing improvements; undergrounding of the utility lines; excavation and grading; and all other miscellaneous work necessary to complete the improvements in a proper workmanlike manner and such other necessary construction incidental thereto adjacent to the said property and abutting and fronting upon the following streets and property within the boundaries of the Main Street Off-Street Parking Special Improvement District of Park City in Park City, Utah, to wit:

Farrell Avenue - from Second Street to Fifth Street;
Second Street - from Main Street to Farrell Avenue;

Fourth Street - from Main Street to Farrell Avenue;
Fifth Street - from Main Street to Farrell Avenue;
Certain city owned properties east of Blocks 23 and 24.

Said assessments are hereby levied and assessed upon each of the blocks, lots, parts of blocks and lots, tracts or parcels of real property described in the said assessment list off of which property fronts or abuts upon or is adjacent to the streets above mentioned thus improved and all of such property is affected or specially benefited by the improvements thereon.

Said assessments are levied at equal and uniform rates to the full depth of each parcel of real property included in the District. An allowance on said assessments has been made for corner lots so that they are not assessed at full rate on both streets.

The total cost of the improvements in said special improvement district is \$173,116.72, of which total cost the City's portion is \$24,265.25, which portion includes that part of the overhead costs for which an assessment cannot be levied, if any, and the cost of making improvements for the benefit of property against which an assessment may not be levied, if any. The balance to be assessed to the owners of property affected or benefited by the improvements is \$168,006.47 which is the total amount of the assessment hereby levied and which does not exceed in the aggregate the sum of: (a) the total contract price for such improvements under contract duly let to the lowest and best responsible bidders therefor; (b) the reasonable cost of utility services, maintenance, labor, materials, or equipment, if any; (c) the property price, if any; (d) the interest on any interim warrants issued against the special improvement district; (e) overhead costs not to exceed fifteen per cent (15%) of the sum of (a), (b), and (c). This total assessment is levied at the following rates:

All property fronting on Main Street	\$.44 cents per square foot
All remaining property within the Special Improvement District	\$.27 1/2 cents per square foot

It is hereby found and determined that the real property hereby assessed is affected by and specially benefited by the said improvements to the full amount of the assessments hereby levied.

The City Treasurer is hereby authorized and directed to assess the real

property hereinabove referred to in accordance with the provisions of this ordinance for the purposes herein mentioned and to collect said taxes as provided by law and the ordinances of this City.

Section 3. The assessment list made by the City Treasurer for the said property in the Main Street Off-Street Parking Special Improvement District of Park City as corrected, approved, equalized and completed by the Board of Equalization and Review, is hereby confirmed and the assessments made and returned in said completed list and the report and recommendations of the Board of Equalization and Review to the City Council at Park City, Utah, are hereby ratified, approved and confirmed.

Section 4. The whole or any part of the assessment may be paid without interest within fifteen (15) days after this ordinance becomes effective. Any part of the assessment not paid within such fifteen (15) day period shall be payable over a period not exceeding ^{THREE (3)} ~~ten (10)~~ years from the effective ^{THREE (3)} ~~ten (10)~~ date of this Ordinance in ~~ten (10)~~ substantially equal annual installments with interest on the unpaid balance of the assessment at the rate of seven percent (7%) per annum from the effective date of this ordinance until due. Interest shall be paid in addition to the amount of each such installment annually at the time each installment becomes due. After said fifteen (15) day period, all unpaid installments of an assessment levied against any piece of property (but only in their entirety) may be paid prior to the dates on which they become due, but any such prepayment must include an additional amount equal to the interest which would accrue on the assessment to the next succeeding date on which interest is payable on any special improvement bonds issued in anticipation of the collection of the assessments plus such additional amount as, in the opinion of the City Treasurer, is necessary to assure the availability of money to pay interest on the special improvement bonds as interest becomes due and any premiums which may become payable on redeemable bonds which may be called in order to utilize the assessments thus paid in advance.

Default in the payment of any installment of principal or interest when due shall cause the whole of the unpaid principal and interest to become due and payable immediately, and the whole amount of the unpaid principal shall

thereafter draw interest at the rate of 10% per annum until paid, but at any time prior to the date of sale or foreclosure the owner may pay the amount of all unpaid installments past due, with interest at the rate of 10% per annum to date of payment on the delinquent installments, and all approved costs, and shall thereupon be restored to the right thereafter to pay in installments in the same manner as if default had not occurred.

