

**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
August 9, 2017**



AGENDA

MEETING CALLED TO ORDER AT 5:30PM

ROLL CALL

ADOPTION OF MINUTES OF July 26, 2017

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

STAFF BOARD COMMUNICATIONS AND DISCLOSURES

CONTINUATIONS

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 sq. ft. modifying to 5,500 sq. ft. PL-17-03574 54
Planner
Morlan
Public hearing and continuation to date uncertain

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

Treasure Hill Conditional Use Permit, Creole Gulch and Town Lift Mid-station Sites – Sweeney Properties Master Plan - PL-08-00370 PL-08-00370 55
Planner
Astorga
Public hearing, discussion and consideration of motion to continue public hearing to a future date

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. PL-17-03559 153
Planner
Astorga
Public hearing and possible recommendation to City Council

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. PL-16-03352 167
Planner
Grahn &
Tyler
Public hearing and possible recommendation to City Council on August 31, 2017

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. PL-17-03661 203
Planner
Tyler
Public hearing and possible recommendation to City Council on August 17, 2017

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
JULY 26, 2017

COMMISSIONERS IN ATTENDANCE:

Vice-Chair Steve Joyce, Melissa Band, Preston Campbell, John Phillips, Laura Suesser, Doug Thimm,

EX OFFICIO:

Planning Director, Bruce Erickson; Francisco Astorga, Planner; Tippe Morlan, Planner; Hannah Tyler, Planner; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING

ROLL CALL

Vice-Chair Joyce called the meeting to order at 5:30 p.m. and noted that all Commissioners were present except Commissioners Strachan, who was excused.

ADOPTION OF MINUTES

July 12, 2017

MOTION: Commissioner Phillips moved to APPROVE the Minutes of July 12, 2017 as written. Commissioner Suesser seconded the motion.

VOTE: The motion passed. Commissioners Band and Thimm abstained from the vote since they were absent from the meeting on July 12th.

PUBLIC INPUT

There were no comments.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

There were no comments, announcements or disclosures.

WORK SESSION

Proposed amendments to Title 6, Chapter 3 of the Municipal Code regarding Park City's Noise Ordinance to minimize conflicts in neighboring commercial and residential zones and other technical updates.

Director Erickson stated that the City Council asked the Staff to update the Planning Commission on the proposed noise ordinance amendments since both the Planning Commission and the City Council are concerned with Code enforcement issues and neighborhood compatibility. He clarified that it was advisory only, and the Commissioners could make recommendations and provide input to the City Council based on what they heard in the presentation, but it would not be a binding resolution.

Michelle Downard, Deputy Chief Building Official, stated that they were before the Planning Commission this evening as a courtesy to receive input and have a discussion regarding noise ordinance amendments that the Staff was proposing to be considered. It was also an opportunity to have an additional public hearing and listen to public input. Ms. Downard encouraged feedback and recommendations to take back to the City Council for action on the Code change.

Ms. Downard reported that the noise ordinance amendments were created as a result to add specificity and ability to enforce without prosecutorial concerns. She noted that Tricia Lake, the City Prosecutor, would discuss that in detail later in the presentation.

Ms. Downard stated that noise ordinances in general are a common concern and issue for local jurisdictions. Utah specifically has a disturbing the peace State law which says that local jurisdictions have the ability to adopt their own noise ordinance. Therefore, it varies from jurisdiction to jurisdiction, and each have the ability to cater to the particular needs of that jurisdiction. Ms. Downard remarked that Park City has tried to take advantage of that opportunity and the ability to write their own ordinance particular to this jurisdiction, and to consider all of the uses in town and the enforcement abilities.

Ms. Downard stated that with population growth and density, development and a national growing trend of mixed use buildings, there is less separation between uses and activities and the potential sources of sound increases, which compounds the potential for noise conflicts. It is a general issue that applies throughout the nation, and not just Park City. The noise ordinance can be utilized as a tool to address the conflicts. In Park City they have seen concerns in the past regarding conflicts and different expectations between residential areas and business areas, and that is something they will drill down on a little more as they get into the actual verbiage of the ordinance.

Ms. Downard remarked that when they looked at the amendments, they considered not only the constitutionality of this project, but they saw it as an opportunity to talk about where they have had concerns between districts that are commercial versus residential. They also talked about the potential of addressing the fact that noise tolerance can be determined by many factors. Whether or not someone will be concerned and/or

frustrated enough to call and make a complaint regarding noise is impacted by many factors, including the time of day, the place or the zone, and the manner of the noise. How loud, how frequent and how long it lasts. All of those were considered and the intent was to look at everything holistically when they adopt the ordinance and talk about the criteria.

Ms. Downard emphasized that enforcement is key. The ordinance is only as good as the enforcement, and the Staff will be recommending an enforcement pilot program if this noise ordinance moves forward.

Sgt. Penrod with the Park City Police Department presented a trend analysis prepared by one of their tech specialists on disturbing the peace in their jurisdiction. The analysis showed what the trend has been and what it is projected to be over the next couple of years. It also showed the current disturbance of peace calls. Another slide was a breakdown of the City in different sectors for the calls. The next slide showed the rate and location. He pointed out that the red/orange/yellow areas on the map indicated the majority of calls. The lower call volume was identified in blue. Sgt. Penrod remarked that the analysis showed that this year would be the lowest year for disturbing the peace calls, and the trend shows that it will continue to go down. He also presented a breakdown from 2017 for disturbing the peace calls, which showed that most calls occur between 10:00 and 3:00, with the majority of calls coming in from 10:00 to 11:00, and predominantly on the weekends. Sgt. Penrod presented another slide showing the comparison with 2017 versus 2016 and 2015. He reiterated that the overall trend was showing that they were lower and would continue to be lower. From January to July of this year there were 141 reports, which is 26 less than 2016 and two more than 2015.

Sgt. Penrod presented data from the last two years showing that the most common months for complaints has been January and March, with February being at the top as well. He emphasized that 2017 could potentially be the lowest year of disturbing the peace in the last two years.

Commissioner Thimm asked if there was a reason for the trend to lower levels. Sgt. Penrod was unsure why the trend was going down. Based on his experience, it typically differs from the actual trend or what the analysis shows. He clarified that this was only for disturbing the peace. They take other calls related to disorderly conduct or other complaints that might be a noise disturbance but it is reported differently. Sgt. Penrod was unclear on whether part of the trend was a change in how dispatchers are logging the calls or if the overall trend would naturally decrease.

Vice-Chair Joyce referred to the slide showing the 2015 and 2016 trends. He did not think there was much difference between the trends; and pointed out that 2015 and

2017 were almost identical. In his opinion, it did not look like they were trending down. Sgt. Penrod pointed out that it was a short period of time for the analysis. He assumed the reporting was not showing the complete trend on the slide. Sgt. Penrod offered to clarify it with more data from the analysis. Vice-Chair Joyce recommended that they actually show a trend if it is important to the argument.

Assistant City Attorney Tricia Lake, stated that one of the primary impetus for viewing the ordinance was to assess the constitutionality of it. The City did something similar with the sign code last year. Ms. Lake stated that in assessing the constitutionality of the noise ordinance, it appears that certain aspects of it could either be viewed as overbroad or vague. She explained that an overbroad ordinance is an ordinance that can impede an individual's right to express themselves under the first amendment. In addition, they look at vagueness, and whether the ordinance is drafted in a way that it communicates to citizens what actually is prohibited, and whether it is easy for law enforcement and code enforcement to understand how to enforce it. Ms. Lake remarked that they look at overbroad and vagueness to assess whether or not the ordinance would withstand constitutional scrutiny.

Assistant City Attorney Lake stated that in reviewing this ordinance they identified multiple aspects of the ordinance that could be amended to better insure the constitutionality of our ordinance. Those were delineated in the Staff report. Ms. Lake stated that adding more specificity to the ordinance allows those being governed to understand what is prohibited. If the specificity enables law enforcement and code enforcement better ability to investigate and enforce the ordinance, it increases the constitutionality of the ordinance. They have done that in this case.

Assistant City Attorney Lake reported that a standard was established to resolve disputes in different districts. She presented a slide showing the part of the ordinance that increases that specificity. They also delineated that if there are two zones in proximity to each other, the limit of the least restrictive use shall apply. For example, if a residential zone and a commercial zone border one another, the least restrictive use would apply. In this scenario, the 65 decibels for the commercial zone bordering a residential zone would govern.

Assistant City Attorney Lake presented a slide showing examples of different decibel levels for certain items to give the Commissioners an idea of what noise creates a certain decibel level. Ms. Lake stated that there is a correction for duration of sound, which means when there is a loud sound, the measurement period is still ten minutes; however, they take a one-minute measurement out of that ten minutes and if the decibel levels are exceeded by 15 decibels it would be a violation. The louder the sound the shorter the measurement time frame. The table also included relief from

noise restrictions and an added exemption. The relief does not change and it still allows the Chief of Police and the Building Official to grant that relief for special events, community or private functions, and for certain building issues. There is a specific protocol for those individuals to do that. The exemptions remain the same. The only addition is that they added an HVAC system to those exemptions.

Commissioner Band had questions regarding the approved HVAC system. Ms. Lake replied that it would have to be approved by the Planning Department. If it is approved, it would be an exception. Director Erickson explained that people are allowed to have an HVAC system and there is an exemption for side yard setbacks, if that was approved, the neighbor could not call in a violation on the HVAC system. However, if owner put it in without approval, the neighbor could call in a complaint and the owner would be subject to the noise ordinance.

Commissioner Band understood that HVAC systems are noisy, but she did not believe they were in the nuisance category. Director Erickson pointed out that the exemption was not just for residential. It would also apply to Main Street, the compressors behind Fresh Market, or the air handling system at Eccles and at the hospital. If the baffling system is approved, they are exempted. If the City did not approve the baffling system or it was poached in, enforcement action could be taken.

Vice-Chair Joyce commented on some of the older, louder air compressors. He thought 50 decibels was fairly quiet; however, if one is running five or ten feet from a window, it would exceed the threshold at night. Ms. Lake thought it was important to note that the difference between 60 decibels and 50 decibels is half. Vice-Chair Joyce understood, but he thought 50 decibels was still low at night. He thought HVAC system was a big exemption that would show up a lot if they walked around and measured them.

Ms. Downard explained the Joint Enforcement Pilot Program and noted that the description Ms. Lake gave addresses the verbiage change within the noise ordinance in the Code. However, in the end the key will be enforcement. When they talk about any kind of Code changes, whether or not they have any implications on practical enforcement and a standard across the City, there is going to be an education component and an enforcement component. If Code Enforcement Officers are not available 24/7, the Police Department is always available to respond to concerns. Ms. Downard stated that whenever they look at this type of Code amendment they want to make sure they will be applying it consistently. For that reason, the Staff was recommending a Joint Enforcement Pilot Program. It would be a three-month program intended to do cross-training. A Code Enforcement Officer and an employee from the Building Department is going to be working a shift with a uniformed police officer, and

the dates and times will be staggered to get a sampling of what is happening around town and which noise concerns are identified. Any concerns identified will be discussed and brainstormed as far as the appropriate mechanisms for enforcement. Between different staffers there are different methods of enforcement, whether it would be administrative citations, criminal citations, or verbal warnings for violations that are not egregious. Ms. Downard reported that the Staff was recommending that the pilot program be done in conjunction with any Code changes that may come about.

Ms. Downard stated that the ultimate goal will always be for compliance. Park City has a strategic code enforcement based approach. They will proactively enforce any kind of noise concerns, particularly as a result of a new ordinance; however, it will be education based to the extent reasonable, with an escalation of enforcement action as appropriate as well. If there are blatant violation and/or repeat violations, they recommend maintaining that discretion with the enforcement officers to be able to apply whatever enforcement action they think is appropriate for a specific situation.

Ms. Downard commented on other enforcement considerations. Whenever they talk about something as large scale as a noise ordinance that pertains to the entire City, there will be advantages and disadvantages, and voices from different points of the spectrum. They have heard input from those who want more leniency and from others who do not want to be disturbed and want to maintain their quality of life and a level of peaceful living. Ms. Downard stated that the Staff tried to take those comments into consideration to keep a reasonableness factor in Code enforcement. It goes back to the conflict of what is reasonable between a commercial use in a residential area and the expectations, and trying to maintain a balance between those interests.

In addition to holding a public hearing, Ms. Downard encouraged the Planning Commission to provide input on whether or not they were moving in the right direction, and whether or not they supported the proposed noise amendment.

Vice-Chair Joyce opened the public hearing.

Tim Herd, a resident at 4 Silver Queen Court, stated that his west exposure is directly on to Rotary Park. He has made several complaints in the past about noise from Rotary Park, and last week he presented his public input to the City Council about the problems with noise in City Park. The City Council told him that they were looking into it, starting with the Planning Commission. Mr. Herd submitted a copy of his notes for the record. Mr. Herd stated that right now the City has easily understood rules and regulations about noise. The problem is that they were not fully understood by Park City employees or by the Park City PD. He noted that Section 6 says that if you are in a public place, such as Rotary Park, and you are 50 feet from it and you can hear what's

going on in Rotary Park, it is too loud. He lives over 100 yards from Rotary Park and he can pick out the noise, and sometimes he can pick out the lyrics. Bandstands are set up, and there is amplified music which Section 6 prohibits. Mr. Herd states that when he calls the police to complain, an officer would come out and tell him that those people have a permit. Mr. Herd would reply that they have a permit to be in Rotary Park, but they do not have a permit to make noise or play amplified music or other things that can be heard. Mr. Herd clarified that his concern was only from a residential standpoint. It is important to him and to everyone who lives around Rotary Park, and presumably all the other parks. He thought they needed to preserve the ability of the ordinary citizen to say this is too noisy, to call the Building Department or the PD and to have an officer respond and ask people to turn off their music.

Rob Slettom, a resident at 55 Thaynes Canyon Drive, stated that there were 700 people when he first moved to Park City. Mr. Slettom commented on a newspaper article that caught his interest. He felt they should not lose sight of the fact that Park City is a resort community. He has seen things happen over past years where people start pushing to return to what it was like in their neighborhood. Mr. Slettom agreed with Mr. Herd that if music or amplified music is prohibited, it should be monitored and enforced. He read from page 93 of the Staff report regarding noise disturbance. "Any sound that annoys or disturbs a reasonable person or persons with normal sensitivities or that injures or endangers the comfort, repose, health, hearing, peace or safety of another person or persons". He asked how they could determine normal sensitivity in a person. Mr. Slettom thought they needed to be careful in crafting the language. He noted from the presentation that the amount of complaints had gone down, which is positive. Mr. Slettom was unsure how the new ordinance compares with the old, but it needs to be given careful consideration. He believed there was a fine balance between business and residence, the commercial activities, the resort community and the nature of a resort. People who come into this area have different expectations. Mr. Slettom stated that many years ago the real estate community would show a VCR video presentation about the resort aspect of the community and what to expect. He believes that sometimes they lose sight of that.

Stewart Gross, a resident at 820 Park Avenue, stated that he lives in the Rio Grande Building, and even though the developer put in terrific windows throughout the complex, when the refrigerated truck shows up at 6:15 a.m. by his bedroom window it is disruptive. In looking at this, and commercial has the lowest common denominator, it is much louder than a sewing machine. It is more like a jackhammer. Mr. Gross remarked that years ago when Park City tried to do the stop idling program there were issues with enforcement, but if the truck drivers would shut down the trucks while doing their deliveries it would help a lot. Mr. Gross pointed out that much of the discussion focuses on what happens after the siren rings at night, but his issue is before the siren

rings in the morning. He noted that many people who live along Main Street and Park Avenue feel the repercussions of the loading trucks early in the morning. They spend a lot of money to stay in those places and they should be able to enjoy a decent night sleep.

Ronnie Whitick, stated that he was representing Jesse Shetler, the No Name Saloon, Butcher's Chop House and Boneyard. Mr. Whitick remarked that it was not easy to come up with a blanket resolution to accommodate everyone's concerns. As the Planning Commission listens to the public, he hoped they would consider all these comments into their recommendation. He did not think there should be a blanket resolution for all the districts, especially the entertainment districts. Mr. Whitick recommended that the Planning Commission or those putting together a resolution meet with the business owners of Main Street to come together with a resolution.

Mike Sweeney stated that he spends a lot of time on Main Street, the Yard, and other areas in town doing sound measurements with respect to trying to stay in compliance with the Code. This document is a good start, but if they do not go through it line by line and understand every one of the definition in the document, there is no way to know what they will be approving. A 50 db level, a 65, a 60 does not mean anything unless they really know what they are comparing it against. Mr. Sweeney stated that he has done a lot of research and the implementation is not as practical as well as written. If they have to have a meter and do a sound test in 15 minutes, it is problematic that the sound will be the same during that period of time. Mr. Sweeney recommended that hire a sound expert that goes through every requirement and determine what it means from a sound point of view, and that the Planning Commission get to hear it and understand what they are approving. Just doing a summation and a 10,000-foot level of this detail is insufficient. He would like to take the time to go through each one of these items and make sure he can comply with what he does in permitting noise ordinance issues for events on Main Street and other locations. They talk about districts, but there are two different types of neighborhoods within a district. Mr. Sweeney pointed out that the Yard is in a commercial district, and they have a residential neighbor in the commercial district. This ordinance does not speak to that issue. Mr. Sweeney reiterated his request for the Planning Commission to have the opportunity to understand what they are going to approve and recommend to the City Council. He supports this amendment, but he wants to make sure they all know what they are doing.

Carol Fontana stated that she lives in Old Town and she is part of the commercial residential area. She has not had a large problem with restaurants, but her issue is with outdoor events and the arrival of the plaza with another stage space, with the Miner's Plaza and the Silly Market, as well as any other outdoor music venue. The hours are long for those performances. Ms. Fontana wanted to know the impact of 60 decibels at

ground level where the stage is once it is pushed up alongside the canyon walls, because at that point it changes from music to just noise. She had no idea of that issue had been considered. Mr. Fontana was pleased that the City was looking at amending the noise ordinance because noise pollution affects her quality of life the most.

Robert Wilcox, a resident at 693 Main Street, commented on things that have happened in the past. He agreed with Mr. Gross who talked about trucks early in the morning because it is very disruptive. Mr. Wilcox stated that back in 2011-2012 time frame an issue came up with lower Main Street, which is everything north of Heber. When Sky lodge was developed there was going to be a loading dock. As that time came to fruition, he noticed that the trucks came in earlier and earlier. The 7:00 a.m. curfew was eventually upheld and ever since that happened it has really helped the community. He is a Board member for the Town Lift and also the commercial end on Park Avenue, and it really helped. Mr. Wilcox stated that he was prompted to attend this meeting because there was a delivery truck on Main Street at 5:38 that morning making deliveries and making noise, and it could probably be heard to Park Avenue. Mr. Wilcox wanted it clear that a lot of work was done north of Heber to uphold the curfew. The 7:00 a.m. curfew is still in existence and he would recommend it for other parts of Park City.

Carol Fontana asked to make another comment. She stated that with the commercial businesses, the hours of operation for live music is not as long as the special events. The events with Arts Festival, Silly Market and other special events in the TMI parking lot are legally allowed and often begin at 11:00 in the morning and can go until 10:00 at night. That is a really long time for loud music and noise.

Michael Barille, Executive Director for the Historic Park City Alliance, stated that his group had not had time to review the detail of this ordinance. He had spoken with Ms. Downard earlier that day and he believed there would be opportunities as this moves through the process. Mr. Barille remarked that in the initial reading the HPCA did not see it as a major change from the status quo in terms of the standards in the ordinance. It is more about adding specificity and better enforcement and predictability in the way citations might escalate. They supported having consistency across the board. Mr. Barille noted that the Staff ended their presentation talking about leaving room for professional judgement, and he supported that as well. From the comments this evening, there is a big difference between someone who egregiously ignores the ordinance versus those who try to comply with the hours of operation for businesses and do things the right way. Mr. Barille stated that some of the members of the HPCA have complained about the road DJs on the street who destroy the normal ambiance on Main Street and the experience for outdoor diners and shoppers. He believed their membership would support having the ability to do selective enforcement when there is

a real issue. If businesses are routinely being cited due to random complaints about employees chatting on their break at 10:30 at night or taking out the trash at the end of a shift because it exceeds 60 decibels, that is the kind of judgement they trust the Staff will use in their enforcement. Otherwise, it could quickly become problematic for a successful retail shopping/entertainment/dining district. He would like that type of latitude for professional judgement to enter into the enforcement and how citations are issued.

Alicia Brown, a resident at 450 Park Avenue expressed gratitude for those who care for the City. Ms. Brown stated that she speaks logic. If she lives next to a farm she will smell manure. If she lives in Old Town, she will hear noise. She pointed out that historic Old Town was there before anyone in this room. Ms. Brown stated that she moved there because she loves a vibrant Old Town. It is Old Town and she expects to be woken up by noise. If the number of complaints are down, she was unsure why this was even being discussed. They want mom and pops on Main Street and she hoped they would leave those business people alone.

Vice-Chair Joyce closed the public hearing.

Director Erickson understood that the db level was not changed or reduced in any District. They only clarified them and then clarified that they would use the lower standard. Assistant City Attorney Lake clarified that it was reduced in residential districts. It was previously 65 db citywide residential and commercial anytime. The proposed ordinance breaks it down by residential and commercial, and by time. Director Erickson clarified that the biggest change was going from 65 to 50 decibels in the residential districts. He noted that when he sits at the back of the City Council meeting with his noise meter, it measures somewhere between 45 and 60 decibels, depending on who is speaking. Ms. Lake pointed out that it has to be measured for 10 continuous minutes.

Commissioner Suesser commented on the exemption for the HVAC system. She thought it would be helpful to clarify "approved" and whether it is approved by the Planning Director and in accordance with a particular section. She recommended clarification on what approval is required. Commissioner Suesser asked if a limit was considered in that exemption. She assumed the approval would come during the planning stage and not when it is installed. She was concerned that even if a unit was operating within the manufacturing limits and it was anticipated to emit a certain level of sound, depending on where it is located it could emit a louder sound. Commissioner Suesser did not think there was flexibility for the City to address that type of situation where the system is within the manufacturing specifications but it is louder than anticipated. She thought the exemption should be clarified.

Commissioner Suesser also thought they should give the historic businesses more time to review this proposal before they forward a recommendation.

Commissioner Thimm agreed with Commissioner Suesser in terms of the HVAC noise. He did not understand what approved meant. Who approves it and are there limits within that approval.

Director Erickson stated that all mechanical equipment is supposed to be screened to reduce the noise transmission. Commissioner Thimm stated that if a decibel level is associated with the amount of noise that might penetrate a property line, there is a point at which HVAC equipment would become obnoxious. He assumed the approval process would eliminate those cases, but there needed to be a better definition.

Commissioner Thimm asked if the proposed ordinance addresses vehicular noise, such as a delivery truck sitting in the public right-of-way making deliveries. Assistant City Attorney Lake stated that what was presented only represents the amendments and not the full ordinance. She would have to look at the existing ordinance in its totality. Commissioner Thimm thought it would be helpful to understand that as part of this process.

Commissioner Thimm commented on special events and asked if there was a condition where a special event such as Park Silly might be allowed to exceed noise levels. Ms. Lake answered yes. Ms. Downard stated that it varies for special events. Each is reviewed by the Special Events Department and approved on a case by case basis. They consider the duration and frequency of the event versus one-time events. The approvals maintain the ability to request a relief from the noise ordinance restrictions through the Chief of Police. Commissioner Thimm clarified that there was a definition in the standard so enforcement could be even across the Board. Ms. Downard answered yes. Ms. Lake remarked that part of what is proposed in the amendments was more specificity included in the relief for restrictions. The existing provision gave the Building Official and the Chief of Police the ability to grant relief from restrictions. However, the new provisions delineate with more specificity how that is to be done in terms of dates, times of day, location, sound pressure levels, etc. There is more specificity when someone requests this type of relief.

Commissioner Band agreed with Commissioners Suesser and Thimm. She liked the idea of having a sound cap because once the HVAC system is approved, if it falls into disrepair the owner could claim that it was approved. The not-to-exceed cap would address those situations. Commissioner Band thought the public gave great feedback, and many raised her concerns. She liked the table showing the decibel levels of

different items such as a chain saw, a sewing machine, etc. However, how can someone having a party at their house know and understand how loud they can be. She also wanted to know how that would be enforced if someone called the police. Assistant City Attorney Lake replied that noise complaints initiate from a complainant. The complainant would either call Park City Police or the Building Department. The initial complaint is based on a plainly audible disturbance. Either law enforcement or code enforcement would response and investigate with an objective, which is the decibel level meter. The plainly audible is the subjective, and the sound level meter is the objective that verifies a potential violation.

Commissioner Band agreed that they should look at early morning noise. She personally would rather hear someone at 11:00 at night as opposed to 5:30 in the morning. Commissioner Band referred to the comment about the distance that sound carries. They have heard public comment on other items where people have talked about living on McHenry and hearing the noise from an outdoor deck on Main Street. She was unsure how that could be regulated, but it was something to consider. Ms. Lake remarked that the issue was somewhat addressed in the proposed ordinance in 6-3-9 when they discuss where a sound violation is measured. It is measured either at the boundary or at any point within the property affected by the noise. Referring to the citizen who talked about the canyon effect that amplifies the noise, she noted that this ordinance would allow the measurement to occur from that citizen's property.

Commissioner Campbell asked Sgt. Penrod if he personally felt that complaints were less than in the past. Sgt. Penrod reiterated that the trend analysis was over a short period of time. Personally, he responds to more disturbing the peace calls when he works nights versus when he works days. It was difficult to say whether or not he notices a trend difference. Commissioner Campbell asked how Sgt. Penrod felt about responding to a complaint with a sound meter and having an argument with a citizen about the number of decibels. Sgt. Penrod stated that depending on the call volume, ten minutes is a long time to dedicate to a sound problem. However, if someone complains, the police are more than willing to respond and resolve the problem appropriately. In terms of using a decibel meter, they would have to supply a meter to each officer to carry in their vehicles to properly address the sound complaint. He believed that was an issue that still needed to be worked out.

Commissioner Campbell understood that there was a list of the number of complaints received last year and they could use that list to calculate the cost of the time spent per call. He believed the cost would be higher than most people would want it to be. Sgt. Penrod pointed out that some calls take longer than others. When they are called out on a disturbing the peace complaint, most people turn down the music and there are no further problems. However, there are times when the police officer has to go back

repetitively. Depending on the situation, sometimes enforcement action is required. Commissioner Campbell thought the proposed amendments to the ordinance would make things more complicated for the police department instead of making their job easier. Sgt. Penrod stated that from a personal perspective and as a watch commander, he likes things to be simple and in layman terms so everyone is on the same page and it is easy to understand. When ordinances and laws have a lot of exceptions and rules it takes more time to determine the situation. He prefers simplicity. Commissioner Campbell understood the reasons for this because if there is a prosecution it has to be defensible. Sgt. Penrod agreed that Ms. Lake needs certain things to support a prosecution when the police bring her something to prosecute. Commissioner Campbell again expressed his preference for a much simpler process to address noise complaints.

Commissioner Phillips generally thought this had been well thought out. The amendments were primarily clarifying sections and not changing much of the existing ordinance, with the exception of the residential. Commissioner Phillips supported what was presented. He thought it would be wise to engage the local businesses before sending it to the City Council. He also suggested that they look at other parts of the section to see if there were other things that should be addressed in response to comments made by Mike Sweeney. Commissioner Phillips thought the Code changes would better define the section. He also liked the pro-active approach and how Code Enforcement has found ways to engage other departments with the Joint Enforcement Pilot Program. He believed that would better educate others and use the Staff as a resource. Commissioner Phillips remarked that the Planning Commission frequently discusses noise issues when they talk about mitigations for applications. The presentation this evening helped him better understand the Code, which will help him make better decisions when mitigating particular projects.

Commissioner Phillips stated that he also lives in Old Town and he sympathized and understood the comments made by the public. He has accepted it as part of the pros and cons of living in Old Town. Commissioner Phillips agreed that there is an echoing affect in the Canyon and often times it sounds like the garbage truck is on his street when in fact it is actually on Main Street. He suggested that someone assess Main Street in the early morning hours before this goes to the City Council.

Vice-Chair Joyce thanked the public for their excellent comments. He reminded everyone that the noise ordinance applies to all of Park City and not just Old Town. He thought they succeeded in making the ordinance more constitutionally acceptable. From the standpoint of simplicity, Vice-Chair Joyce thought it would be very difficult to explain the terms and measurements and what it all means. The examples of vacuum cleaners and coffee grinders are irrelevant in any type of public nuisance. Vice-Chair

Joyce thought it was good to have quantitative information, but he did not believe they were even close to the objective of having a clear sound ordinance that people can understand and know whether or not they are in violation. There are too many exceptions. He could not imagine a policeman sitting outside with a sound meter for ten minutes. Vice-Chair Joyce agreed with Commissioner Campbell that it was a waste of police time. He suggested that the Staff walk around town with a sound meter because it is important to feel very comfortable with the numbers. Based on the decibels proposed for residential, he believed lawn mowers would violate the sound ordinance, but based on the exception, someone could shoot off lawful fireworks at 1:00 a.m. He read the exception from Item D on page 97 to support his point. Vice-Chair Joyce commented on a number of the issues raised that the ordinance does not address. He favored the idea of what they were doing to provide additional enforcement. Vice-Chair Joyce did not believe this proposal was ready to go to the City Council unless they only wanted Council input. As presented, he was concerned that the ordinance would be ignored or it would create other problems.

Ms. Downard clarified some of the concerns raised by Vice-Chair Joyce. She explained that they had actually added more thresholds to the noise levels. Previously, it was 65 decibels across the board. The current chart showing 50, 55, 60, and 65 did not exist before. That specificity was added in addition to the noise levels that take into account the different scenarios and the totality of the situation. She agreed that 10 minutes is a long time to sit and measure with a decibel meter, but it takes into consideration things like a pure tone. It may not be as consistent or as loud as a bull horn or the backup beeper, but it varies and it is very repetitive and ongoing. She pointed out that the new ordinance takes into consideration the fact that those type of repetitive pure tones have a lower db level, while other items that have a different duration for the sound have some leniency with the db levels. The Staff believes the amendment takes away the broad brush stroke that was actually less reflective of specific circumstances in the past, and added additional scenarios and abilities to apply different enforcement standards.

Vice-Chair Joyce used the truck beeping as an example of a pure tone and explained why he still believed the method was broken based on his calculations. He thought the ordinance was confusing and it would create a number of unintended consequences. His simplest example for the City Council is that this ordinance would literally outlaw chainsaws and lawnmowers anywhere in Park City. He appreciated that the Staff was trying to fix what was already too vague, but it still needed more work before it becomes Code.

Director Erickson summarized their comments for the City Council. They would take forward the commentary about doing pro-active Code Enforcement before enacting the

Code. They need to be aware of unintended consequences such as prohibiting lawnmowers, chain saws and trucks backing up. They need to add clarity and simplicity to the ordinance, which was two parts. Address the technical underpinnings of what the law enforcement and the prosecutor needs to understand, and what the general public needs to understand. HVAC needs to be readdressed, primarily in terms of side yards and rear yards. There were also questions related to enforcement. Director Erickson stated that all of these comments would be forwarded to the City Council.

King's Crown Project located at 1201-1299 Lowell Avenue: Master Planned Development consisting of 27 single-family lots, 25 condominium units, 7 townhouses, and 18 affordable housing units; Conditional Use Permit for 4 multi-unit dwellings; and a Plat Amendment to subdivide all lots and units. (Application PL-17-03515)

Planner Francisco Astorga stated that this was a work session item. The Staff requested that the Planning Commission conduct a public hearing and continue this item to a future date.

Planner Astorga reported on an error in the notice letter that was sent July 12th. He had inadvertently put the incorrect date and the mistake was caught a week later. Another letter was sent to the property owners within 300 feet on July 19th with the correct date. Planner Astorga apologized for the error and noted that the applicant was aware of the mistake and that it had been corrected. He pointed out that it was not an issue for due process because the Planning Commission would not be making a final determination on the three applications this evening.

Planner Astorga reported on public input he had received late this afternoon. He was unable to forward a copy of that public input, but it would be provided to the Planning Commission prior to the next meeting.

Planner Astorga stated that since this was a work session, he requested that the Planning Commission ask questions and make comments throughout the presentation. He would give his presentation first, followed by the applicant's presentation, a public hearing, and input and direction from the Planning Commission. Planner Astorga noted that the applicant had submitted a significant amount of information and much of it was hyperlinked. It includes a total of five narratives; one for the master planned development, one for the condition use permit, one for the re-subdivision, one for compliance with the general plan, and one for the transportation master plan. In addition, the applicant had also submitted a landscape plan, a vegetation study, a geo-technical investigation report, a traffic study, a cultural survey, an environmental study, a mine-site study, a preliminary construction mitigation plan and a snow management plan.

Planner Astorga reviewed five exhibits as part of his presentation, beginning with Exhibit E on page 123 of the Staff report, which was the aerial location map. The site is located on Lowell Avenue adjacent just south of the Marriott Mountainside. The entire site was a combination of a triangular/rectangular area. The applicant had prepared a model which was on display. Planner Astorga noted that the model was only a quarter portion of the site. The applicant had not modeled the entire terrain. They only modeled where they wanted to build.

Planner Astorga reviewed another slide showing the configuration of the lots. Four lots of record would be built in the future in the form of a multi-unit dwelling. Multi-unit dwellings in the RC zone requires a conditional use permit. In addition, 27 lots were being proposed. Those lots were not modeled, but they are adjacent to the road, which is to be a private drive. Four lots throughout the site will be open space.

Planner Astorga remarked that the next exhibit was the survey. As indicated in the Staff report, in 1966 the platted unbuilt rights-of-way were vacated, and that land was conveyed over to that property owner at the time. It has since transferred over the various transfers. Planner Astorga noted that most of the rights-of-ways in Park City were over steep hills and they were never built. However, they were vacated. He believed that slightly less than 300 lots of record were platted in the Snyder's Addition to the Park City survey. The Park City survey and Snyder's addition are two documents recognized as subdivisions because they were in existence prior to the State of Utah adopting any subdivision rules and regulations. For that reason, most applications for Old Town are called plat amendments because they are amending that specific plat for that block and that lot.

Planner Astorga stated that four of these lots do not meet the minimum for a single family dwelling of 1875 square feet. He requested that the Planning Commission have that specific discussion in terms of the density of a multi-unit dwelling, as well as the density of a single family dwelling.

Planner Astorga reviewed the model and noted that Building A was the first building adjacent to the Marriott Mountainside. It houses 16 units. The units are affordable housing units and they will all be deed restricted. He stated that a preliminary review of the proposal showed that the applicant only needed eight units to meet their affordable housing obligation, based on the number of multi-dwelling units. Building A is approximately 16,000 square feet and it has four stories. The 18 parking spaces currently shown meets the requirement for the 16 affordable housing units.

Commissioner Band asked if the parking spaces would be assigned or unassigned. Planner Astorga replied that they are not currently assigned; however, he believed they could work with the applicant on assignment.

Rory Murphy, representing the applicant, stated that the parking spaces would likely be assigned. He continues to work with the City Affordable Staff to figure out the best plan for the building. Based on his experience at Silver Star, it is best to assign the parking spaces.

Commissioner Band explained the reason for her question. They were showing 1 one-bedroom unit, 10 two-bedroom units, and 4 three-bedroom units. If they only have 18 parking stalls for 15 condos, there would only be three stalls left. She assumed the three-bedroom units would get a second stall, with the exception of one three-bedroom unit. Mr. Murphy replied that that was their thinking, but they were still working on the plan. Planner Astorga pointed out that all of the parking spaces were in the underground parking garage accessed off of Lowell Avenue.

Commissioner Phillips asked about the type of affordable housing. Planner Astorga stated that the sizes are different and range from one-bedroom to three-bedroom units. Mr. Murphy remarked that most of the units are two-bedrooms.

Planner Astorga pointed to Building B/C on the model. He identified it as one building because they are connected at the foundation. Building B/C has 11 units with a total of 21 parking spaces. It meets the parking requirement. The building has two accesses off of Lowell Avenue. He noted that Buildings B/C, Building A and Building D require a conditional use permit for multi-unit dwellings.

Planner Astorga indicated Building D, consisting of 11 residential units with 22 parking spaces. It currently meets the parking requirements. All the parking for all the buildings is in the underground parking garage. Building D has one entry off Lowell Avenue.

Planner Astorga pointed to the townhouses, which is still considered a multi-unit dwelling in the RC District. However, the residential housing type is different. The townhomes are three or four stories. There are seven townhome units and 14 parking spaces. The Code requires two spaces per unit. The total area is approximately 30,000 square feet. Each unit has individual driveways.

Planner Astorga stated that the massing of the 27 units was not shown on the model. Four or five of those units will be accessed off of Lowell Avenue through driveways. The rest would be accessed from the private drive. The residential housing type would be a mix of townhouses and flats.

Commissioner Phillips asked Rory Murphy if they would build the 27 units or whether they were planning to sell the lots. Mr. Murphy replied that the current plan is to sell the single-family lots. However, they intend to build the affordable housing building and the townhomes in the first phase.

Planner Astorga reviewed the regulations in the RC District. He stated that the RC for single-family dwellings mimics the HR-1 District in terms of maximum building footprint, setbacks and height. The height of the houses would be restricted to 27 feet from existing grade. For multi-unit dwelling, the height is 35 feet from existing grade and there is a floor area ratio. Planner Astorga referred to Exhibit R on page 128 of the Staff report, showing the property area calculation. He indicated the area that the applicant, CRH Partners, currently control. The four different colors represented the zoning designation. The first two areas were not part of the SLO. It included the RC zone and the ROS zone. The back two areas were the same zoning designations, but they were also included in the Sensitives Land Overlay. Planner Astorga pointed out that the applicant wanted to build in the RC zone without the SLO, which was the area shown in dark gray.

Planner Astorga noted that the applicant has correctly stated that they are able to transfer some density from the SLO into this site. However, because he chose not to do that, the Staff had not done that analysis. He explained that a provision in the Code states that if someone has an area in the SLO that is 15-40% grade, they are able to transfer 25% of that area into the building area. For the next 40-100% grade, they are able to transfer another 10%. At 100% they get nothing. Planner Astorga reiterated that the applicant was not requesting that but he thought the Planning Commission should still discuss it.

Planner Astorga stated that he tries to keep the calculation for density simple. The RC zone has an area of 200,000 square feet. If the applicant wanted to build multi-unit dwellings and no single-family, he would have the right to the floor area ratio of 1.0, which would be approximately 200,000 square feet of development. However, the applicant only wants to build 81,000 square feet of development in Buildings B, C, D and the townhouses. The affordable housing in Building A is a requirement and it is not counted towards the density. Based on the calculation, the applicant is significantly below the maximum FAR of 1.0. The difficulty is that in looking at the density for the single-family dwellings, the Code requires that they simply meet the minimum lot area of one house, which is 1875 square feet. Planner Astorga explained his calculation based on the multi-unit dwellings, which resulted in a remaining density of approximately 60 residential units that could be built on site. The applicant was requesting to build 27.

In terms of direction, Planner Astorga asked if the Commissioners concurred that the Staff calculated the density appropriately. He needed their response before he could complete a full analysis and get into the specific details of the application.

Commissioner Thimm thought it was a logical formula. He had done the math that was presented in the Staff report and it appeared to be a logic conclusion.

Commissioner Suesser asked if the 81,000 square feet included the affordable housing units. Planner Astorga answered no. It would be Buildings B, C, D and the townhomes. Planner Astorga stated that he had also done the work to quantify the approximate square footage of the houses. It was a worst case scenario and he had not included the number in the Staff report. He had simply multiplied the building footprint by three. Commissioner Suesser thought it made sense.

Commissioner Phillips asked for the number. Planner Astorga replied that it was approximately 81,000 square feet. It was the maximum worst case scenario based on what they about building in the HR-1. Vice-Chair Joyce clarified that the scenario would be building a three story box at its maximum. Planner Astorga replied that he was correct.

Commissioner Phillips assumed a fair amount of the lots would have to come in as CUPs. Planner Astorga did not believe they would need CUPs because it was in the RC District. However, he would verify that and report back.