Section 5. The City Council of Park City, Utah, does hereby create a special improvement guaranty fund and shall at the time of each annual appropriation ordinance, so long as any special improvement district bonds of Park City remain outstanding, provide for the levying of a tax of one mill in each year to create a fund for the purpose of guaranteeing to the extent of such fund the payment of special improvement bonds and interest thereon issued against local improvement districts for the payment of local improvements therein, all in the manner and to the extent provided by the laws of the State of Utah.

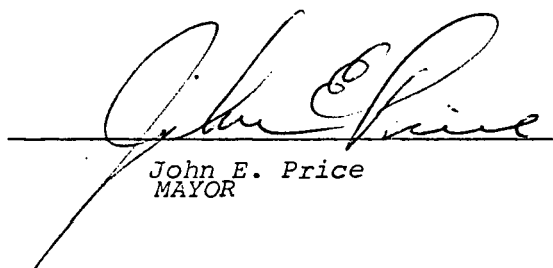
Section 6. The officials of Park City, Utah, be and they are hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this ordinance.

Section 7. All ordinances or parts thereof in conflict with this ordinance are hereby repealed.

Section 8. An emergency is hereby declared, the preservation of peace, health and safety of Park City and the inhabitants thereof so requiring. Immediately after its adoption this ordinance shall be signed by the Mayor and City Recorder and shall be recorded in the ordinance book kept for that purpose, and said ordinance shall be published once in the Park Record, a newspaper of general circulation in Park City, Utah, and this ordinance shall take effect immediately upon its passage and approval and publication as required by law.

PASSED AND APPROVED BY THE CITY COUNCIL OF PARK CITY, UTAH, this
15th day of August, 1974.

-5-



John E. Price
MAYOR

ATTEST:

Bruce C Decker
CITY RECORDER

(S E A L)

Thereupon Councilman Leon Uriarte seconded the motion to adopt the foregoing ordinance and the same upon being put to a vote was unanimously carried by the affirmative vote of all Councilmen present, the vote being as follows:

AYE: Clements P. Hansen
Richard Martinez
Leon Uriarte
Mary C. Lehmer
Jan Wilking Jr.

NAY: None

It appearing that more than a majority of the Councilmen had voted in favor of the motion, the Mayor thereupon declared the motion carried and the ordinance adopted.

John C. Ruess
MAYOR

ATTEST:

Bruce C Decker
CITY RECORDER

(S E A L)

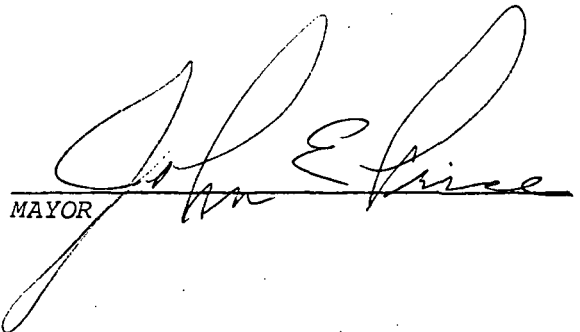
Thereupon it was moved by Councilman Jan Wilking Jr., that the City Treasurer be authorized and directed to give notice of assessment by mail to the property owners of the levying of a tax in the Main Street Off-Street Parking Special Improvement District of Park City for Park City, Utah.

Thereupon, Councilman Richard Martinez seconded the adoption of the foregoing motion, and the same upon being put to a vote was unanimously carried by the affirmative vote of all Councilmen present, the vote being as follows:

AYE: Clements P. Hansen Jan Wilking Jr.
 Richard Martinez
 Leon Uriarte
 Mary C. Lehmer

NAY: None

It appearing that more than a majority of the Council had voted in favor of the motion, the Mayor thereupon declared the motion carried and adopted.


MAYOR

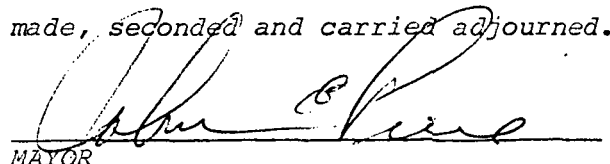
ATTEST:


CITY RECORDER

(S E A L)

The City Treasurer was thereupon authorized to mail the notice of special assessment as hereinbefore provided.

After the transaction of other business not pertinent to the foregoing matter, the meeting was on motion duly made, seconded and carried adjourned.


MAYOR

ATTEST:


CITY RECORDER

STATE OF UTAH)
 : ss.
COUNTY OF SUMMIT)

I, Bruce C. Decker, the duly appointed, qualified and acting City Recorder of Park City, Utah, do hereby certify that the above and foregoing is a full, true and correct copy of the record of proceedings had by the City Council of Park City, Utah, at its meeting held on the 15th day of August, 1974, insofar as the same relates to or concerns the Main Street Off-Street Parking Special Improvement District of Park City as the same appears of record in my office.

I further certify that the ordinance levying the special assessment was recorded by me in the official records of said City on the 16th day of August, 1974.

I further certify that said ordinance was published one time in the Park Record, the affidavit of which publication is attached hereto.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City this 16th day of August, 1974.


CITY RECORDER

(S E A L)

Exhibit D



P. O. BOX 1480
PARK CITY, UTAH 84060
PHONE (801) 649-9321

July 1, 1980

TO WHOM IT MAY CONCERN:

In compliance with Park City Municipal Corporation Ordinance #5A-75, Main Street Special Improvement District, fees levied against below mentioned property have been paid in full and Park City Municipal Corporation holds no liens toward said property:

N 10 ft of Lot 6 & 7 Blk 11, Park City Survey
Lot 8 Blk 11, Park City Survey
Und 1/3 int in Lot 9 Blk 11, Park City Survey
Und 1/3 int in PC 170 Lot 9 Blk 11, Park City Survey
Und 1/3 int in PC 170 Lot 9 Blk 11, Park City Survey
Und 1/3 int in PC 171 All lot 10 blk 11, Park City Survey
Und 1/3 int in PC 171 all Lot 10, Blk 11, Park City Survey
Und 1/3 int in PC 171 all Lot 10 Blk 11, Park City Survey
Und 1/3 int in PC 172 S 19 ft Lot 11, Blk 11, Park City Survey
Und 1/3 int in PC 172 S 19 ft Lot 11, Blk 11, Park City Survey
Und 1/3 int in PC 172 S 19 ft Lot 11, Blk 11, Park City Survey
Und 1/3 int in PC 173 N 6 ft Lot 11 & S 13.5 ft Lot 12,
Blk 11, Park City Survey
Und 1/3 int in PC 173 N 6 ft Lot 11 & S 13.5 ft Lot 12,
Blk 11, Park City Survey
Und 1/3 int in PC 173 N 6 ft Lot 11 & S 13.5 ft Lot 12,
Blk 11, Park City Survey

(COPIES ATTACHED HERETO)

Respectfully,

PARK CITY MUNICIPAL CORPORATION

Linda W. Leatham,
City Recorder

LWL:s

Attachment-14

Exhibit E

MAIN STREET SPECIAL
IMPROVEMENT DISTRICT

1981-1982

			1	2	3	4	5	6
ACCT NUMBER	NAME	BALANCE 6/30/81	ACCRUED INTEREST	PAYMENTS	BALANCE 6/30/82	DATE OF PAYMENT		
1	# 1 ENVIRONETICS	-0-	—	—	-0-			1
2	# 2 KIMBALL ART	-0-	—	—	-0-			2
3	# 3 KIMBALL ART	-0-	—	—	-0-			3
4	# 4 ROBERT C JOHNSON	-0-	—	—	-0-			4
5	# 5A P.C. PROPERTIES	-0-	—	—	-0-			5
6	# 5B DAVID KRAJESKI	80	—	—	80			6
7	# 6 TIMBERHAUS	—	—	—	—			7
8	# 7 LAMAR COON	—	—	—	—			8
9	# 8 LAMAR COON	—	—	—	—			9
10	# 10 WENDELL PAULSEN	—	—	—	—			10
11	# 11 WENDELL PAULSEN	—	—	—	—			11
12	# 12 J. HAROLD ABEGGLEN	—	—	—	—			12
13	# 13 EDWIN GROSE	—	—	—	—			13
14	# 14 KENDALL WEBB	—	—	—	—			14
15	# 15 GEORGE GASPARAC	—	—	—	—			15
16	# 16 NTC	—	—	—	—			16
17	# 17 NTC	—	—	—	—			17
18	# 19 JESS WHITE	—	—	—	—			18
19	# 20-21 ARTHUR DURANTE	—	—	—	—			19
20	# 22 LLOYD STEVENS	11594	—	—	11594			20
21	# 23 DON MILLECOM	—	—	—	—			21
22	# 24 DON MILLECOM	—	—	—	—			22
23	# 25 RICH DOTY	—	—	—	—			23
24	# 26 ^{DAVID THIND} WILLIAM THIND	—	—	—	—			24
25	# 27 MIRIAM MEYER	—	—	—	—			25
26	# 28 ROGER SHANE	—	—	—	—			26
27	# 29 HENRY SPRIGGS	—	—	—	—			27
28	# 30 TERRA, INC	—	—	—	—			28
29	# 31 GAYLE GITTENS	—	—	—	—			29
30	# 32 GAYLE ISSACSON	—	—	—	—			30
31	# 34 ARTHUR PIVA	—	—	—	—			31
32	# 35 JOSEPH BUENHER	—	—	—	—			32
33	# 36 ALAN D FRANDSEN	—	—	—	—			33
34	# 37 HOWARD ANDERSON	—	—	—	—			34
35	# 38 KEITH LINDSAY	—	—	—	—			35
36	# 40 DARRELL MEYER	—	—	—	—			36
37	# 41 EARL RESEIGN	—	—	—	—			37
38	# 42 EATING ESTABLISHMENT	—	—	—	—			38
39	# 43 JOHN DEMKOWICZ	—	—	—	—			39
40	# 44 WHISKEY SPRINGS	—	—	—	—			40
	# 45 WHISKEY SPRINGS	—	—	—	—			