Planner Astorga stated that this was only an introduction to the project, and he requested preliminary and conceptual discussion by the Commissioners based on the massing model. Planner Astorga pointed out that some lots are eligible for duplex dwelling; however, the applicant has indicated that they would not advertise or sell any duplexes. They were willing to put a note on the plat saying that no duplexes are allowed. Commissioner Thimm noted that it could also be a condition of approval.

Commissioner Thimm wanted to know how deeply targeted the affordable housing would be in terms of the percentage of AMI. Mr. Murphy stated that he was still working with the City. They intend to do what the City needs, but at this point they were still unsure what that would be. Mr. Murphy noted that the mix of units could also change based on the need.

Vice-Chair Joyce remarked that the diagrams looked nice and showed a lot of green space, but it was missing 27 single-family houses. He recognized that the applicant would not have control over what the houses will look like, but for the massing

discussions he would like the diagrams and the model to show them because it completely changes the density picture from the street and how the buildings flow together. Vice-Chair stated that beyond the massing discussion, another thing they have been looking at with different proposals from both the City's affordable housing and other proposals, is when building a community such as this, there is living open space for the community. From what he could see, when the units are built there is no place that he would consider community space, aside from the acreage behind which is proposed to be preserved space. Planner Astorga clarified that Vice-Chair Joyce was talking about a project amenity.

Commissioner Phillips echoed the request to have the 27 houses masked in to show the bigger picture. Beyond that, he would eventually expect to see some type of model that shows how this project fits into the surrounding neighborhood. Commissioner Phillips thought another issue was the orientation of the street and how it has a different rhythm than the vertical lines going up and down the street. He was concerned about the cross canyon view and how it will look. He needed to see the bigger picture before he could determine whether or not he likes it.

Commissioner Phillips commented on the hammerhead turnaround. He was unsure how tall the retaining walls would be, but in the model it actually slopes down and he would like to see more detail in the model. He also requested dimensions on the lots so he could get a feel for the size of the lots compared to other Old Town lots. Planner Astorga believed the last exhibit in the Staff report would provide that information. He stated that he and Director Erickson were paying special attention to the grading/utility plan. The first objective was to introduce this project to the Planning Commission and to make sure the density was right.

Mr. Murphy stated that they were prepared to give a presentation if it was appropriate.

Commissioner Suesser commented on the access road aligning with 12th Street, and asked if it was a City right-of-way through there. She asked if it was still open and Mr. Murphy replied that it was. Planner Astorga clarified that it was an unbuilt City right-of-way. Commissioner Suesser asked if there was the potential for a staircase through there. Planner Astorga answered yes, subject to the City Engineer. The City Engineer controls what is placed on the unbuilt rights-of-way.

Commissioner Campbell suggested that the applicant read through the Minutes of other projects and look at the questions the Planning Commission asked and the information they requested. It would prepare them for the questions they will be asked and it would save time for both the applicant and the Commissioners if they could anticipate the information they would be asked to provide and come prepared with the answers. He

specifically suggested reading the Minutes for a neighboring project over the past six months because the neighbors would have the same objections and express the same concerns.

Mr. Murphy thanked the Commissioners for the opportunity to present this proposal. Also present this evening were his partners, Hans Fuegi and Chuck Heath, as well as the project architect, Chimso Onwuegbu. Mr. Murphy stated that the entire development team is local to Park City and they were presenting a project that they believed had been carefully thought through and would be a positive contribution to the City. They have gathered input from the Staff and the neighbors, and they were interested in hearing the comments and concerns of the Planning Commission and the public during this work session. Mr. Murphy stated that the desire is to offer a project that is compatible with and in harmony with the existing community.

Mr. Murphy stated that King's Crown is a 15-acre parcel of property located directly south of the Marriott Mountainside Hotel at the base of the Park City Mountain Resort. The property is bordered on the east by Lowell Avenue, and the King's Crown ski run borders the property to the west. Along the southern boundary is the existing Northside neighborhood.

Vice-Chair Joyce wanted to know the owner of the triangle of space between King's Crown, the Marriott and the angled space on the northern end. Mr. Murphy stated that Vail Resorts was the owner. Vice-Chair Joyce understood that Vail owned the property at the northern end adjacent to the King's Crown property. Mr. Murphy replied that he was correct. Below that is another parcel of property that is owned by Nastar LLC.

Mr. Murphy continued with his presentation. The property consists of 247 platted lots. These lots were part of the Snyder's Addition subdivision plat to Park City, and they were recorded in 1912. They are conveyable lots and create a very delicate and potentially problematic situation for the City. Mr. Murphy remarked that one of the primary benefits of the King's Crown proposal is the elimination of these lots in the replatting process. They were consciously reducing the number of potential building lots in this proposal to a fraction of what was platted. Mr. Murphy noted that there was 6.39 acres in the Resort Commercial Zone, and 8.61 acres in the ROS zone. The western portion of the property is impacted by the Sensitive Lands Overlay zone, which will not be built upon.

Mr. Murphy noted that the King's Crown proposal was not requesting variances from the Land Management Code. Even though the RC zone accommodates hotel, convention and commercial development in its purpose statement, the King's Crown project is not proposing those uses due to the limitations imposed by the adjacent Old Town streets.

Mr. Murphy stated that the density of the project could either be viewed as 247 platted lots, or by using the RC zone portion of the project. Since Planner Astorga had done a nice job of describing it he would not take the time to go over it again.

Mr. Murphy stated that the applicant was proposing approximately 82,000 of multi-family residential square footage, as well as the 27 single-family lots. They were also proposing to construct a CAT track ski run that accesses the project from the King's Crown ski run. The density was clustered, per the LMC, in the area where it would be most visually screened. The project plan intentionally places the higher density portions adjacent to the Marriott and across from the Lift Lodge. The Townhomes continue the townhome pattern that is already in place along the western side of Lowell Avenue. Single-family homes were placed across from the existing single-family homes. The idea is to continue the patterns that are already there, and place the development in infill areas, rather than where it would be more visually obtrusive. He thought it was important to note that the approximately 78,000 square feet located within the SLO is potentially developable. The SLO has complex density calculations, but even trimming off all 78,000 square feet of the SLO property, the proposed density is significantly less than what is allowable. Mr. Murphy remarked that the applicant voluntarily reduced the overall site density for this proposal. They were not proposing any density transfers or density bonuses that would be allowable under the Code. Both the MPD ordinance, as well as the SLO ordinance allow for density bonuses given that certain conditions are met.

Mr. Murphy stated that in addition to the uses stated above, they were proposing 16,194 square feet of affordable housing to be constructed on site, which totals 18.4 affordable unit equivalents. The project would require only 8.7 affordable unit equivalents. The applicant was proposing to build the additional affordable housing because it is the right thing to do given the current housing situation in Park City, especially in Old Town. They believe that year-round full time residents add to the vitality and vibrancy of an area, and that it is important for the private sector to step up and help fulfill the City's needs. Mr. Murphy noted that a variety of unit sizes are proposed, with adequate parking and dedicated owner storage. They will continue to work with the City's affordable housing authorities to develop the right mix and size of affordable units.

Mr. Murphy stated that the most significant community amenity of the King's Crown property is the second generation maple forest that is currently growing there. This is one of the most visible ridges in defining natural features of the Park City area. The King's Crown proposal is 82% open space, which considerably exceeds the 60% required in the LMC. If hardscape is added, the open space figure is 85%. Mr. Murphy noted that all the open space is contiguous and; therefore, has increased value as

wildlife habitat and eco-system integrity. The current recreational uses of skiing, biking and hiking would also be protected by the current proposal. Mr. Murphy thought it was important to note that the visual aesthetic of the property is maintained and the ridgeline enforced, but it would remain undisturbed.

Mr. Murphy remarked that the property has excellent pedestrian access to the Resort Transit Hub, which is one of the most transit hubs in town. In addition, the resort core area can be skied to with a short pedestrian walk upstairs or by way of an elevator. This feature of the project helps to minimize vehicular trips into the surrounding neighborhood. Mr. Murphy stated that they also intend to work with the new electric bike program and include that in their plans.

Mr. Murphy stated that they have had considerable dialogue with the neighbors and feel like they have a reasonable understanding of the concerns expressed regarding the proposed project. They deeply value the relationship with the neighboring properties, and strive to present a proposal that helps to mitigate the impacts of this project. Based on some of the comments received, they included a ski run that accesses the townhomes to the rear. The plan also includes sets of stairs that will allow pedestrian access to the ski run that all the neighbors can utilize. They plan to include a set of stairs in a location directly to the south, so that the Smith properties have easier access to the ski run. They also plan to plant mature trees in both of the buffer strips to the north and south to visually screen the project from the Marriott Mountainside Hotel and the neighbors to the south. The road was situated so that the entrance is located across from the 12th Street right-of-way, which should diminish the impact of headlights to the properties across the street. Mr. Murphy noted that the proposed condominium buildings were moved farther north and the roof design was modified to maintain the view of the Horowitz's unit.

Mr. Murphy stated that they were also proposing an idea that they believed would significantly improve the current pedestrian situation on Lowell Avenue. During ski season and particularly during winter storms, this area becomes increasingly narrow due to a lack of places to push snow. The pedestrian/automobile situation becomes a safety hazard. The applicant was proposing to construct a sidewalk along the eastern boundary of the property that would allow for pedestrian and auto separation to take place. No parking will be allowed in front of the condo buildings. The HOA will have the responsibility to remove snow from this area. Mr. Murphy noted that one idea being considered is to radiant heat the sidewalk with solar power so the sidewalk is clear when it is needed the most. They continue to discuss this idea with the Staff.

Mr. Murphy remarked that one of the most significant concerns of any new project is traffic. Two traffic studies have been carried out on the proposed project. The most

detailed is a study by Triton Engineering, which is available on the City website. While there is no question that the proposal will add traffic, the volumes associated with the project should not create game changing increases in traffic volumes. Several significant traffic reduction considerations have been implemented into the project. The project is very pedestrian friendly given its access to local transit and the resort hub. It is also easy walking distance to the Main Street area, the Park and the Library. Mr. Murphy pointed out that ski access would help to tamp down traffic during the busy ski periods. Not having to drive to the resort will be a major reason for people to have interest in this project. Mr. Murphy stated that by not including commercial and hotel uses in the proposal, the traffic impacts of those uses are eliminated. The most significant traffic reduction method they could implement was to voluntarily reduce the allowable density in the proposal.

Mr. Murphy noted that the most impacts to a neighborhood occur during the construction period. For this project all material will be stored on-site and the site will be kept in a neat, orderly fashion throughout construction. One feature they would like to include would be to have a truck turnaround on the property to eliminate truck impacts on upper Lowell and Empire. The plan is to not have construction trucks use upper Lowell and Empire. Mr. Murphy stated that the turnaround would also eliminate the need for backup beepers. They would like to further explore spreading clean material on site, particularly on the ski run, to try to reduce truck trips in general. The site would be screened per Code, and follow any suggestions from the Staff and Planning Commission to alleviate the situation for the neighborhood and the City in General.

Mr. Murphy stated that they would take Commissioner Campbell's point further and come back to the next meeting with specifics on the construction mitigation plan. It will be in writing with exact numbers. Mr. Murphy remarked that as the applicant, they will be building the road, the townhomes and the affordable housing, and the Commissioners will have answers to their questions.

Vice-Chair Joyce suggested taking a break to allow the Commissioners and the public the opportunity to view the model before taking public comment.

[Break]

Vice-Chair Joyce opened the public hearing.

There were no comments.

Vice-Chair Joyce closed the public hearing.

Commissioner Phillips understood that this plan was preliminary and a lot of work still needed to be done. The devil is in the details and they will where this goes in the future. The questions he asked this evening had been answered and he had nothing more to add.

Commissioner Campbell reiterated that the objections and concerns expressed by the Commissioners and the public regarding a neighboring project would be voiced for this project as well. Even though this project would be smaller, the construction impacts are the same.

Commissioner Band liked the initial concept. She gave kudos to the applicant for providing the additional affordable housing, and for coming to this meeting as prepared as possible. Echoing the other Commissioners, she would like to see the massing of the homes on the lots, and a digital of how it fits into the neighborhood. Commissioner Band looked forward to the next presentation.

Commissioner Thimm stated that in terms of the overall plan, he was comfortable with the placement of density and the massing. It appeared to be in the proper place on the site given the topography and extreme access points. Commissioner Thimm thought the uses proposed were appropriate and he recommended that they continue with those uses. He noted that the commitment to affordable housing was well received and certainly within previous discussions. He suggested that they continue to work closely with the City affordable housing staff to understand how deeply to target the affordable housing measurements. Commissioner Thimm thought the commitment to sustainability was also well received and very much in keeping with the commitments the City has made. He liked the idea of solar powered snow melt and he would like something like that to happen someday. Overall, working with the reduced density and having the mass step and honor the topography of the land seems appropriate in terms of the requirements.

Commissioner Seusser concurred with her fellow Commissioners. She would like the applicant to focus on moving pedestrians around the project in an efficient and effective way, because putting additional people on Lowell would create a real problem. Keeping a focus on that would be helpful.

Vice-Chair Joyce liked the preliminary concept. He thought the applicant had done a nice job. Vice-Chair Joyce echoed the comment about stepping back with the land. He stated that he was concerned when he first read five stories for one of the buildings; however, he eventually read that the applicant was not requesting a height exception and saw how the buildings cut back with the land. Vice-Chair Joyce referred to the ski

access and asked if the applicant was either providing or working with Vail to provide snowmaking on the access.

Mr. Murphy replied that they have not talked about and it was a good question.

Vice-Chair Joyce noted that most traffic studies measure units of traffic at the intersections. A big problem with Lowell and Empire are narrow, substandard streets with cars parked on the sides and no space for snow removal. While this project may not add significantly more traffic, it will be exacerbated by eliminating parking. In addition, a number of driveways are proposed. Vice-Chair Joyce stated that his concern with the single family homes is that those cars will be backing out onto Lowell. When they talk about traffic, he assumed the Planning Commission would have a lot of questions, specifically regarding Lowell in the winter, versus pure car counts.

Vice-Chair Joyce understood that a small portion would be carved out for the Bamberger family, but it was not shown as a separate lot. Mr. Murphy explained that when the Bamberger's sold them the property they wanted to keep the King's Crown ski run because they have maintained a relationship with the ski company since 1963. For that reason, they wanted to cut out that portion and sell the rest of the property. Mr. Murphy was told by the title company that the Bamberger's were able to do that. The title company said that they were conveyable lots. The streets were abandoned but the lots were not. The Bamberger's kept that lot. Mr. Murphy stated that he has spoken with Staff and he would like to formalize that in this process. He was currently trying to convince the Bamberger's to be a party to formalizing the subdivision. Mr. Murphy acknowledged to the Bamberger's that the title company, the underwriters and the attorneys thought it was legal, but it still needs to be formalized. He has a hard time explaining it because he barely understands it himself. Mr. Murphy believed that the Bamberger's would give them permission to be part of this process, and they would subdivide out the additional four to five acres.

Vice-Chair Joyce asked if that would have any impact on their ability to do ski in/ski out. Mr. Murphy replied that they have an easement over the Bamberger property. Planner Astorga indicated the portion was not being counted towards the open space calculation, and currently it was not part of the master plan. It would be part of the subdivision to remove the tiny lots that are there. If the Bamberger's should say no, they would replat what Mr. Murphy and his partners control and move forward with the master plan. Planner Astorga clarified that the triangle piece at the very back is included in the subdivision but not the master plan at this point. Mr. Onwuegbu, the project architect, stated that none of the information shown in the presentation this evening had included that piece.

Commissioner Thimm stated that in terms of the conditional use mitigation aspects, and looking at building mass and bulk, he noted that Building D has a large horizontal mass. As the project develops, in terms of addressing that part of the CUP application, he suggested that breaking the mass of the building would better mitigate it.

Vice-Chair Joyce closed the work session.

CONTINUATIONS (Public Hearing and Continue to date specified.)

Vice-Chair Joyce recalled a previous discussion about applicants who come back for repeated continuations, and the problem it creates for the neighbors and others trying to keep informed. He noted that in the past six months the City has been the worst in asking for continuations on 1450/1460 Park Avenue, the LMC amendments, and now for the Woodside Park affordable housing project. Vice-Chair Joyce requested that the City apply the same stringent rules and guidance to their own projects because the same notification issues exist.

Director Erickson agreed that a number of carryover public notices were causing the problem. The procedures have been revised to no longer notice for City Council at the same time they notice for Planning Commission action. In addition, they will be doing less date certain continuances and more to a date uncertain. The Planning Department would rather re-notice an item instead of continuing to a date certain and having to continue it again.

1. 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. (Application PL-17-03537)

Planner Tippe Morlan noted that she was assigned to handle this item after Makena Hawley left the Planning Department. Ms. Hawley had scheduled this item for this meeting; however, Planner Morlan was requesting a continuance to August 23, 2017 to have more time to familiarizing herself with this application and to coordinate with other City Departments on items related to this request.

Vice-Chair Joyce opened the public hearing. There were no comments. Vice-Chair Joyce closed the public hearing.

MOTION: Commissioner Thimm moved to CONTINUE 1800 Park Avenue – Modification to an approved conditional use permit to August 23, 2017. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

2. 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.
(Application PL-17-03439)

Planner Hannah Tyler stated that the next continuations were all part of the Woodside Park Affordable Housing Project that was presented to the Planning Commission at a work session at the last meeting for the MPD. The four items for Continuation include the plat amendment, two CUPs and the MPD.

The Staff requested that the Planning Commission continue this item to a date uncertain.

Director Erickson reported that the Staff was planning a work session for Phase 2 in the near future. Planner Tyler stated that a work session would be scheduled in response to comments made by the Planning Commission at the last meeting.

Vice-Chair Joyce opened the public hearing on all four of the items being continued for the Woodside Park Affordable Housing project; 1333 Park Avenue, 1353 Park Avenue and 1364 Woodside Avenue.

There were no comments.

Vice-Chair Joyce closed the public hearing.

MOTION: Commissioner Band moved to CONTINUE to a date uncertain 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside – Woodside Park Affordable Housing Project plat amendment. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

3. 1364 Woodside Avenue – Woodside Park Affordable Housing Project Phase I – Conditional Use Permit – Proposal for a Parking Area with five (5) or more spaces for use by the Woodside Park Affordable Housing Project Phase I.
(Application PL-17-03452)

MOTION: Commissioner Phillips moved to CONTINUE to a date uncertain 1364 Woodside Avenue – Woodside Park Affordable Housing Project Phase I conditional use permit for a parking area of five spaces or more. Commissioner Band seconded the motion.

VOTE: The motion stopped unanimously.

4. 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. (Application PL-17-03453)

MOTION: Commissioner Suesser moved to CONTINUE to a date uncertain 1353 Park Avenue – Woodside Park Affordable Housing Project Phase I. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

5. 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. (Application PL-17-03454)

MOTION: Commissioner Band moved to CONTINUE to a date uncertain 1333 Park Avenue, 1353 Park Avenue, and 1364 Woodside – Master Planned Development. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

6. 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-17-03586)

Planner Tyler noted that this item was a pending ordinance to address MPD applicability in the HRM zoning District. This was a pending ordinance to get on the docket. The Planning Commission would receive further analysis for further discussion at the next meeting on August 9th.

Vice-Chair Joyce opened the public hearing. There were no comments. Vice-Chair Joyce closed the public hearing.

MOTION: Commissioner Suesser moved to CONTINUE the Land Management Code Amendments regarding Master Planned Development Applicability in the HR-1, HR-2 and HRM to August 9, 2017. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

1. 277 McHenry Ave – A plat amendment requesting to combine the two existing lots located at 277 McHenry Avenue into one lot of record and to formally dedicate Right-of-Way for McHenry Avenue. (Application PL-16-03165)

Planner Tippe Morlan reviewed the application for a plat amendment to combine two existing lots, both addressed at 277 McHenry Avenue, into one lot of record. This plat amendment would remove the lot line running laterally through the house that cuts directly through the existing duplex on the site. The existing house is duplex that was built in 1973.

It is not historic and it has been built over the lot lines. Planner Morlan noted that based on Staff records the site does not meet the four space parking requirements; two for each unit. Two spaces are currently provided; however, the applicant has indicated that they also provide two parking spaces across the street on the eastern portion of the lot.

Planner Morlan noted that the proposed lot would be a total of 4,833 square feet, with 4,381 buildable square feet, after removing McHenry Avenue, which runs directly through this lot.

Planner Morlan reported that the applicant received a variance from the Board of Adjustment in March to allow an accessory apartment with a floor area greater than the typically allowed one-third of the floor area of the main dwelling, and up to 1,000 square feet.

Planner Morlan noted that the applicant has considered the option of constructing the option of constructing an accessory apartment on the eastern portion of the lot. If the applicant proceeds with accessory apartment, the Staff would recommend that any approvals for the accessory apartment be limited by a condition requiring that the duplex return to a single family dwelling so the entire site maintains two dwelling units. That condition was included as one of the conditions of approval on this plat as proposed by

Staff. Planner Morlan stated that an accessory apartment would require a separate conditional use permit application with separate terms and conditions.

Planner Morlan reported that a steep slope CUP would also be required to develop any structure on the eastern portion of the lot.

The Staff recommended that the Planning Commission conduct a public hearing and forward a POSITIVE recommendation to the City Council, finding good cause in that the proposed lot amendment cleans up stray lot lines bisecting an existing structure. This plat amendment would allow the applicant to either remodel or build on the existing structure, or if they choose, to convert it to a single family dwelling with the option to build an accessory apartment.

Planner Morlan remarked that the most important benefit for this plat amendment is that it would formally dedicate the portion of McHenry Avenue on the lot to the City. She noted that it has already been used as McHenry Avenue for over ten years and, therefore, by State Code it is already City property. However, this plat amendment would formalize that dedication.

The applicant and the owner were available to answer questions.

Vice-Chair Joyce opened the public hearing.

Charlie Wintzer, 320 McHenry Avenue, stated that everyone in the neighborhood has gone through this same process and they support the subdivision. However, he wanted it on the record that they would not be in favor of an accessory apartment. If an application comes forward for an accessory apartment, the neighbors would be back to oppose it.

Vice-Chair Joyce closes the public hearing.

Commissioner Thimm asked if any part of the plat amendment action would have relevance in terms of approving or denying an accessory apartment. Planner Morlan answered no. She explained that the condition of approval provides a stipulation that maintains the density if they choose to build an accessory apartment. Commissioner Thimm clarified that it was a separate issue that was not under consideration this evening. Planner Morlan replied that he was correct.

Commissioner Phillips pointed out that the neighborhood could not have nightly rentals, so that would not be an issue. Planner Morlan stated that the applicant would live in the new structure if one was built.

Vice-Chair Joyce referred to the condition stating that the duplex would have to return to single family if an accessory apartment is built. He wanted to know what he means to convert a duplex to single family, and how do they make sure it is done. Planner Morlan explained that the applicant would have to go through the Building Department to insure that there are no separations between the two parts of the building. There can only be one kitchen. The Building Department has a set of standards to insure that only one family or group of people can live there.

Vice-Chair Joyce clarified that it would require substantial remodeling. Planner Morlan answered yes. The applicant would have to get approval from the Building Department, and the single family dwelling must be dedicated and a deed restriction would be recorded before issuing a certificate of occupancy under the conditions proposed.

MOTION: Commissioner Suesser moved to forward a POSITIVE recommendation to the City Council for 277 McHenry Avenue, based on the Findings of Fact, Conclusions of Law and Conditions of Approval found in the Staff report. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 277 McHenry Avenue

1. The property is located at 277 McHenry Avenue in the Historic Residential-Low Density (HR-L) District.
2. The property consists of all of Lot 12 and half of Lot 11 of Block 60 of the Park City Survey.
3. On May 3, 2016, the City received a Plat Amendment application for the 277 McHenry Plat Amendment which was deemed complete on May 25, 2016.
4. On July 10, 2017, the property was posted and notice was mailed to affected property owners within 300 feet.
5. Legal notice was published in the Park Record on July 12, 2017.
6. Adjacent land uses are residential single-family homes.
7. The minimum lot size in the HR-L zone is 3,750 sf.
8. The subject site contains a total of 4,381 square feet, not including the road.

9. The western portion of 277 McHenry is a total of 2,557 sq. ft.
10. The eastern portion of 277 McHenry is a total of 1,824 sq. ft.
11. The portion of the lot with the road is a total of 452 sq. ft.
12. The existing duplex is 2,100 sq. ft. with a footprint of 700 sq. ft. The maximum footprint allowed on the lot is 1,712.2 square feet, based on the total lot area (minus the road). No variance to the maximum footprint has been requested.
13. In the HR-L zone, an accessory apartment is a Conditional Use.
14. The existing Duplex was built in 1973 over two property lines. No building permits could be located.
15. The existing Duplex is a legal non-conforming use in the HR-L zone.
16. Front and rear yard setbacks are 10 feet minimum and 20 feet combined for section of the lot (east and west) measured separately.
17. Two frontages are created with McHenry Avenue bisecting the property.
18. The property on both sides of McHenry Avenue are addressed as 277 McHenry Avenue.
19. Side yard setbacks for both sections of the lot are 3 feet minimum on each side and 6 feet combined. The existing structure and the proposed accessory apartment structure meet the side yard setback requirements.
20. Parking requirements for a Single Family home are 2 spaces per dwelling unit.
21. Parking requirements for a Duplex dwelling is 2 spaces per dwelling unit.
22. Parking requirements for an accessory apartment are 1 space per bedroom.
23. The existing duplex structure has 2 parking spaces which will remain if it is converted into a Single Family dwelling.
24. If an accessory apartment is approved with the 2-car garage (as proposed) and the duplex becomes a single-family dwelling, each unit will comply with all applicable

parking requirements.

25. The existing duplex does not meet current parking requirements providing 2 spaces with 4 spaces required.

26. A variance to allow an accessory apartment with a floor area greater than 1/3 of the floor area of the main dwelling unit up to 1,000 square feet has been granted to the applicant at the March 21, 2017 Board of Adjustment meeting.

27. A variance to allow an accessory apartment with a floor area greater than 1/3 of the floor area of the main dwelling unit up to 1,166 square feet at this address has been denied at the March 21, 2017 Board of Adjustment meeting.

28. A variance to reduce the rear yard setback from 10 feet to 5 feet on the eastern portion of the lot has been denied at the May 16, 2017 Board of Adjustment meeting.

29. The location of the McHenry Road, splitting the subject site in two, does not allow any construction in that same location.

Conclusions of Law – 277 McHenry Avenue

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

Conditions of Approval – 277 McHenry Avenue

1. The City Attorney and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. A ten feet (10') wide public snow storage easement will be required along the front of

the property.

4. Fire sprinklers shall be required for all new construction or substantial renovations, as determined by the Park City Building Department during building permit review.
5. A utility easement is required on the plat 10 feet from the sewer line located in McHenry Avenue on the uphill side of the road.
6. McHenry Avenue will be dedicated to Park City Municipal Corporation on the plat.
7. The density cannot increase on this lot. If the applicant wants to apply for an accessory apartment, the duplex will need to be converted to a single-family dwelling.
8. This lot can never be further subdivided or sold separately. The property on both sides of the road will always be 277 McHenry Avenue. This shall be noted on the plat prior to recordation.

2. **Land Management Code Amendments regarding Conventional Chain Businesses for the Storefront Enhancement Program in Chapter 15-2.5-2 Uses in the Historic Recreation Commercial (HRC), Chapter 15-2.6-2 Uses in the Historic Commercial Business (HCB) Chapter, and associated definitions in Chapter 15-15 Defined Terms.** (Application PL-17-03586)

Planner Tyler reviewed the LMC amendments for conventional chain businesses in the Historic Recreation Commercial (HRC) and Historic Commercial Business (HCB) zoning districts. She noted that Director Erickson had help with the Staff report, and Jonathan Weidenhamer, Economic Development Director, had also been involved and very supportive. Mr. Weidenhamer was present to answer questions related to economic development.

Planner Tyler provided a brief history of the conventional chain business discussion. Director Erickson had informed her that discussions regarding conventional chains date back to the Kmart approval at Kimball Junction and the Burger King approval within the City limits. However, it has been a decade since conventional chain businesses in the City have been seriously discussed.

Planner Tyler noted that the Staff recently reviewed the first piece of the storefront enhancement program, which is the latest implementation strategy of the General Plan. That was step one, which was the façade width LMC amendment. The Staff was now coming back with step two, which is a conventional chain business cap. It was discussed

by the City Council on May 11th during a work session, and the Council directed the Staff to pursue a cap on conventional chain businesses. That was the reason for bring this to the Planning Commission. Planner Tyler explained that the goal is to accomplish the desired outcomes of vibrancy and diversified retail mix, consistency with the General Plan and historic preservation goals, and maintaining the tourism economy.

Planner Tyler stated that since the City Council work session on May 11th, the Staff had completed considerable stakeholder outreach, which included several presentations to the Historic Park City Alliance. The HPCA had submitted a position statement that was included in the Staff report under public comment. The Staff also met with property owners, business owner and members of the real estate community to review the proposal.

As part of the storefront enhancement program, effective entities and property owners received four mailing notices; one of which addressed the chains.

Planner Tyler provided an overview of the storefront enhancement program, and the five different components of the implementation strategy of the General Plan; 1) the historic district protections; 2) design guidelines; 3) promotion of the shared economy model and cultivation of incubator spaces; 4) LMC Code regulations; and 4) future RDA potential. The idea is that it leads to vibrancy.

Planner Tyler noted that the proposed definition of conventional chain businesses was outlined in the Staff report. She commented on changes that were made for clarification after it was reviewed by the City Council. The definition was drafted based on definitions of conventional chain businesses from other communities. The Staff took the components of those definitions that they felt would apply in Park City and drafted one hybrid definition.

Planner Tyler presented a slide of the HRC and the HCB district boundaries. Initially, when they took this to the City Council on May 11th they were only proposing to do a cap in the HCB, and leave the HRC alone. When they met with the HPCA, their feedback was to include the HRC and to treat it equal because it is a key component of Main Street. After further analysis the Staff included the HRC in this proposal.

Planner Tyler stated that as they moved forward they were looking at it more on a macro scale. However, they took a step back and looked at the downtown core and identified the market forces that drive the Main Street market. It was a complex balance because it is a mix of second home owners, primary residents, tourists, and those who are driven to Main Street through special events. Four different groups lead to what becomes the Main Street market. Planner Tyler remarked that part of the analysis model was to establish an appropriate cap using metrics derived from the current conditions in the HCB and HRC. They needed to find an exact number that

would fit into what they already have on Main Street. In order to reach a reasonable number of conventional chain businesses, the Staff developed a model using several different approaches. They looked at linear feet of streetscapes. The total number of storefronts could be ever changing because current businesses could subdivide and become two storefronts; but the linear feet of those storefronts will remain the same. They also looked at the existing conventional chain business stock on Main Street and the total number of stores, as well as the types of uses and the percentages they occupy on the street.

Planner Tyler stated that in looking at this on the macro scale they consistently came up with 80% non-conventional chain businesses and 20% conventional chain businesses.

Commissioner Campbell asked if the 80/20 percentage was based on what exists now, or what the Staff was proposing. Planner Tyler replied that the Staff was proposing 80%. She explained that with the model they derived a 20% conventional chain cap in the HCB and the HRC. Four out of every five stores would be non-conventional chain businesses. Using the percentages, they created a hard number because it is difficult to regulate on percentages.

Planner Tyler explained the formula the Staff used to calculate the percentages and the resulting hard number. The HRC District was identified in orange, the HCB was identified in blue, and the green color represented the combined districts. Using the metrics derived from linear feet, number of storefronts and uses, the Staff came up with 20% of storefront facades measured in linear feet. They established a cap for each zone using those figures, divided by the average storefront width of 37-1/2 feet. It was round up from 36-1/2 feet. It represented 1-1/2 lots, which is a consistent width in the Historic District for both residential and on Main Street. Planner Tyler remarked that the calculation identified the average amount of stores that would fit into that linear feet. Using those metrics, the retail mix would result in approximately 80% non-conventional chain businesses, with no more than eight new conventional chain businesses in the HRC. Therefore, the Staff was proposing a cap of 9 in the HRC. For the HCB, the retail mix would result in 80% non-conventional chain businesses, with no more than seven new conventional chain businesses. The Staff was proposing a cap of 19 in the HCB zone. Currently there is one conventional chain business in the HRC and 12 in the HCB.

Director Erickson clarified that there have been many conversations on how to handle retail real estate agencies. They tend to meet the definition of conventional chain businesses because they have a number of stores, standardized logos, and standardized products. For the sake of consistency, the Staff elected to include those

in the conventional chain business definition. If the numbers appeared to be inaccurate it was because the real estate market product is included in that model.

Vice-Chair Joyce stated that he found the counter-balance because other things such as Gorsuch that does not meet it, even though many people would perceive it as being more of a chain. Director Erickson agreed that it was a quid pro quo because they were not dealing with a lot of the franchise models, because they are owner occupied and they do not have standardized logos and other requirements. Director Erickson gave examples of other models that they tried to consider and adjust around. He agreed with the example of Gorsuch.

Commissioner Suesser asked if the storefront properties on lower Main included the storefronts facing to the common pedestrian plaza. Planner Tyler answered no. That would remain unregulated under this proposed ordinance.

Planner Tyler explained how the zoning change works and noted that it was included as a footnote in the use table, which is consistent with how they regulate vertical zoning and other things. In terms of enforcement, it is regulated through the business licensing, consistent with how they regulate offices on Main Street and any use in any zone. As the business license goes through Finance, it gets routed to the Planning Department to reviewed for use and whether it is allowed in the zone. The Planning Department has the current stock and they will continue to maintain that stock. For example, if they reach the cap of 19 in the HCB, any new business coming in would have to prove that a business has left and there is no longer an active business license in that particular location. It will be tied to the entire zone and not to location.

Commissioner Thimm commented on the numbers 9 and 19 and the measured width of 37-1/2 feet, and assumed that if a business that was 37-1/2' wide x 2, it would count as two of the 19. Director Erickson answered no. He explained that it is factored on two different equations. It is regulated to a business license, irrespective of the façade width. That is different than the storefront enhancement programs which requires breaking up businesses every 50 feet. Commissioner Thimm clarified that the cap is 19 business licenses. Director Erickson replied that he was correct.

Commissioner Campbell asked how they would address the situation of someone who might purchasing a building for a business and then apply for a business license. He thought they needed to find a way to protect someone from finding out about the cap after they purchase the building. Director Erickson replied that it would be clear in the use table as part of their due diligence. Vice-Chair Joyce asked if it would be easy for someone to figure where they are in the count. Planner Tyler replied that they could call the Planning Department in doing their due diligence. Director Erickson pointed out

that the commercial leasing community was fully aware and a newcomer should hear about it. He stated that it was also becoming standard operating procedure across resort towns.

Using Gorsuch as an example, Vice-Chair Joyce asked if there was a mechanism in place for a business who in the future decides to open other stores, which could make them a chain, and whether there was a process to know whether it would exceed the cap. Director Erickson replied that in that situation the business, such as Gorsuch, would be a legal non-conforming use because they were already in place.

Assistant City Attorney McLean believed that in that circumstance, because it was already existing the business would remain but it would not change the overall number. If the store goes away, someone would not be able to replace that particular one. Vice-Chair Joyce assumed that it would count as the 20th store. If someone was waiting to open a new chain store, two would have to close before someone else could take the 19th slot. Vice-Chair Joyce asked if the non-conforming status counted against the total. Ms. McLean thought it would. It was initially non-conforming, but at any point where it could become conforming, it would be conforming.

Planner Tyler explained that if they were at 16 and they discovered that it was a chain, it would be counted as the 17th. However, if the number was at 19 and it pushed it over to 20, they would allow Gorsuch to stay, but two others would have to go away.

Vice-Chair Joyce remarked that the notes were clear and short, and he asked if something else is needed to address the more complex issues. Assistant City Attorney McLean thought it was best to address those situations on a case by case basis and Code interpretation.

Commissioner Suesser wanted to know how much discretion the City was maintaining in issuing a license for a chain business. Director Erickson replied that it was first come first served. The definition as was clear and precise as possible, and there is no Planning Director determination of a chain. He stated that since the 20% was arrived at externally using three separate models, the 20% was a test. Planner Tyler had presented alternatives down to 15%, and they looked at going to 25%. All of those models tested it. They wanted to make sure there was precision in the definition so if the City Council directed 15% instead of 20%, they would still be precise in the definition.

Commissioner Suesser asked what the City has been doing to date. Director Erickson stated that if companies meet the constraints for conventional chain businesses on Main Street; particularly the sign ordinance and parking demands, they can obtain a

business license on Main Street. Planner Tyler noted that the sign code deters many chains from coming to Park City because most of the signage is allowed. Commissioner Phillips believed that the 50-foot façade was also be a deterrent.

Vice-Chair Joyce opened the public hearing.

Billy Reid, stated that he was representing two ownership groups; The April Inn at 545 Main and the Claimjumper at 573 Main. As a landowner he preferred not be told who they can rent to when there is a viable renter in the market. As the owner of a mom and pop where he lives in the Bay Area, he understands the desire to want to protect the mom and pop. Mr. Reid understood the desire for doing something, but he did not like the proposed method. He did not think limiting a market was the correct approach. His wife has a small candy store business, but her biggest competitor is not a major candy store. It is Amazon. He urged the City to consider something other than limiting who can come into a market when they desire to be there. Mr. Reid remarked that Commissioner Joyce had addressed the issue of Gorsuch expanding and pushing over the cap. He currently rents to Sotherby and Overland, which both meet the conventional chain business definition. If they were to move out, he would like to rent the space to a business that is equally as desirous of coming into the market. He found it concerning that if his tenants move out, they could be replaced with the next chain. He recalled that when a similar issue was done with the real estate offices, that the real estate office goes with the location. For example, if Sotherby's moves out, Berkshire Hathaway to could move in. Mr. Reid believed it was a concern that should be addressed now before it becomes a problem.

Angela Moschetta was aware that this has been a conversation for decades. However, she was new to this issue over the last year, and she has talked to everyone inside City hall about it. What she learned in the past year is that some people in the community, all landlords, believe that this should not be a matter of restriction, that the free market should win and people should be able to rent to whoever they want to. Ms. Moschetta believed that a lot of other people, such as residents, business owners, and landlords on Main Street who feel that people made a lot of money over the years, but in order to give back to the community and protect the uniqueness and vibrancy, it is now time to put something in place. Ms. Moschetta remarked that the emotional part of her would love to see an absolute ban on chains, but in conversations with Bruce Erickson and Hannah Tyler, she respects the time they spent on this and the research they have done. She was very impressed with their work, and trusts how they came to the decision and the recommendation put forth. Ms. Moschetta struggles with whether it should be 20% or 15%. She is concerned at the thought of doubling the number of current chains on Main Street if 20% is applied, and that might be a debate for City Council. Ms. Moschetta requested that the Planning Commission forwarded a positive

recommendation, because if they miss it this time it will never happen and everything that makes Old Town a desirable shopping and entertainment district will be at risk. Ms. Moschetta thanked Bruce, Hannah and Jonathan for their efforts, and she thanked the Planning Commission for their time.

Michael Kaplan stated that he is a Professor of Business and he used to own a business on Main Street. Approximately two years ago business and real estate leaders formed a group to see what they could do to help as Main Street evolves. The group evolved to working with Bruce, Hannah, Jonathan and Polly, and the issues were complicated. In his mind, they have evolved from keep Park City Park City, authenticity, no mall on a hill. Through Eric and other real estate people, they came to learn that some chains are an amenity to Main Street. For example, a Lululemon brings people from Montage to Main Street. From his perception, their thoughts have changed and evolved. Mr. Kaplan noted that the City has been working on this for almost two years, and he wanted the Planning Commission to know that Bruce, Jonathan, Hannah and Polly sought out their opinions and listened to their perspectives. They have been insightful in their opinions and totally professional, and they are a credit to the City.

Rick Margolis stated that he owns homes in Park City and he lives in Malibu full-time. He was unsure how the Code works, but Malibu passed a chain store restriction and it took two years to overturn it and \$2 million of Malibu's money. The restriction was ruled to be unconstitutional. Mr. Margolis assumed Park City was doing all the research, but the ruling in Malibu was handed down in June of this year. As a practical matter, he referred to Commissioner Campbell's question about buyers knowing that they could have their business before purchasing a building. Mr. Margolis understood that it was done by business license, and he asked if the building permit obtained needed to be obtained, the TI application done, and the space built out before a business license could be issued. If someone cannot get a business license before they invest their money building out the space, they could be stuck with a space and no business. Mr. Kaplan wanted to know how that was being processed and dealt with in this legislation.

Director Erickson replied that the process would not change with this legislation. However, he was unsure whether the TI had to be done before a business license could be issued. Jonathan Weidenhamer replied that generally the TI has to be done first.

Mr. Kaplan remarked that they were setting up a situation where someone invests because they think a slot is available, but by the time the store is built and they apply for a business license, other businesses who took existing locations came in before them

and now the slots are no longer available. Mr. Kaplan suggested that they look at pipelining to make sure that people can get in line and not waste their money.

Eric Nelson stated that Gorsuch is a family owned business in two states. All their stores are in Colorado except for in one Utah. One of the arguments that people have is that tourists do not want to see the chain stores they see at home. Mr. Nelson remarked that the ten store definition of a chain store did not make sense, and Gorsuch as a chain store under the definition did not make sense. He is in the retail and the real estate business, and there are a number of retail stores that might have ten stores that would be fabulous for Park City. He hoped they would take that into consideration. Mr. Nelson stated that the mom and pop business is not what it used to be, and he wanted to know who would fill those spaces when they hit the 20% cap. If the City implements this into the Code, he was certain they would have vacancy on the street. He encouraged them to take that into consideration. Mr. Nelson commented on vibrancy. In looking at the City numbers, if you remove the estate companies, 12 chain businesses under the definition are doing 50% of the business on the street. In his opinion, that is vibrancy. In 2002, the retail sales on the street was approximately \$150 million, and they did not reach that number again until last year. The chain stores brought the sales back up. Mr. Nelson believed the City needed to look at those issues. He did not believe they could limit to 20% without it causing problems in the future. Mr. Nelson agreed that a number of cities have this standard, including San Francisco where chain stores are a conditional use. He suggested that the Staff look at the issues that other cities have experienced with this restriction.

Lori Harris stated that she owns Mary Jane's on Main Street. She specifically moved from San Francisco to Park City 15 years ago. She lives in Old Town. She shops on Main Street, she eats on Main Street, and she works on Main Street. She has a lot of passion for Main Street, and whenever these topics come up people suggest that she could move somewhere else. She does not want to do that because the main reason she came to Park City was to have her business on Main Street. Ms. Harris stated that this was her first foray into retail and it has been successful. She has been in the same location the entire time. As a business owner, she would like to see balance in the marketplace. She would not want Main Street to turn into a complete mall of chain stores, but she also does not want to see vacancies. She believed that the Planning Department was trying to find a starting point, and that could be altered down the line if it is not successful. Ms. Harris stated that she has been a successful business owner and she weathered the recent recession. It was difficult and she had to take a full-time job in technology in San Francisco to keep things going, but it turned around and her store is thriving. She has a lot of friends who have local stores that are also thriving. They are not mom and pops. They are young women in business who started their businesses in Park City, and it was something the City should be supporting.

Thomas Cook stated that he is a Snyderville Basin Planning Commissioner, but he was representing himself. He wanted to echo a few points that were made this evening, and point out a few things that were not addressed in the definition of a chain store. Mr. Cook remarked that often times they talk about chain stores versus mom and pop operations. However, sometimes chain stores are actually independently owned franchises that are purchased by mom and pop family owned operations. Mr. Cook did not believe that all chain stores are equal; but they would be by the proposed definition. Some chain stores require their franchisees to contribute significant amounts of time and money, percentage of sales, to community programs. He requested that they relook at the definition of a chain store and consider adding more flexibility or leeway. He referred to an earlier comment where someone said that some chain stores offer an amenity to tourists and locals. He has lived in the Park City limits and in the Basin since 1993. Starting a business takes time, regardless of whether you are starting your own brand or buying into a franchise. A previous gentleman asked about the process and when someone pulls a permit for a business license. He also heard someone say that it would be part of the due diligence for purchasing a property. Mr. Cook pointed out that there is a lot of competition, and there are few vacancies on Main Street or not always the right space, and the process takes time. He believed that people will need the security of knowing that if they invest a significant amount of money, go through the process of starting a business, have done their due diligence and signed a lease, that they will have the opportunity to get a business license regardless of how long it takes to build the space.

Mike Barille, Executive Director for Historic Park City Alliance, stated that he was present to offer clarification or to answer questions about the opinion statement they submitted as part of the public comment record. He noted that the membership took up this discussion with the Staff on a number of occasions, as well as internally amongst their own membership. They arrived at the conclusion that some foray into this realm of regulation was needed in order to protect the authenticity and the historic character of the Historic Commercial District in Park City. It was really more about that than market forces or rent prices or even retail sales. Taking the long view of the historic character, the rhythm of the size of store front and seeing a vibrant mix of types of products is what differentiates Park City from other places where people visit, shop and spend their money. The Historic Park City Alliance wants to protect that over the long haul. Mr. Barille commented on caveats and qualifications to their opinion statement. One is that they are primarily a business owner/operator membership; although there are some property owners or some with dual purpose, and they again took the long view of protecting the authenticity. Mr. Barille remarked that Bruce, Hannah and Jonathan had put in a lot of good due diligence. They referenced and researched a lot of the communities that were spoken about in public comment in an effort to weight the pros

and cons. They also looked at the unique characteristics they have to deal with in Utah, and the constitutional law that varies from other places. In the initial working groups there was a lot of discussion and plea for looking at locally owned businesses in a different light, whether a chain or not. For example, recreational products could be looked at differently than other products. There are other ways of looking at what matches Park City's community ethic. Mr. Barille remarked that when the analysis was done everyone felt those methods would be on shaky legal ground, and that determining a simple cap and applying it to everyone was the best way to move forward. Mr. Barille stated that having said that and reiterating their support for the ordinance as proposed, the Alliance recognizes that some of the chains have been great assets to the business district. Their marketing power and their outreach helps bring additional customers to the other business on the street. In turn, some of the local businesses help speak to the kind of things Mr. Cook walked about by providing good examples of how to get involved in the community. With this as a line in the sand, and because it is a cap and not a ban, Mr. Barille thought it might help to bring the business community together in the way they market themselves and engage the community. Mr. Barille thanked everyone for their efforts and he looked forward to following it through the process.

Frank Lindhorst stated that the work that has been done was professional and well-thought out. He believed it was a matter of thrive or survive. They were creating a restriction that may benefit a local business to survive, but also to thrive. To help them thrive would be even better. He suggested that rather than seeing it as a restriction, they could look at it as a benefit to the local business owners or the small mom and pops to incentivize and help them be better. He suggested a tax benefit or other types of incentives for local businesses would help them to thrive and not just survive.

Angela Moschetta asked to make an additional comment on behalf of Casey Crawford, the owner of Prospect Boutique, who was unable to attend the meeting. She stated that some people see this ordinance as a restriction, but she felt that it was part of a natural evolution in Park City. She echoed the comments made about this not being a way to give an unfair advantage to small business. In Ms. Crawford's space at Prospect, there are micro-economy spaces. Ms. Crawford is a lessor, and she sub-leases to Billy's Barber Shop and Pink Elephant on the second floor. The same model is being applied to the Park City Mercantile down the street, where two additional businesses are going in upstairs. Ms. Moschetta suggested that if the commercial real estate brokers and landlords decided to get more creative, they would not have to see this as limiting rent per square foot. When those spaces are broken up the landlord gets more per square foot than if they just had one renter. Ms. Moschetta did not see this as an issue of mom and pops not being able to sustain spaces. Instead, it is supporting more creative use of space, and adding more businesses to the business

district, as well as adding more vibrancy and supporting the City's long-term plans to create micro-retail and restaurant spaces.

Vice-Chair Joyce closed the public hearing.

Commissioner Band complimented the Staff on great work. She thought it was nice to hear the public praise them. Commissioner Band struggled with this because it is hard for her to limit private property rights. However, she was as appalled as anyone to see L.L. Bean going into Kimball's old space. She thought the 20% number could be less, but she was more comfortable knowing that real estate businesses were included in that number. Commissioner Band stated that walking up and down Main Street she did not think it was overwhelmed with chains, but she was concerned that it might feel that way if they add three or four more chains. She liked the pipeline idea because it is not fair for someone to be pushed out of the que while their space is being built. Commissioner Band agreed that it would difficult to make this perfect and it may need to be tweaked. She commented on the possibility of gives and gets for chain stores, similar to what they do with subdivisions, if they have reached the cap but another chain store wants to come in and be a good partner in the community.

Commissioner Thimm agreed with Commissioner Band regarding the pipeline process. He was unsure how they could capture them early in the process, but he would not want someone to go through a large investment and not be able to occupy the space or obtain a business license. Commissioner Thimm questioned limiting the market, but at the same time he looks at the goals of the General Plan and the requirement to embrace the General Plan. He was in favor of the proposed ordinance because it speaks to minimizing the impact of chain stores. Commissioner Thimm supported the 20% number because he felt the analysis backed it up sufficiently in the Staff report.

Commissioner Suesser thought the problem with the pipeline is the problem that the landlord who had Sotherby and Overland pointed out. If he loses them as tenants, he might not be able to replace those tenants with other chain tenants because others might be in the pipeline for other spaces. She believed the approach to the pipeline needed more consideration, and the process of business licensing needed to be considered. Commissioner Suesser likes where this starts, but she thought it needed more refinement and tweaking. She liked the idea of incentivizing small business owners to stay and come to Main Street, and for landlords to get creative with their space as Ms. Moschetta had pointed out with Billy's Barbershop and the Pink Elephant. It is a wonderful solution and she would like to see more of that on Main Street. Commissioner Suesser agreed that the 20% was backed up with good analysis, but she thought it was a little high. She understood about being on shaky legal grounds if they hold on to some discretion in terms of the right mix and balance on Main Street, but she

preferred to find a way to hold on to some discretion to keep just any chain from coming in. She also suggested the possibility of keeping a certain space between like businesses; or limiting the number of chains side by side along Main Street. Commissioner Suesser thought adding those types of conditions would be helpful.

Commissioner Phillips agreed with his fellow Commissioners in general. In looking at the list and how many businesses are new, even though it was only a few stores, he felt like Main Street has changed over the last few years. He spends a lot of time on Main Street and loves it. Commissioner Phillip agreed that the logic behind the 20% was backed up by the analysis; but he thought the number was high. If they currently have 13 chains and the total between the two districts is 28, they could potentially have three times as many of what they actually see as chains. He believed it would change Main Street. Commissioner Phillips preferred a smaller number. Otherwise, he liked the idea and thought it would help to keep Park City a small town and a place where they all want to stay.

Assistant City Attorney McLean provided the legal framework of the proposal. She stated that in their research, the more discretion you give, the more likelihood of a lawsuit, and a higher chance of losing the lawsuit. The Staff looked at the CUP process used in California and felt that it was not a good idea to achieve the goals that were set in Park City, because based on Utah law, conditional use is an allowed use. Therefore, they do not have much discretion in saying which ones they want or do not want. Ms. McLean stated that it needs to be as bright line as possible. Putting together a pipeline is doable, but they would first have to work out some of the issues.

Commissioner Campbell supported Commissioner Suesser's idea to geographically spread out the chain stores. Another issue is the number that no one else has mentioned, which is the 11% vacancy rate. He was unsure what that has been historically, but he found it to be shockingly high. Planner Tyler replied that the 11% vacancy rate is affected by the construction at Kimball, as well as the new 820 Park Avenue. They are trying to lease those spaces. Under the new vacancy ordinance, some of those will not count towards vacancy. Construction will not count and actively trying to lease will not count.

Commissioner Campbell did not think it made sense not to count a space that someone was actively trying to lease. He thought the ones having the hardest time leasing should count the most. He was concerned about walking up and down Main Street and seeing dark spaces. Commissioner Campbell wanted everyone to understand that if they send a positive recommendation to the City Council, they would be saying that in some cases they would rather have spaces sit empty rather than lease it to a name that people recognize. He thought they should have some kind of failsafe that if real

vacancy rates go above a certain number, there is a sunset. He suggested that the sunset might be that it automatically goes back to the City Council. Commissioner Campbell wanted the Planning Commission to go on record saying that if it comes down to leaving the stores empty or having a chain store, the preference would be to reduce the high vacancy rate. He believed that seeing vacant stores on Main Street terrify potential shoppers much more than seeing another Patagonia logo. Planner Tyler offered to look into it.

Director Erickson stated that if they were to get a positive outcome, the Planning Commission could forward a positive recommendation to the City Council to pass this ordinance with a Planning Commission suggestion to consider a lower rate, consider a pipeline, and some consideration for spacing and order of buildings. It would be up to the City Council to make the policy decision.

Commissioner Thimm asked if there was the option to continue this item and give the Staff the opportunity to provide a clean version for the Commissioners at the next meeting. Director Erickson replied that they could continue, but there were timing issues with potential business licenses coming forward and they would like to have a pending ordinance in place.

Commissioner Band was concerned that if they have another economic turn and they have more vacancies and allow more chains, when the economy improves they will not get those spaces back and they will be left with chain stores and a Main Street Mall. Commissioner Band was uncomfortable adding that caveat to a recommendation if the goal is to keep Park City authentic. She would rather offer incentives to local businesses or other creative solutions to keep the spaces occupied. Commissioner Campbell thought Commissioner Band made a good point.

Vice-Chair Joyce stated that his biggest concern was the appearance that they were trying to support the small business mom and pops; however, that was not the focus. The focus was more along the lines of uniqueness. They do not want Main Street to feel like the outlet mall or City Center or other places. From the standpoint of the ordinance, he would not care who owns the business. Commissioner Joyce thought the recommendations from both the public and the Commissioners about incentivizing small business to help them survive is a completely unrelated discussion. From the standpoint of what they were trying to accomplish, he was not interested in crafting which places fit into the right vibe. He cares about whether or not it is unique; and when you put enough unique together the town becomes unique and Main Street becomes unique.

Vice-Chair Joyce was concerned about the different rules and the lines where the storefront rules would apply. He had agreed with the ones that were high enough or back enough to where it clearly was not Main Street store frontage. However, there were other things where they eliminated buildings, did not do either side of Park Avenue, and it stopped at 8th instead of going down to 9th; and now suddenly this was the whole zone. The Planning Commission made a conscious decision to do something other than the zone boundaries with some very relevant rules, but now it would be harder for people to figure out what applies to them. Vice-Chair Joyce thought they were making things more complex.

Vice-Chair Joyce thought 20% was too much. The Staff had intentionally written the definition to be very generic so it can apply to Patagonia the same as it would apply to McDonald's. There is no differentiation between a restaurant and retail. Vice-Chair Joyce remarked that retail is what is happening right now; but there is very little retail below Heber. It is primarily restaurants and other uses such as the Victory Ranch Club. Vice-Chair Joyce stated that in looking at the very small space going down to 9th Street, if they continue the trend of it mostly impacting retail versus restaurants, it is essentially all chains. He would extend that going up from Heber as well, because the same applies. Vice-Chair Joyce could imagine how it would look and feel if all of the 9 and 19 go to retail. It would make a dramatic difference in how Main Street feels from a shopping standpoint. He pointed out that people will go to several retail spaces and only one restaurant to have lunch. If the bulk of the retail is all chains, it would have a disproportionate impact. Vice-Chair Joyce was unsure how to address it other than to lower the 20%. Vice-Chair Joyce liked the analysis using the linear feet, but multiplying everything by 20% was more like grabbing a number.

Vice-Chair Joyce thought it might help if there was a way to separate the retail from everything else. He liked the idea of some consideration for adjacency, but he was concerned that it could become complicated. He favored breaking it up to avoid the feeling of walking through 200 yards of mall.

Vice-Chair Joyce noted that there was precedence for issues like building out and not being able to obtain a business license. Restaurants encounter that same issue with liquor licenses. He was certain that other communities have addressed the issue of investing before obtaining a license, and he suggested that the Staff research those communities to see how it is handled.

Vice-Chair Joyce liked what the Staff had done, but he reiterated his belief that the number is too high. He had more concerns with below Heber because they draw the lines different every time. He suggested that they consider bringing it all back together like they did with the 50' façade.

Commissioner Suesser asked if the Staff had looked at different types of chains like restaurants versus retail, and whether or not a mix was considered. Director Erickson replied that they go back to what Ms. McLean had said with respect to consistency. Currently, it is all retail and there are no restaurants that meet the definition of a chain in either of the Districts. He explained that one of the economic development strategies is that some portion of power with conventional chain business is the ability to have a national marketing presence. They wanted to do whatever they could to enliven the portion of the Marriott Mall inside. If driving a chain business to the outside would drive business to the inside, it might improve the conditions of that section of the street. The Staff brought forward the 15% number early in the process, but they were given direction to move it closer to 20%. They now focus on the 80% non-conventional chain businesses.

Vice-Chair Joyce stated that when the Staff takes their recommendation to the City Council, he suggested that they give the Council something that shows what retail would look like in the two zones if everything continues down the path they are currently on and filled up with just retail. He thought the City Council should have that to think about when they say that 20% is better than 15%.

Planner Tyler thought the majority of the Commissioners had indicated that 20% was too high. She noted that the Staff report lists alternative percentage of caps. If as part of their recommendation they prefer a lower number outlined in the two tables, the Staff could take that option to the City Council.

Commissioner Phillips stated that he personally preferred. Commissioners Band and Suesser agreed. Commissioner Thimm stated that he could support 15%. Vice-Chair Joyce believed there was unanimous support from the Planning Commission for 15%. He thought they should have the same percentage for both the HRC and the HCB for consistency.

On the question of whether special preference would be given to a chain if it was replacing another chain tenant, Vice-Chair Joyce thought the answer should be absolutely not. It is fair business competition for space. He also thought they need to think through the conditions for pipelining to avoid people jumping in the queue to hold a spot. Commissioner Thimm agreed.

Director Erickson remarked that a reduction to a 15% cap would go from 9 to 7 in the HRC and from 19 to 14 in the HCB.

Assistant City Attorney McLean stated that her math showed that the Staff had rounded up from 6.4 to 7. Planner Tyler replied that they treated it like the parking requirement, footprint and everything else. It rounds up to the next whole.

Commissioner Campbell requested that whoever makes the motion should include a request that the City Council look at this on a regular basis, because if it has the unintended consequence of driving up the vacancy rate, it would have been a big mistake.

Assistant City Attorney McLean stated that one of the key components to this kind of ordinance is preserving the historic character of Main Street, and that has found to be defensible. Vacancy is a separate issue.

Vice-Chair Joyce agreed with Commissioner Band's comments about downturns in business cycles.

Planner Tyler commented on the vacancy ordinance and noted that a temporary liquor permit cannot be pulled during Sundance if the building has been vacant for more than 100 days. She believed that would encourage the property owners to lease their spaces.

Based on the discussion, Director Erickson stated that the motion would be a positive recommendation to the City Council regarding the LMC changes referenced in the Staff report, with the revision of no more than 14 conventional chain businesses in the HCB and 7 chain businesses in the HRC as outlined in the proposed ordinance, with the following recommendation that the City Council consider the comments of the Planning Commissioner with respect to the order of issuance of conventional chain business licenses, discuss looking at the process at some point in the future, and consider the effects of adjacency in order to maintain the historic nature of the street.

MOTION: Commissioner Phillips moved to forward a POSITIVE recommendation to the City Council for the LMC Amendments regarding Conventional Chain Businesses as stated by Director Erickson. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

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The Park City Planning Commission Meeting adjourned at 9:45 p.m.

Approved by Planning Commission: _____

Planning Commission Continuation Report

Subject: Iron Canyon Subdivision Lot 22
Building Pad Adjustment
Author: Tippe Morlan, Planner II
Date: August 9, 2017
Type of Item: Legislative – Plat Amendment

Project Number:	PL-17-03574
Applicant:	Allyson Massey
Location:	2428 Iron Mountain Drive
Zoning:	Single Family (SF)
Adjacent Land Uses:	Single family dwellings
Reason for Review:	Plat Amendments require Planning Commission review and City Council approval.

Proposal

The applicant is proposing to adjust the building pad area shown on Lot 22 of the Iron Canyon Subdivision located at 2428 Iron Mountain Drive to adapt to the current proposed design of the new residence. This proposal also increases the size of the pad from 4,000 square feet to 5,500 square feet. The entire site contains 0.84 acres, or approximately 36,590.4 square feet.

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing for the Iron Canyon Subdivision Lot 22 Building Pad Adjustment located at 2428 Iron Mountain Drive and continue the item to a date uncertain at the applicant's request.

Exhibits

Exhibit A – Draft Ordinance with Proposed Plat (Attachment 1)

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Treasure
Project #: PL-08-00370
Authors: Francisco Astorga, AICP, Senior Planner
Bruce Erickson, AICP, Planning Director
Matt Cassel, PE, City Engineer
Alfred Knotts, Transportation Planning Manager
Date: 09 August 2017
Type of Item: Administrative – Conditional Use Permit
Traffic Mitigation

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Hill Traffic Study Addendum #7 dated July 26, 2017, submitted to the City in draft/incomplete form on July 21, 2017, and in final form on July 27, 2017, as analyzed by the City in this staff report. As noticed, a public hearing should be held. Staff recommends that the Planning Commission continue the item to the September 12, 2017 Planning Commission meeting.

Description

Property Owner: Sweeney Land Company and Park City II, LLC represented by Patrick Sweeney
Location: Creole Gulch and Mid-station Sites
Sweeney Properties Master Plan
Zoning: Estate (E) District – Master Planned Development
Adjacent Land Use: Ski resort area and residential
Topic of Discussion: Final Transportation/Traffic Update
Reason for Review: Conditional Use Permits are required for development per the Sweeney Properties Master Plan. Conditional Use Permits are reviewed by the Park City Planning Commission

Background

Traffic and transportation are massive areas of importance to the review of this project. The applicant originally proposed a goal of completing the Transportation/Traffic Study addendum in February 2017; however, the applicant was not able to conclude their update until early May 2017. The applicant introduced this update on May 10, 2017. During the June 14, 2017 Planning Commission meeting staff provided to the Commission preliminary comments in response to the submitted Transportation/Traffic Study introduced in May 2017. The Treasure Hill Traffic Study Addendum #7 dated July 26, 2017, submitted to the City in draft/incomplete form on July 21, 2017, and in final form on July 27, 2017. See Exhibit A - [Treasure Hill Traffic Study Addendum #7](#). On July 19, 2017 the Planning Department received a review commission by the City prepared by LSC Transportation Consultants. See Exhibit B - [City's Independent Review of Treasure Hill Transportation Impacts Analysis \(TIA\)](#).

Transportation Studies/Documents

The following list in chronological order (document date - name of document - company that prepared the document) contains the various different traffic studies:

- [2003.12.18 - TH Traffic Opinion Summary - PEC](#)
- [2004.07.01 - TH Traffic Impact Analysis - PEC](#)
- [2004.07.31 - Addendum One - PEC](#)
- [2005.04.06 - Second Addendum to the TH Traffic Impact Analysis, July 2004 - Traffic Count President's Day Weekend - PEC](#)
- [2005 .07.20 - Technical Memorandum TH Traffic Review - Fehr & Peers](#)
- [2005.12.09 - Summary of Findings & Recommendations of the TH Traffic Report – Fehr & Peers](#)
- [2006.02.24 - TH Response to Park City Planning Commission Questions - PEC](#)
- [2008.01.07 - Third Addendum to the TH Traffic Impact Analysis, July 2004 - Lowell Ave. Sidewalk and Improvements - PEC](#)
- [2009.02.24 - Letter to the Applicant – Park City Municipal Corporation](#)
- [2009.03.31 - Walkability Study / Recommended Improvements - PEC](#)
- [2009.04.02 - Sweeney Letter to the City – MPE](#)
- [2009.04.02 - TH CUP Review Lowell Avenue Improvements Opinion Summary - Alta Engineering](#)
- [2009.04.02 - TH Traffic Impact Analysis Addendum Four - PEC](#)
- [2009.04.15 - Parking Count Numbers - Alta Engineering](#)
- [2009.04.19 - Treasure Lowell Avenue Improvements - Alta Engineering](#)
- [2009.06.18 - Fifth Addendum to the TH Traffic Analysis, July 200 - Parking Generation Study - PEC](#)
- [2009.06.18 - Revised Letter TH Walkability Study / Recommended Improvements and Effects on Traffic of Proposed Roadway Section on Empire Ave. - PEC](#)

- [2009.06.25 - Sixth Addendum to the TH Traffic Impact Analysis, July 2004 - Intersection Operations Limiting Development Traffic on Empire Ave. - PEC](#)
- [2009.07.16 - Proposed Parking and Traffic Operations – MPE Incorporated](#)
- [2009.07.22 - Updated Treasure Lowell Avenue Improvements - Alta Engineering](#)
- [2017.01.05 - Treasure Hill Traffic Study Summary - Triton Engineering](#)
- [2017.05.04 - Treasure Hill Traffic Study DRAFT Addendum #7 - Triton Engineering](#)
- [2017.07.19 – Review of Treasure Hill Development TIA – LSC Transportation Consultants](#)
- [2017.07.26 – Treasure Hill Traffic Study Addendum #7 – Triton Engineering](#)

Since the last Planning Commission meeting held on July 12, 2017, the applicant submitted the following items regarding the final Traffic Study:

- TH Traffic Study Addendum #7 Draft (dated July 20, 2017), no appendix
 - Submitted via e-mail Friday July 21, 2017 12:15 PM
- TH Traffic Study Addendum #7 (dated July 26, 2017), no appendix
 - Submitted via e-mail Thursday July 27, 2017 11:36 AM
- TH Traffic Study Addendum #7 Appendix A – F only
 - Submitted via e-mail Thursday July 27, 2017 8:40 PM
- TH Traffic Study Addendum #7 (dated July 26, 2017), with appendix
 - Submitted via e-mail Friday July 28, 2017 11:31 AM

Analysis

The Planning Department worked closely with the City Engineer and the City Transportation Planning Manager preparing this staff report and reviewed the applicant's traffic study. The objective is to synthesize the current and previous Planning Commission discussions regarding traffic related impacts.

The Planning Commission is responsible of reviewing the applicant's submittal to identify the impacts of the proposal. Once the impacts are identified, the Planning Commission analyzes the effects of the proposed/justified mitigation which includes an evaluation of the projected outcome of the applicant's studies, and adds qualitative discussions regarding impacts to Park City. The last step includes providing ongoing mitigation monitoring and reporting program that evaluates the adequacy and effectiveness of proposed mitigations strategies.

The City conducted an independent analysis, concentrating on the validity of the assumptions, and accuracy of predictions, including the target level of service (LOS), potential mitigation strategies, possible recommendations, etc. See Exhibit B - [City's](#)

Independent Review of Treasure Hill TIA.

The City Engineer and Transportation Manager continue to review the applicant's traffic study. At this time, the City Engineer and Transportation Manager have concluded the analysis presented is adequate for the analysis of impacts and mitigations. A final determination of all assumptions and data; however, is yet to be made. Generally, the City Engineer and Transportation Planning Manager will opine that the traffic model appears to be correct in terms of levels of service. The appropriateness of certain assumptions in the model and applicant mitigations is still under review.

Based on the review of the Applicant's traffic Study, the City Engineer preliminarily calculates that after completion of the Treasure Hill project, the portion of the delay at the intersection of Empire and Silver King (assuming the predicted Level of Service F, and a standard Level of Service of D), the Treasure project would be responsible for approximately 36% of the difference in delay from Level of Service D to Level of Service F. Using the same calculations, Lowell and Silver King are predicted to fail at Level of Service F at peak hour departure with the Treasure Project. Treasure is responsible for approximately 52% of the delay for Level of Service D to Level of Service F.

Shown below is the applicant's proposed traffic demand management (TDM) strategies and traffic mitigation:

TRAFFIC DEMAND MANAGEMENT

The Treasure Hill project has been assisting with various Traffic Demand Management (TDM) strategies and will continue to implement TDM strategies that will improve traffic operations.

1. *Sweeney Land Company, co-owner of the Treasure Hill Parcel, conveyed at no cost to PCMC the land that enabled the "loop" connection for the Lowell and Empire roadways.*
2. *The various Sweeney entities were instrumental in the creation of the Town Lift System, including its original approval and construction, connections to Upper Old Town (Upper Norfolk, King Road, and Sampson), conveyance to the City at no charge of portions of the Crescent Walkway and Lower Norfolk Avenue, and providing the opportunity for the Main Street Bridge.*
3. *MPE (the CUP applicant) provided funds for the study of Lowell Avenue to create a roadway that will accommodate the existing traffic volumes and future traffic volumes.*
 - Staff comment: Staff is unaware of the provided funds that the applicant claims to have contributed for the study of Lowell Avenue. Staff requests verification from the application regarding this TDM strategy.

4. *MPE provided funds for the design and construction of Lowell Avenue to create a roadway that will accommodate the existing traffic volumes and future traffic volumes, particularly construction traffic.*
 - Staff comment: As indicated on the approved 1986 master plan, it was identified that during construction the roads would carry heavy traffic. The 1986 master plan provided an option to the applicant to contribute incremental additional cost of additional pavement thickness (approximately 3 additional inches of asphalt over the entire length of Lowell/Empire south of Manor Way), which payment would be deducted from future impact fees paid to the City; otherwise, the developer would be required to reconstruct the entire length of Lowell/Empire south of Manor Way at their cost.
5. *Applying a mixed-use development that will create between 107 to 154 vehicle trips in the peak hours instead of single family homes on approximately 4 miles of new city streets connecting to Upper Old Town and possibly beyond that would likely generate more vehicle trips in the peak hours.*
 - Staff comment: Staff does not consider the project mixed-use development, but rather a destination development based on the transient nature of the proposal, amount of proposed retail, etc.
6. *The construction of the cabriolet is a significant TDM strategy that provides a transportation system that removes vehicles on the roadway, while creating the ability for visitors and residents of the development to access Main Street. While only a 10% reduction in vehicles (12 cars in the morning and 17 cars in the evening) it is assumed for the cabriolet, it will have a greater impact when combined with the ski resort operations. This provides also the ability for employees who use the Park City Transit system to arrive on site by using the cabriolet.*
 - Staff comment: TDM strategy needs to be quantified, not assumed.
7. *Another TDM commitment is the construction of ski runs for beginner and intermediate skiers that will provide an all-ability-levels connection to the Resort. The same ski run terrain will provide trail connections during the summer months of the year. This reduces the likelihood of visitors and residents staying at the Treasure Hill project of driving to the resort main base area or other resorts in the area.*
 - Staff comment: TDM strategy needs to be quantified, not assumed.
8. *Another TDM strategy is the inclusion of employee housing dedicated for Treasure Hill on-site.*
 - Staff comment: Applicant proposes less than 7,000 square feet of employee housing onsite. City's employee generation study estimates 300 to 500 total employees and 100 to 300 employees per shift.

9. *The addition of on-site commercial elements also provides a reduction in trips. Recent studies have found there are significant trip reductions for trips between various land uses located within the same development (hotel, employee housing, residential and commercial).*
10. *For employees not living in on-site employee housing, during the winter ski season and other special events like Sundance Film Festival, the Treasure Hill development will direct and incentivize such employees to use public transportation and/or the cabriolet to access the site to reduce the traffic load on the intersections.*
 - Staff comment: TDM strategy needs to go further, not just during winter and special events.
11. *Another TDM strategy that will be implemented during the winter ski season (including the Sundance Film Festival) and other busy times is the use of a shuttle that will pick up visitors from the airport and deliver them to the Treasure Hill development. This shuttle system might be specific to Treasure Hill or in combination with existing private transportation services.*
 - Staff comment: TDM strategy needs to go further, not just during winter and special events. Shuttle can certainly fluctuate depending on the season.
12. *During the construction phase of the project, some construction workers will park at the Richardson Flats park and ride lot (or other park and ride lots) and be shuttled to the site, or they will use the Park City transit system with the combination of the cabriolet, when it is complete, to get to the site. Flexibility regarding this strategy is necessary to accommodate the many aspects of construction.*
 - Staff comment: TDM strategy needs to go further, all construction workers need to park somewhere else, not just some. Need to understand exactly where they will park. Richardson Flat parking lot does not allocate a specific number of parking spaces for this project. Need to understand how the construction workers will impact the current transit system.

TRAFFIC MITIGATION

The Treasure Hill project shall implement the following items to mitigate traffic on the roadways.

1. *With a clustered mixed-use development, the result is 110 plus acres of open space instead of additional miles of roadways that the city would have to maintain.*
 - Staff comment: Clustering the project in the Mid-Station and Creole-Gulch sites is a requirement of the master plan, as proposed by the applicant and approved by the City (1986).

2. *The Treasure Hill project will provide a cabriolet system that will connect the project to Main Street. The cabriolet will traverse between Main Street and Treasure Hill with a one-way capacity of approximately 2500 passengers per hour.*
 - Staff comment: This proposed mitigation lacks specificity as to how the cabriolet riders will get the cabriolet, where they will park their vehicles, how they will affect traffic, how they will affect the current transit system, etc.
3. *The hours of operation of the cabriolet will start around 6:45 am and extend until 10 pm during the winter ski months and summer. During the spring and the fall season, the cabriolet will be out of operation at times to accommodate maintenance needs. Treasure Hill will adjust these hours in cooperation with PCMC city-wide TDM strategies.*
 - Staff comment: Refer to comment on cabriolet TDM (no. 6).
4. *Treasure Hill will construct ski runs for beginner and intermediate skiers with convenient connections to the Resort. The same ski run terrain will provide trail connections during the summer months of the year. This will reduce trips by not only visitors and residents of the development by nearby neighbors as well.*
 - Staff comment: Refer to comment on ski run TDM (no. 7).
5. *Treasure Hill will have dedicated employee housing on-site.*
 - Staff comment: Refer to comment on employee house TDM (no. 8).
6. *For employees not living in on-site, during the winter ski season and other times when hotel occupancy exceeds 70% and other special events like Sundance Film Festival, the Treasure Hill development will direct, use monetary incentives and other mechanisms, as necessary, to encourage employees to use public transportation and / or the cabriolet to access the site.*
 - Staff comment: Refer to comment employees not on-site TDM (no. 10). It is not effective to simply encourage employees to use public transportation and the cabriolet. Specificity needs to be added to measure effectiveness.
7. *To decrease the impact of vehicles during the peak hour the Treasure Hill development will utilize work shifts that begin and end outside the AM and PM peak hour of travel.*
 - Staff comment: Specificity is required in order to develop a potential qualifying standard.
8. *During the winter ski season, other busy times, and special events like Sundance Film Festival, Treasure Hill will implement a shuttle system that*

will pick up visitors from the airport and deliver them to the Treasure Hill development. This shuttle system might be specific to Treasure Hill or in combination with existing private transportation services.

- Staff comment: Specificity is required in order to develop a potential qualifying standard.

9. *Treasure Hill will require all parking related to Treasure Hill to be on site.*

- Staff comment: Onsite parking is required for all projects. The master plan further reiterated that required parking are to be readily be provided on-site and in enclosed structures.

10. *During the construction phase of the project employees that do not require a vehicle to perform their trade will be shuttled to the site or to the cabriolet when it is operational.*

- Staff comment: Refer to comment on construction phase parking TDM (No. 12).

11. *Treasure Hill development will pay for its portion of the improvements at Park Ave / Deer Valley and Empire Ave / Silver King intersection improvements as may be implemented by any special improvement district or similar entity.*

The City Engineer and Transportation Manager have begun creating mechanisms to define and/or quantify the applicant's proposed mitigations. In suggesting these metrics, staff is attempting to provide specificity to the mitigation measures proposed by the project applicant as to ensure each measure is implemented, maintained, monitored, and reported on in terms of effectiveness. The initial draft elements of the mechanism referred as Potential Qualifying Standards (PQS) are outlined below in terms of construction and development impacts.

Potential Qualifying Standards will be delivered to the Planning Commission for all of the CUP criteria. The Planning Commission can review and discuss PQS as part of their deliberations. The intent is to use the PQS as a tool for the Planning Commission to efficiently assess impacts of portions of the proposal to determine if the proposed mitigation measures the items listed Land Management Code (LMC) § 15-1-10 to adequately mitigate and/or eliminate detrimental impacts. Any conditions of approval established in a Final Action will include the Planning Commission identified Qualifying Standards.

The Qualifying Standards differ from Conditions of Approval, in that the potentially Qualifying Standards are brought to the Planning Commission when impacts and applicant mitigation are under discussion rather than at the end of the review. Planning staff developed this approach after reviewing mitigation plans with other large projects over the past two (2) years. Examples of the Planning Commission reviews have been parking and traffic mitigation at St. Regis, Empire Pass traffic mitigation plans, etc.

A comprehensive set of standards will be part of any final recommendation from staff. Staff also is in the process of developing “Goals” from the comments of the Planning Commission and controlling documents (identified previously) to measure the ultimate effects of an applicant proposed mitigation and potentially QS. In addition, staff is reviewing other, similar large project construction and transportation mitigation measures for successful and unsuccessful approaches to mitigation, implementation, etc. Staff suggests the following outline to assist the Planning Commission in identifying the impact and the implementation of the applicant’s proposed mitigation.

Construction Impacts:

- Impact: Employee Access

Description: Trips and parking impacts from employees access to the site.

Initial potential qualifying standards:

- All employees shuttled into the site
- Sub-contractors allowed to drop off tool boxes and material but also shuttle in employees

Goal: No net increase in trips

- Impact: Material Access

Description: Moving material into/out of the project site.

Initial potential qualifying standards:

- Number of delivery per day set
- 50% of all material delivery during shoulder season from March 15 to June 15 and from Labor Day (early September) to November 15
- White noise alarms

Goal: Trips generated during non-peak time periods

- Impact: Routing to Site

Description: Other than Lowell, What route is used?

Initial potential qualifying standards:

- Route to be Empire Avenue to Manor Way to Lowell Avenue
- Manor Way to be reconfigured to allow construction vehicles
- Manor Way to be rebuilt after construction

Goal: No Trips in front of PCMR and on Empire

- Impact: Timing

Description: When will construction occur?

Initial potential qualifying standards:

- No concrete, excavation, structural work between November 15 to March 15
- No work during major events

Goal: No impactful winter work

- Impact: External Construction
Description: Off-site utilities

Initial potential qualifying standards:

- Construction only during shoulder season
- No White noise alarms

Goal: Impacts during shoulder season

Development Impacts:

- Impact: Deliveries
Description: Minimize impacts of deliveries

Initial potential qualifying standards:

- Deliveries from 7 to noon (9-2 during ski season)
- Delivery to be on Lowell
- White noise back-up alarms

Goal: Deliveries during non-peak periods

- Impact: Employees
Description: Minimize impacts of additional employee trips

Initial potential qualifying standards:

- No employee parking on site except for those living on site

Goal: No net increase in trips

- Impact: Operational Maintenance

Description: Manage snow and parking along Lowell and Empire Avenue

Initial potential qualifying standards:

- Widen snow removal along Lowell

Goal: No emergency situations

- Impact: Long Term Trip
Description: Minimize overall trips

Initial potential qualifying standards:

- Post Monitoring program to show achieving trip reduction for shuttles, cabriolet, etc.
- Cabriolet, shuttle program, car rental
- Participate in Empire/Silver King upgrade

Goal: 100% increase in trips from current trips (today around 400- 500 AADT)

- Impact: External Trips

Description: General public driving up to the site

Initial potential qualifying standards:

- Valet to park internal cars
- No public parking
- Internal Parking permit program

Goal: No net increase in trips

Potential Community and Environmental Effects of the Project

This section seeks to extrapolate and consolidate the traffic and transportation related impacts identified in the “Treasure Hill Traffic Analysis – Addendum #7” as well as any associated mitigation measure proposed by the applicant, the goal of the mitigation measure, and categorize as temporary construction related impact or permanent/ongoing that is a result of the project operations.