ACCT NUMBER	NAME	BALANCE 6/31/81	ACCURED INTEREST	PAYMENTS	BALANCE 6/30/82	DATE OF PAYMENT
# 46	INTERSTATE RENTALS	—	—	—	—	
# 47	" "	—	—	—	—	
# 48	" "	—	—	—	—	
# 49	" "	—	—	—	—	
# 50	" "	—	—	—	—	
# 51	" "	—	—	—	—	
# 52	" "	—	—	—	—	
# 53	" "	—	—	—	—	
# 54	" "	—	—	—	—	
# 55	" "	—	—	—	—	
# 56	" "	—	—	—	—	
# 57	" "	—	—	—	—	
# 58	" "	—	—	—	—	
# 59	WILLIAM ORRIS	—	—	—	—	
# 60	JAMES BLOOM	—	—	—	—	
# 61	DC & ER ANDERSON	—	—	—	—	
# 62	MELVIN JENSEN	—	—	—	—	
# 63	DONNA LEWIS	295680	—	295680	-0-	7/5-23/81
# 64	MAX B LEWIS	—	—	—	—	
# 65	W W RIXEY	211200	—	—	211200	
# 66	TMI	—	—	—	—	
# 68	JOHN SWEENEY	—	—	—	—	
# 67	DALE NELSON	—	—	—	—	
# 69	JAMES W CARR	22453	—	—	22453	
# 70	WILLIAM COLEMAN	137280	—	—	137280	
# 71	LUCY PEZELY	175859	—	—	175859	
# 72	VIRGINIA V SWEENEY	—	—	—	—	
# 73	DON MILLECOM	97996	—	—	97996	
# 75	DON MILLECOM	—	—	—	—	
# 76	DON MILLECOM	—	—	—	—	
# 77	ALVIN YOUNG	—	—	—	—	
# 78	ALVIN YOUNG	—	—	—	—	
# 79	ALVIN YOUNG	—	—	—	—	
# 80	FRED ELEY	38102	—	—	38102	
# 81	GENEVIEVE GIACOMA	—	—	—	—	
# 82	ALBERT MITCHEL	—	—	—	—	
# 83	RESORT CINEMA	201608	—	—	201608	
# 84	LEON URIARTE	—	—	—	—	
# 85	DON TOMPKINS	—	—	—	—	
# 86	DON TOMPKINS	—	—	—	—	
# 87	SID ELIASON	—	—	—	—	

May 2, 1983

Dear Property Owner:

The Finance Department of Park City Municipal Corporation is in the process of clearing up some old balances left on our accounts receivable ledger. These balances stem back from the Main Street Special Improvement District Assessment, which was assessed in 1975. An installment plan was set up in which the property owner could pay the assessment in installments over a three (3) year period, with an annual interest rate of 8%.

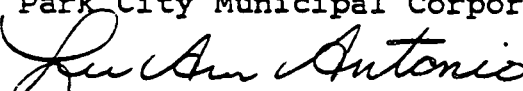
In going thru these accounts, we find that your account has a past due balance still owing. Enclosed is a bill for the past due balance plus a 10% interest charge per year, for the years 1978 thru and including 1982. This bill is due on or before May 30, 1983. If payment is not received by this time or some satisfactory arrangements are not made, we will have no other choice, but to go thru the Summit County Assessors offices and have a lien put against your property.