Construction/Temporary Impacts:

- **Impact T- 1 – Construction Worker Access**

Description: Trips generated/induced to the site from construction related activities from construction workers

Goal: Reduce construction related trips to a less than significant level during all construction activities

Qualifying Standard (QS) T-1a: During construction any and all activities for all phases project proponent and/or their prime and subcontractors shall procure an offsite parking location outside the Park City limits that is adequate for all construction employees and provide direct shuttle access from said lot to the project site.

QS T-1b: Prior to construction, project proponent shall demonstrate they have legal authority to occupy the parking lot, demonstrate the proposed shuttle service has adequate capacity to transport the workers that are estimated to require access to the site during peak construction activities

QS T-1c: All contractors shall deliver and store appropriate materials and trade tools on the site as to facilitate shuttle access to the site

QS T-1d: Cabriolet shall be constructed during Phase 1 of construction as to provide construction access to the site during the entire duration of construction

- **Impact T-2 – Construction Material Delivery**

Description – T-2: Trips generated/induced by the delivery of construction related materials and exportation of construction related waste

Goal: Minimize impacts to neighborhood associated with delivery and off haul of construction related materials including but not limited to traffic, noise, and safety

QS T-2a: The project proponent shall quantify maximum number of deliveries per day and develop a delivery plan with routes and set times of day for deliveries that avoid the AM and PM peak periods identified in the Traffic Analysis. These shall be adjusted based on winter and summer seasons. No deliveries shall occur on weekends and/or holidays. All construction access routes shall be approved by the City Engineer. No routes shall pass through the Park City Mountain via Lowell Ave.

QS T-2b: Contractor shall be required to equip all delivery and onsite construction equipment with “white noise” back-up alarms

QS T-2c: Prior to each winter construction access routes shall be evaluated and repaired, if necessary, to the satisfaction of the City Engineering. Following construction, all access routes shall be repaired and/or reconstructed to a “state of good repair” as determined by the City Engineer.

QS T-2d – QS T-1c: and **QS T-1d** shall apply to further mitigate this impact.

- **Impact T-3 – Winter Construction Access and Activities**

Description: Winter access to and around the site is constrained due to skier traffic and winter maintenance operations. Additionally, the site is on steep slopes that can be prone to erosion and instability posing threats to the environment and public safety.

Goal: Minimize potential adverse impacts to environment, the economy, and public safety during the winter season when skiers are accessing the Park City base and when soils are prone to erosion and transport.

QS T-3a: Construction activities related to concrete pumping, major excavation (50 cubic yards), and clearing and grubbing shall be prohibited from Nov 15th – April 15th. Major construction activities shall also be prohibited during summer holidays and major summer events.

Permanent Ongoing Project Related Impacts:

- **Impact P-1 – Service and Supply Deliveries**

Description: Routine deliveries to the site associated with the operation of the development following construction have the potential to adversely impact neighborhood quality of life, traffic operations, and City infrastructure

Goal: Minimize impact of deliveries to the project site associated with ongoing operations of the development

QS P – 1a: Non ski season deliveries (April 15 – November 15) shall only occur from 7 a.m. to 12 p.m. while ski season (November 16 – April 14) deliveries shall only occur from 10 a.m. to 2 p.m. shall access the site via Lowell Ave. south of the Park City Mountain base.

QS P – 1b: All delivery vehicles shall be equipped with “white noise” backup alarms regardless of size.

- **Impact P-2 – Employee Access and Trips**

Description: Employees required for the day to day operations of the development have potential to generate additional daily vehicle trips to the site. Given the 24 hour nature of the operations additional trips have the potential to occur with shift changes.

Goal: Minimize adverse impacts to air quality, energy consumption, and traffic operations associated with trips generated by day to day operations of the development.

QS P – 2a: The project applicant shall develop a Transportation Demand Management Plan for submittal and approval by the Park City Planning Director. Plan shall include strategies to reduce both visitor and employee trips and shall include the designation of a Transportation Demand Manager.

QS P – 2b: The project applicant shall procure an offsite park and ride location and to transportation all employees not living via mass transit. Shuttle shall operate to accommodate all shifts and shift changes.

QS P – 2c: The project applicant and/or future operator shall operate the Cabriolet from 7 a.m. to 1 a.m. to reduce trips by employees and visitors

- **Impact P-3 – Residential and Emergency Access**

Description: Trips generated to and from the site, including deliveries, have the potential to impact both residential and emergency access to and adjacent to the project site.

Goal: Minimize access impacts to the site and adjacent commercial and

residential properties, especially during winter months and snow events

QS P-3: Project applicant shall manage snow removal along Lowell from Manor to the Project site to the satisfaction of the Park City Fire District, City Engineer, and Park City Police Department. These operations can be provided by the project applicant or by the City through a request for an elevated level of service and payment of the associated cost.

- **Impact P-4 – Visitor Access and Trips**

Description: Trips by visitors arriving, departing, and conducting discretionary activities (ski, shopping, eating/drinking, etc.) have the potential to adversely impact air quality, energy consumption and traffic operations.

Goal: Reduce trips to and from the site via mass transit, Cabriolet, and transportation demand strategies and programs

QS P-4a: Project applicant and/or future operator shall provide dedicated airport shuttle during peak arrival and departure times associated with both the development and the Salt Lake City International Airport.

QS P-4b: Project applicant and/or future operator shall provide onsite alternative transportation options including but not limited to local courtesy shuttles, car share, and bike share for local trips and/or connections to Park City Transit's fixed route system

QS P- 4c: Project applicant, in cooperation with Park City Municipal and Vail Resorts, shall contribute their "fair-share" to the construction of intersection and operational improvements to the Empire/Silver King intersection when deemed warranted by Park City Municipal

QS P-4d: Qualifying Standard P 2a and P-2c shall apply to further mitigate this impact

- **Impact P-5 – External Trips**

Description: Accessory uses have the potential to generate external trips by people attempting to access the development for uses such as eating and drinking, spa services, and shopping.

Goal: Develop and implement programs and strategies to disincentivize, manage, and/or restrict external trips generated by proposed accessory uses.

QS P – 5a: Project applicant and/or future operator shall provide valet parking for guests to manage parking, including the flow of arrivals and departures, as well as to restrict any public parking

QS P -5b: Project applicant and/or future operator shall implement and manage

an internal parking permit program limited to guests, management, and employees living on site.

Mitigation Effectiveness Monitoring and Reporting

The Transportation Planning and Engineering Departments recommend the adoption of a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program is recommended for the proposed project because project has potentially adverse impacts related to construction and implementation activities, and mitigation measures have been identified to reduce all of those impacts to a less-than-significant level.

Discussion requested: Staff requests that the Planning Commission review the applicant's Traffic Study Addendum #7 paying special attention to the proposed mitigation. The Planning Commission may request additional clarification of the applicants report or conclusions.

As staff has begun creating mechanisms to implement the applicant's proposed mitigations, and prepared the initial draft of the mechanism referred as Potential Qualifying Standards, Planning Commission should indicate if they concur with the outlined approach found in the staff report. A comprehensive set of standards will be part of any final recommendation from staff.

1986 Sweeney Properties Master Plan Development Parameters and Conditions

The section is intended to assist the Planning Commission in finding related transportation/traffic/parking related text from the 1986 Master Plan. This text is copied from the Sweeney Properties Master Plan (SPMP) narrative titled Section III. Development Parameters and Conditions:

III. DEVELOPMENT PARAMETERS and CONDITIONS

The staff's recommendation that the Sweeney Properties Large Scale Master Planned Development be approved by the Planning Commission, and subsequently by the City Council, is predicated upon the following terms and conditions. Upon approval, MPE Inc./Sweeney Land Company, its successors or assignees, shall become bound by and obligated for the performance of the following:

[...]

3. The approved densities are those attached as an Exhibit, and shall be limited to the maximums identified thereon. Parking shall be provided on-site in enclosed structures and reviewed in accordance with either the table on the approved Restrictions and Requirements Exhibit or the adopted ordinances at the time of project approval. All support commercial

uses shall be oriented and provide convenient service to those residing within the project and not designed to serve off-site or attract customers from other areas.

4. Access to the Town Lift and Creole sites shall be provided by a private roadway with acceptable emergency access and utility easements provided. No city maintenance of these streets is expected. All utility lines shall be provided underground with private maintenance required wherever located in inaccessible locations or outside approved easements.

[...]

7. All easements, deeds, and/or rights-of-way shall be provided without cost to the City and in accordance with the Master Plan documents and phasing plan approved. Likewise, it shall be the developer's sole responsibility to secure all easements necessary for the provision of utility services to the project.

8. Master Planned Development approval only conceptually established the ability of local utility service providers to supply service to the projects. It does not constitute any formal approval per se. The applicant has been notified that substantial off-site improvements will be necessary and that the burden is on the future developer(s) to secure various easements and upsize whatever utility lines may be necessary in order to serve this project. Prior to resale of this property in which this MPD approval is carried forward, or prior to any conditional use application for any portion of the MPD, a utility plan addressing water, fire flows, and sanitary sewer, storm drainage, cable utilities, and natural gas shall be prepared for review and approval by City Staff and the Snyderville Basin Sewer Improvement District. Part of the plan shall be cost estimates for each item of utility construction as it is anticipated that major costs for these utilities will be necessary. All such costs shall be paid by the developer unless otherwise provided. If further subdivision of the MPD property occurs, the necessary utility and access improvements (see below) will need to be guaranteed in roads, and access questions which will need to be resolved or upgraded by the developers at their cost (in addition to impact fees, water development and connection fees, and all other fees required by City Ordinances are as follows:

- (a) Empire Avenue and Lowell Avenue will be the main access routes to the Creole Gulch site. As such, during construction these roads will need to carry heavy traffic, probably in the vicinity of up to 300 heavy trucks per day. At the present time and until the Creole Gulch site develops, Empire and Lowell south of Manor Way are and will be low-volume residential streets, with a pavement quality, width, and*

thickness that won't support that type of truck traffic. The City will continue to maintain the streets as low-volume residential streets, including pavement overlays and/or reconstruction. None of that work will be designed for the heavy truck traffic, but in order to save money for the developer of the Creole Gulch site, he or she is encouraged to keep the City Public Works Director notified as to the timetable of construction at Creole Gulch. If the City is notified that the construction is pending such that an improved pavement section can be incorporated into normal City maintenance projects, then it is anticipated that the incremental additional cost of the additional pavement thickness (which is likely to be in the vicinity of 3 additional inches of asphalt over the entire 4,6000 linear feet [25-foot asphalt width] of Lowell/Empire south of Manor Way, or approximately \$80,000 additional cost in 1986 dollars) could be paid by the developer with said amount deducted from future impact fees paid to the City as long as it did not exceed the total future impact fees. However, if the increased pavement section is not coordinated with the City by the developer such that the pavement of Lowell and Empire south of Manor Way remains inadequate at the time the Creole Gulch site is developed, then the developer shall essentially reconstruct the entire 4,600-foot length of Lowell and Empire south of Manor Way at his or her cost, which with excavation and reconstruction of an anticipated 6-inch asphalt thickness on top of 10 inches of road base, plus all other normal construction items and costs, would be in the approximately cost range of \$300,000 to \$400,000 in 1986 dollars. Further, because that reconstruction would be inconvenient to residents and the City, and because delays, impacts, and potential safety hazards would be created over and above normal City maintenance of existing streets, that action by the developer would be a new impact on City residents and the cost therefore would not be deductible from any developer impact fees.

- (b) Contribute to the Park City Village, or other water tanks, determined to be necessary by the City Engineer in order to serve the project with culinary and fire storage. Based on a Type 1 fire resistive construction, it is assumed that the contribution would be on the order of 500,000 gallons at a cost of approximately \$300,000, although the exact figures would need to be determined in a detailed study using adopted City standards.*
- (c) Construct pumped pressure system(s) with backup emergency power to provide a means of delivery of fire flows to the project. Construct a meter vault at the edge of the road adjacent to the project, beyond which all water facilities would be privately maintained. It is anticipated that in the vicinity of 2,500 feet of 12-inch water line with appurtenances may be required. Such pipe would cost about \$70,000*

in 1986 dollars exclusive of the pumps and backup power, which are even more expensive.

- (d) Provide an easement, or pay all costs related to condemnation by Park City of an easement, suitable for construction and maintenance of a storm drain from the project site to Silver Creek or McLeod Creek. All City streets and any public utility drainage easements normally provided in the course of other private development shall be available for utility construction related to this MPD subject to reasonable construction techniques and City standards.*
- (e) Pay for downstream detention basin construction costs in accordance with the ratio of increased runoff from the project during the 50-year flood event to the total design volume of the basin. (Note: The City Engineer will require runoff to meet the current standard. The detention basin must be able to hold the difference between pre and post development based on a 100 year storm event.)*
- (f) Construct a storm drain line to Silver Creek or McLeod Creek adequate to contain the runoff running through and off the site during the 50-year flood event. It is assumed that a minimum of 36-inch concrete storm drain line will need to be installed solely for Creole Gulch drainage. It is further assumed that special clean-out boxes and inlet boxes will need to be designed to address difficult hydraulic problems. Such boxes are expensive. (Note: the City Engineer will require that the storm drain meet the current standard. The size of the storm drain line should be able to handle the difference between pre and post development. This must be calculated and submitted to the City for review.)*
- (g) Provide re-vegetation over all on-site and off-site areas disturbed for project-related utilities.*
- (h) Sanitary sewer improvements are assumed to involve replacing in the vicinity of 3,000 feet of sewer line, with new manholes included. Such construction will cost in the vicinity of \$100,000, is subject to the approval of SBSID (now SBWRD), and is further subject to all District fees and agreements necessary for extension of lines.*

9. To minimize additional construction traffic impacts, on-site material stockpiling/staging and parking shall be provided during the course of construction. Similarly, cut and fill shall be balanced and distributed on-site whenever practicable, with any waste material to be hauled over City specified routes. Also at the time of conditional use review/approval, individual projects or phases shall provide detailed landscaping, vegetation protection, and construction staging plans.

[...]

1986 Sweeney Properties Master Plan Major Issues

The section is intended to assist the Planning Commission in finding related transportation/traffic/parking related text from the 1986 Master Plan. This text is copied from the SPMP narrative titled Section VI. Major Issues:

VI. Major Issues

Many concerns were raised and issues identified through the review process. A project of this scale and complexity would pose similar and considerable consternation no matter where it was proposed to be built. Because this particular site is located both within and adjacent to the Historic District, many of the concerns expressed related to the more subjective kinds of considerations. The Master Planned Development procedure attempts to deal with the general concept of the proposed development and defer or relegate the very detailed project review elements to the conditional use stage of review. At conditional use review, the following issues will be examined in considerable detail with technical solutions sought.

[...]

Access - *All of the different concepts reviewed would result in similar access concerns. The Coalition properties along Park Avenue have excellent access as a result and efforts were, therefore, limited to combining driveways to minimize the number of curb cuts (i.e: ingress/egress points). The development of the Hillside Properties will undoubtedly impact not only Empire and Lowell Avenues but other local streets as well. While certain assumptions could be made as to the type or character of development proposed and possible corresponding differences in traffic patterns, many of the questions raised would remain unanswered. While it is true that the Norfolk Avenue extended alternative would best deal with the current problem of poor access to that area, it would not have solved all of the access issues. The proposed Master Plan will provide sufficient ground, to be dedicated to the city, for purposes of developing a reasonable turnaround for Upper Norfolk.*

[...]

Traffic - *Any form of development proposed in this area of town would certainly impact existing streets. Although the majority of traffic generated will use Empire and Lowell Avenues, other roads will also be affected. The concept of extending Norfolk Avenue would have improved access to the south end of old town, but would also have added additional traffic to*

Empire and Lowell as a result. It is expected that both Empire and Lowell will be improved in several years in order to facilitate traffic movement in general. Even without this project, some upgrading has been planned as identified through the development of the Streets Master Plan.

In evaluating traffic impacts, both construction and future automobile demand are considered. Many related issues also come into play, such as efforts to minimize site grading and waste export. The Master Plan review process affords the opportunity to address these issues in considerable detail whereas other reviews would not. Several of the conditions proposed deal with the issue of traffic and efforts directed at mitigating the impacts created. Traffic within the project will be handled on private roadways with minimal impact.

[...]

Circulation - Circulation within the primary development sites will be on foot. Private roadways/drives access the project parking areas with vehicular circulation provided between projects and for service/delivery, construction, and emergency purposes. Pedestrian circulation within the projects will be provided via walkways and plazas with off-site improvements made to facilitate area-wide access. Several nearby stairways will be (re)constructed in accordance with the approved phasing and project plans.

Easements/Rights-of-Way - The Sweeneys have included the dedication and and/or deeding of several easements and sections of rights-of-way to Improve the city's title. As a part of the Master Plan, several roadway sections and utility/access corridors will be deeded over. In addition, a right-of-way will be supplied for the construction of a hammerhead-type turnaround for Upper Norfolk Avenue.

Norfolk Avenue - Although several staff members supported the idea of extending Norfolk Avenue through to Empire-Lowell, the consensus was in support of the clustering approach to development. Technical as well as fiscal concerns were discussed relative to the access benefits that would result. Similarly, although the resultant scale of HR-1 development that would have been likely is closer to that prevalent in the Historic District today, the spreading-out of the impacts of road and development construction would have been exacerbated. In lieu of extending Norfolk Avenue, the Sweeney's have consented to deed to the city sufficient land for a turnaround and to participate in the formation of a special improvement district for roadway improvements (in addition to providing an easement for the existing water line).

[...]

Fire Safety - The clustering of development proposed affords better overall fire protection capabilities than would a more scattered form. Buildings will be equipped with sprinkler systems and typical "high-rise" fire protection requirements will be implemented. The proposed development concept locates buildings in areas to avoid cutting and removing significant evergreens existing on the site. Specific parameters have been recommended by the staff with actual details proposed to be deferred until conditional use review.

[...]

Trails - The proposed phasing plan identifies the timing of construction for summertime hiking trails and related pedestrian connections. Trails, stairways, and sidewalks accessing or traversing the various properties will be required in accordance with both the approved phasing plan and at the time of conditional use review/approval.

Past Traffic/Transportation/Parking Meetings

The section is intended to assist the Planning Commission in finding related transportation/traffic related Planning Commission meetings and minutes:

- [2009.02.11 Planning Commission Staff Report](#)
- [2009.02.11 Planning Commission Work Session meeting minutes](#)
- [2009.02.11 Planning Commission Regular meeting minutes](#)

Summary: Park City Municipal Corporation Traffic Staff provided the Planning Commission with an outline of the previous Planning Commission meetings regarding traffic. Staff outlined four (4) issues raised within the previous Planning Commission review followed with specific questions. The topics were proposed use and traffic generation, pedestrian circulation, on-site parking, and displaced parking.

- [2009.04.22 Planning Commission Staff Report](#)
- [2009.04.22 Planning Commission Regular meeting minutes](#)

Summary: Attorney Jody Burnett, who had been retained as independent counsel to render an advisory opinion on the issue of vested rights for the Sweeney MPD presented his findings. Next, the applicant responded to concerns raised by the Planning Commission during the February 11, 2009 meeting that were outlined by Staff in a letter. In general, the Planning Commission expressed concern that the proposed mitigation was creating too much of a burden on the adjacent neighborhood and that mitigation to Empire Avenue had not been

addressed.

- [2009.07.22 Planning Commission Staff Report](#)
- [2009.07.22 Planning Commission Work Session meeting minutes](#)
- [2009.07.22 Planning Commission Regular meeting minutes](#)

Summary: Staff provided an overview of the proposed traffic mitigation, which was recently updated by the applicant, specifically for Empire Avenue, and Lowell/Manor Way:

Empire Avenue

- All sections 31 feet wide including curb.
- Anticipate future public process involving all impacted properties to arrive at detailed design customizing sections to meet individual neighbor needs based on the three sections provided (Options A - C).
- Accommodate snow storage equivalent to present conditions.
- Suggest permit parking for residents and guests.
- All current right-of-way parallel, perpendicular, and driveway parking maintained, and located outside of the two travel lanes.
- Suggest 15 mph speed limit.
- Signs to limit truck traffic on Empire (subject to fine).
- Encourage traffic from Treasure project to utilize Lowell Avenue with left turn only sign.

Lowell Avenue and Manor Way

- Four foot sidewalk from Manor up Empire on downhill (east) side. The sidewalk will continue in front of Treasure and around to Lowell Avenue. In this section it will be 5 feet wide. The sidewalk will continue down Lowell on the uphill (west) side at 4 feet wide down to Manor Way.
- Removed previous proposal to construct 10th street stair between Lowell and Empire.
- Removed snow storage location on the project site.
- Cross walks added at Empire and Lowell.
- Do not support prohibiting parking between 2 – 6 am for snow removal. Suggest occasional snow emergencies where residents are noticed to move their cars for a period of time for snow removal as happens in the rest of Old Town.
- Additional cost of maintenance will be covered by project tax base.
- Agree to participate in cost of improvements north of Manor based on the projects pro rata share of traffic as determined by studies.

The applicant provided mitigation to decrease trips from the project after guest/residents arrival. Applicant submitted a proposal to decrease the demand

to the site: [2009.07.16 - Proposed Parking and Traffic Operations – MPE Incorporated](#). The Planning Department explained the recommended on-street parking management plan and snow management plan, which there were disagreements with the applicant. Staff provided recommendations regarding sidewalk and snow storage placement. Staff summarized emergency vehicle access on Empire Avenue. Regarding the location and amount of off-street parking Staff analyzed the written language on the Master Plan, the effects of the employee housing, and adequacy of the proposed parking, including possible reduction. It was noted that the internal vehicular circulation system would be further analyzed during mass and scale of the building as the Planning Commission was focused on the traffic patterns offsite. Control of delivery and service vehicles was analyzed during the traffic portion of the review. The applicant proposed utilization of signs to prohibit through truck traffic and also to improve Empire Avenue with a sidewalk, landscaping, and parking to preserve the residential experience of the street and slow down through traffic. Staff was skeptical of the of the applicant's proposal in that access to and from the project on Empire will not be encumbered by Stop signs while the route utilizing Lowell has a three-way Stop at Lowell and Manor Way and a Stop sign on Manor onto Empire. Further, unenforced signs have no effect and frequent delivery trucks will quickly utilize the fastest route to and from the project which will continue to be Empire Avenue.

The meeting minutes reflect ample discussion regarding these various topics from the City's transportation/traffic experts as well as the applicant's consultants. The record indicates that that all the Commissioners concurred with the Staff analysis. Commissioner Wintzer submitted a letter that was included as part of the record. The Planning Department commented on the MPD parking calculation, specifically, that the commercial was never considered in the MPD parking calculation. Input was considered from the City's Transportation Manager and the City Engineer regarding snow removal and having a no parking regulation between 2:00-6:00 a.m. There was also a discussion about snow removal costs, street aesthetic relating to proposed parking, road lanes (width), and sidewalk, including proposed improvements to Manor Way. A discussion took place about intermediate stop signs along Empire Avenue to discourage traffic as well as discussion of the Empire Crescent Tram connection to Main Street. A discussion also took place regarding the sidewalk location, minimum travel width, and the need of employee parking management plan for adequacy. The Planning Commission concurred that they would like to see an effort for reducing the parking below 366 spaces.

After the July 22, 2009 Planning Commission meeting, there was a site meeting that took place on August 26, 2009. On September 23, 2009 the focus of review was CUP criteria 8, 11, and 15 (mass, scale, and compatibility). On October 10, 2009 there was another scheduled site visit which was canceled due to the weather. On February 02, 2010 the applicant presented their physical model, and no new information, other than the model, was received by the Planning Staff, where the City re-published their last staff report

dated September 23, 2009.

On January 11, 2017, Staff presented the following:

- all of the transportation documents,
- an outline of the development parameters and conditions, and major issues related to transportation/traffic/parking listed on the 1986 Sweeney Properties Master Plan,
- an outline and summary of the 2009 transportation/traffic/parking meetings,
- the City's 2011 Traffic & Transportation Master Plan, Old Town local road designation construction recommendation,

During the January 11, 2017, the applicant presented their Traffic Study Summary, response to issues raised, and executive summary to issues raised. Please see the January 11, 2017 Planning Commission staff report and meeting minutes:

- [2017.01.11 Planning Commission Staff Report](#)
- [2017.01.11 Planning Commission Meeting Minutes](#)

On May 10, 2017, the applicant presented to the Planning Commission the Treasure Hill Traffic Study DRAFT Addendum #7 (Transportation/Traffic Update) submitted to the City on May 4, 2017:

- [2017.05.10 Planning Commission Staff Report](#)
- [2017.05.10 Planning Commission Meeting Minutes](#)

On June 14, 2017, staff presented to the Planning Commission an outline of several issues identified by staff on the recently submitted addendum #7 which included general transportation/traffic issues, trip reduction questions/request for information, and a summary/conclusions:

- [2017.06.14 Planning Commission Staff Report](#)
- [2017.06.14 Planning Commission Meeting Minutes](#)

On July 12, 2017, the applicant presented to the Planning Commission the applicant's submitted Constructability Assessment Report and Refinement 17.1 and 17.2 as partially completed. Staff focused on the lack of specificity provided by the applicant, The Planning Commission concurred with staff.

- [2017.07.12 Planning Commission Staff Report](#)
- [2017.07.12 Planning Commission Meeting Minutes](#)

Notice

The property was posted and notice was mailed to property owners within 300 feet on May 11, 2016 for the initial meeting held on June 8, 2106. Legal notice was published in the Park Record according to requirements of the Land Management Code prior to every meeting.

Public Input

Public input has been received by the time of this report. See the following hyperlink: [Link A - Public Comments](#) with public input received as of April 2016. All public comments are forwarded to the Planning Commission via the staff report link above and kept on file at the Planning Office. Planning staff will not typically respond directly to the public comments, but may choose to address substantive review issues in subsequent staff reports. There are four (4) methods for public input to the Planning Commission:

- Attending the Planning Commission meetings and giving comments in the public hearing portion of the meeting
- Preparing comments in an e-mail to treasure.comments@parkcity.org
- Visiting the Planning office and filling out a Treasure CUP project Comment Card
- Preparing a letter and mailing/delivering it to the Planning Office

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Hill Traffic Study Addendum #7 dated July 26, 2017, submitted to the City in draft/incomplete form on July 21, 2017, and in final form on July 27, 2017, as analyzed by the City in this staff report. As noticed, a public hearing should be held. Staff recommends that the Planning Commission continue the item to the September 12, 2017 Planning Commission meeting.

Exhibits (printed)

Exhibit A - [Treasure Hill Traffic Study Addendum #7](#) (report printed only)

Exhibit B - [City's Independent Review of Treasure Hill TIA](#)

Exhibit C - [THINC TH Traffic Study Review Memo](#)

Hyperlinks

[Link A - Public Comments](#)

[Link B - Approved Sweeney Properties Master Plan \(Narrative\)](#)

[Link C - Approved MPD Plans](#)

[Link D - Proposed Plans – Visualization Drawings1](#)

Sheet BP-01	The Big Picture
Sheet V-1	Illustrative Plan
Sheet V-2	Illustrative Pool Plaza Plan
Sheet V-3	Upper Area 5 Pathways
Sheet V-4	Plaza and Street Entry Plan
Sheet V-5	Building 4b Cliffscape Area
Sheet V-6	Exterior Circulation Plan

Sheet V-7	Parking and Emergency Vehicular Access
Sheet V-8	Internal Emergency Access Plan
Sheet V-9	Internal Service Circulation
Sheet V-10	Site Amenities Plan
Sheet V-11	Usable Open Space with Development Parcels
Sheet V-12	Separation-Fencing, Screening & Landscaping
Sheet V-13	Noise Mitigation Diagrams
Sheet V-14	Signage & Lighting
Sheet V-15	Contextual Site Sections - Sheet 1
Sheet V-16	Contextual Site Sections - Sheet 2

[Link E - Proposed Plans – Visualization Drawings2](#)

Sheet V-17	Cliffscapes
Sheet V-18	Retaining Systems
Sheet V-19	Selected Views of 3D Model - 1
Sheet V-20	Selected Views of 3D Model – 2
Sheet V-21	Viewpoints Index
Sheet V-22	Camera Viewpoints 1 & 2
Sheet V-23	Camera Viewpoints 3 & 4
Sheet V-24	Camera Viewpoints 5 & 6
Sheet V-25	Camera Viewpoints 7 & 8
Sheet V-26	Camera Viewpoints 9 & 10
Sheet V-27	Camera Viewpoint 11
Sheet V-28	Illustrative Plan – Setback

[Link F - Proposed Plans – Architectural/Engineering Drawings 1a](#)

Sheet VM-1	Vicinity & Proposed Ski Run Map
Sheet EC.1	Existing Conditions
Sheet SP.1	Site & Circulation Plan Sheet
Sheet GP.1	Grading Plan
Sheet HL.1	Height Limits Plan
Sheet HL.2	Roof Heights Relative to Existing Grade
Sheet FD.1	Fire Department Access Plan

[Link G - Proposed Plans – Architectural/Engineering Drawings 1b](#)

Sheet P.1	Level 1 Use Plan
Sheet P.2	Level 2 Use Plan
Sheet P.3	Level 3 Use Plan
Sheet P.4	Level 4 Use Plan
Sheet P.5	Level 5 Use Plan
Sheet P.6	Level 6 Use Plan
Sheet P.7	Level 7 Use Plan
Sheet P.8	Level 8 Use Plan
Sheet P.9	Level 9 Use Plan
Sheet P.10	Level 10 Use Plan
Sheet P.11	Level 11 Use Plan
Sheet P.12	Level 12 Use Plan
Sheet P.13	Level 13 Use Plan
Sheet P.14	Level 14 Use Plan

Sheet P.15 Level 15 Use Plan

Sheet P.16 Area, Unit Equivalent & Parking Calculations

[Link H – Proposed Plans – Architectural/Engineering Drawings 2](#)

Sheet E.1AC2.1	Buildings 1A, 1C& 2 Exterior Elevations
Sheet E.1B.1	Building 1B Exterior Elevations
Sheet E.3A.1	Building & Parking Garage Exterior Elevations
Sheet E.3BC.1	Building 3BC Exterior Elevations
Sheet E.3BC.2	Building 3BC Exterior Elevations
Sheet E.3BC.3	Building 3BC Exterior Elevations
Sheet E.4A.1	Building 4A Exterior Elevations
Sheet E.4A.2	Building 4A Exterior Elevations
Sheet E.4B.1	Building 4B Exterior Elevations
Sheet E.4B.2	Building 4B Exterior Elevations
Sheet E.4B.3	Building 4B Exterior Elevations
Sheet E.4B.4	Building 4B Exterior Elevations
Sheet E.5A.1	Building 5A Exterior Elevations
Sheet E.5B.1	Building 5B Exterior Elevations
Sheet E.5C.1	Building 5C Exterior Elevations
Sheet E.5C.2	Building 5C Exterior Elevations
Sheet E.5D.1	Building 5D Exterior Elevations
Sheet S.1	Cross Section
Sheet S.2	Cross Section
Sheet S.3	Cross Section
Sheet S.4	Cross Section
Sheet S.5	Cross Section
Sheet S.6	Cross Section
Sheet S.7	Cross Section
Sheet S.8	Cross Section
Sheet S.9	Cross Section
Sheet UP.1	Concept Utility Plan

[Link I – Applicant’s Written & Pictorial Explanation](#)

[Link J – Fire Protection Plan \(Appendix A-2\)](#)

[Link K – Utility Capacity Letters \(Appendix A-4\)](#)

[Link L – Soils Capacity Letters \(Appendix A-5\)](#)

[Link M – Mine Waste Mitigation Plan \(Appendix A-6\)](#)

[Link N – Employee Housing Contribution \(Appendix A-7\)](#)

[Link O – Proposed Finish Materials \(Appendix A-9\)](#)

[Link P – Economic Impact Analysis \(Appendix A-10\)](#)

[Link Q – Signage & Lighting \(appendix A-13\)](#)

[Link R – LEED \(Appendix A-14\)](#)

[Link S – Worklist \(Appendix A-15\)](#)

[Link T – Excavation Management Plan \(Appendix A-16\)](#)

[Link U – Project Mitigators \(Appendix A-18\)](#)

[Link V – Outside The Box \(Appendix A-20\)](#)

Additional Hyperlinks

[2009.04.22 Jody Burnett MPD Vesting Letter](#)
[Staff Reports and Minutes 2017](#)
[Staff Reports and Minutes 2016](#)
[Staff Reports and Minutes 2009-2010](#)
[Staff Reports and Minutes 2006](#)
[Staff Reports and Minutes 2005](#)
[Staff Reports and Minutes 2004](#)
[2004 LMC 50th Edition](#)
[1997 General Plan](#)
[1986.10.16 City Council Minutes](#)
[1985.12.18 Planning Commission Minutes](#)
[1986 Comprehensive Plan](#)
[1985 Minutes](#)
[1985 LMC 3rd Edition](#)
[1983 Park City Historic District Design Guidelines](#)
[Parking, Traffic Reports and Documents](#)
MPD Amendments:
 [October 14, 1987 - Woodside \(ski\) Trail](#)
 [December 30, 1992 - Town Lift Base](#)
 [November 7, 1996 – Town Bridge](#)



Treasure Hill Traffic Study Addendum #7

July 26, 2017

Submitted To:

MPE, Inc.
P.O. Box 2429
Park City, Utah 84060

Submitted By:

Triton Engineering
954 East Oakridge Road South
Park City, Utah 84098

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Treasure Hill development located in Park City, Utah. The proposed land use consists of a mixed-use development that includes hotel, condominiums, employee housing, and limited commercial.

At full buildout, the Treasure Hill site is expected to generate 145 AM peak hour trips and 199 PM peak hour trips. The AM peak hour is between the hours of 8 AM and 10 AM. The PM peak hour is between the hours of 3 PM and 6 PM. These times were selected because the peak traffic days coincide with day skier traffic to Park City Mountain Resort ("Resort" or "PCMR").

This study analyzes project traffic impacts at the following intersections:

- Park Ave / Deer Valley
- Empire Ave / Silver King
- Empire Ave / Shadow Ridge
- Empire Ave / Manor Way
- Empire Ave / Crescent Tram
- Lowell Ave / Shadow Ridge
- Lowell Ave / Manor Way
- Project access One / Lowell Ave
- Lowell Ave / North Star
- Park Ave / 15th Street
- Park Ave / 14th Street
- Park Ave / 8th Street
- Empire Ave / 14th Street
- Lowell Ave / Silver King
- Project access Two / Empire Ave

The Treasure Hill site will be accessed by the Empire Avenue and Lowell Avenue roadway loop. For this study, it was estimated that 50% of the traffic would enter and exit from Lowell Avenue and 50% from Empire Avenue.

Existing Conditions

The intersection of Empire Ave / Silver King currently operates at a level of service ("LOS") LOS C in the AM peak hour and LOS F in the PM peak hour. The remaining intersections operate an acceptable LOS in both the AM and PM peak hours.

Future Conditions Without Project

In the year 2037, without considering the proposed development, the intersections are projected to operate at an acceptable LOS during both the AM and PM peak hours except for the Empire Ave / Silver King and the Lowell Ave / Silver King intersection during the PM peak hour. The delays experienced at the Lowell Ave / Silver King intersection are the result of vehicles queuing from the Empire Ave / Silver King intersection. The Park Ave / Deer Valley intersection operates at an LOS of D which is an acceptable LOS. There are minor traffic signal timing efforts that can be implemented to improve the LOS for each of the turning movements at the Park Ave / Deer Valley intersection.

For traffic operations to improve at the Empire Ave / Silver King intersection, installation of a traffic signal or a roundabout is required. For a traffic signal to operate efficiently and safely, separate turn lanes in the



northbound and southbound direction are necessary. The Lowell Ave / Silver King intersection delays are resolved with the improvement at the Empire Ave / Silver King intersection.

Future Conditions With Project

With the implementation of the above mitigation/improvement measures, with the Treasure Hill Project built as proposed, all the intersections will operate at an acceptable LOS during both the AM and PM peak hours.

Conclusion

As reflected in the Original Report, the Six Addenda and this addendum, the roadway network can facilitate the traffic needs for existing and future traffic, including the traffic anticipated from the Treasure Hill project. Implementing the improvements at the Empire Ave / Silver King and Park Ave / Deer Valley intersections, which will ultimately be necessary regardless of the impact of the Treasure Hill development, will allow the intersections and roadways in the study area, including the Treasure Hill development, to operate at an acceptable level of service in the future.

While the intersections and roadways can operate at an acceptable level of service with the Treasure Hill development by implementing the proposed traffic improvement measures, nonetheless, it is important to implement the TDM strategies as well. These strategies include:

- Installation of the cabriolet system.
- Installation of beginner and intermediate ski runs that connect with the remainder of the Resort.
- Implementation of the mixed-use development that includes employee housing and commercial on site.
- During the busy winter season and special events, employees not living on site will be directed and incentivized to use public transportation to access the site.
- During the busy winter season, other busy times, and special events, implementation of shuttle service to and from the airport.
- During the construction phase of the project, directing construction workers who do not need to access the construction site with vehicles to park off site at the Richardson Flats, or similar park and ride lots, and shuttle them to the site.



INTRODUCTION

The purpose of this addendum is to update the Original Studies to take into account traffic conditions in 2017 as well as to determine the potential impacts upon traffic conditions due to the completion of the proposed Treasure Hill development in Park City, Utah. The development is proposed to consist of 60,323 gross square feet (sq-ft) of commercial space that includes 16, 127 sq-ft of meeting space. The development will also have 122,225 net sq-ft of hotel space (202 rooms), 45,153 net sq-ft or 18 units of three story condominiums, 6,369 net sq-ft or 3 units of two story condominiums, 220,164 net sq-ft or 82 units of one story condominiums, and 6,669 gross sq. ft. of employee housing dormitory style.

Figure 1 depicts the site plan and **Figure 2** a vicinity map along with the study intersections. The intersections under study and analysis scenarios were determined with PCMC staff.

This addendum will address:

- 2017 traffic conditions in the study area.
- Future 2037 traffic conditions in the study area, also known as background.
- Future 2037 traffic conditions in the study with additional traffic from the proposed Treasure Hill development.
- Operational capacity of the intersections in the study area in winter conditions
- Proposed TDM strategies to mitigate the increase of traffic generated by the proposed Treasure Hill development.
- Proposed traffic mitigation measures to maintain appropriate traffic operations at the intersections for each traffic condition.
- Proposed monitoring program to evaluate traffic conditions after the Treasure Hill development is constructed and occupied.
- Treasure Hill parking analysis.