If the property that is described in the upper right of this letter is no longer owned by you, would you please give us the new owners name and mailing address and any other information that you may have on them.

Your prompt attention to this matter will be greatly appreciated.

Respectfully,

Park City Municipal Corporation



By: LuAnn Antonio
City Treasurer

LA/km
Enclosure

William & Georgia Carol Rixey
Box 777
Park City, Utah 84060

January 1, 1984

PROPERTY DESCRIPTION

AMOUNT DUE

PC 194 Lots 7 & 8 Blk 12 PC Survey

\$3401.39

Recorded at the request of and return
to: Park City Municipal Corp.
P. O. Box 1480, Park City, UT 84060

Fee Exempt per Utah Code
Annotated 1953 21-7-2

Craig Smith, City Recorder
Box 1480
Park City, Utah 84060

Entry No.	232209
REQUEST OF	<i>Park City Municipal Corp.</i>
FEE	ALAN SPRIGGS, SUMMIT CO. RECORDER
\$ <i>N.C.</i>	By <i>Susan Lybman</i>
RECORDED	3-28-85 at 9:16 M

NOTICE OF PAYMENT OF ASSESSMENT

TO WHOM IT MAY CONCERN:

Please be advised that the assessment levied by the Main Street Off-Street Parking Special Improvement District, commonly known as the Main Street Special Improvement District, under the Ordinance of July 5, 1974 against the following described property located within Park City, Summit County, Utah, was paid in full on or before December 31, 1983. The property is described as follows:

Block 8, Park City Survey, Lots 1 thru 8;

Block 8, Park City Survey, Lots 25 thru 28;

Block 9, Park City Survey, Lots 1 and 2, North half of Lot 3, Lots 4 thru 10, Lots 12 thru 23, and the Easterly 25 feet of Lot 24, all of lot 43;

Block 5, Park City Survey, Lots 10, 11, 12;

Block 10, Park City Survey, Lots 1 thru 7, and Lots 13 thru 16;

Block 11, Park City Survey, Lots 2 thru 16;

Block 12, Park City Survey, Lots 3 thru 6, 9 thru 16, and the East 50 feet of Lots 1 and 2;

Block 13, Park City Survey, Lots 12 and 14;

Block 21, Park City Survey, Lots 3 thru 6, 12 thru 15, and Parcel A, being located between Blocks 21 and 22;

Block 22, Park City Survey, Lots 1 thru 5, southerly 20 feet of Lot 6, Northerly 15 feet of Lot 9, Lots 10 thru 16;

Block 23, Park City Survey, Lots 1 thru 12;

Block 24, Park City Survey, Lots 2 and 3, Lots 13 thru 15, Lots 18 thru 23, and Parcel D being located between Blocks 24 and 25;

800- 336 PAGE 363-64

Block 25, Park City Survey, Lots 1 thru 7 (all);

Block 56, Park City Survey, Lots 1 thru 14 (all).
The Crawford Parcel is now the right of way for
Swede Alley.

Block 69, Millsite Reservation, Lots 1 thru 17,
excepting a portion of Lot 13, being approximtely
10 feet in width at the center of that lot;

Block 70, Millsite Reservation, Lots 12 thru 16;

Dated March 27 , 1985.


J. Craig Smith, Recorder

On the 27 day of March, 1985, J. Craig Smith appeared
before me and, being sworn and upon oath, did state to me
that he is the duly appointed City Recorder of Park City,
Utah, and that he signed the foregoing document on behalf of
the City with proper authority.


Notary Public
Residing at: Park City

Commission Expires: 1-23-88



BOOK 336 PAGE 364

First American Title Insurance Company

COMMITMENT FOR TITLE INSURANCE

SCHEDULE A

1. Effective Date: **April 19, 2017, 7:55 am**

2. Policy (or Policies) to be issued:	Amount	Premium
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(a) ALTA OWNER'S POLICY (6-17-06)		
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Proposed Insured:

(b) ALTA LOAN POLICY (6-17-06)		
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Proposed Insured:

3. **Fee Simple** interest in the land described in this Commitment is owned, at the Commitment Date, by
WESTLAKE LAND, LLC, a Utah limited liability company

4. The land referred to in this Commitment is described as follows:

Lots 7 and 8, Block 12, PARK CITY SURVEY AMENDED, according to the official plat thereof, on file and of record in the office of the Summit County Recorder, Summit County, Utah. PC-194

PARK CITY TITLE COMPANY

By


Authorized Signatory

First American Title Insurance Company

COMMITMENT FOR TITLE INSURANCE

SCHEDULE B - SECTION I REQUIREMENTS

Effective Date: April 19, 2017, 7:55am

The following requirements must be met:

- (a) Pay the agreed amounts for the interest in the land and/or according to the mortgage to be insured.
- (b) Pay us the premium, fees and charges for the policy.
- (c) Documents satisfactory to us creating the interest in the land and/or the mortgage to be insured must be signed, delivered and recorded, providing us with copies of appropriate agreements, resolutions, certificates or other evidence needed to identify the parties authorized to execute the documents creating the interest to be insured:
- (d) You must tell us in writing the name of anyone not referred to in this Commitment who will get an interest in the land or who will make a loan on the land. We may then make additional requirements or exceptions. The owner and any previous owners within the last 6 months are required to sign a statement that no recent construction has taken place. A physical inspection may also be required. If recent construction has taken place, additional requirements may be added.
 - 1. **The name of WESTLAKE LAND, LLC, a Utah limited liability company, has been checked against the records of Summit County, Utah, and no judgments or tax liens appear of record.**
 - 2. **PROPERTY ADDRESS: 227 Main Street, Park City, UT 84060.**

First American Title Insurance Company

COMMITMENT FOR TITLE INSURANCE

SCHEDULE B - SECTION II EXCEPTIONS

Effective Date: April 19, 2017, 7:55am

Any policy we issue will have the following exceptions unless they are taken care of to our satisfaction.

1. The lien of Real Estate Taxes or assessments imposed on the title by a governmental authority that are not shown as existing Liens in the Records of any taxing authority that levies taxes or assessments on real property or in the Public Records.
2. Any Facts, Rights, Interests or Claims that are not shown in the Public Records but that could be ascertained by an inspection of the land or by making inquiry of persons in possession of the land.
3. Easements, claims of easements or encumbrances that are not shown in the Public Records.
4. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the title including discrepancies, conflicts in boundary lines, shortage in area, or any other facts that would be disclosed by an accurate and complete land survey of the land, and that are not shown in the Public Records.
5. Unpatented mining claims; reservations or exceptions in patents or in acts authorizing the issuance thereof; water rights, claims or title to water.
6. Any lien, or right to a lien, for services, labor or material theretofore or hereafter furnished, imposed by law and not shown in the Public Records.
7. **Taxes for the year 2017, now accruing but not yet due or payable, and taxes for subsequent years. Currently assessed under Serial No. PC-194.**

Taxes for the year 2016 have been paid in the amount of \$8,877.57, under Serial No. PC-194.

8. **This property is within the Snyderville Basin Sewer Improvement District, and Park City Water Service District, and is subject to the charges and assessments thereof.**
 9. **Excepting all oil, gas, and other minerals of every kind and description underlying the surface of the subject property.**
 10. **Claim, right, title or interest to water or water rights whether or not shown by the Public Records.**
 11. **Subject to the terms, conditions and assessments contained in that certain document entitled Park City Ordinance, Ordinance No. 82-3 (Park City Neighborhood Development Plan), recorded February 16, 1982, as Entry No. 188603 in Book M-212 at Page 148-54, records of Summit County, Utah.**
- Notice of Approval of the Amendment to the Park City Neighborhood Development Plan, recorded November 2, 1990 as Entry No. 332260 in Book 585 at Page 147, records of Summit County, Utah.**
12. **Reserving to Grantor, all mines, ores and minerals beneath said surface, but with the duty always to preserve and maintain surface support, as reserved in the Warranty Deed recorded April 12, 1916 in Book L-WD at page 18, records of Summit County, Utah.**

13. **Affidavit confirming Ordinance Levying the assessment for the Main Street Off-Street Parking Special**

Improvement District of Park City, commonly known as the Main Street Special Improvement District within Park City adopted by City Council August 16, 1974, and recorded February 28, 1985 as Entry No. 231175 in Book 333 at page 91, records of Summit County, Utah.

- 14. Notice and Order to Repair recorded by Park City Municipal Corporation October 14, 2015 as Entry No. 1030459 in Book 2319 at page 1500, records of Summit County, Utah.**