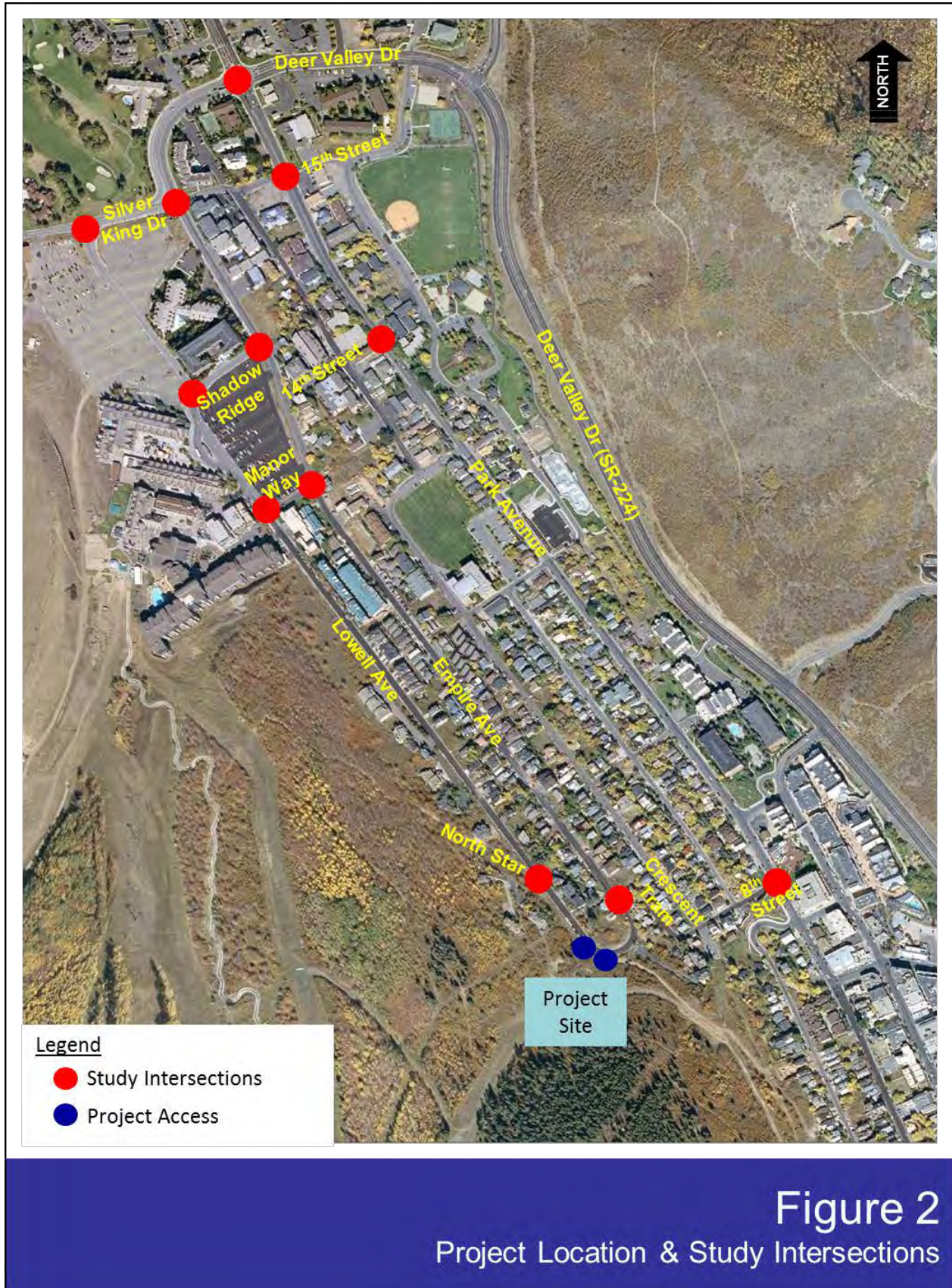
Study Area

In collaboration with Park City Municipal Corporation (“PCMC”), the study area was modified for the 2017 traffic conditions and additional intersections were included that expanded the original study area. The following intersections were analyzed for traffic operations in the latest study at the PCMC’s direction. The study area intersections are also highlighted in **Figure 2**.

- | | |
|-----------------------------------|--|
| • Park Ave / Deer Valley | • Lowell Ave / North Star |
| • Empire Ave / Silver King | • Park Ave / 15 th Street |
| • Empire Ave / Shadow Ridge | • Park Ave / 14 th Street |
| • Empire Ave / Manor Way | • Park Ave / 8 th Street |
| • Empire Ave / Crescent Tram | • Empire Ave / 14 th Street |
| • Lowell Ave / Shadow Ridge | • Lowell Ave / Silver King |
| • Lowell Ave / Manor Way | |
| • Project access One / Lowell Ave | • Project access Two / Empire Ave |



Figure 1
Project Site Plan





EXISTING (2017) TRAFFIC VOLUMES

Traffic counts at the intersections under study, as listed above, were collected to establish a baseline of existing conditions and allow for analysis of traffic operation in the area. For this addendum to reflect similar baseline conditions as the Original Studies, the volumes were gathered on Saturday, February 18, 2017, over President's Day Weekend. At the intersections, AM peak period traffic counts were recorded from 8:00 AM until 10:00 AM and PM peak period traffic counts were recorded from 3:00 PM to 6:00 PM. These hours were obtained from the Original Report and the Six Addenda, and they reflect the peak operating hours for the proposed Treasure Hill development and the largest volume of traffic on the roadways.

Table 1 below summarizes the data gathered from President's Day Weekend 2017 compared to what was estimated in the Original Report in 2004 and what was gathered over President's Day Weekend 2005. A detail of the traffic counts for February 18, 2017, can be found in the Appendix.

Table 1 Existing Traffic Count Summary

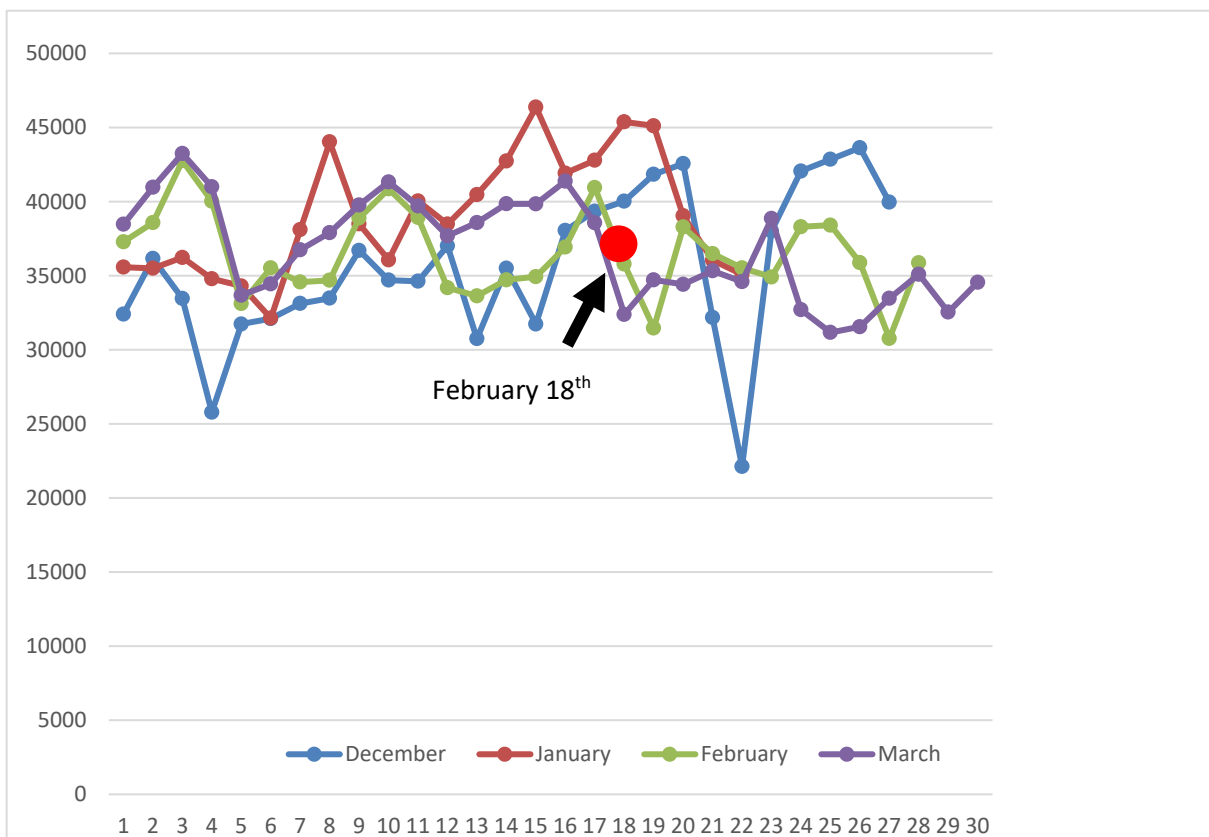
<i>Intersection</i>	<i>Estimated Traffic From Original Report</i>		<i>Actual Counts February 19th 2005</i>		<i>Actual Counts February 18th 2017</i>	
	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>
Park Ave / Deer Valley	2392	3868	2302	3503	2438	3069
Empire Ave / Silver King	624	1003	314	438	1545	1418
Empire Ave / Shadow Ridge	431	694	188	303	927	937
Empire Ave / Manor Way	277	435	120	190	471	641
Empire Ave / Crescent Tram	84	140	37	123	53	95
Lowell Ave / Shadow Ridge	201	230	82	101	535	396
Lowell Ave / Manor Way	170	637	74	139	416	579
Lowell Ave / North Star	96	197	21	41	27	48
Park Ave / 15 th Street	NA	NA	NA	NA	470	975
Park Ave / 14 th Street	NA	NA	NA	NA	454	946
Park Ave / 8 th Street	NA	NA	NA	NA	276	611
Empire Ave / 14 th Street	NA	NA	NA	NA	573	765
Lowell Ave / Silver King	NA	NA	NA	NA	816	641
<i>Note: The numbers depict the total volume at the intersection during one peak hour.</i>						

Saturday, February 18th was selected because President's Day weekend represents one of the busiest ski times and therefore a representative winter day for traffic conditions in Park City. To verify the traffic counts gathered for the study area information was gathered from a Utah Department of Transportation (UDOT) traffic counter on SR-224. The traffic counter is located 0.1 miles north of Canyons Resort Drive.

Table 2 depicts the daily two-way traffic volumes gathered from December 2016 through March of 2017, a typical ski season in Park City.



Table 2 SR-224 Traffic Count Summary – Winter 2017



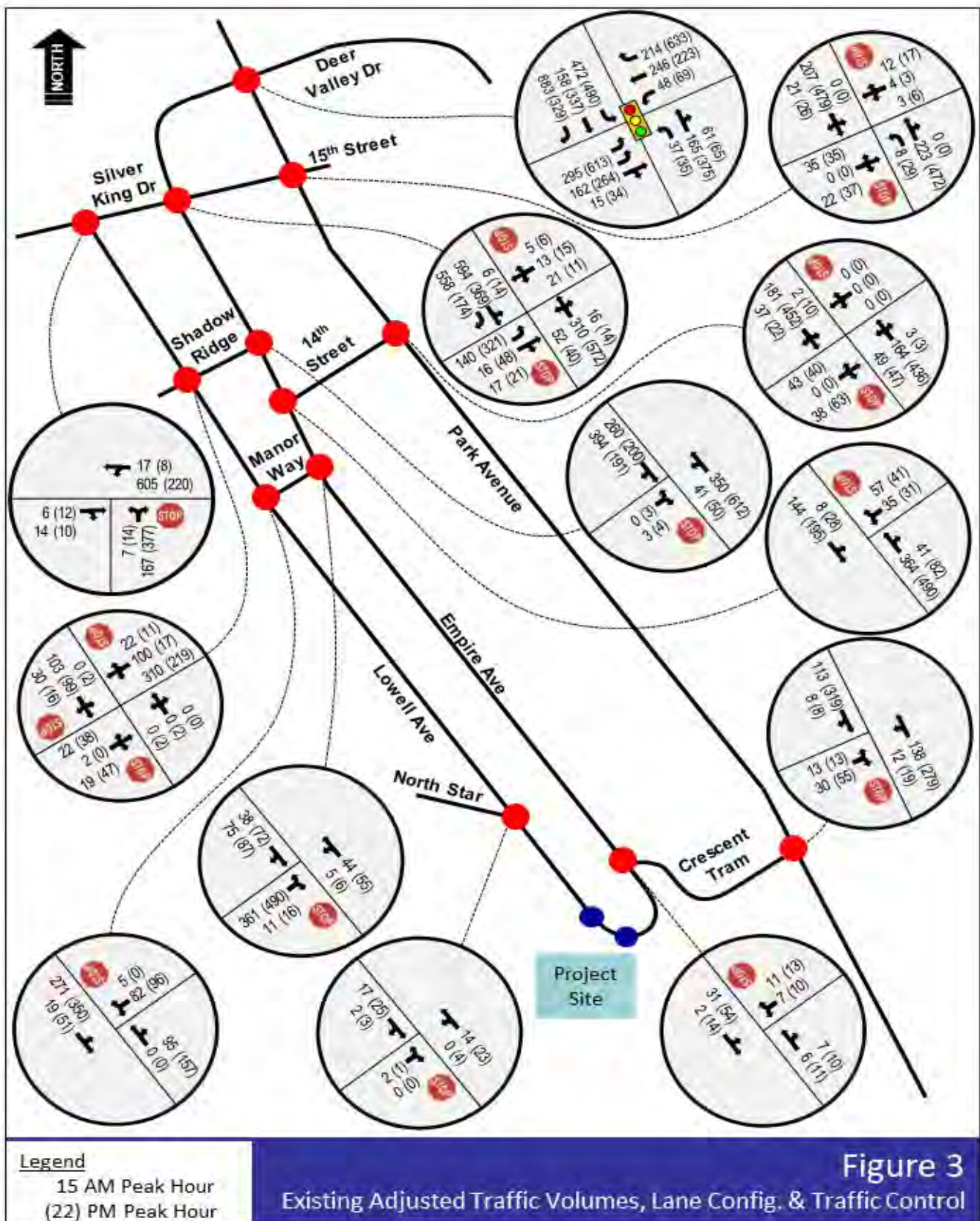
After analyzing the data gathered from the UDOT traffic counter it was determined that February 18th was identified as the 43rd percentile during the 2016 to 2017 winter ski season. A further analysis of the data found that by increasing the traffic volumes actually counted on February 18 by 12.8% the traffic volumes would reflect the 85th percentile winter ski day. Therefore, to accurately depict a busy day of traffic during the winter ski season, the traffic volumes collected at all the intersections in the study area were increased by 12.8%.

**Table 3 Existing Traffic with Factored Increase**

<i>Intersection</i>	<i><u>Actual Counts</u></i> <i>February 18th 2017</i>		<i><u>12.8% Factored Counts</u></i> <i>February 18th 2017</i>	
	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>
Park Ave / Deer Valley	2438	3069	2756	3467
Empire Ave / Silver King Dr.	1545	1418	1748	1605
Empire Ave / Shadow Ridge	927	937	1048	1057
Empire Ave / Manor Way	471	641	534	726
Empire Ave / Crescent Tram	54	95	64	107
Lowell Ave / Shadow Ridge	535	396	609	447
Lowell Ave / Manor Way	471	579	472	653
Lowell Ave / North Star	29	48	35	57
Park Ave / 15 th Street	470	975	530	1104
Park Ave / 14 th Street	454	946	517	1073
Park Ave / 8 th Street	276	611	314	693
Empire Ave / 14 th Street	573	765	649	867
Lowell Ave / Silver King	712	559	816	641
<i>Note: The numbers depict the total volume at the intersection during one peak hour.</i>				

As detailed in **Table 1**, most of the intersections have seen growth in overall traffic in the study area over the past twelve years except for the PM peak at the Park Ave / Deer Valley intersection. Since the traffic counts in 2005, various TDM strategies/improvements have been implemented that could have had an impact on the time and methods utilized by skiers when leaving the Resort. **Figure 3** depicts the existing traffic volumes, intersection geometry, and the traffic control measures currently used for each of the study intersections.

It is important to note that the traffic volumes between intersections in Figure 3 may not balance. This is due to vehicles leaving the roadway network to access parking areas or vehicles leaving the parking areas to access the roadway network. This happens the most in between Shadow Ridge Road and Manor Way because this is where the main parking for PCMR is located.





FUTURE (2037) TRAFFIC VOLUMES

The purpose of the future 2037 background conditions analysis is to evaluate the intersections under study during the AM and PM peak travel period, utilizing the projected 2037 traffic volumes. This analysis provides a baseline condition for the year 2037, which can be used to determine future project impacts.

Summit County, with the support of PCMC and the Utah Department of Transportation, has created a traffic model to analyze future traffic conditions throughout Summit County, including Park City. As part of that model, future traffic volumes are created based on demographics associated with land use plans approved by PCMC and Summit County. The land use plans provide the best estimate of future population along with the associated traffic. **Table 4** depicts the anticipated traffic volumes for Summit County and Park City.

Table 4 Anticipated Population Growth

	2015	2037	Growth
Resident Population Summit County	41,133	60,138	46.2%
Resident Population Park City	7,309	9,197	25.8%

Along with population, vehicle miles traveled (“VMT”) is factored into the traffic model. Historically VMTs in Park City and Summit County have grown at a greater rate than population. However, Park City and Summit County are implementing TDM strategies to reduce the number of single occupancy vehicles and reduce the VMTs throughout the City and the County. Nonetheless and to be conservative, the population growth of 25.8% expected for Park City was applied to the existing traffic volumes to determine future traffic volumes in the study area. The 25.8% figure reflects a growth of approximately 1.1% per year of traffic growth.

Table 5 Existing vs. Future Traffic Volume Summary

<i>Intersection</i>	<i><u>12.8% Factored Counts</u></i> <i><u>February 18th 2017</u></i>		<i><u>Future Traffic Volumes</u></i> <i><u>2037</u></i>	
	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>
Park Ave / Deer Valley	2756	3467	3472	4367
Empire Ave / Silver King Dr.	1748	1605	2206	2024
Empire Ave / Shadow Ridge	1048	1057	1321	1336
Empire Ave / Manor Way	534	726	675	917
Empire Ave / Crescent Tram	64	107	82	143
Lowell Ave / Shadow Ridge	609	447	768	575
Lowell Ave / Manor Way	472	653	675	825
Lowell Ave / North Star	35	57	46	74
Park Ave / 15 th Street	530	1104	679	1393
Park Ave / 14 th Street	517	1073	654	1354
Park Ave / 8 th Street	314	693	399	875
Empire Ave / 14 th Street	649	867	820	1094
Lowell Ave / Silver King	816	641	1030	750
<i>Note: The numbers depict the total volume at the intersection during one peak hour.</i>				



In connection with the evaluation of future traffic volumes, PCMC staff requested MPE, Inc., the Conditional Use Permit applicant, to consider a cumulative 20-year forecast that includes entitled projects which reflect the approved Park City Master Plan. In discussions with staff, there are two entitled developments that will have a direct effect on the roadways and intersections in the study area.

On April 2, 2015, PCMC retained a consultant to complete a traffic model on Lowell Avenue that included details regarding the one of the entitled properties in the Park City Master Plan. From that study:

“The Bamberger property is a large piece of land to the west of Lowell Avenue and to the south of the current PCMR (Resort) base area. For the analysis, it was assumed that development of the Bamberger property would not resemble the typical Old Town street and parcel layout originally platted for the property. Approximately 60 percent of the 20-acre Bamberger property is now zoned as Open Space with only the corner of the property near the PCMR base being zoned for development. Thus, it was assumed that the number of residential units that were originally platted for the entire property would be developed as equivalent resort-type development in the Resort Commercial zoned area near the existing PCMR base. Access to Bamberger property development was assumed to be located on Lowell Avenue adjacent to the PCMR base area.”

Triton Engineering contacted a representative of the Bamberger property and was informed that the owner is currently preparing to propose a development that will include 27 (twenty-seven) single-family homes, 25 (twenty-five) condominiums, 7 (seven) townhomes, and 18 (eighteen) 900 sq. ft., 2 bedroom units for employee housing.

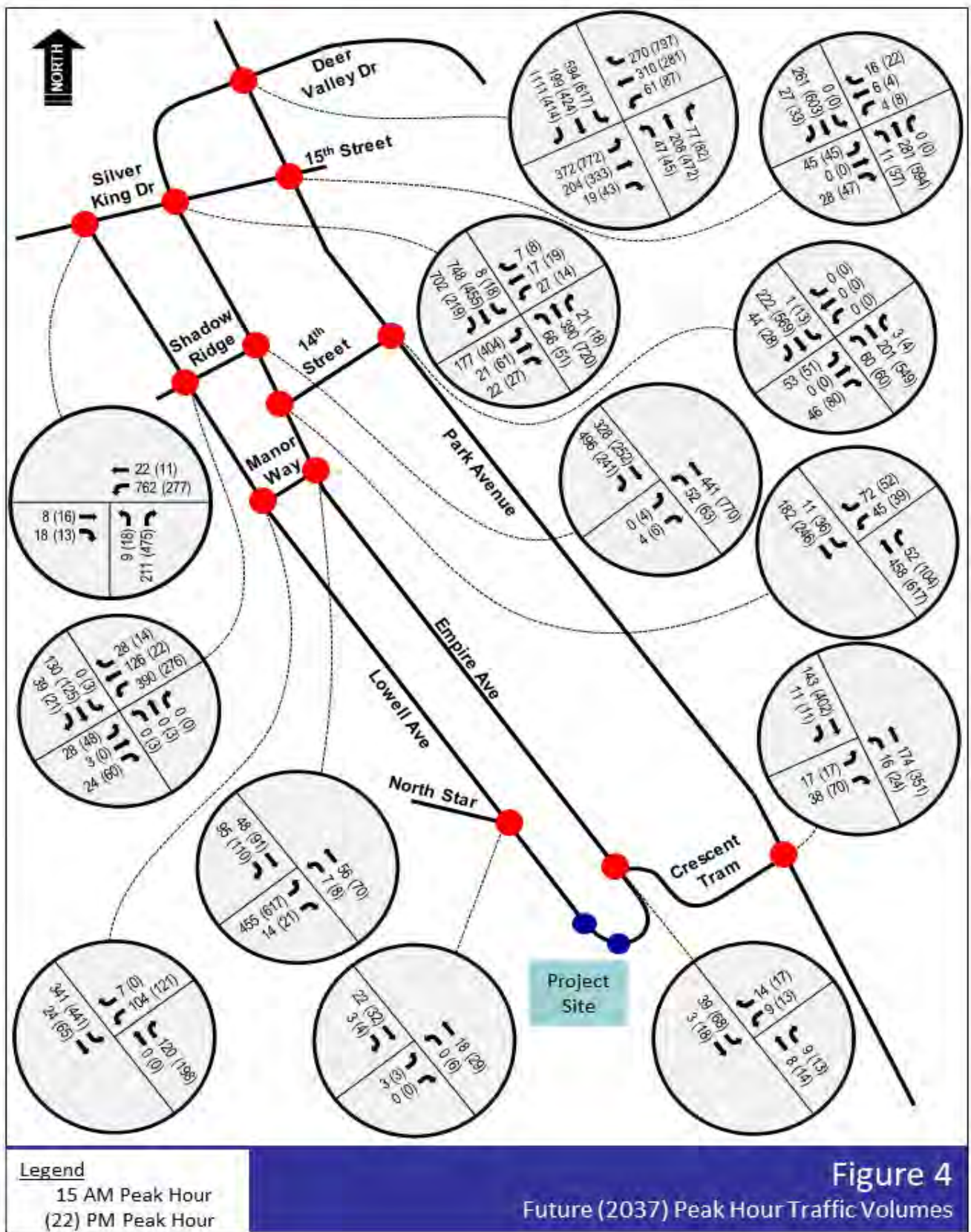
While no imminent development plans are known for the PCMR main base area, there is a Development Agreement between PCMC and the Resort that entitles PCMR to 491.78 maximum unit equivalents in this area. The specific details of what is defined as a unit equivalent are set forth in the Development Agreement. The ITE Trip Generation Manual, 9th Edition was used to estimate the number of peak hour trips that are expected to be generated by the PCMR potential development. Because the exact development is unknown now for the PCMR, development variety of mixed land uses that equaled 491.78 equivalent units or less was assumed. A trip reduction factor was also applied to the PCMR trip generation as was applied for Treasure Hill due to the mixed land use and ski access opportunities.

In the same Development Agreement between PCMC and PCMR there is also the potential of 600 new parking stalls. In the Development Agreement, it was assumed 160 stalls would be occupied by employees thus creating 440 net new skier parking spaces. It is assumed that 50% of those stalls would enter or leave the parking lot during the AM and PM peak hour thus creating an additional 220 vehicles in the study area during the AM and PM peak hour.

The projected traffic volumes for the combination of both developments ranged between 448 to 583 during the AM peak hour and 595 to 944 during the PM peak hour. The range of trips is dependent upon the type of development that is proposed at the Resort and how much trip reduction can be applied. (Methodologies for trip generation and trip reductions are detailed in the Project Traffic Volumes). From **Table 5** on the Park Ave / Deer Valley intersection, it is anticipated there will be an additional 716



vehicles in the AM peak hour and 895 vehicles in the PM peak based on background growth in the area. The anticipated trips generated from the Bamberger and Resort developments fall well within the anticipated range of growth except for the PM peak, therefore the future volumes in the study area are dependent upon the potential development in the area. With the speculative nature of the development at PCMR it was determined to apply the volumes in **Table 5** and depicted in **Figure 4** to be used to evaluate the study intersections for the baseline condition 2037 without the proposed Treasure Hill development.





PROJECT TRAFFIC VOLUMES

The ITE Trip Generation Manual, 9th Edition, was used to estimate the number of AM and PM peak hour trips that are expected to be generated by the Treasure Hill development. To calculate the anticipated trips from each element of the Treasure Hill development, the following land uses were applied;

- For the proposed hotel, ITE Land Use 330 was utilized, and it was assumed the hotel was 85% occupied. This occupancy rate was based on a recent study completed at the Canyons resort area ("The Canyons") that is also a mixed-use development that connects to the same ski resort as the proposed Treasure Hill development. The ITE Trip Generation manual states: "Resort hotels are similar to hotels (Land Use 310) in that they provide sleeping accommodations, restaurants, cocktail lounges, retail shops and guest services. The primary difference is that resort hotels cater to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs (golf courses, tennis courts, beach access, or other amenities) rather than convention and meeting business." The layout and design of the meeting space and a portion of the commercial for the proposed development were therefore included in the hotel trip generation rates because they fit the description above as support commercial to the hotel space and other housing amenities. However, a portion of the commercial, 17,470 sq-ft, is not as integrated with the hotel building and therefore, to be conservative, this portion of the commercial space is anticipated to spur trips to the Treasure Hill development as discussed below. A layout of the hotel, commercial and meeting space can be found in the Appendix.
- The employee housing element of the proposed development is dormitory type housing with an average size of 250 square feet (sq-ft). 6669 sq-ft of proposed employee housing space results in approximately 25 units. There is not a dormitory land use in ITE, so ITE Land Use 220, Apartments, was selected to represent this land use type/intensity. Since this housing is exclusively for on-site employees, it is not expected to contribute to peak hour traffic volumes.
- For the proposed condominiums/townhouses, ITE Land Use 230 dwelling unit alternative was utilized. The ITE Trip Generation manual states: "Both condominiums and townhouses are included in this land use." It was assumed that a portion of the condominium or townhouses would be used as rental properties. The ITE Trip Generation Manual makes no distinction between condominiums or townhouses that are owner occupied and those that are used for nightly rental. Therefore, ITE Land Use 230 was applied.
- As noted above, to be conservative, we have assumed that a portion of the commercial space (17,470 sq-ft) may spur trips to the Treasure Hill development. To calculate those trips, ITE Land Use 826, Specialty Retail Center, and ITE Land Use 931, Quality Restaurant were selected by applying the sq-ft of usable building area from the Trip Generation Manual. 8,735 sq-ft was applied towards Specialty Retail Center Land Use and 8,735 sq-ft was also applied towards the Quality Restaurant Land Use.

Table 6 provides the results of the trip generation for each of the individual land uses.

**Table 6 Land Use Specific Trip Generation**

Land Use (ITE Reference)	Independent Variable	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Resort Hotel (330)	Occupied Rooms	172 units	55	45	100	92	69	162
Employee Housing (220)	Dwelling Units	6,669 sq-ft or 30 units	5	11	16	18	12	30
Condominium/Townhouse (230)	Dwelling Units	103 units	10	42	52	45	26	71
Specialty Retail Center (826) & Quality Restaurant (931)	1000 Square Feet	17,470 sq-ft	27	29	56	64	45	109
Total			111	139	250	209	144	353

Trip Reduction

The independent variable used to calculate the trip generation for Resort Hotel was "Occupied Rooms". As reported by Canyons in their annual report, the hotel occupancy rate for the 2016 to 2017 ski season was found to be 85%. There is a total of 202 hotel rooms planned for Treasure Hill, therefore the total number of occupied rooms used for this study was 172 (85% of 202 total rooms). This was applied in the initial calculation; therefore, no trip reduction was applied.

A reduction to trip generation arises from the internal capture rate that accounts for trips between various land uses located within the same development. These trips use only internal roads, and therefore do not represent new trips external to the site. The layout of the Treasure Hill development is specifically designed to create this benefit. Internal interaction among the various land uses reduces the total number of external trips traveling to and from the project site. ITE outlines a method for estimating the expected amount of internal reduction. For the Treasure Hill development, the following internal capture rates were considered.

- Trips between Specialty Restaurant and Condominium/Townhomes
- Trips between Quality Restaurant and Specialty Retail Center.
- Trips between Specialty Retail Center and Condominium/Townhomes.

Using the method outlined by ITE, the total number of trips generated by Condominiums/Townhomes, Specialty Retail Center and Quality Restaurant were reduced by 11% in the am peak hour and 22% in the pm peak hour. The appendix contains the ITE worksheet used to calculate the reduction.



Ski runs will be constructed to allow visitors to access PCMR directly from Treasure Hill. These ski runs will reduce the number of trips to the Treasure Hill development because visitors will not need to access the local street network to gain access to PCMR. The Park City Chamber of Commerce Convention and Visitors Bureau reports that the average length of stay for visitors is 6.7 nights. The average days that visitors ski and snowboard when they visit is 5.8 (See Appendix). By dividing the average number of days skied (5.8) by the average length of stay (6.7) it was determined that 86.7% of the time visitors will be skiing. It is assumed that 50% of the visitors will ski at PCMR and 50% will ski at Deer Valley, Snow Basin or at a ski resorts in the cottonwood canyons. Therefore, a trip reduction rate of 43.3% ($86.7\% \times 50\%$) was applied to both the hotel and condominium/townhouses.

While this study is focused on winter conditions, there will be trails that provide a similar benefit other times of the year. **Figure 5** below reflects the proposed ski runs and trails.

The final trip reduction specific to the Treasure Hill development is the cabriolet that will connect Treasure Hill development to amenities on Main Street. The gondola will traverse between Main Street and Treasure with a one-way capacity of approximately 2,500 passengers per hour and a transit time of approximately one minute. The hours of operation will start before the AM peak hour and extend beyond the PM peak hour. With the focus on trip reduction during the peak hours and the existing traffic congestion at a portion of the intersections in the study area, it is reasonable to estimate that many people departing or arriving from the hotel or residences during the peak hour will use the cabriolet. The cabriolet will provide convenient access to Main Street for shopping and restaurants. On Main Street and Park Avenue there is convenient opportunity to use the Park City Transit System and therefore residents, guests and employees are anticipated to use this alternate method of transportation.

Because of the many variables involved with accurately predicting an appropriate trip reduction for the cabriolet, it was assumed that the cabriolet would reduce trip generation by 10% for all land uses.

An additional trip reduction could have been achieved due to pass-by trips, which account for trips to and from the development by motorists already traveling on the adjacent streets and from adjacent neighborhoods within the study area. These trips do not represent new trips to the external roads. It is anticipated that adjacent neighborhood visitors and residents may use the ski facilities, amenities and the cabriolet at the Treasure Hill development, thus reducing overall traffic on the surrounding roadways. Although we anticipate some reduction due to pass-by trips, we chose not to apply it to the predicted trip generation in order to represent a more conservative condition as it relates to overall traffic impacts.

Another potential for trip reduction results from individuals choosing to walk or bike to the surrounding amenities. While it is, anticipated people will sometimes choose these alternative methods of travel, once again to be conservative, no trip reductions were applied for these alternatives.



Figure 5
Ski and Trail Concept Plans



Table 7 provides the results of the trip generation traffic volumes after all the trip reductions have been applied.

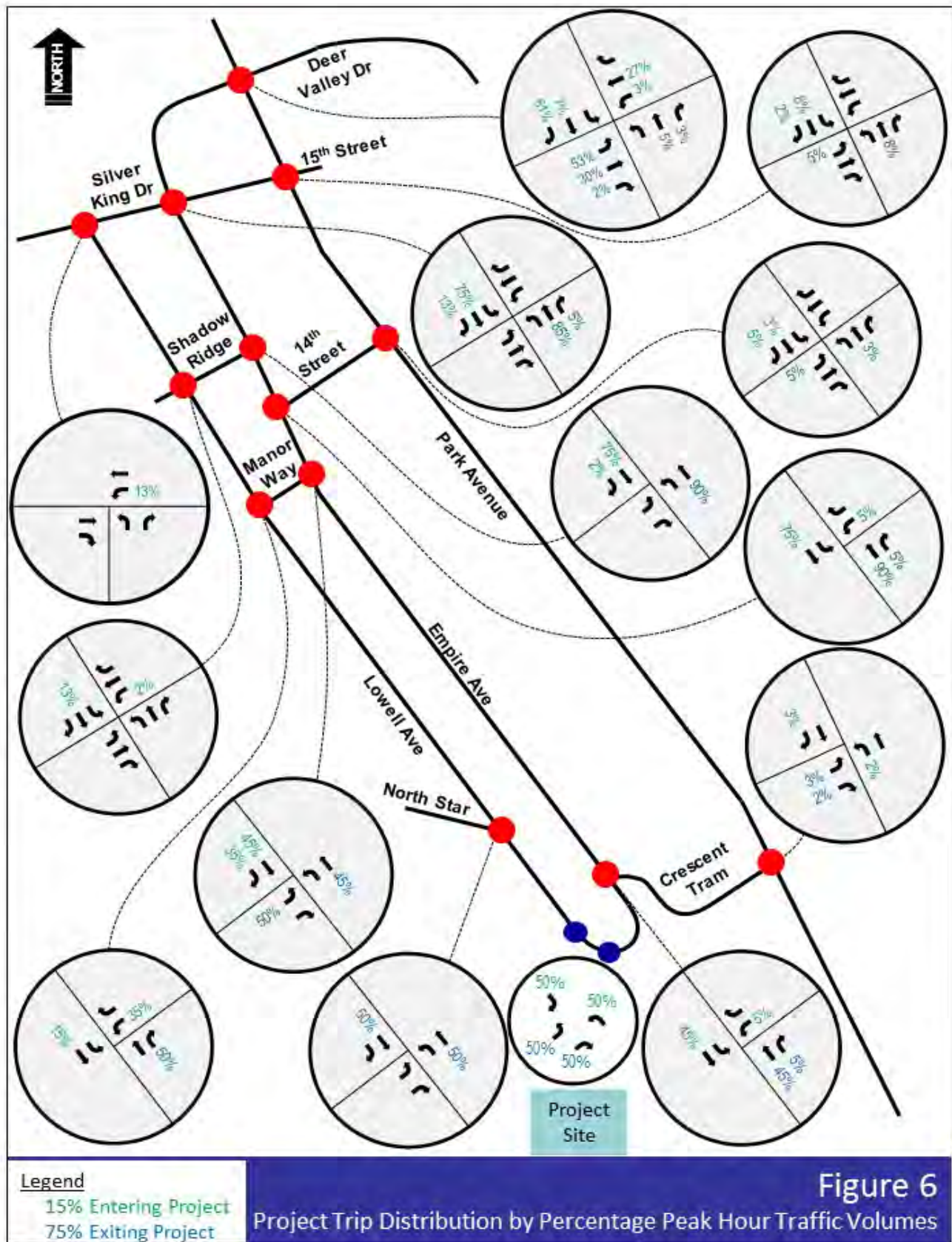
Table 7 Trip Generation after Trip Reduction

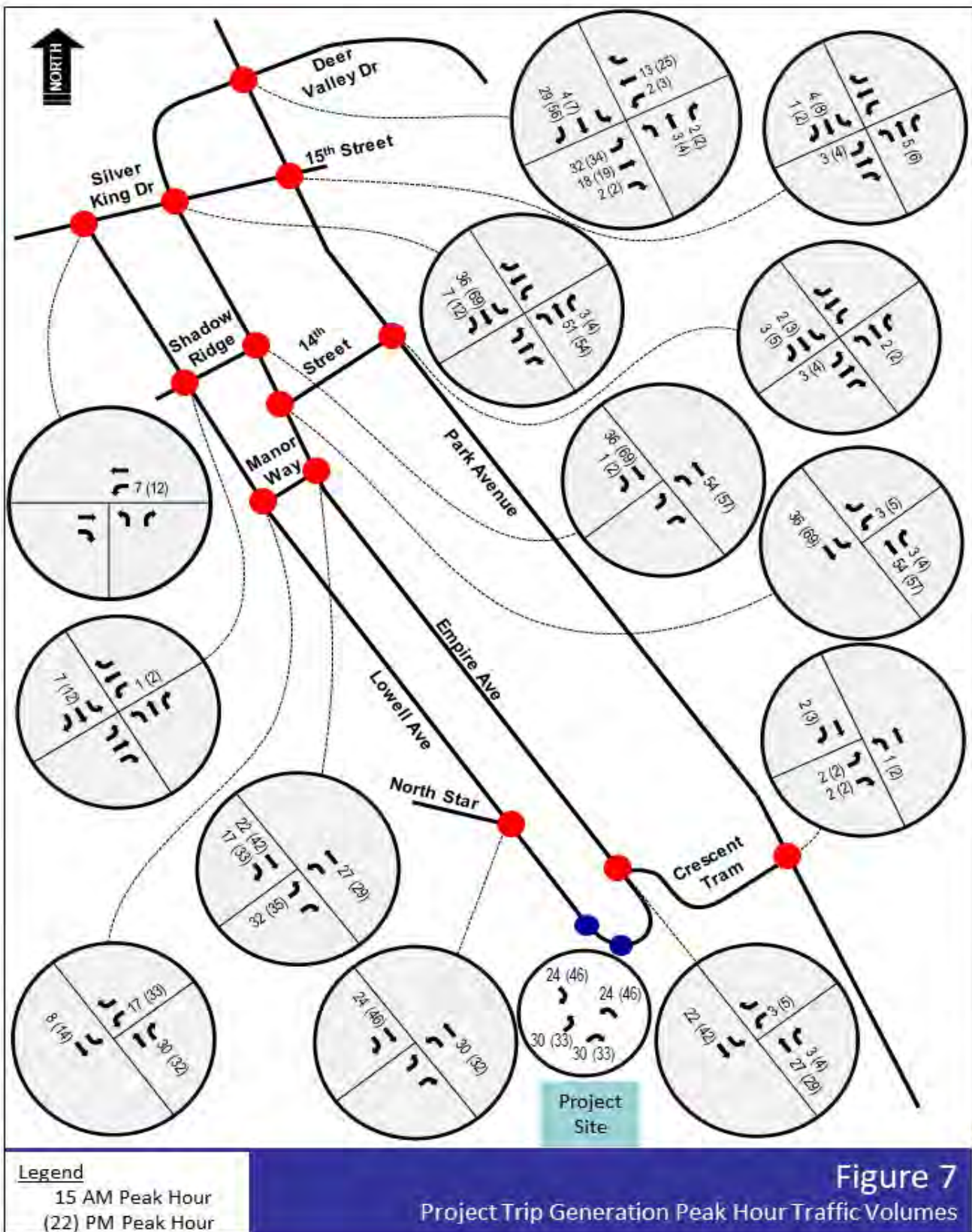
Land Use (ITE Reference)	Independent Variable	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Resort Hotel (330)	Occupied Rooms	172 units	22	18	42	29	22	51
Employee Housing (220)	Dwelling Units	6,669 sq-ft or 30 units	0	0	0	0	0	0
Condominium/Townhouse (230)	Dwelling Units	103 units	5	20	25	19	11	30
Specialty Retail Center (826) & Quality Restaurant (931)	1000 Square Feet	17,470 sq-ft	20	22	42	43	29	72
Total			47	60	107	92	63	153

Trip Distribution & Assignment

Project Trip Distribution is the assignment of traffic generated by the Treasure Hill development to the various intersections and roadways throughout the study area. To determine the distribution of the Treasure Hill generated traffic, three main elements were taken into consideration: major traffic corridors, traffic count data, and the natural flow of traffic in the area. A benefit of the project location is the ability for travelers to enter the project site either from Lowell Avenue or from Empire Avenue, aided by modern technologies that provide the fastest route to enter the project. In any event, for sake of analysis, it was assumed that 50% of the traffic will enter using the Access Point 1 (Lowell) and the remaining 50% will enter using the Access Point 2 (lower/Empire Loop) and that vehicles leaving the project will do likewise, albeit in the opposite direction.

Figure 6 shows the project trip distribution during AM and PM peak hours for the access points and the study area intersections. **Figure 7** displays the project trip traffic volumes during the AM and PM peak hours based on the trip distribution in **Figure 5** combined with the trip generation traffic volumes from **Table 7**.

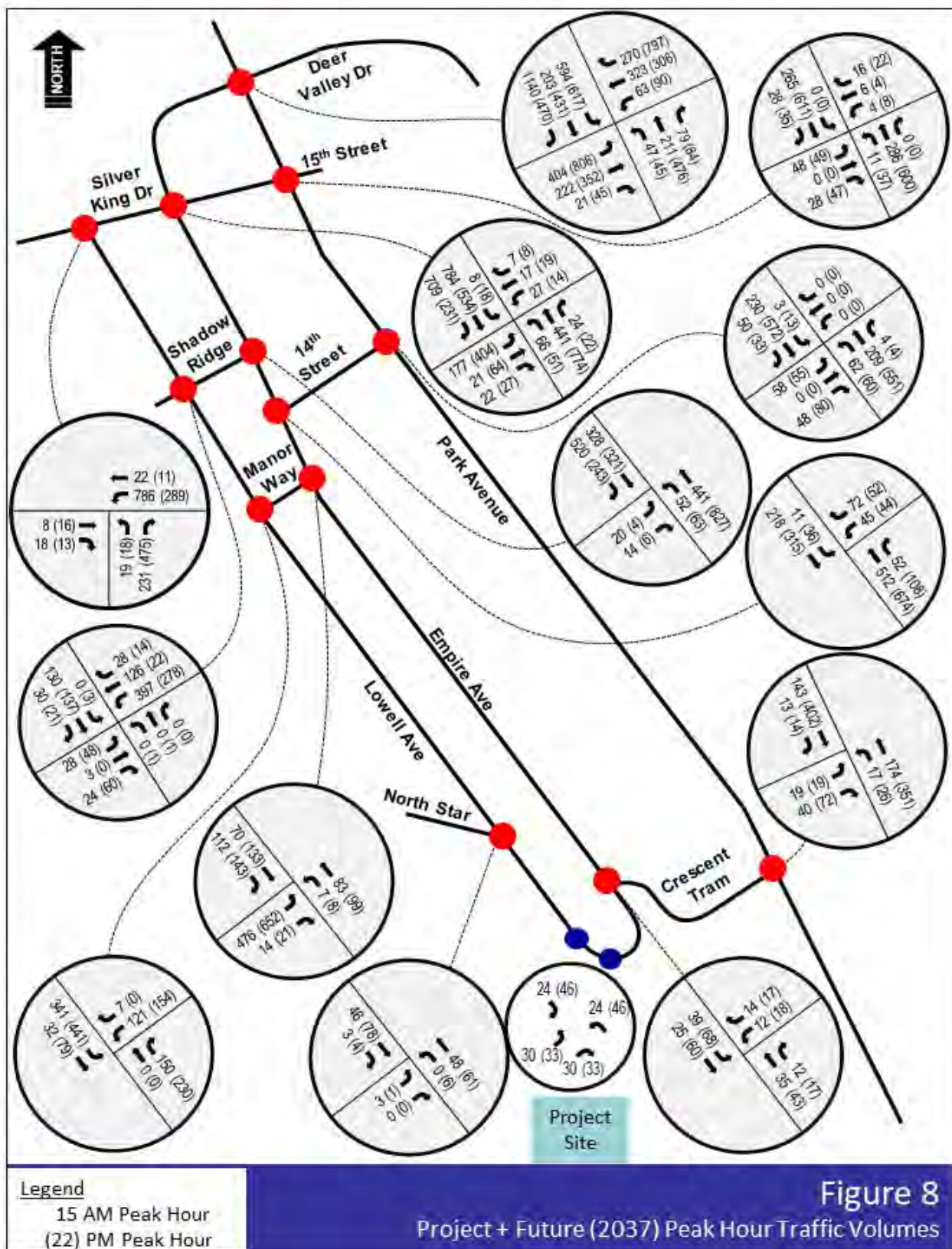






FUTURE (2037) PLUS PROJECT TRAFFIC VOLUMES

The projected-generated traffic was added to the future traffic volumes to obtain the future plus project traffic volumes at the site driveways and study intersections. **Figure 8** shows the existing plus project traffic volumes.





TRAFFIC ANALYSIS

Methodology

Traffic operations for the study area for existing and future traffic conditions were included. The Highway Capacity Manual 2010 (“HCM 2010”) and Transportation Research Board methodology was applied to remain consistent with customary practice in the traffic engineering industry and professional standards. LOS from HCM is a qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or pedestrians. A LOS definition generally describes these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. There are six levels of service describing these conditions, ranging from A to F, which have been standardized by the Transportation Research Board. LOS A represents a free-flowing traffic condition where motorists are affected very little by other motorists; a high degree of freedom to select desired speeds and the level of comfort and convenience to the motorist is excellent. LOS F is characterized by congested flow conditions with stoppages; the amount of traffic approaching a point exceeds the amount that can pass that point. **Table 8** provides a description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized and signalized intersections.

All the traffic analysis used Synchro/SimTraffic Software, which follow the Highway Capacity Manual (HCM) 2010 methodology, to evaluate study intersections and obtain the LOS listed in **Table 8**. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a base for the analysis. Detailed traffic operations outputs are included in the Appendix.

The traffic analysis for all of the intersections in the study area are evaluated for the AM and PM peak hour. The AM and PM peak hour is defined by a one-hour period when the traffic volumes were the highest at each intersection in the study area.

**Table 8 Level of Service Descriptions**

LOS	Description of Delay	Unsignalized Intersections Average Delay (1)	Signalized Intersections Average Delay (2)	Graphical Representation of Delay
A	Free Flow	0 to 10	0 than 10	
B	Stable Flow (slight delays)	10 to 15	10 to 20	
C	Stable Flow (acceptable delays)	15 to 25	20 to 35	
D	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)	25 to 35	35 to 55	
E	Unstable flow (intolerable delay)	35 to 50	55 to 80	
F	Forced flow (congested and queues fail to clear)	Greater than 50	Greater than 80	
Notes: (1) Worst approach LOS and delay measured (seconds/vehicle). (2) Overall intersection LOS and average delay (seconds/vehicle) for all approaches.				



Existing Levels of Service

Table 9 shows the level of service and corresponding delay (sec/veh) at each of the study intersections for the existing traffic conditions with the factored increase in traffic volumes.

Table 9 Existing Levels of Service

		Worst Approach ¹		Overall Intersection ²
Intersection	Control	LOS AM / PM	Approach AM / PM	LOS AM / PM
Park Ave / Deer Valley	Signal			C (32.5) / D (50.9)
Empire Ave / Silver King Dr	Stop	E (36.6) / F (137.5)	EB / EB	
Empire Ave / Shadow Ridge	Stop	A (9.4) / A (6.8)	NB / EB	
Empire Ave / Manor Way	Stop	A (5.5) / A (7.3)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (4.1) / A (4.4)	WB / WB	
Empire Ave / 14 Street	Stop	A (9.2) / B (11.4)	WB / WB	
Lowell Ave / Silver King	Stop	C (22.0) / F (122.0)	NB / NB	
Lowell Ave / Manor Way	Stop	A (6.0) / A (7.7)	SB / SB	
Lowell Ave / North Star	Stop	A (4.7) / A (3.6)	EB / EB	
Lowell Ave / Shadow Ridge	Stop	A (6.7) / A (5.8)	WB / WB	
Park Ave / 15th	Stop	A (9.1) / C (15.5)	WB / WB	
Park Ave / 14th Street	Stop	A (6.7) / B (12.7)	EB / EB	
Park Ave / 8th	Stop	A (5.1) / A (8.2)	EB / EB	
Notes:				
(1) The level of service and delay for worst approach is shown for stop-controlled intersections only.				
(2) The overall intersection level of service is shown for signalized intersections only				

As shown in **Table 9**, all the intersections currently operate at an acceptable LOS during both the AM and PM peak hours except for the Empire Ave / Silver King and Lowell Ave / Silver King intersections.

Future (2037) Levels of Service

Table 10 shows the level of service and corresponding delay (sec/veh) at each of the study intersections for the future traffic conditions without the Treasure Hill development.

**Table 10 Future Levels of Service**

		Worst Approach ¹		Overall Intersection ²
Intersection	Control	LOS AM / PM	Approach AM / PM	LOS AM / PM
Park Ave / Deer Valley	Signal			F (133.8) / F (117.5)
Empire Ave / Silver King	Stop	F (147.1) / F (175.6)	EB / EB	
Empire Ave / Shadow Ridge	Stop	B (13.0) / C (19.8)	NB / EB	
Empire Ave / Manor Way	Stop	A (6.5) / A (9.4)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (4.0) / A (4.5)	WB / WB	
Empire Ave / 14 Street	Stop	B (12.5) / C (18.0)	WB / WB	
Lowell Ave / Silver King	Stop	F (100.8) / F (195.4)	NB / NB	
Lowell Ave / Manor Way	Stop	A (6.4) / B (10.7)	SB / SB	
Lowell Ave / North Star	Stop	A (3.6) / A (4.7)	EB / EB	
Lowell Ave / Shadow Ridge	Stop	A (7.4) / A (6.9)	WB / WB	
Park Ave / 15th	Stop	A (8.3) / C (17.0)	WB / EB	
Park Ave / 14th Street	Stop	A (8.1) / C (18.8)	EB / EB	
Park Ave / Crescent Tram	Stop	A (5.0) / A (8.4)	EB / EB	
Notes:				
(1) The level of service and delay for worst approach is shown for stop-controlled intersections only.				
(2) The overall intersection level of service is shown for signalized intersections only				

As shown in **Table 10**, the intersections are expected to operate at an acceptable LOS during both the AM and PM peak hours except for the Park Ave / Deer Valley, Empire Ave / Silver King and the Lowell Ave / Silver King intersections. The delays experienced at the Lowell Ave / Silver King intersection result from vehicles queuing from the Empire Ave / Silver King intersection.

Future Levels of Service Without Project

With the intersections in the study area operating in the future at undesirable levels of service even without considering the impact of the Treasure Hill project, expected mitigation/improvement measures were applied and analyzed. **Table 11** shows the level of service and corresponding delay (sec/veh) at specific intersections for the future traffic conditions without the Treasure Hill development, but with expected mitigation/improvement measures applied.

**Table 11 Future Mitigated Levels of Service**

		Worst Approach ¹		Overall Intersection ²
Intersection	Control	LOS AM / PM	Approach AM / PM	LOS
Park Ave / Deer Valley	Signal			C (29.1) / E (68.9)
Empire Ave / Silver King	Roundabout or Signal			A (8.4) / C (20.0)
Lowell Ave / Silver King	Stop	D (28.0) / B (12.5)	NB / NB	
Notes:				
(1) The level of service and delay for worst approach is shown for stop-controlled intersections only.				
(2) The overall intersection level of service is shown for signalized intersections only				

As shown in **Table 11**, to improve the traffic operations for the Empire Ave / Silver King intersection, installation of a traffic signal or a roundabout is required. For a traffic signal to operate efficiently and safely, separate turn lanes in the northbound and southbound direction are necessary.

The Lowell Ave / Silver King intersection delays are resolved with the improvement at the Empire Ave / Silver King intersection.

To maintain acceptable levels of operation at the Park Ave / Deer Valley intersection it requires the following improvements.

- An additional southbound left turn lane and providing free right turn movements from Park Avenue (SR-224) onto Empire Avenue.

While a LOS of E is not the target additional improvements could have significant impact on the existing vertical buildings around this intersection. For most times of the year the LOS will be D or better. Instead of additional physical roadway improvements one way to handle these traffic bottlenecks is with human traffic control as often provided for major sporting events.

Future Levels of Service With Project

Table 12 shows the level of service and corresponding delay (sec/veh) at each of the study intersections for the future traffic conditions, with the Treasure Hill development applying the same mitigation/improvement measures applied in the future conditions, as applied in **Table 11**.

**Table 12 Future Plus Project Levels of Service**

Intersection	Control	Worst Approach ¹		Overall Intersection ²
		LOS AM / PM	Approach AM / PM	LOS AM / PM
Park Ave / Deer Valley	Signal			C (29.1) / E (75.7)
Empire Ave. / Silver King	Signal			B (10.8) / C (20.4)
Empire Ave / Shadow Ridge	Stop	D (33.9) / C (23.0)	EB / EB	
Empire Ave / Manor Way	Stop	A (7.4) / C (15.1)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (3.9) / A (4.5)	WB / WB	
Empire Ave / 14 Street	Stop	C (15.7) / C (21.6)	WB / WB	
Lowell Ave / Silver King	Stop	D (34.6) / B (11.2)	NB / NB	
Lowell Ave / Manor Way	Stop	A (7.0) / C (23.4)	SB / SB	
Lowell Ave / North Star	Stop	A (3.9) / A (6.0)	EB / EB	
Lowell Ave / Shadow Ridge	Stop	A (7.4) / A (6.8)	WB / WB	
Park Ave / 15th	Stop	B (10.1) / D (29.7)	WB / WB	
Park Ave / 14th Street	Stop	A (8.2) / C (22.6)	EB / EB	
Park Ave / 8th	Stop	A (5.7) / A (9.5)	EB / EB	
Access 1 / Empire Ave	Stop	A (4.1) / A (2.6)	NB / NB	
Access 2 / Lowell Ave	Stop	A (3.9) / A (3.8)	EB / EB	
Notes:				
(1) The level of service and delay for worst approach is shown for stop-controlled intersections only.				
(2) The overall intersection level of service is shown for signalized intersections only				

As shown in **Table 12**, with the implementation of the mitigation/improvement measures applied in **Table 11**, in the future, all the intersections will operate at an acceptable LOS during both the AM and PM peak hours with the Treasure Hill Project.

Operational Capacity During Winter Conditions

PCMC has designed and is presently constructing improvements along Lowell Avenue from Manor Way to the curve heading down to Empire Avenue. During the planning phase of the project, a traffic model was created and a memorandum of the results of that study were issued on April 2, 2015. The traffic model examined future traffic volumes on Lowell Avenue using the travel demand model developed for the Park City Transportation Master Plan update in 2011. The traffic model included existing conditions



and build out conditions for Treasure Hill Project and the Bamberger property. The conclusion of the study was that even with the addition of the Treasure Hill Project and potential Bamberger property development Lowell Avenue can facilitate the existing and future traffic needs with the “Local Road – Old Town” typical section depicted below.



From the presentation of the Treasure Hill original traffic study to Planning Commission, public comments received throughout this process, and in discussions with the staff, concerns have been expressed about the capacity of the street networks during winter conditions. While the City has chosen to construct Lowell Avenue according to the “Local Road-Old Town” typical section based on the April 2015 study, it is not clear whether the study or its recommended design of Lowell Avenue addressed all the concerns that have been mentioned throughout the Treasure Hill traffic analysis process. The elements that influence the capacity of the roadways within the study area during the winter include;

- Quantity of snow,
- Duration of snow events,
- How the streets are plowed and maintained,
- Where and how individuals elect to park,
- How diligent PCMC enforces its parking regulations,
- Service delivery needs (garbage pickup, express mail delivery, etc.), and
- Pedestrian usage.

These elements currently exist and are accommodated with a variety of practices. It has been mentioned by the citizens in the area how the roadways in the winter effectively operate as one lane roads. Also during winter conditions many times the streets are plowed and parking maintained to accommodate one lane of travel. Therefore, a traffic analysis was conducted applying a one-way road system. This system would apply a southbound direction of traffic along Lowell Avenue and northbound direction of traffic along Empire Avenue. It was assumed all the cross streets still accommodate two-way traffic. With a one-way traffic circulation, it would allow for a reduced 12-foot travel lane, 7.5 feet of parking on one side, and still provide room for pedestrian use and snow storage within the “Local Road-Old Town” typical section. The analysis was conducted for future conditions with the Treasure Hill project. **Table 13** summarizes the results of that analysis.

**Table 13 One-Way Traffic Operations (Operational Capacity During Winter Conditions)**

		Worst Approach ¹		Overall Intersection ²
Intersection	Control	LOS AM / PM	Approach AM / PM	LOS AM / PM
Park Ave / Deer Valley	Signal			D (36.9) / E (61.9)
Empire Ave. / Silver King	Signal			A (7.3) / A (7.9)
Empire Ave / Shadow Ridge	Stop	A (1.9) / A (1.8)	EB / EB	
Empire Ave / Manor Way	Stop	A (6.7) / A (8.9)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (2.7) / A (2.8)	WB / WB	
Empire Ave / 14 Street	Stop	A (4.1) / A (4.4)	WB / WB	
Lowell Ave / Silver King	Stop	A (8.2) / A (5.6)	WB / WB	
Lowell Ave / Manor Way	Stop	A (6.5) / A (8.6)	SB / SB	
Lowell Ave / North Star	Stop	A (1.8) / A (3.3)	EB / EB	
Lowell Ave / Shadow Ridge	Stop	A (6.6) / A (8.6)	EB / SB	
Park Ave / 15th	Stop	A (8.5) / C (22.5)	WB / WB	
Park Ave / 14th Street	Stop	A (7.6) / C (24.4)	EB / EB	
Park Ave / 8th	Stop	A (4.9) / B (10.1)	EB / EB	
Access 1 / Empire Ave	Stop	A (2.4) / A (2.4)	NB / NB	
Access 2 / Lowell Ave	Stop	A (.1) / A (.4)	SB / SB	
Notes:				
(1) The level of service and delay for worst approach is shown for stop-controlled intersections only.				
(2) The overall intersection level of service is shown for signalized intersections only				

As shown in **Table 13**, with the implementation of the one-way traffic scenario described above, all intersections will continue to operate at an acceptable LOS in both the AM and PM peak hour. Most intersections, including the intersection of Empire Ave / Silver King will operate and a better level of service. The intersection of Park Ave / Deer Valley Drive will continue to operate at essentially the same level of service. This is because most traffic at this intersection will not be affected by the one-way traffic.



With the proposed one-way traffic operations, the following information should be considered.

- Emergency vehicle response – During emergency situations, emergency vehicles are not required to adhere to one-way traffic requirements.
- Out of direction travel for residents and visitors – one-way traffic operation is only proposed for the winter ski season when snow plow operations struggle to keep two-way travel lanes available.
- Out of direction travel time for residents and visitors - it is estimated that the out of direction travel time for some residents could be up to 30 seconds. However, based on current operations there is more than 30 seconds lost when there are two-way traffic conflicts.

TRAFFIC DEMAND MANAGEMENT

The Treasure Hill project has been assisting with various Traffic Demand Management (TDM) strategies and will continue to implement TDM strategies that will improve traffic operations.

- Sweeney Land Company, co-owner of the Treasure Hill Parcel, conveyed at no cost to PCMC the land that enabled the “loop” connection for the Lowell and Empire roadways.
- The various Sweeney entities were instrumental in the creation of the Town Lift System, including its original approval and construction, connections to Upper Old Town (Upper Norfolk, King Road, and Sampson), conveyance to the City at no charge of portions of the Crescent Walkway and Lower Norfolk Avenue, and providing the opportunity for the Main Street Bridge.
- MPE (the CUP applicant) provided funds for the study of Lowell Avenue to create a roadway that will accommodate the existing traffic volumes and future traffic volumes.
- MPE provided funds for the design and construction of Lowell Avenue to create a roadway that will accommodate the existing traffic volumes and future traffic volumes, particularly construction traffic.
- Applying a mixed-use development that will create between 107 to 154 vehicle trips in the peak hours instead of single family homes on approximately 4 miles of new city streets connecting to Upper Old Town and possibly beyond that would likely generate more vehicle trips in the peak hours.
- The construction of the cabriolet is a significant TDM strategy that provides a transportation system that removes vehicles on the roadway, while creating the ability for visitors and residents of the development to access Main Street. While only a 10% reduction in vehicles (12 cars in the morning and 17 cars in the evening) it is assumed for the cabriolet, it will have a greater impact when combined with the ski resort operations. This provides also the ability for employees who use the Park City Transit system to arrive on site by using the cabriolet.
- Another TDM commitment is the construction of ski runs for beginner and intermediate skiers that will provide an all-ability-levels connection to the Resort. The same ski run terrain will provide trail connections during the summer months of the year. This reduces the likelihood of visitors and residents staying at the Treasure Hill project of driving to the resort main base area or other resorts in the area.
- Another TDM strategy is the inclusion of employee housing dedicated for Treasure Hill on-site.
- The addition of on-site commercial elements also provides a reduction in trips. Recent studies have found there are significant trip reductions for trips between various land uses located within the same development (hotel, employee housing, residential and commercial).
- For employees not living in on-site employee housing, during the winter ski season and other special events like Sundance Film Festival, the Treasure Hill development will direct and



incentivize such employees to use public transportation and/or the cabriolet to access the site to reduce the traffic load on the intersections.

- Another TDM strategy that will be implemented during the winter ski season (including the Sundance Film Festival) and other busy times is the use of a shuttle that will pick up visitors from the airport and deliver them to the Treasure Hill development. This shuttle system might be specific to Treasure Hill or in combination with existing private transportation services.
- During the construction phase of the project, some construction workers will park at the Richardson Flats park and ride lot (or other park and ride lots) and be shuttled to the site, or they will use the Park City transit system with the combination of the cabriolet, when it is complete, to get to the site. Flexibility regarding this strategy is necessary to accommodate the many aspects of construction.

TRAFFIC MITIGATION

The Treasure Hill project shall implement the following items to mitigate traffic on the roadways.

- With a clustered mixed-use development, the result is 110 plus acres of open space instead of additional miles of roadways that the city would have to maintain.
- The Treasure Hill project will provide a cabriolet system that will connect the project to Main Street. The cabriolet will traverse between Main Street and Treasure Hill with a one-way capacity of approximately 2500 passengers per hour.
- The hours of operation of the cabriolet will start around 6:45 am and extend until 10 pm during the winter ski months and summer. During the spring and the fall season, the cabriolet will be out of operation at times to accommodate maintenance needs. Treasure Hill will adjust these hours in cooperation with PCMC city-wide TDM strategies.
- Treasure Hill will construct ski runs for beginner and intermediate skiers with convenient connections to the Resort. The same ski run terrain will provide trail connections during the summer months of the year. This will reduce trips by not only visitors and residents of the development by nearby neighbors as well.
- Treasure Hill will have dedicated employee housing on-site.
- For employees not living in on-site, during the winter ski season and other times when hotel occupancy exceeds 70% and other special events like Sundance Film Festival, the Treasure Hill development will direct, use monetary incentives and other mechanisms, as necessary, to encourage employees to use public transportation and / or the cabriolet to access the site.
- To decrease the impact of vehicles during the peak hour the Treasure Hill development will utilize work shifts that begin and end outside the AM and PM peak hour of travel.
- During the winter ski season, other busy times, and special events like Sundance Film Festival, Treasure Hill will implement a shuttle system that will pick up visitors from the airport and deliver them to the Treasure Hill development. This shuttle system might be specific to Treasure Hill or in combination with existing private transportation services.
- Treasure Hill will require all parking related to Treasure Hill to be on site.
- During the construction phase of the project employees that do not require a vehicle to perform their trade will be shuttled to the site or to the cabriolet when it is operational.
- Treasure Hill development will pay for its portion of the improvements at Park Ave / Deer Valley and Empire Ave / Silver King intersection improvements as may be implemented by any special improvement district or similar entity.



MONITORING PROGRAM

After the Treasure Hill project is constructed a monitoring program will be employed to evaluate and verify TDM strategies. The TDM strategies and traffic mitigation measures will be evaluated one year after completion and then three more times, at three-year intervals. This will provide a total of four evaluations spanning a ten-year period after construction is complete.

PARKING ANALYSIS

As part of this addendum, a parking generation study was completed to estimate parking demand that the Treasure Hill development will be expected to create. Forecasts of vehicle parking demand for the proposed development were calculated using the 4th edition of *Parking Generation*, published by the Institute of Transportation Engineers ("ITE"). Land use codes that matched the codes defined above in the updated traffic impact analysis were used to estimate the parking generation by the facility, one exception being Specialty Retail Center which is not currently a use category in *Parking Generation*. For this use, Land use code 820, Shopping Center was substituted.

Table 14 Parking Generation

Land Use (ITE Reference)	Size or Units	Weekday Parking Generation	Weekend Parking Generation
Hotel	122,225 sq-ft or 202 units	129	182
Employee Housing	6,669 sq-ft or 30 units	36	32
Condominium/Townhouse	103 units	142	88
Commercial	17,470 sq-ft	178	184
Total		485	486

Details on how each land use was applied in this analysis include:

- Land Use 310: Hotel, Urban – Actual parking generation data was available for the weekday and Saturday peak period. Therefore, the Saturday rate was applied for the weekend rates. As noted above in the traffic analysis section of this addendum, it was assumed that a portion of the commercial space is complementary to the hotel and therefore it was also included in the hotel parking generation analysis.
- Land Use 221: Low/Mid-Rise Apartment, Urban (used for employee housing) – This land use was chosen as best representing the parking generation for the employee housing. As noted in the traffic analysis section, it was assumed that 6,669 sq-ft, with units of 250 sq-ft of space (dormitory style) would approximate the parking generation of one urban low/mid-rise apartment, resulting in 30 units for analysis purposes. The weekday urban peak period and Saturday urban peak period from *Parking Generation* were used.



- Land Use 230: Residential Condominium/Townhouse, Suburban and Urban – Actual parking generation data was available for the weekday (suburban) and Saturday (urban) peak period. Therefore, the Saturday rate was applied for the weekend rates.
- Land Use 820: Shopping Center & Land Use 931: Quality Restaurant (used for the commercial) – As with the trip generation analysis, half of the commercial building space was applied using the shopping center Parking Generation land use and the other half was applied using the Quality Restaurant land use. Actual parking generation data was available for the weekday, Saturday and Sunday peak period. The highest value for the Saturday and Sunday peak period was applied to determine the parking generation for the weekend rates.

As with the updated traffic impact analysis, the raw estimated parking demand was calculated assuming no interaction or internal sharing of trips by the different land uses. This is unlikely, considering the mixed-use nature of the development and the high probability of shared trips between the different land uses. In the traffic impact analysis, a reduction was made to the calculated trips to account for the trips that are made internal to the development. In addition, trips were further reduced to account for the addition of on-site employee housing. Similarly, a portion of the parking demand is expected to be shared among the different land uses.

However, the reduction in parking demand due to shared land use is not expected to be as high as the reduction in vehicle trips. In some instances, the reduction in vehicle trips does not correlate to a similar reduction in parking demand. Some examples of this could include patrons of the hotel who access Main Street via the cabriolet and employees who live on-site and walk to work, Main Street, etc. In both examples, there is justification for reducing the number of vehicle trips. However, the demand for parking still exists since, in both cases, the patron and employee still have a car parked in the project. The mitigating factors that allow for parking reduction (compared to the raw numbers) is the internal capture rate because of the proposed mixed-use development. For the reasons stated above, however, the reduction in parking generation is expected to be somewhat less.

The assumed reductions for each of the land uses are as described below:

- Residential Uses (Condominium/Townhouse and Employee Housing) – While vehicle trips for these land uses are greatly reduced by the ability to ride the cabriolet, the reduction in parking demand is expected to be modest. For purposes of this study, a 10% reduction was assumed.
- Hotel/Resort Commercial – The 20% reduction applied in the trip reduction was also applied in the parking generation analysis. As noted above, the commercial space integrated with the hotel is intended primarily for the use of hotel patrons. However, realistically, some parking will be used by visitors to the hotel/commercial. Nonetheless, no parking generation was applied for the commercial space that is integrated with the hotel. A portion of the parking will be needed for managers, employees living off-site, and service needs, but the manual accounts for this in the hotel parking generation.

The reduced parking generation is shown in **Table 15**.

**Table 15 Reduced Parking Generation**

Land Use (ITE Reference)	Size or Units	Weekday Parking Generation	Weekend Parking Generation
Hotel	122,225 sq-ft or 202 units	129	182
Employee Housing	6,669 sq-ft or 30 units	32	29
Condominium/Townhouse	103 units	128	79
Commercial	17,470 sq-ft	142	147
Total		432	437

It is anticipated the Treasure Hill development will require on a typical weekend approximately 437 parking stalls and on a typical weekday, 432 stalls.

ORIGINAL STUDY AND ADDENDUMS ONE THROUGH SIX

This study is intended to address the original study and subsequent addendums. Below is a summary of the original study and subsequent addendums and their relevance because of Addendum #7.

Original Traffic Impact Analysis – July 2004

Addendum #7 updates the original study and provides the best understanding of the traffic conditions in the study area and therefore replaces the original traffic impact analysis.

Addendum #1, Wayfinding Sign Study – Summer 2004

This study identified locations where wayfinding signs could be placed to direct motorists to Treasure and reduce unnecessary out of direction travel. The information provided in this addendum is still valid.

Addendum #2, Winter Traffic Counts – April 2005

Addendum #7 provides the most recent winter condition traffic counts and therefore replaces addendum #2.

Addendum #3, Lowell Ave Sidewalk Improvements – January 2008

Addendum #3a (update to Addendum #3) Walkability Study Update – June 2009



The purpose of addendum #3 and #3a was two-fold: present a walkability study and revisions to that study. There are elements addendum #3 and #3a that are still recommended.

- Install signs and paint crosswalks in eight (8) locations in the Park City Mountain Resort Area. These installations will help increase the safety of pedestrians using the area and their locations have the least amount of impact on vehicle traffic. Because of the current pedestrian habits of walking these roads freely, once the crosswalks are established it may be necessary for the City to enforce the crossing restrictions in order to realize safer traffic and pedestrian interaction.
- There are currently two (2) locations where sidewalk/stair improvements are warranted to provide adequate access for future growth. These improvements were understood to possibly be scheduled for completion by others but, in any event, the Treasure Hill development will complete the improvements. They are from Woodside to Treasure Hill on 6th Street and Woodside Avenue to Treasure Hill on 8th Street.

Since the walkability study was completed PCMC has completed improvements on Empire Avenue and currently making improvements along Lowell Ave. These improvements did not include designated sidewalks.

Addendum #4, Refined Land Use and Trip Generation – April 2009

Addendum #7 provides the best understanding of the traffic conditions and therefore replaces addendum #4.

Addendum #5, Parking Generation Study – June 2009

Addendum #7 provides the best understanding of the parking conditions and therefore replaces addendum #5.

Addendum #6, Intersection Operations Limiting Development Traffic on Empire Ave – June 2009

Addendum #7 provides the best understanding of the traffic conditions and therefore replaces addendum #6.

SUMMARY AND CONCLUSIONS

As reflected in the Original Report, the Six Addenda and this addendum, the roadway network can facilitate the traffic needs for existing and future traffic, including the traffic anticipated from the Treasure Hill development. Implementing the improvements at the Empire Ave / Silver King and Park Ave / Deer Valley intersections, which will ultimately be necessary regardless of the impact of the Treasure Hill development, will allow the intersections and roadways in the study area, including the Treasure Hill development, to operate at an acceptable level of service in the future.

While the intersections and roadways can operate at an acceptable level of service with the Treasure Hill development by implementing the proposed traffic improvement measures, nonetheless, it is important to implement the TDM strategies as well. These strategies include:

- Installation of the cabriolet system.



- Installation of beginner and intermediate ski runs that connect with the remainder of the Resort.
- Implementation of the mixed-use development that includes employee housing and commercial on site.
- During the busy winter season and special events, employees not living on site will be directed and incentivized to use public transportation to access the site.
- During the busy winter season, other busy times, and special events, implementation of shuttle service to and from the airport.
- During the construction phase of the project, directing construction workers who do not need to access the construction site with vehicles to park off site at the Richardson Flats, or similar park and ride lots, and shuttle them to the site.



Appendix

Appendix A – Existing Count Documentation

Appendix B – Trip Generation and Trip Reduction

Appendix C – Existing traffic Analysis

Appendix D – Future Traffic Analysis without Project

Appendix E – Future Traffic Analysis with Project

Appendix F – One Way Traffic Analysis

**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lscatahoe.com
www.lscatrans.com

MEMORANDUM

To: Alfred Knotts, Park City Transportation Planning Manager

From: Gordon Shaw, PE, AICP, LSC Transportation Consultants, Inc.

Date: June 27, 2017

RE: Review of Treasure Hill Development TIA



This memo presents a review of the *Treasure Hill Traffic Study Draft Addendum #7* (Triton Engineering, May 4 2017). My review is based on long experience in transportation studies Park City, including work for the 2002 Olympics transportation planning, Park City Mountain Resort base area development planning, Park City Transportation Demand Management Study, a Deer Valley Drive intersection improvement study, and peer review of traffic studies for the Montage project and many transit studies. In addition, I have directed many traffic studies for proposals similar to Treasure Hill in other resort communities, including lodging/residential/commercial projects in Aspen, Snowmass Village, Mammoth Lakes, Northstar, South Lake Tahoe and Squaw Valley.

Specific comments on individual portions of the document are presented below.

Page 10, Final Paragraph

This discussion regarding future background traffic growth compares the growth resulting from a simple application of population growth rates with growth associated with the PCMR base area and Bamberger development. It concludes that since the population growth methodology results in a greater growth in traffic at the Park Avenue/Deer Valley intersection (800 in the PM peak-hour) than does the trip generation of PCMR/Bamberger development (462), simply using the forecasts based on population growth is appropriate. However, this does not consider that traffic growth at the Park Avenue/Deer Valley intersection will be generated by other growth in the community beyond these two projects. In addition, the population-based growth at other intersections nearer the PCMR/Bamberger development areas is substantially lower (such as 149 additional PM peak-hour trips at Lowell Avenue/Manor Way. At these locations, the traffic growth from PCMR/Bamberger development may well

exceed the population-growth traffic increase, depending on specific land uses and access patterns for the two developments. In turn, LOS may well be worse than reported in the Treasure Hill study at these nearby intersections¹. Whether this additional future traffic growth would cause LOS standards to be exceeded would require more detailed analysis (though the relatively good LOS A and B conditions identified in the current study indicates that there is some additional capacity before LOS would be exceeded).

Page 12, Final Bullet

The trip generation for the commercial land uses (not considered to be supporting the hotel) is calculated with a simple assumption that half of the 17,470 square feet of commercial is retail (using the Specialty Retail rate) and the other half is restaurant (using the Quality Restaurant rate). However, the attachments to the report including Partial Plan P-2, which shows specific land uses for the individual components of this 17,470 square feet. The following table shows the results of applying the appropriate ITE rates to the specific land uses.

<i>Treasure Hill Commercial Trip Generation</i>				
<i>Excluding Support Commercial</i>				
Land Use	ITE Code	Floor Area	Total PM Peak-Hour Trip Generation	
			Rate	Trips
Bar	925	5,278	15.49	82
Clothing	826	2,215	5.02	11
Coffee	936	780	25.81	20
Sporting Goods	826	4,054	5.02	20
Restaurant (1)	931	3,746	9.02	34
Convenience Store	852	1,397	36.22	51
Total		17,470		218
Note 1: Assumed to be Quality Restaurant				

Comparing the total of 218 peak-hour trips for the specific land uses with the 109 trips identified in Table 4 of the traffic study, the study underestimates the commercial trip generation by 50%, or 109 trips.

Page 13, 1st Paragraph

The traffic study adjusts the hotel trip generation to assume a 65 percent occupancy rate, justifying this figure by citing the Park City Chamber's data indicating 65 percent occupancy during the highest-occupancy month of the year (February). However, it is

¹ Given the limitations on other development potential in the Park City area, LSC agrees that the population growth-based traffic forecasts are conservatively appropriate at the Park Avenue/Deer Valley Drive intersection.

important to note that this figure represents the average occupancy over all days of the month, rather than some peak or relatively busy day of the month. It is important to note, therefore, that the traffic study reflects conditions on the average day in February (including some off-peak days).

This issue reflects the question of what the Municipal Corporation's desired "design day" should be. There is a long-standing engineering principle to design facilities for a busy but not 100% peak condition. For instance, the American Association of State Highway and Transportation Officials recommends designing roadway elements for the 30th highest peak hour of the year. The question for mountain resort communities is how to translate this to an appropriate level of ski/lodging activity, given the large variation in activity levels over the course of the season and the year. In general, the mountain resort jurisdictions that LSC works in typically require that traffic studies consider the 5th or 10th busiest day of the winter season, which is undoubtedly higher than the average day in February². I would expect that the Treasure Hill *pro forma* assumes at least 10 days of 100 percent occupancy, which would indicate that the traffic study should reflect 100 percent hotel occupancy. The requirement that 100 percent occupancy be assumed is the consistent requirement of the other mountain resort jurisdictions in which LSC has conducted hotel traffic studies.

In addition, the traffic counts used as a basis for the study should be reviewed and adjusted as appropriate to reflect the "design day".

Page 13, 2nd Paragraph

The current version of the ITE *Trip Generation Handbook* (August 2014) provides a much more robust analysis procedure for internal trips within a mixed use development than is presented in the 7th addendum. This procedure is based on the *National Cooperative Highway Research Program Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Development* (TRB, 2011). This methodology has the benefit of including internal trip capture rates for hotel uses, as well as being based on a broader and more up-to-date dataset. LSC applied this methodology for the PM peak-hour, as shown in the attached sheets. Note that this assumes the revised trip generation for retail and restaurant land uses shown in the table presented above, but does not adjust for changes in the hotel rates. We also did not adjust for reductions associated with the ski area access or cabriolet. As shown, this methodology estimates that the base total PM peak-hour one-way vehicle-trips of 461 would be reduced to 309 due to mixed use reductions – a reduction of 33.0 percent.³ As this is a reasonable overall figure given the mix of land uses, it is recommended that this methodology be used to identify appropriate mixed use internal reduction rates.

Page 13, Bottom Paragraph

The 10 percent reduction applied to the hotel and residential trip generation that is a result of the direct ski area access is appropriate given the site's location, expected

² Particularly as the occupancy rates in January and March are just below those in February.

³ Note that a different reduction factor would apply to the AM peak-hour.

distribution of trips by trip purpose, and the assumption that guests and residents of the market rate units with an interest in skiing at PCMR will tend to choose this development. However, the rate should not be applied to the employee housing units, as many employees will not be accessing the mountain during the peak hours.

Page 14, 1st Full Paragraph

The traffic study assumes the cabriolet providing access between Treasure Hill and Main Street will reduce the trip generation for all land uses by 30 percent, with little justification for this figure other than the fact that the capacity would be well in excess of that needed, and that Main Street is a hub for shopping and restaurants. While both of these facts are true, there are other factors that should be considered:

- Transit planners typically consider a quarter-mile walk distance to be the limit to how far most people are willing to walk. A quarter mile walk from the cabriolet base station near Park Avenue/Osborne Street only encompasses the portion of Main Street north of 5th Street. As a trip to the upper portion of Main Street (such as to the Egyptian Theater) would require either a long walk or waiting for a Par City Transit vehicle, some guests/residents may choose to drive, even given the disincentive of the paid parking program.
- The dining and shopping opportunities in the Old Town area are geared towards visitors, with little "local serving" businesses (such as grocery stores).
- The available data regarding gondola/cabriolet use in similar existing settings is very limited. Some of the other systems that connect commercial and lodging settings also serve as skier access (such as the Telluride – Mountain Village Gondola) and thus are not a useful source of data. The only source of detailed applicable data that we are aware of comes from a study conducted by LSC for the Ritz-Carlton Resort Hotel in Northstar, California during the 2012/13 ski season. Similar to the proposed Treasure Hill development, this high-end lodging property has an aerial system that connects the Ritz-Carlton with the Village at Northstar 3,200 feet away, as well as ski-in/ski-out access. Surveys of persons using the gondola were conducted over two winter Saturdays (relatively late in the ski season), as well as 24-hour vehicle counts and person-counts over a 9-hour period. The survey of gondola riders yields the following information useful to the Treasure Hill evaluation:
 - 39 percent of gondola ridership were either hotel guests or residents of the adjacent Residence Club, while 14 percent were employees, 10 percent were visiting the hotel (such as to shop, dine or visit the spa at the hotel), and 36 percent were "other".
 - This high proportion of "other" trips is generated by skiers/boarders who used the gondola in order to walk through the Ritz and access the ski terrain.⁴ This is also corroborated by the fact that the uphill ridership is

⁴ Since this study has been completed, boarding this gondola with ski/boarding gear is now prohibited.

higher than the downhill ridership, and that the morning ridership exceeds the afternoon ridership.

- Interestingly, when asked "If not for the gondola how would you have made this trip?", only 7 percent said they would have driven, while 39 percent indicated they would have used the shuttle van and fully 22 percent "would not have made the trip". This indicates that the availability of the gondola "induces" trips (by providing a free and scenic ride, and by increasing the convenience of accessing the other end of the service).
- The traffic counts were compared with estimates using ITE rates, adjusted for the reported hotel occupancy rates. Daily traffic generation was lower than would be indicated by ITE rates on one day, and equal on the other. AM peak-hour volumes were lower than ITE rate estimates on one day but higher on the other, while both PM peak-hour counts were higher than ITE rates would have indicated. However, the study reports that the fact that the calculated rate per occupied room was higher on the day of lower occupancy is reasonable in that the employee trips vary less than the variation in occupancy (many employees are still reporting to work on lower occupancy days), which indicates that 100 percent occupancy days would generate a lower trip generation per occupied room.

It is difficult to directly use this data to identify a specific trip generation reduction applicable to Treasure Hill. If the 36 percent of gondola passengers that used the gondola for ski area access are eliminated (and the hotel/residential guests that ski-in/ski-out are set aside), the person-trip counts indicate that fully 54 percent of the person-trips to and from the Ritz Carlton traveling by gondola or vehicle were traveling by gondola. While only 7 percent of gondola passengers would have driven if the gondola were not available, the fact that 31 percent said they would have used the free shuttle van indicates that at Treasure Hill (if a shuttle van were not available) a substantially higher proportion would have driven. Finally, the fact that overall observed trip generation was found to not be significantly lower than would be indicated by ITE rates argues for a relatively low impact of the gondola (or a relatively high overall person-trip generation rate per room). On balance, however, this data indicates that the 30 percent reduction assumed in the Treasure Hill study is not unreasonable.

- A similar previous study for a mixed use development in a mountain resort setting connected to another major commercial center is a 2008 study conducted by LSC for the Snowmass Center Redevelopment Project in Snowmass Village, Colorado. The Snowmass Center was proposed to provide 178 condo/hotel units, 41 residential units and substantial commercial and retail space. The gondola would have connected the Center to the Base Village area and onward to the main Snowmass Village commercial center.

The evaluation of non-auto travel (both by gondola and by rubber-tired transit) considered regional travel data to disaggregate total travel by work versus non-work trips, as well as by trips within Snowmass Village as well as trips external.

The analysis concluded that 14 percent of all travel would occur via the gondola, while another 36 percent would occur via transit (with a small percent by walking). The setting, however, differs from that of Treasure Hill, in that the Snowmass Center site is directly served by an extensive regional transit program (Roaring Fork Transportation Authority), while the extensive regional transit program serving Park City would not directly serve Treasure Hill but instead would serve the bottom cabriolet terminal. Accordingly, it is appropriate to assign a substantial portion of the "transit" mode split found in Snowmass to the cabriolet serving Treasure Hill, as rubber-tired transit passengers (such as commuters and persons traveling to other ski areas) will use the cabriolet to access the bus service. On the other hand, the Treasure Hill trips associated with accessing the PCMR slopes (which are a simple walk out the back door) are part of the gondola trips at Snowmass Center. Overall, however, the 30 percent factor assumed for Treasure Hill is in line with the analysis results of the Snowmass Center study.

Page 16, Table 5

The trip reductions discussed in the document appear to be incorrectly applied. For instance, the appropriate equation for Hotel PM peak-hour trips (using the values presented) is:

$$\begin{aligned} \text{Net Volume} = & \text{Base Volume of 142 X (65\% occupancy/83\% occupancy)} \\ & \text{X (1-16\% internal hotel-commercial reduction)} \\ & \text{X (1-10\% ski area access reduction)} \\ & \text{X (1-30\% cabriolet reduction)} \\ = & 58.85, \text{ rounded to 59} \end{aligned}$$

However, Table 5 reports a result of 55.

Discussion of Local Roadway Capacity

The traffic analysis needs to include an evaluation of roadway congestion along Lowell Avenue and Empire Avenue between the site and Manor Way, reflecting real-world winter traffic conditions. The project would (using the figures in the report) result in roughly a ¼ to 1/3 increase in traffic volumes on these streets. Snow (both on the roadway and piled), grades and the high density of residential driveways all combine to reduce the capacity of these roadways. It should be noted that the most recent version of the ITE *Highway Capacity Manual* includes a methodology for adjusting roadway capacity to reflect snow conditions. If sections of one-way operation result from the presence of on-street parking coupled with snow piles (and if the City believes that this is an appropriate design period), this impact on capacity (not reflected in the HCM methodology) can be modeled using a simulation software package.

It should also be noted that the concept of "capacity" on a local residential street can have different meanings to different people. For the traffic engineer, capacity is a measure of the total number of vehicles that can be accommodated within a specified

period. However, the capacity for residents along a local street is more a matter of the appropriate maximum level of traffic noise and safety concerns. This is typically the definition used by jurisdictions to define the appropriate roadway capacity. For local streets in the Old Town area, the *Park City Traffic and Transportation Master Plan* identifies a threshold of 2,500 vehicles per day. While the *Addendum #7* does not include any discussion of daily traffic volumes, it appears from the peak-hour volumes that this figure is already exceeded on Lowell Avenue. At a minimum, the applicant should provide a comparison of existing daily traffic volumes, future no-project daily volumes and project generated traffic volumes to help inform the discussion about relative impacts in comparison with this standard.

Discussion of Potential Mitigation Measures

Based upon our professional experience, the findings of the Park City Travel Demand Management study, and the expected impacts of the proposed development, we recommend the following key mitigation measures be considered.

- The proposed cabriolet is a key strategy to reduce trips and parking impacts in the Old Town area. To be an effective mitigation for peak-hour trips, the cabriolet must be operated well beyond the peak periods of the day. For instance, few lodging guests will use the cabriolet to access Main Street dining and evening entertainment if the cabriolet stops service at 8 PM. For those hours over an extended period of the day (such as 5 AM to 2 AM) when the cabriolet is not operating, a shuttle van service should be provided to connect the two cabriolet stations and the Old Town Transit Center.
- It is not enough to encourage employees to use transit services, rather employee auto access to the site should be prohibited during peak seasons. Exceptions should be made for hardship cases (such as for employees whose shifts start or end in the early morning hours), but the substantial majority of employees should be required to use non-auto modes or to park in a remote lot and shuttle to and from work. If necessary, this could include providing a private van service directly between a remote lot and Treasure Hill to serve peak times.
- Employee residence parking should be “unbundled” from housing costs (requiring employee residents to pay a significant monthly fee for the convenience of on-site parking) and free parking should be provided by the developer at an off-site, secure location.
- Free passes should be provided to employees commuting on UTA service connecting Salt Lake City with Kimball Junction.
- The lodging operator should offer a substantial credit to guests arriving without a car, such as those showing proof that they used a private shuttle service to and from the Salt Lake City International Airport. Given the high frequency of existing services, subsidizing existing services makes better sense (and puts fewer vehicles on the roads) than does operating a separate service solely for Treasure Hill guests/residents.

- Provide and maintain a fleet of bicycles (including electric assist bicycles) for guests and residents.
- Designate a Transportation Demand Management Coordinator for the development as a whole.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Treasure Hill Addendum 7 Review			Organization:	LSC
Project Location:	Park City, UT			Performed By:	WRS
Scenario Description:	With LSC Retail/Rest., Add#7 Hotel			Date:	6/26/2017
Analysis Year:	Buildout			Checked By:	GRS
Analysis Period:	PM Street Peak Hour			Date:	6/26/2017

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				82	42	40
Restaurant				136	86	50
Cinema/Entertainment				0		
Residential				101	63	38
Hotel				142	81	61
All Other Land Uses ²				0		
Total				461	272	189

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		12	0	10	2
Restaurant	0	21		0	9	4
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	8	0		1
Hotel	0	1	4	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	461	272	189
Internal Capture Percentage	33%	28%	40%
External Vehicle-Trips ³	309	196	113
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	62%	60%
Restaurant	28%	68%
Cinema/Entertainment	N/A	N/A
Residential	30%	34%
Hotel	9%	8%

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Treasure Hill Addendum 7 Review
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	42	42	1.00	40	40
Restaurant	1.00	86	86	1.00	50	50
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	63	63	1.00	38	38
Hotel	1.00	81	81	1.00	61	61

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		12	2	10	2
Restaurant	2	21		4	9	4
Cinema/Entertainment	0	0	0		0	0
Residential	2	16	8	0		1
Hotel	0	10	41	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	2	0	3	0
Retail	0		25	0	29	14
Restaurant	0	21		0	10	58
Cinema/Entertainment	0	2	3		3	1
Residential	0	4	12	0		10
Hotel	0	1	4	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	26	16	42	16	0	0
Restaurant	24	62	86	62	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	19	44	63	44	0	0
Hotel	7	74	81	74	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	24	16	40	16	0	0
Restaurant	34	16	50	16	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	25	38	25	0	0
Hotel	5	56	61	56	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com • www.lsctrans.com

MEMORANDUM

Date: May 15, 2013
TO: Kurt Krieg, East West Partners
FROM: Gordon Shaw, PE, AICP and Jason Briedis, EIT, LSC
RE: Northstar Ritz Travel Mode Surveys

This memorandum presents the findings of the Northstar Ritz Travel Mode Surveys and Counts conducted at the Ritz Carlton Lake Tahoe (and adjacent Residence Club). The purpose of these surveys was to determine trip generation and travel mode information across the many transportation options to the facility. The travel modes included in this survey are private auto, shuttle, skis/snowboards, and the gondola between Northstar Village and the Ritz Carlton. This data can be used as input to analysis of transportation impacts associated with future developments in the Northstar area.

Survey Methodology

The analysis presented in this memorandum is based on surveys and counts of persons traveling to and from the Ritz Carlton at the following locations:

- Ritz Gondola
- Ritz "Ski Beach" (ski in/ski out access to Northstar California slopes)
- Ritz Valet Station
- Ritz Residence Club Valet Station

The survey and person counts were conducted on two consecutive Saturdays during the winter of 2013: March 30th and April 6th. The surveys and counts were conducted from 8:00 AM until 5:00 PM on both dates, for a total of 9 hours of data for each survey date. Additionally, vehicle counts were conducted along Ritz Carlton Highlands Court for 24 hours on the same days as the surveys. Separate vehicle counts were collected at both the entrance to Ritz Carlton Highlands Court and at a point along the roadway past the entrance to employee parking lot.

The gondola passenger survey was conducted at Northstar Village on April 6th. Survey personnel noted the time of trip, direction of travel, number of persons in party, and whether the group was carrying ski gear. The surveyors also asked gondola riders to identify whether they were a hotel guest, residence club guest, employee, or visitor, their trip purpose (e.g. skiing,

shopping, dining, work, etc.), and how the trip would have been made (or not) without the gondola.

The "ski beach" counts noted the number of persons in party and number of employees arriving at and departing from "ski beach" and the time of these trips. The valet counts recorded the time of each arrival/departure, number of persons per vehicle, and the type of vehicle (i.e. car, taxi, and shuttle).

Summary of Survey Findings

Tables A and B present the person counts conducted on March 30th and April 6th, respectively. The tables are divided to show the person counts at each location for each count day. Please note that no counts were conducted at the Residence Club Valet on April 6th. Data for this category are estimated by factoring the 15-minute counts from the March 30th count by the total of the other count locations. As shown, a total of 2,512 persons were counted during the count period on March 30th, and 1,137 persons were counted on April 6th. Table C presents a summary of both days of person counts. The right-hand column of Table C provides the mode share of all person trips to the Ritz Carlton during the survey times. The average group size for each mode is also provided for each day and as an aggregate of both days.

Table D provides the directional 24-hour vehicle counts collected on Ritz Carlton Highlands Court. Counts were collected at two separate locations concurrently. One location, referred to as "All Traffic" on Table D, counts every vehicle entering or exiting Ritz Carlton Highlands Court. The second count station, referred to as "Upper" on Table D, was located past the driveway for the employee parking lot and as such excludes employee vehicle trips external to the Ritz Carlton. Subtracting the "upper" count from the "all traffic" count yields the number of employee trips to the employee parking lot. Negative numbers in this column reflect vehicle trips from the employee parking lot to the Ritz. Table D also highlights the vehicles counted during the survey periods of 8:00 AM to 5:00 PM in dashed lines.

The following lists highlights key finding from the person counts and surveys:

- Approximately 25 percent of persons surveyed arrived to the Ritz Carlton by vehicle at either the main valet area or the Residence Club valet area.
- Approximately 44 percent of persons surveyed arrived at the Ritz Carlton by the Gondola from Northstar Village.
- Approximately 30 percent of persons surveyed arrived at the Ritz Carlton through "Ski Beach."

Table E presents a summary of the gondola passenger survey. The following lists some key findings:

- During the survey period, 43 percent of the gondola riders were headed toward Northstar Village and 57 percent were headed toward the Ritz Carlton.

- Approximately 21 percent of survey respondents indicated that they were guests at the Ritz Carlton, followed by 18 percent that were Residence Club guest, 14 percent that were employees, and 10 percent that were visiting the hotel. Of the 49 responses indicating "other", 36 reported that the purpose of their gondola trip was to ski/snowboard.
- The survey indicated that skiing was the most common trip purpose (41 percent), followed by "visiting the hotel (not employee) with 19 percent and shopping at Northstar Village with 12 percent.
- A majority of survey respondents (54 percent) would take a shuttle between Northstar Village and the Ritz Carlton if the gondola was not present. Thirty-one percent would not make the trip and only 10 percent would drive.
- Across both count days, the average group size for gondola riders was 2.93.

Table F presents the gondola ridership by time of day, as observed by the surveyors. As shown, there was a strong uphill pattern in the morning (prior to 11 AM), with a lower uphill flow after lunch. Downhill use was higher in the late morning, and after 2:30 PM. The higher number of persons using the gondola in the uphill direction (a net of 85 over the survey period) probably reflects persons skiing back down the slopes.

Finally, Table G presents a comparison of the observed traffic counts with the trip generation estimates based upon standard trip generation rates, as published in the Institute of Transportation Engineers' *Trip Generation Manual* (2012). The occupancy rates for the hotel were obtained from The Ritz-Carlton Lake Tahoe. At 65 percent for 3/30/13 and 32 percent for 4/6/13, neither of the count days represent full occupancy. Trip generation rates were applied for ITE Land Use Code 310 Hotel (on a per-occupied room basis) for the hotel, and for ITE Land Use Code 230 Condominium (on a per unit basis) for the Residence Club. As shown, on a daily basis, the ITE trip rates indicate a trip generation of 1,300 vehicle-trips for 3/30/13, and 701 trips on 4/6/13. In comparison, the observed counts were 1,051 on 3/30/13 and 700 on 4/6/13. This indicates that actual counts were 19 percent below standard ITE rate estimates on 3/30/13 (the higher occupancy of the two days), and equal to standard ITE rate estimates on 4/6/13. Similarly, during the AM peak hour the counts were 19 percent below ITE estimates on 3/30/13 and 7 percent above ITE estimates on 4/6/13, while during the PM peak hour the counts were 6 percent above ITE estimates on 3/30/13 and 31 percent above ITE estimates on 4/6/30.

The fact that the ratio of observed counts to ITE estimates was substantially lower on the day of 65 percent occupancy than on the day of 32 percent occupancy is, at least in large part, reflective of the fact that hotel employee levels vary less than the variance in occupancy (as reflected in the traffic counts). This indicates that counts conducted on a true 100 percent occupancy day would indicate a lower ratio of observed counts to ITE estimates, and thus a lower actual trip generation rate than that observed in the two late-season count days.

TABLE A: Ritz Carlton Person Count - March 30, 2013

3/30/2013	Persons									
	Gondola		Ski Beach		Valet		Res Club		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out
8:00 AM	9	5	0	0	0	0	0	0	9	5
8:15 AM	24	7	0	1	0	3	3	0	27	11
8:30 AM	8	8	0	11	0	3	0	0	8	22
8:45 AM	13	0	0	18	1	4	2	5	16	27
9:00 AM	7	2	0	30	2	0	0	0	9	32
9:15 AM	14	0	0	29	3	14	0	4	17	47
9:30 AM	20	9	0	24	11	1	0	0	31	34
9:45 AM	24	3	0	44	24	10	0	0	48	57
10:00 AM	8	1	0	11	9	3	0	0	17	15
10:15 AM	17	9	8	17	9	2	2	0	36	28
10:30 AM	18	1	7	19	5	12	0	0	30	32
10:45 AM	12	0	0	7	9	0	0	0	21	7
11:00 AM	23	13	6	18	7	11	0	0	36	42
11:15 AM	11	24	15	5	0	7	0	0	26	36
11:30 AM	47	26	21	12	1	7	3	0	72	45
11:45 AM	26	17	40	12	1	17	0	0	67	46
12:00 PM	10	24	36	7	9	4	0	0	55	35
12:15 PM	11	3	18	11	18	4	2	3	49	21
12:30 PM	29	24	9	11	3	7	0	0	41	42
12:45 PM	12	12	10	17	9	2	6	0	37	31
1:00 PM	11	3	8	25	3	10	0	0	22	38
1:15 PM	12	25	13	37	8	22	0	0	33	84
1:30 PM	4	5	14	6	16	13	2	0	36	24
1:45 PM	9	20	8	17	8	2	0	4	25	43
2:00 PM	7	19	16	2	12	10	0	0	35	31
2:15 PM	20	12	11	0	8	9	3	0	42	21
2:30 PM	21	50	7	6	1	11	0	5	29	72
2:45 PM	14	29	30	0	6	14	0	0	50	43
3:00 PM	11	15	19	6	15	24	2	0	47	45
3:15 PM	6	13	43	4	15	3	3	0	67	20
3:30 PM	5	28	11	11	11	13	0	0	27	52
3:45 PM	9	35	20	1	14	3	4	0	47	39
4:00 PM	15	31	22	0	11	8	3	0	51	39
4:15 PM	26	15	1	0	9	8	4	0	40	23
4:30 PM	13	18	5	0	0	15	7	0	25	33
4:45 PM	22	18	6	0	7	3	6	0	41	21
Total	548	524	404	419	265	279	52	21	1,269	1,243
Percent of Total	43.2%	42.2%	31.8%	33.7%	20.9%	22.4%	4.1%	1.7%	100.0%	100.0%
Entering Percent	51.1%		49.1%		48.7%		71.2%		50.5%	
Total Two-Way	1,072		823		544		73		2,512	
Percent of Total	42.7%		32.8%		21.7%		2.9%		100.0%	

Source: LSC Transportation Consultants, Inc.

NorthstarLodgingGuestSurveyResults.xlsx

TABLE B: Ritz Carlton Person Count - April 6, 2013

4/6/2013	Persons									
	Gondola		Ski Beach		Valet		Res Club ¹		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out
8:00 AM	1	0	1	0	0	0	0	0	2	0
8:15 AM	8	0	1	0	1	1	1	0	11	1
8:30 AM	10	0	0	7	3	0	0	0	13	7
8:45 AM	4	3	0	4	1	5	1	2	6	14
9:00 AM	19	8	0	6	3	3	0	0	22	17
9:15 AM	10	0	0	9	9	7	0	2	19	18
9:30 AM	0	4	0	11	1	2	0	0	1	17
9:45 AM	2	3	0	16	0	7	0	0	2	26
10:00 AM	4	2	2	11	3	0	0	0	9	13
10:15 AM	14	6	2	3	4	18	1	0	21	27
10:30 AM	22	2	0	2	4	2	0	0	26	6
10:45 AM	28	0	2	11	0	0	0	0	30	11
11:00 AM	1	3	0	0	7	9	0	0	8	12
11:15 AM	2	18	0	4	3	3	0	0	5	25
11:30 AM	7	3	3	6	0	12	1	0	11	21
11:45 AM	2	16	15	0	0	0	0	0	17	16
12:00 PM	1	9	2	0	5	4	0	0	8	13
12:15 PM	9	3	12	3	11	4	1	1	33	11
12:30 PM	17	11	6	0	8	2	0	0	31	13
12:45 PM	14	7	6	3	7	0	3	0	30	10
1:00 PM	10	6	0	2	0	1	0	0	10	9
1:15 PM	13	1	3	9	8	9	0	0	24	19
1:30 PM	1	2	0	0	5	6	1	0	7	8
1:45 PM	2	4	9	2	0	10	0	2	11	18
2:00 PM	22	1	9	4	0	7	0	0	31	12
2:15 PM	2	6	8	2	0	3	1	0	11	11
2:30 PM	10	26	11	0	2	7	0	2	23	35
2:45 PM	15	3	4	0	3	3	0	0	22	6
3:00 PM	11	20	6	0	3	8	1	0	21	28
3:15 PM	5	13	4	0	2	4	1	0	12	17
3:30 PM	8	3	11	0	0	9	0	0	19	12
3:45 PM	15	9	12	0	0	0	2	0	29	9
4:00 PM	16	28	9	0	2	5	1	0	28	33
4:15 PM	0	3	13	0	11	2	2	0	26	5
4:30 PM	5	5	10	0	4	6	3	0	22	11
4:45 PM	7	4	0	0	6	5	3	0	16	9
Total	317	232	161	115	116	164	23	9	617	520
Percent of Total	51.4%	44.6%	26.1%	22.1%	18.8%	31.5%	3.7%	1.7%	100.0%	100.0%
Entering Percent	57.7%		58.3%		41.4%		71.9%		54.3%	
Total Two-Way	549		276		280		32		1,137	
Percent of Total	48.3%		24.3%		24.6%		2.8%		100.0%	

Note 1: Residence Club counts were not conducted on April 6th. Data are estimated based on March 30th counts.

Source: LSC Transportation Consultants, Inc.

NorthstarLodgingGuestSurveyResults.xlsx

TABLE C: Summary of Ritz Northstar Surveys and Person Counts

All Data Represents Total of 9-Hour Period: 8:00 AM to 5:00 PM

Survey/Count Location	Persons		Average Group Size	Mode Share Percentage
	In	Out		
March 30, 2013				
Main Valet Parking	265	279	2.60	21.7%
Residence Club Valet Parking	52	21	3.48	2.9%
Gondola	548	524	2.99	42.7%
Ski Beach	404	419	3.47	32.8%
Total Persons	1,269	1,243	3.08	100.0%
April 6, 2013				
Main Valet Parking	116	164	2.98	24.6%
Residence Club Valet Parking ¹	23	9	--	2.8%
Gondola	317	232	2.81	48.3%
Ski Beach	161	115	2.38	24.3%
Total Persons	617	520	2.67	100.0%
Total of Both Saturdays				
Main Valet Parking	381	443	2.73	22.6%
Residence Club Valet Parking ²	75	30	3.48	2.9%
Gondola	865	756	2.93	44.4%
Ski Beach	565	534	3.20	30.1%
Total Persons	1,886	1,763	2.98	100.0%

Note 1: Residence Club trips were not counted on April 6th. April 6th data is estimated based on March 30th.

Note 2: Data related to the Residence Club based on counts conducted on March 30th only.

Source: LSC Transportation Consultants, Inc.

NorthstarLodgingGuestSurveyResults.xlsx

TABLE D: Northstar Ritz Traffic Counts												
Hour	3/30/2013						4/6/2013					
	All Traffic			Employee Lot ^{1,2}			All Traffic			Upper Drive		
	In	Out	In	Out	In	Out	In	Out	In	In	Out	Out
12:00 AM	1	5	1	1	0	4	0	3	0	0	0	3
1:00 AM	1	1	1	1	0	0	1	1	1	1	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0
3:00 AM	2	1	2	1	0	0	1	1	1	1	0	0
4:00 AM	3	5	1	4	2	1	3	0	1	0	2	0
5:00 AM	13	4	0	3	13	1	12	4	3	4	9	0
6:00 AM	34	10	20	11	14	-1	33	9	17	10	16	-1
7:00 AM	33	9	19	8	14	1	26	9	14	9	12	0
8:00 AM	32	10	27	11	5	-1	20	6	18	5	2	1
9:00 AM	46	18	37	18	9	0	24	11	22	12	2	-1
10:00 AM	35	21	31	20	4	1	20	21	18	20	2	1
11:00 AM	33	23	29	22	4	1	20	16	16	13	4	3
12:00 PM	31	20	29	20	2	0	19	15	18	9	1	6
1:00 PM	34	26	27	23	7	3	25	25	23	24	2	1
2:00 PM	48	40	37	27	11	13	26	23	19	18	7	5
3:00 PM	43	52	36	40	7	12	28	40	19	28	9	12
4:00 PM	33	41	28	31	5	10	20	39	19	27	1	12
5:00 PM	25	63	25	54	0	9	18	24	19	21	-1	3
6:00 PM	12	45	13	36	-1	9	6	24	6	20	0	4
7:00 PM	17	42	21	35	-4	7	5	12	5	10	0	2
8:00 PM	9	19	8	15	1	4	9	14	10	13	-1	1
9:00 PM	14	25	16	20	-2	5	10	15	11	11	-1	4
10:00 PM	16	26	14	16	2	10	10	20	11	14	-1	6
11:00 PM	4	25	4	10	0	15	4	28	4	15	0	13
Total 24-Hours	520	531	427	427	93	104	340	360	275	285	65	75
Two-Way	1,051		854		197		700		560		140	
Survey Period	335	251	281	212	54	39	202	196	172	156	30	40
Two-Way	586		493		93		398		328		70	
Bold numbers indicate two-way AM and PM peak hours for each count category. Dashed Lines indicate person count and survey times. Note 1: Vehicle entering and exiting the Employee lot are estimated by computing the difference of the Upper Ritz Road from All Traffic. Note 2: Negative numbers indicate traffic accessing the employee lot to/from Upper Ritz Road. Source: LSC Transportation Consultants, Inc.												
											NorthstarLodgingGuestSurveyResults.xlsx	

TABLE E: Gondola Rider Survey Results

	# of Responses	Percent of Total	Percent of Responses	
1. Would you like to take a quick survey on your trip today?				
1 yes	155	76.7%	78.3%	
2 refuse	0	0.0%	0.0%	
3 taken	43	21.3%	21.7%	
No Response	4	2.0%		
Total	202		198	
1A. Direction?				
1 To Northstar	85	42.1%	43.4%	
2 To Ritz	111	55.0%	56.6%	
No Response	6	3.0%		
Total	202		196	
2. Are you a				
1 Hotel Guest	28	13.9%	20.7%	
2 Residence Club Guest	25	12.4%	18.5%	
3 Employee	19	9.4%	14.1%	
4 Visiting the hotel (not guest or employee)	14	6.9%	10.4%	
5 Other	49	24.3%	36.3%	
No Response	67	33.2%		
Total	202		135	
3. What is the purpose of your trip?				Multiple Responses
1 Skiing	59	29.2%	41.0%	1's 7
2 Dining at Village	2	1.0%	1.4%	1,10 2
3 Shopping at Village	18	8.9%	12.5%	1,2,3,5 1
4 Movie	0	0.0%	0.0%	6,10 1
5 Ice Skating	1	0.5%	0.7%	3,10 1
6 Dining at the Ritz / Manzanita	8	4.0%	5.6%	1,8 2
7 Visit Spa	1	0.5%	0.7%	3,7,10 1
8 Visiting the Ritz for other reason (not employee)	28	13.9%	19.4%	1,4,10 1
9 Going to/from work (employee only)	3	1.5%	2.1%	8,10 1
10 Making work-related trip (employee only)	6	3.0%	4.2%	2,3 2
11 Other	1	0.5%	0.7%	6,7 2
Multiple	17	8.4%	11.8%	1,3 1
No Response	58	28.7%		3,8 2
Total	202		144	*work" 7
4. If not for the Gondola how would you have made this trip?				
1 Driven	15	7.4%	10.3%	
2 Would not make trip	45	22.3%	30.8%	
3 Would have used shuttle	79	39.1%	54.1%	
4 Other	7	3.5%	4.8%	
No Response	56	27.7%		
Total	202		146	
Carrying ski/snowboard gear? (by observation)				
1 Yes	69	34.2%	36.3%	
2 No	121	59.9%	63.7%	
No Response	12	5.9%		
Total	202		190	
Number of people in travel group (by observation)				
1 One	40	19.8%	56.8	
2 Two	67	33.2%		
3 Three	37	18.3%		
4 Four	26	12.9%		
5 Five	22	10.9%		
6 Six	3	1.5%		
7 Seven	5	2.5%		
8 Eight	2	1.0%		
9 Nine	0	0.0%		
>9 More than Nine	0	0.0%		
No Response	0			
Total	202			
Average Group Size	2.81			

TABLE F: Gondola Travel by Time of Day

Survey Time	Groups			Total Persons	
	Total	To Ritz	To NS Village	To Ritz	To NS Village
8:00	1	1	0	1	0
8:15	4	4	0	8	0
8:30	4	4	0	10	0
8:45	3	2	1	4	3
9:00	8	6	2	19	8
9:15	2	2	0	10	0
9:30	1	0	1	0	4
9:45	2	1	1	2	3
10:00	3	2	1	4	2
10:15	9	6	3	14	6
10:30	7	6	1	22	2
10:45	8	8	0	28	0
11:00	2	1	1	1	3
11:15	5	1	4	2	18
11:30	3	1	2	7	3
11:45	6	1	5	2	16
12:00	6	1	5	1	9
12:15	5	4	1	9	3
12:30	6	4	2	17	11
12:45	9	4	4	14	7
13:00	7	5	2	10	6
13:15	7	6	1	13	1
13:30	4	1	1	1	2
13:45	3	1	2	2	4
14:00	8	7	1	22	1
14:15	5	1	3	2	6
14:30	10	2	8	10	26
14:45	8	5	2	15	3
15:00	12	5	7	11	20
15:15	7	1	6	5	13
15:30	5	2	2	8	3
15:45	8	4	4	15	9
16:00	14	7	7	16	28
16:15	2	0	2	0	3
16:30	3	2	1	5	5
16:45	5	3	2	7	4
17:00	0	0	0	0	0
No Response	0		6		
Total	202	111	85	317	232

TABLE G: Comparison of Traffic Counts with Standard Trip Generation Rates

		AM Peak Hour			PM Peak Hour		
		Total Daily	Hr. Beginning	Total	Out	In	Out
Counts							
Date							
03/30/13		1051	9:15	66	46	20	48
04/06/13		700	6:15	48	36	12	28
							40
Land Use							
Occupied Hotel Rooms							
03/30/13	111	65 percent occupancy					
04/06/13	54	32 percent occupancy					
Residence Club Condo Units	23						
Estimated Trip Generation at Standard ITE Trip Generation Rates							
Rates							
Hotel (LU 310)	10.5	0.64	0.35	0.29	0.74	0.42	0.32
Condo (LU 230)	5.81	0.44	0.08	0.36	0.52	0.33	0.19
Trip Generation Estimates at Standard ITE Rates							
03/30/13							
Hotel	1166	71	39	32	82	47	36
Condo	134	10	2	8	12	8	4
Total	1300	81	41	40	94	55	40
04/06/13							
Hotel	567	35	19	16	40	23	17
Condo	134	10	2	8	12	8	4
Total	701	45	21	24	52	31	21
Ratio of Observed to Standard ITE Rates							
03/30/13	81%	81%	112%	50%	106%	87%	130%
04/06/13	100%	107%	171%	50%	131%	90%	190%

Source: Institute of Transportation Engineers Trip Generation Manual: 9th Edition, 2012.



MEMORANDUM

To: THINC
From: Avenue Consultants
Date: June 8, 2017
Subject: Treasure Hill Traffic Studies Review

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This memorandum describes the findings of a technical review by Avenue Consultants of the traffic studies performed for the proposed Treasure Hill development project located in Park City, with a particular emphasis on the Treasure Hill Traffic Study Draft Addendum #7, dated May 4, 2017 and prepared by Triton Engineering. Unless otherwise mentioned, all references to the "study" refer to Addendum #7.

Our biggest concern with the Treasure Hill study is the traffic analysis was only performed for intersections, which we don't feel is sufficient for the study area. In a typical location capacity is driven by the intersections; however, the Treasure Hill study area is decidedly non-typical due to the narrow width and steep grade of most roads in the study area. These non-standard features, especially when combined with heavy snowfall, on-street parking, lack of sidewalks, heavy truck traffic, and many pedestrians, create conditions where traffic capacity is dictated by mid-block locations where only one car in one direction can pass at a time, rather than by intersection performance. The study needs to consider these actual roadway-constrained conditions rather than the just the idealized intersection-constrained conditions.

The study area is also unique in that existing traffic volumes can vary greatly by season. Unfortunately, the times when traffic volumes are the highest (i.e., during good ski days) are also the times when roadway capacity is the lowest. Because the study fails to account for these non-standard factors, it does not accurately quantify the impact of the project on traffic.

There are other areas of concern as well. First, the study does not account for the lower than normal traffic volumes that were present on February 18, 2017 when traffic data was collected. We found that area traffic volumes that day were actually less than even a typical Saturday in February, let alone a holiday weekend. Second, the approach to estimating background future traffic volumes was unusual by basing it solely on citywide population growth rather than localized growth projections or outputs from the traffic model. Similarly, the study does not appear to properly account for future traffic volumes due to the Bamberger and Resort entitled developments. Third, the trip reduction rates applied in the study are highly speculative and overly aggressive

Beyond the failure to recognize the unique characteristics of the study area and analyze the area accordingly, the study also lacks detailed information regarding the analyses that were performed. Furthermore, the study does not discuss or reference any previous analysis regarding walkability/pedestrian safety, construction impacts, or delivery truck traffic or attempt to determine whether these decade-old studies are still appropriate under 2017 conditions. This is particularly pertinent given our understanding that the size and scope of the Treasure Hill project has increased substantially since the original study was completed in 2005.

Given these failures, it is our opinion that the study does not provide a reliable projection of the true impact of the Treasure Hill development on traffic in the affected study area.

The following sections summarize the findings of our technical review including recommendations.



1 EXISTING TRAFFIC VOLUMES

For its study, Triton Engineering selected President's Day weekend as the baseline for determining peak traffic volumes given that this is typically one of the busiest ski times and traffic volumes are generally higher than on a typical day. Past studies also used President's Day weekend as the baseline. However, it is our understanding that President's Day weekend this year was abnormally warm and rainy, resulting in less than ideal skiing conditions and therefore less than normal traffic volumes. Additionally, it is our understanding that this year President's Day weekend was a "black-out" period for the Epic Local Pass, which would likewise result in artificially low traffic volumes in the subject area at that time. The Epic pass was not available during prior years when earlier traffic studies were performed, resulting in an apples-to-oranges comparison between 2017 traffic volumes and volumes in prior years.

The Utah Department of Transportation operates a number of permanent traffic counters throughout the state. We examined the counter on SR-224, which is located just north of Canyons Resort Drive, to understand how traffic volumes on Saturday, February 18, 2017 compared to the rest of the month. We found that February 18 was actually the lowest volume Saturday of the month. The AM volumes reported in the study would need to be increased by 18% just to match the average of the other Saturdays in the month, while the PM volumes would need to be increased by 5%. Adjustments to account for the typical increase due to the holiday weekend would only increase those factors.

Also, with Saturdays not having much of an AM peak, we looked at how weekday AM peak volumes compare to Saturday AM peak volumes. Based on the data from the SR-224 station, an upward adjustment factor of 31% would be needed to bring the Saturday, February 18 AM volumes as reported in the study up to equivalent weekday AM values. This issue is less relevant for the PM peak where the Saturday volumes are larger than the weekday volumes.

Given that all of the analyses in the study build on the existing volumes, most of the conclusions drawn by the study are inherently unreliable. At a minimum, the study would need to incorporate the following recommendations to meet minimum traffic study requirements.

RECOMMENDATIONS

- Apply an adjustment factor to the existing traffic volumes to scale them up to average February Saturday values
- Provide the peak hours within the respective peak period counts to know the specific hour analyzed for the AM & PM time periods

2 FUTURE TRAFFIC VOLUMES

In the Future (2037) Traffic Volumes section of the study, it states that Summit County has created a traffic model to analyze future traffic conditions and that future traffic volumes are "based on demographics associated with land use plans approved by Park City and Summit County." However, the study then goes on to say that future volumes were estimated using anticipated 25.8% population growth of Park City rather than outputs from the traffic model. It is unclear why the traffic model itself wasn't used to develop the future traffic volumes instead of land use data that would be an input to the traffic model. With the 25.8% being a universal value, the localized impacts of growth are diluted. This is the benefit of using the traffic model, the volume increase occurs where the growth occurs.



Also, it is unclear if the population growth of 25.8% includes factor in the two entitled projects referenced in the study (“Bamberger” and “Resort”) as the study provides insufficient detail. Although the study appears to show that the estimated trip generation falls within the growth at the Park Ave/Deer Valley intersection, which is the busiest study intersection, it does not compare the growth at any of the other study intersections that may be impacted due to the two entitled projects. For example, the intersection of Lowell Ave/North Star shows a PM peak hour growth of 12 vehicles per hour. The study then projects that the two developments will generate 332 to 462 additional PM peak hour trips. Although the study is unclear as to the location of the two developments, it appears that at least one of them would have access off the south end of Lowell Avenue. Out of 332 or more peak hour trips, it is unreasonable to assume that only 12 of them would use the Lowell Ave/North Star intersection. This illustrative of the point above about universal versus localized growth. Consequently, the study fails to properly account for the traffic from the Bamberger and Resort projects. Those volumes should be calculated and explicitly added to all study intersections.

RECOMMENDATIONS

- Use outputs from the traffic model in estimating future traffic volumes or provide an explanation of why using population growth projections is the preferred approach
- Provide trip generation tables for the Bamberger and Resort developments as well as what was assumed for the “variety of mixed land uses” when estimating the trip generation
- Add the new vehicle trips from the entitled Bamberger and Resort developments to all study intersections as part of the future traffic volumes

3 PROJECT TRAFFIC VOLUMES

3.1 Trip Generation

Based on inadequate information in the study, it is impossible to determine how trip generation data was calculated. Although the study described the ITE land use code that was used for each land use category of the proposed project, it doesn’t describe specifically which chart or equations within those categories were used. It appears that the weekday AM & PM peak hour generator was used for all land uses. Given that the traffic volume data collection occurred on the weekend, Saturday trip generation rates should have been used where available. The study needs more explanation of why weekday trip generation values were used instead of Saturday. Analyzing AM and PM peak periods on Saturday creates difficulties in the analysis. Saturday ITE trip generation values, if provided at all, are only for the peak hour of generator rather than for the AM and PM periods. Daily vehicle trips should also be calculated and provided in the trip generation table.

From the study, it is unclear what the square footage and number of rooms of the proposed Treasure Hill hotel will be. According to the introduction, the hotel is 200,000 square feet (sq-ft) with 202 rooms. But in the Project Traffic Volume section it is stated that the initial trip generation rate for the hotel was calculated at 83% occupancy, which also uses a value of 202 rooms. As a result, it is uncertain if the hotel has a total of 202 rooms or if 202 rooms is the number of rooms at 83% occupancy. It is also uncertain why 83% occupancy was applied to reduce the projected traffic generation as this is not a recommendation in the ITE Trip Generation Manual, but rather an average occupancy rate of studies that provided information on occupancy rates at the time the ITE studies were conducted. It is interesting to note that the original study back in July 2004 assumed 100% occupancy, which is a good assumption for a winter holiday weekend. This study should also assume 100% occupancy.



Similarly, in the Project Traffic Volume section of the study, the employee housing number of units is said to be approximately 25 units. In Table 4 it shows 30 units for the employee housing land use; however, the trip generation appears to be based off of 25 units. It also appears that in the Parking Analysis section of the report 30 employee housing units was used to calculate the number of parking stalls. Therefore, there is inconsistency in the number of employee housing units between the trip generation and the parking generation. Using 30 units of employee housing when calculating trip generation rates would result in an increase of 2 AM trips and 3 PM trips.

We were also unable to replicate the trip generation values of 56 AM trips and 109 PM trips for the commercial land use in Table 4 using the ITE Trip Generation Manual, assuming 8,735 sq-ft of Specialty Retail and 8,735 sq-ft of Quality Restaurant. With the given information in the Treasure Hill study it is uncertain how these numbers were obtained. We calculated the trip generation values for the respective land uses assuming 8,735 sq-ft for both land uses using the weekday peak hour of the generator and the average trip rates for both AM and PM peak hours from the ITE Trip Generation Manual, which equated to 108 AM trips and 123 PM trips—a substantial increase over the number calculated in the study.

The use of weekday instead of Saturday trip generation data and lack of detail are concerning. The study would need to incorporate the following recommendations to meet minimum traffic study requirements.

RECOMMENDATIONS

- Perform the trip generation calculations using Saturday data where available
- Calculate and provide daily trips in the trip generation table
- Provide more detail regarding the actual rates or equations used in the trip generation process
- Provide clear and consistent assumptions regarding the size of the hotel and the number of employee housing units throughout the study
- Re-evaluate or state assumptions made for the commercial land use in Table 4 and separate the commercial land use into two separate land uses showing both the Specialty Retail and Quality Restaurant land use trip generation

3.2 Trip Reduction

As repeatedly acknowledged by the study's author during the recent Planning Commission meeting, some of the trip reduction percentages applied in the study are largely speculative. For example, the study improperly relies on old 2014 data from the Park City Chamber of Commerce Convention & Visitors Bureau Economic Profile to reduce hotel trip generation estimates based on a presumed 65% hotel occupancy rate. This is an overly aggressive approach. During President's Day weekend, it is far more likely that the hotel would be operating near or at capacity. As such, the hotel trip generation should be increased not decreased. The study also makes no effort to determine whether 2014 hotel occupancy rates are consistent with rates in 2017 or future projections, or if there were historic factors that resulted in suppressed rates during that time period.



There are also limited details on how the internal capture percentages provided in the Trip Reduction section were calculated. It appears that these percentages were derived from Table 7.1 or 7.2 in Volume 1 of the ITE Trip Generation Manual. If that is the case, those percentages were not applied correctly. They are not intended to be instant reductions at all. Rather, they are origin and destination percentages that are dependent upon the trips entering and exiting the different land uses. The ITE Trip Generation Manual Volume 1 shows how these internal capture percentages are to be applied on pages 89 – 100. The ITE manual also provides blank worksheets that allow for the calculation of trip reductions due to internal capture as seen in Figure 1.

The appendix of the study should include ITE worksheets or something similar showing how the internal capture percentages were calculated. Furthermore, ITE suggests that if the site has two or more buildings containing the same land use the land uses should be combined if they are situated within reasonable and convenient walking distance of each other when calculating internal capture. This methodology was not followed in the study. With the limited details provided in the study, it is uncertain how the internal capture percentages were actually obtained.

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Analyst _____ Date _____ Name of Dvlpt _____ Time Period _____

LAND USE A

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit			
Total			
%			

Enter from External _____ Exit to External _____

Demand _____ Balanced _____ Demand _____

LAND USE B

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit			
Total			
%			

Enter from External _____ Exit to External _____

Demand _____ Balanced _____ Demand _____

LAND USE C

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit			
Total			
%			

Enter from External _____ Exit to External _____

Demand _____ Balanced _____ Demand _____

LAND USE D

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit			
Total			
%			

Enter from External _____ Exit to External _____

Demand _____ Balanced _____ Demand _____

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter					
Exit					
Total					
Single-Use Trip Gen. Est.					

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

Figure 1: ITE Internal Capture Worksheet

Also, as noted in the study, internal capture information is not provided for the hotel land use. When this is the case, ITE recommends that either (1) local data be collected to establish an internal capture rate, or (2) no internal capture be assumed. The study takes neither approach and instead assumes a 16% trip reduction for the hotel use. Based on guidance from ITE, the 16% trip reduction assumed in the study for the hotel land use was improper.

When considering the trip reduction for the cabriolet, the study doesn't provide any details on why the 30% trip reduction was assumed. Again, the study's author expressly acknowledged that the reduction percentage was speculative. Although we acknowledge the difficulty in forecasting a reasonable value, we believe a 30% rate is too high for this application. The best approach under the circumstances would be to perform sensitivity testing around the assumption to determine how important this assumption really is. Analyses could be performed with different cabriolet trip reduction factors (e.g., 15% or 0%) and then compared against the other scenarios to understand the related impacts to the roadway network. Under the circumstances, a smaller, more conservative trip reduction factor would be more reasonable.

RECOMMENDATIONS

- Eliminate the hotel trip reduction factor based on occupancy to be conservative or at least provide a detailed explanation of how the factor was applied
- Provide ITE internal capture worksheets or something similar showing internal capture calculations
- Show how each trip reduction factor was applied to each land use

- Perform sensitivity testing be performed for a range of cabriolet trip reduction percentages to determine the impacts associated with this assumption

4 TRAFFIC ANALYSIS

The most critical flaw in the study is that the traffic analysis section deals only with the intersections and not road capacity. Under typical conditions this approach might be appropriate, but in this non-standard study area capacity is governed far more by the width and grade of the roads, how that width is affected by snow banks, the number of heavy trucks and pedestrians, and the weather (see Figure 2). Under ideal conditions, a single lane can carry approximately 1,800 passenger cars per hour. The presence of traffic signals, stop signs, heavy vehicles, and roadway grades typically reduce this capacity by more than 50%. Here, even under ideal conditions, the study area roadways might have a one-way capacity of 600-700 vehicles per hour, which is probably achieved during summer. However, during winter conditions when the roadway width is reduced to one lane and vehicles must regularly yield to oncoming traffic or even back up to make way for another vehicle, the roadway capacity may reasonably be assumed to drop to as little as one-tenth of the ideal values, which would be only 60-120 vehicles per hour.



Figure 2: Study Area Roadways During Peak Conditions

A volume-to-capacity analysis using these types of values is therefore recommended and would be more representative of actual conditions in the study area. Of course, the challenge with this type of analysis is that it is unique, and capacity is not very easy to measure. However, field observations could be performed to see how



many vehicles are able to cross a point during peak winter conditions when capacity is low and volumes are high. The failure to consider mid-block roadway capacity in the study, away from intersections, renders the traffic analysis highly suspect and unreliable.

Another factor that should have been considered is the impact on quality of life for those that live in the area, especially on Lowell and Empire Avenues. It is important to understand, on a daily level, how much additional traffic will be on these roads in order to assess this impact. Comparing existing daily volumes at several locations along these roads to what they would be with the proposed project would be vital. Just comparing existing to project volumes at the Lowell Ave/North Star intersection reveals that the project will increase PM peak hour volumes by more than 140%. Understanding these quality of life impacts along the Lowell and Empire corridors would be valuable for a complete understanding of the impact of the Treasure Hill project on the surrounding historic neighborhoods.

Independent of these new analyses, the study provided limited or no details regarding the details of the traffic analysis for the following items.

- Assumptions regarding heavy vehicles, roadway grades, or peak hour factors, nor are any details regarding the SimTraffic analysis, such as the number of runs that were performed
- Whether the mitigated level of service and delay results shown at the intersection of Empire Ave/Silver King are for a signal or roundabout
- Signal spacing, safety, or queuing concerns/issues with adding a signal to Empire Ave/Silver King
- Assumptions regarding left turn phasing at Empire Ave/Silver King
- Whether existing signal timing parameters were obtained for the signal at Park Ave/Deer Valley

The study also states that need for mitigation at the Empire Ave / Silver King intersection is due to background growth that would occur independent of the Treasure Hill development. However, that background growth occurs over a period of 20 years. It is possible that the Treasure Hill development may be built before the mitigation would be required. The study should consider existing traffic conditions plus the proposed project to determine if the traffic impacts of the development alone would require mitigation.

Furthermore, the study doesn't discuss or reference any previous analysis regarding walkability/pedestrian safety, construction impacts, or delivery truck and emergency vehicle traffic that would provide some information or detail about these items. Nor does it address which previous analyses are still appropriate under 2017 conditions, particularly given the significant increase in the size and scope of the project since the first studies.

RECOMMENDATIONS

- Provide a roadway volume-to-capacity analysis under constrained winter conditions where Lowell Ave and Empire Ave and any other impacted streets are reduced to a single lane
- Provide a comparison of daily volumes on Lowell and Empire Avenues and similarly-situated streets within and without the proposed project
- Provide additional details on the intersection analyses that were performed
- Perform a traffic analysis for existing plus project conditions
- Provide any updated information on walkability/pedestrian safety, construction impacts, and delivery truck traffic or reference previous analyses if such studies are still appropriate



5 PARKING ANALYSIS

It is not clear what the purpose of the parking analysis in the study is, but if it is to be used to determine how much parking should be provided, it will be important to consider reserved spaces. For example, residential units typically have a number of reserved parking spaces which are not available for use by business patrons. In such a condition, when calculating the total number of spaces needed, the weekday and weekend values may then be the same (depending on the number of reserved spaces), thereby increasing the number of required weekend parking spaces.

RECOMMENDATIONS

- Provide an explanation of the purpose of the analysis and, if necessary, account for reserved parking spaces in the calculation of total parking needs
- Use a consistent employee housing unit number throughout the study
- Show each parking reduction applied to each land use on a separate row to provide a better understanding of the degree of reduction for each land use

6 SUMMARY OF FINDINGS & RECOMMENDATIONS

In conclusion, the Treasure Hill study does not provide adequate detail or analysis to ultimately be able to determine the full impact the proposed project will have on traffic in the study area, much less determine mitigation measures that might address actual impacts. Most notably, because the Treasure Hill study area is non-standard due to the narrow width and steep grade of most roads in the study area, the failure to analyze traffic flow and capacity at mid-block locations under typical winter conditions undermines any conclusions as to impact. Additionally, as described in detail above, the Treasure Hill study is questionable in regards to existing traffic volumes, future background volume projections (including traffic from the Bamberger and Resort developments), trip reduction factors.

Overall, the study is often too basic and simplistic in nature and omits necessary detail to determine or replicate the analysis procedures and assumptions that were used. The study seems to be generally be conservative in estimating existing and future volumes for which the Treasure Hill would have no responsibility, but aggressive in reducing trips (and thereby impacts) that would be attributable to the development. The study also fails to discuss or reference any previous analyses regarding walkability/pedestrian safety, construction impacts, or delivery truck traffic. It is critical to know whether these items are still appropriate under 2017 conditions, particularly given what we understand to be a substantial increase in the scope and size of the project since the first study was prepared in 2004.

Our study recommendations are as follows:

- Apply an adjustment factor to the existing traffic volumes to scale them up to average February Saturday values
- Provide the peak hours within the respective peak period counts to know the specific hour analyzed for the AM & PM time periods
- Use outputs from the traffic model in estimating future traffic volumes or provide an explanation of why using population growth projections is the preferred approach
- Provide trip generation tables for the Bamberger and Resort developments as well as what was assumed for the “variety of mixed land uses” when estimating the trip generation



- Add the new vehicle trips from the entitled Bamberger and Resort developments to all study intersections as part of the future traffic volumes
- Perform the trip generation calculations using Saturday data where available
- Calculate and provide daily trips in the trip generation table
- Provide more detail regarding the actual rates or equations used in the trip generation process
- Provide clear and consistent assumptions regarding the size of the hotel and the number of employee housing units throughout the study
- Re-evaluate or state assumptions made for the commercial land use in Table 4 and separate the commercial land use into two separate land uses showing both the Specialty Retail and Quality Restaurant land use trip generation
- Eliminate the hotel trip reduction factor based on occupancy to be conservative or at least provide a detailed explanation of how the factor was applied
- Provide ITE internal capture worksheets or something similar showing internal capture calculations
- Show how each trip reduction factor was applied to each land use
- Perform sensitivity testing be performed for a range of cabriolet trip reduction percentages to determine the impacts associated with this assumption
- Provide a roadway volume-to-capacity analysis under constrained winter conditions where Lowell Ave and Empire Ave are reduced to a single lane
- Provide a comparison of daily volumes on Lowell and Empire Avenues and similarly situated streets within and without the proposed project
- Provide additional details on the intersection analyses that were performed
- Perform a traffic analysis for existing plus project conditions
- Provide any updated information on walkability/pedestrian safety, construction impacts, and delivery truck traffic or reference previous analyses if such studies are still appropriate.
- Provide an explanation of the purpose of the analysis and, if necessary, account for reserved parking spaces in the calculation of total parking needs
- Use a consistent employee housing unit number throughout the study.
- Show each parking reduction applied to each land use on a separate row to provide a better understanding of the degree of reduction for each land use.



Planning Commission Staff Report

PLANNING DEPARTMENT

Subject: Prospector Square Supplemental Amendment to Lot G –
Amending Lot 48B & Lot 48C
Author: Ashley Scarff, City Planner
Francisco Astorga, AICP, Senior City Planner
Date: 09 August 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendation

Staff recommends that the Planning Commission review and hold a public hearing for the Prospector Square Supplemental Amendment to Lot G Amending Lot 48B and 48C located at 1787 and 1791 Prospector Avenue, and forward 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

Project Number:	PL-17-03559
Applicant:	SMP 1791, LLC, represented by Marshall King, Alliance Engineering, Inc.
Location:	1787/1791 Prospector Avenue
Zoning:	General Commercial (GC) District
Adjacent Land Uses:	Private parking lot to the north; condominium building and private parking to the east; rail trail to the south; general commercial uses to the west
Reason for Review:	Plat Amendments require Planning Commission review and City Council approval

Proposal

Lot 48B and Lot 48C are two (2) privately owned lots located between Parking Lot G of the Prospector Square Subdivision and the Rail Trail. The Applicant owns both lots and requests to combine them into one (1) lot of record by removing the interior lot line that separates them.

Background

On May 9, 2017, the City received a complete application for the Prospector Square Supplemental Amendment to Lot G to amend Lots 48B and 48C, which are located at 1787 and 1791 Prospector Avenue, respectively. The lots are both privately owned, located between Parking Lot G of the Prospector Park Subdivision and the Rail Trail (see Exhibit B – Aerial Photo). The Applicant is proposing to combine the two (2) subject lots by removing the interior lot line that separates them, with the intention of

ultimately constructing an apartment building on the newly created lot (see Exhibit A – Replat).

Lots 48B & 48C were created via the Prospector Square Supplemental Amendment to Lot G (Exhibit C), which was approved by the Park City Council on May 28, 2009, and amended the configuration of Parking Lot G as reflected on the Prospector Square Supplemental Amended Plat (Exhibit D). Currently, both lots are roughly equal in size, with 48B containing an area of 4,775 square feet (sf.), and 48C containing an area of 4,774.44 sf. The proposal, if approved, would result in one (1) parcel measuring 9,548 sf. in area. None of the other lots, easement areas, or their configurations would be affected by this amendment, and would remain as currently shown on the Prospector Square Supplemental Amendment to Lot G.

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

Staff finds Good Cause for this Plat Amendment as all Conditions of Approval of the previous Prospector Square Supplemental Amendment to Lot G approval will remain

applicable and enforceable, and all access and utility easements created during that process will remain as currently shown on the plat. The only proposed amendment is the combination of two (2) existing lots into one (1) lot of record, with the exterior property line boundaries of the two (2) lots to remain as-is.

As mentioned above, the Applicant has stated that the lot combination request is being made so that one (1) apartment structure, a multi-unit dwelling, can ultimately be constructed on the newly created parcel. Within the GC District, all residential uses are conditional uses; therefore, a Conditional Use Permit (CUP) for the Multi-Unit Dwelling use would be required. Under the current Land Management Code (LMC), the following development parameters would be enforced for the site:

GC Zoning District	Permitted by LMC for Prospector Overlay of the GC zone 15-2.18-3(I)
Lot Size	No minimum lot size. Proposed lot measures 159.14 feet x 60 feet = 9,548 sf.
Maximum Floor Area Ratio (FAR)	Per 15-2.18-3(I), the FAR of development on site must not exceed 2.0. All Uses in the building, except enclosed parking areas, are subject to the FAR. Conditions of Approval of the Prospector Square Supplemental Amendment to Lot G will continue to apply. Per Plat Note #8 of the Prospector Square Supplemental Amendment to Lot G, "Floor area ratios to reflect original footprint area on the Prospector Square Supplemental Plat, Entry number 397064, recorded 02/01/1994." On the Prospector Square Supplemental Plat, the subject parcels were formerly referred to as 48D and 48E, and each had areas of 2,700 sf; thus, a total combined area of 5,400 sf. If the proposed plat amendment is approved, the maximum floor area allowed on site will be $5,400 \times 2 = 10,800$ sf.
Front/Rear/Side Yard Setbacks	Zero lot line development permitted within Prospector Overlay.
Building Height	Thirty-five feet (35') from Existing Grade is the Zone Height. Building Height exceptions from LMC 15-2.18-4(A) apply.
Parking	Conditions of Approval of the Prospector Square Supplemental Amendment to Lot G will continue to apply. Plat Note #2 states that "Lots 48B and 48C require construction of underground parking." The amount of parking is determined when the use is approved by the City and is affected by the size of the proposal and or number of units proposed. The plat also shows an approximate location of a ramp to the underground parking that shall be constructed under the parcel(s). If the proposed plat amendment is approved and 48B and 48C are combined into one (1) parcel, the underground parking will still be required and the platted location of the parking access ramp will remain the same. Parking ratio requirements of the LMC for Multi-Unit

	Dwellings vary based on the number and size of the units being built.
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As evidenced above, due to the allowance for zero lot line development on the subject parcels, this Plat Amendment won't significantly increase or decrease the development potential that already exists. The plat note that restricts the maximum allowable FAR will continue to apply to these parcels, as well as the maximum zone height outlined in the LMC. Due to the requirement of the construction of underground parking, the parking demand created by any future development will be mitigated on-site.

Process

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

Department Review

This project has gone through an interdepartmental review. All issues raised have been addressed by staff via conditions of approval.

Notice

The property was posted and notice was mailed to property owners within 300 feet on Wednesday, July 26, 2017. Legal notice was also published in the Park Record, in accordance with requirements of the Land Management Code (LMC).

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 Prospector Square Supplemental Amendment to Lot G – Amending Lot 48B & Lot 48C as conditioned or amended; or
- The Planning Commission may forward a negative recommendation to the City Council for the Prospector Square Supplemental Amendment to Lot G – Amending Lot 48B & Lot 48C and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the Prospector Square Supplemental Amendment to Lot G – Amending Lot 48B & Lot 48C.

Significant Impacts

There are no significant fiscal or environmental impacts from this application. At the time of construction, the soils will be required to be characterized for regulated materials and disposed of in compliance with the Soils Ordinance, if necessary.

Consequences of not taking the Suggested Recommendation

The configuration of the lots would remain as-is, and Lot 48B and Lot 48C would be required to be developed as separate lots.

Summary Recommendation

Staff recommends that the Planning Commission review and hold a public hearing for the Prospector Square Supplemental Amendment to Lot G Amending Lot 48B and 48C located at 1787 and 1791 Prospector Avenue, and forward 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 Attached
- Exhibit B – Aerial Photo of Site
- Exhibit C – Survey of the Property
- Exhibit D – Prospector Square Supplemental Amendment to Lot G
- Exhibit E – Prospector Square Supplemental Amended Plat

Exhibit A – Draft Ordinance

Ordinance No. 17-XX

AN ORDINANCE APPROVING THE PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G, AMENDING LOT 48B AND 48C, LOCATED AT 1787 AND 1791 PROSPECTOR AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 1787 and 1791 Prospector Avenue have petitioned the City Council for approval of the Prospector Square Supplemental Amendment to Lot G, Amending Lot 48B and 48C; and

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

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

WHEREAS, the Planning Commission held a public hearing on August 9, 2017, to receive input on the Prospector Square Supplemental Amendment to Lot G, Amending Lot 48B and 48C;

WHEREAS, the Planning Commission, on August 9, 2017, forwarded a recommendation to the City Council; and,

WHEREAS, it is in the best interest of Park City, Utah, to approve the Prospector Square Supplemental Amendment to Lot G, Amending Lot 48B and 48C.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Prospector Square Supplemental Amendment to Lot G, Amending Lot 48B and 48C, 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 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:

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:

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.

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

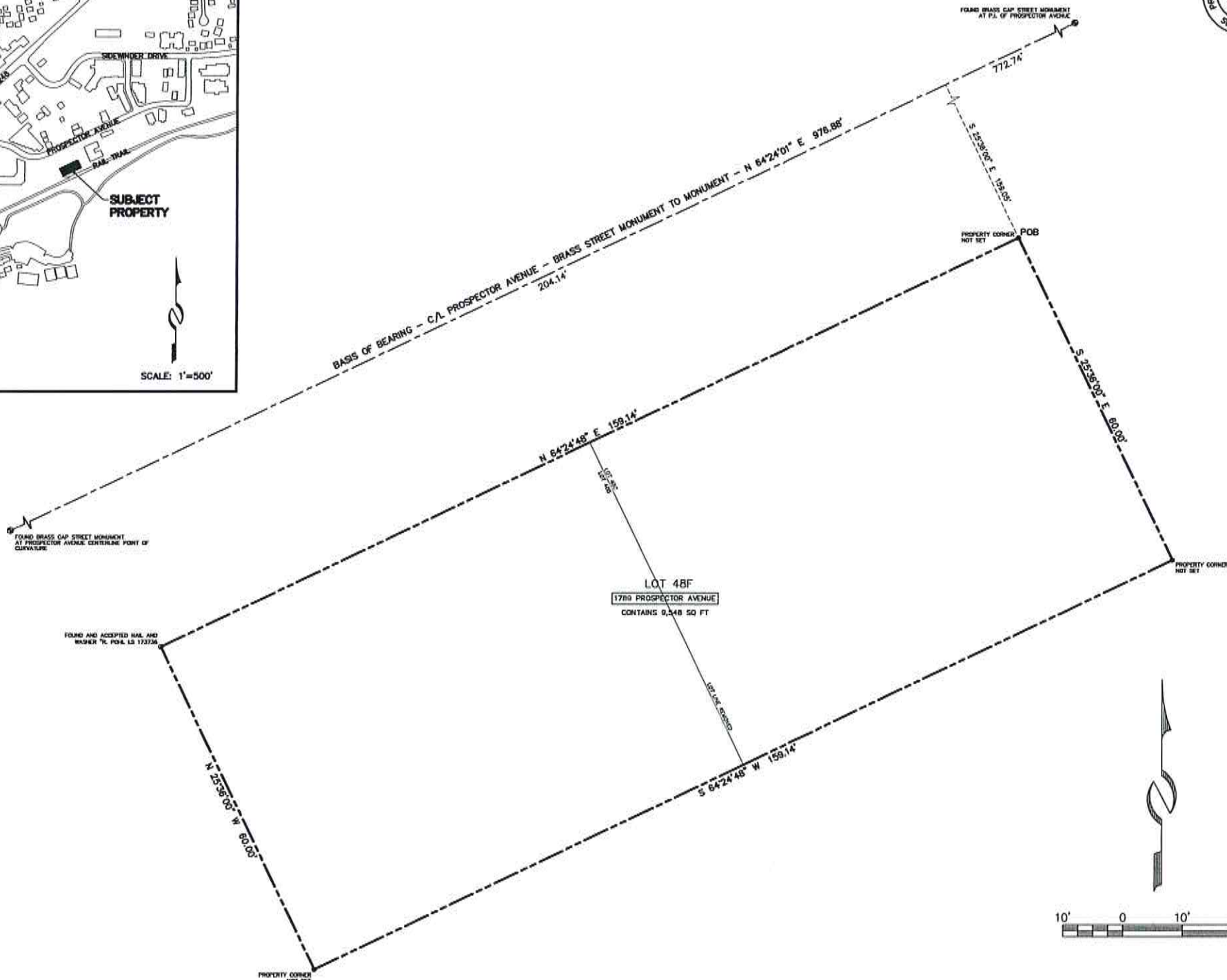
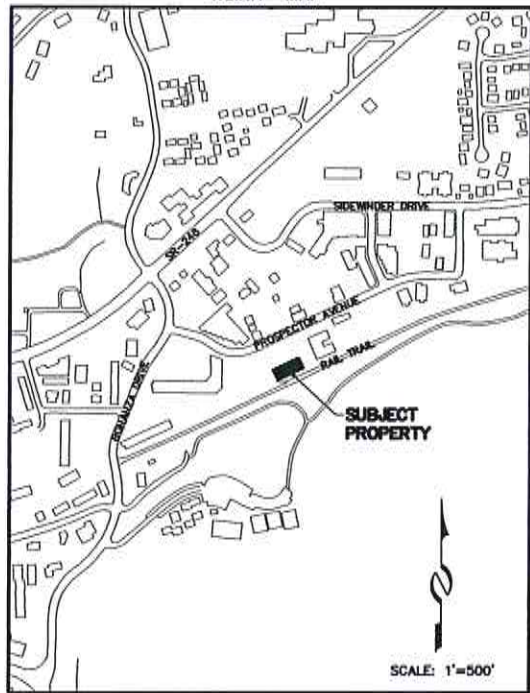
ATTEST:

Michelle Kellogg, CITY RECORDER

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Proposed Plat



SURVEYOR'S CERTIFICATE

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold Certificate No. 7248891, as prescribed by the laws of the State of Utah, and that by authority of the owner, this Subdivision Plat map of the PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G - AMENDING LOT 48B & LOT 48C, has been prepared under my direction and that the same has been monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

LEGAL DESCRIPTION

All of Lots 48B and 48C, PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G SUBDIVISION, according to the official plat thereof on file and of record in the office of the Summit County Recorder, Summit County, Utah.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS, that SMP 1791 LLC, a Delaware limited liability company, the undersigned owner of the herein described tract of land, to be known hereafter as PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G - AMENDING LOT 48B & LOT 48C, does hereby certify that it has caused this Plat to be prepared, and does hereby consent to the recordation of this subdivision plat.

In witness whereof the undersigned has executed this certificate and dedication this _____ day of _____, 2017.

Ed Lewis, Manager
SMP 1791 LLC, a Delaware limited liability company

ACKNOWLEDGMENT

State of Utah)
County of Summit) ss.

On the _____ day of _____, 2017, Ed Lewis personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Manager of SMP 1791 LLC, a Delaware limited liability company, and that said document was signed by him on behalf of said limited liability company, by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G - AMENDING LOT 48B & LOT 48C.

A Notary Public commissioned in Utah

Printed Name _____
Residing in: _____
My Commission Expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS, that the undersigned President of Prospector Square Property Owner's Association, a Utah non-profit corporation, does hereby certify that it has caused this survey to be made and this PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G - AMENDING LOT 48B & LOT 48C plat to be prepared and hereby consents to the recordation of this PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G - AMENDING LOT 48B & LOT 48C plat.

In witness whereof the undersigned has executed this certificate and dedication this _____ day of _____, 2017.

_____, President
Prospector Square Property Owner's Association, a Utah non-profit corporation

ACKNOWLEDGMENT

State of Utah)
County of Summit) ss.

On the _____ day of _____, 2017, _____ personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is the President of Prospector Square Property Owner's Association, a Utah non-profit corporation, and that said document was signed by him/her on behalf of said Corporation, by authority of its Bylaws or Resolution of its Members, and he acknowledged to me that he/she executed PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G - AMENDING LOT 48B & LOT 48C.

A Notary Public commissioned in Utah

Printed Name _____
Residing in: _____
My Commission Expires: _____



**PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G
AMENDING LOT 48B & LOT 48C**

LOCATED IN THE NORTHEAST QUARTER OF SECTION 9
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

 (435) 648-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 333 Main Street P.O. Box 2884 Park City, Utah 84050-2884	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 8TH DAY OF MARCH, 2017 BY _____ CHAIRMAN	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	CERTIFICATE OF ATTEST I CERTIFY THIS SUBDIVISION PLAT WAS APPROVED BY PARK CITY COUNCIL THIS 30TH DAY OF MARCH, 2017 BY _____ PARK CITY RECORDER	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 30TH DAY OF MARCH, 2017 BY _____ MAYOR	RECORDED STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ FEE _____ RECORDER _____ TIME _____ DATE _____ ENTRY NO. _____
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RECEIVED
MAY 10 2017
PARK CITY
PLANNING DEPT.

50' 0 50' 100'

 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Moh Street P.O. Box 2664 Park City, Utah 84060-2664	(435) 649-9407	STAFF: MARSHALL KING	AERIAL PHOTOGRAPH PROSPECTOR SQUARE LOT 48B & LOT 48C	SHEET 1 OF 1
	FOR: SMP 1791 LLC			
	DATE: 5/9/17	FILE: X:\Prospector\dwg\Exhibits\prospector-lot-g-ortho.dwg		
	JOB NO.: 4-2-17			

LOTS 48B 48C PROSPECTOR SQUARE
SUPPLEMENTAL AMENDMENT TO LOT G
LOCATED IN THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
EXISTING CONDITIONS SURVEY
SUMMIT COUNTY, UTAH



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor and that I hold certification no. 7248891 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 to the best of my knowledge 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.

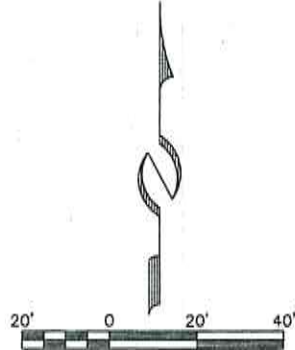
LEGAL DESCRIPTION

All of Lots 48B and 48C, PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G SUBDIVISION, according to the official plat thereof, on file and of record in the office of the Summit County Recorder, Summit County, Utah.

NOTES

1. Site Benchmark: Nail & Washer; Elevation=8793.23'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on field survey completed on May 3, 2017.
4. This is not a boundary survey. A boundary survey was completed on these parcels along with Lot 48A and is recorded and on file at the Summit County Recorder's Office.

LEGEND
O Found Monument
(As-Noted)



 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2004 Park City, Utah 84060-2004	(435) 848-9487	STAFF: CHARLES GALATI MARTY MORRISON STEVE COHANT MICHAEL DEMKOWICZ MARSHALL KING	EXISTING CONDITIONS & TOPOGRAPHY SURVEY 1787 AND 1791 PROSPECTOR AVE	SHEET 1 OF 1
	DATE: 5/09/17	FOR: ED LEWIS JOB NO.: 040217 FILE: X:\Prospector\dwg\arv\arv2017\040217-L48 A B C ALTA\040217 ALTA.dwg		

PROSPECTOR SQUARE SUPPLEMENTAL AMENDMENT TO LOT G

LOCATED IN THE NORTHEAST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT, the undersigned owner of the herein described tract of land known as LOT 48A, 48B, 48C, 48D AND 48E, to be known hereafter as the Prospector Square Supplemental Amendment To Lot G, do hereby certify that I have caused this Plat to be prepared, and I, HENRY SIGG, hereby consent to the recordation of this Plat. ALSO, the owner, or his representatives, hereby irrevocably offers for dedication to the City of Park City and Snyderville Basin Water Reclamation District all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with an irrevocable of dedication.

In witness whereof, We have hereunto set our hand this 11th day of MARCH, 2010.

BY: Henry Sigg
Owner, Mountain Trails Plaza, L.L.C.

Henry Sigg

ACKNOWLEDGMENT

State of Utah
County of Summit

On this 11th day of March, 2010, personally appeared before me, the undersigned Notary Public, in and for said County of Summit, in said State of Utah, HENRY SIGG, the person that executed the within instrument and known to me to be (or proved to me on the basis of satisfactory evidence) the person who executed the within instrument on behalf of said person, being duly sworn acknowledged to me that he is the owner of the herein described tract of land and he signed the above Dedication and Consent to Record freely and voluntarily.

Notary Public

My Commission Expires:

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT, the undersigned owner(s) of the herein described tract of land, known as PARKING LOT G, to be known hereafter as the Prospector Square Supplemental Amendment To Lot G, do hereby certify that I have caused this Plat to be prepared, and I, PAUL CHRISTENSEN, representing Prospector Homeowners Association, hereby consent to the recordation of this Plat. ALSO, the owner, or his representatives, hereby irrevocably offers for dedication to the City of Park City and Snyderville Basin Water Reclamation District all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with an irrevocable of dedication.

In witness whereof, I have hereunto set my hand this 12th day of MARCH, 2010.

BY: Paul Christensen, President
Prospector Square H.O.A., President

Paul Christensen

ACKNOWLEDGMENT

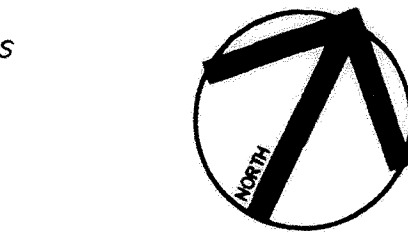
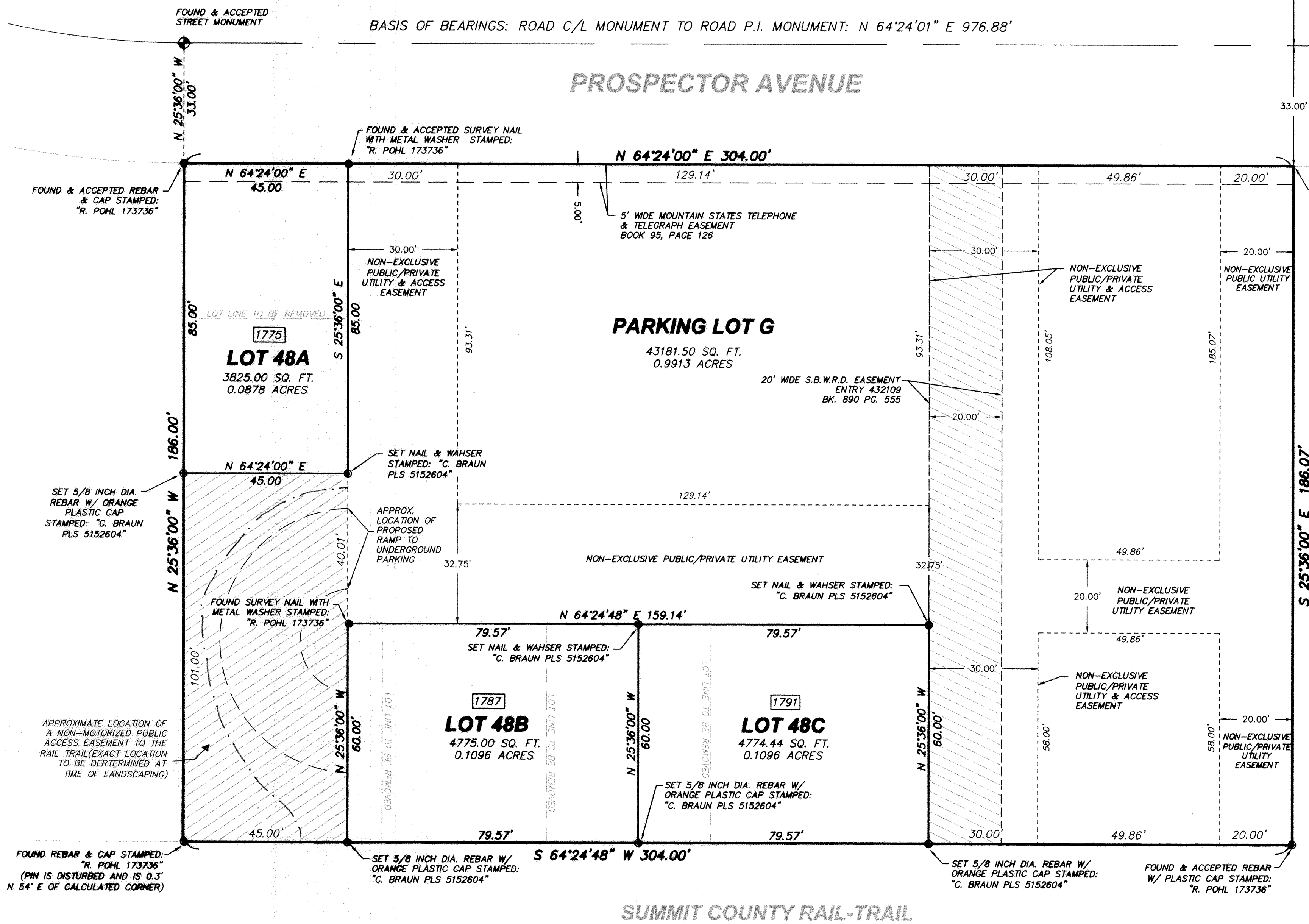
State of Utah
County of Summit

On this 12 day of March, 2010, personally appeared before me, the undersigned Notary Public, in and for said County of Summit, in said State of Utah, PAUL CHRISTENSEN, the person that executed the within instrument and known to me to be (or proved to me on the basis of satisfactory evidence) the person who executed the within instrument on behalf of said person, being duly sworn acknowledged to me that he is the owner of the herein described tract of land and he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public

My Commission Expires: July 21, 2012

NOTARY PUBLIC
GLORY STEWART
574722
COMMISSION EXPIRES
JULY 21, 2012
STATE OF UTAH



GRAPHIC SCALE
1 INCH = 20 FEET

LEGEND

- STREET MONUMENT
- FOUND OR SET PROPERTY MONUMENT (AS DESCRIBED)
- XXXX ADDRESS ON PROSPECTOR AVENUE
- 48A LOT NUMBER

PLAT NOTES:

- Lot 48A to allow basement under footprint.
- Lots 48B & 48C require construction of underground parking.
- Access Easement area is for ramp access to parking in lots 48B & 48C and for access to rail trail and for access to Lot 48A.
- Maintenance of easement area to be deed restriction to Lots 48A, 48B & 48C.
- Maintenance of ramp to underground parking to be deed restriction to Lots 48A, 48B & 48C.
- Easement runs in perpetuity with Lots 48A, 48B & 48C.
- Amended curb cut to be responsibility of Lots 48A, 48B & 48C.
- Floor area ratios to reflect original footprint area on the Prospector Square Supplemental Plat, Entry number 397064, recorded 02/01/1994.
- Underground parking is for the benefit of the Owners & Lessees of Lots 48A, 48B & 48C.
- The hatched areas shown hereon represent easement areas.
- The private wastewater laterals for Lots 48A, 48B & 48C will cross Parking Lot G. The owners of these lots are granted the rights to access, install, maintain and replace their wastewater laterals within the Public/Private Utility Easement. Laterals are to be privately owned and maintained by the building lot owners, and they shall be responsible for the ownership, operation, maintenance and replacement of the private wastewater laterals.

LEGAL DESCRIPTION:

ALL OF LOT G, ALONG WITH LOTS 48A, 48B, 48C, 48D, AND 48E OF THE PROSPECTOR SQUARE SUPPLEMENTAL PLAT, ENTRY NUMBER 397064, RECORDED 02/01/1994, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SURVEYOR'S CERTIFICATE

I, Christopher R. Braun, certify that I am a Registered Land Surveyor and that I hold Certificate No. 5152604, as prescribed by the laws of the State of Utah, and this Plat was prepared under my direction in accordance with the requirements of Park City Municipal Corporation. I further certify that the property boundaries as shown are correct.

Christopher R. Braun
PLS 5152604
3/11/10
Date

Park City
Surveying
P.O. Box 682993
Park City, UT 84068
(435)649-2918
(435)649-4637 Fax

PARK CITY PLANNING COMMISSION
APPROVED AND ACCEPTED BY THE PARK CITY
PLANNING COMMISSION ON THIS 13th DAY OF
MAY, 2009 A.D.

CHAIRMAN

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS
APPROVED BY PARK CITY COUNCIL THIS
26 DAY OF MAY, 2009 A.D.

PARK CITY RECORDER

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN
WATER RECLAMATION DISTRICT STANDARDS ON THIS
15th DAY OF March, 2010 A.D.

BY: S.B.W.R.D.

ENGINEERS CERTIFICATE

I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 8th DAY
OF April, 2010 A.D.

BY: PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 24th
DAY OF April, 2010 A.D.

BY: PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS 28th DAY OF MAY, 2009 A.D.

BY: MAYOR

#898070

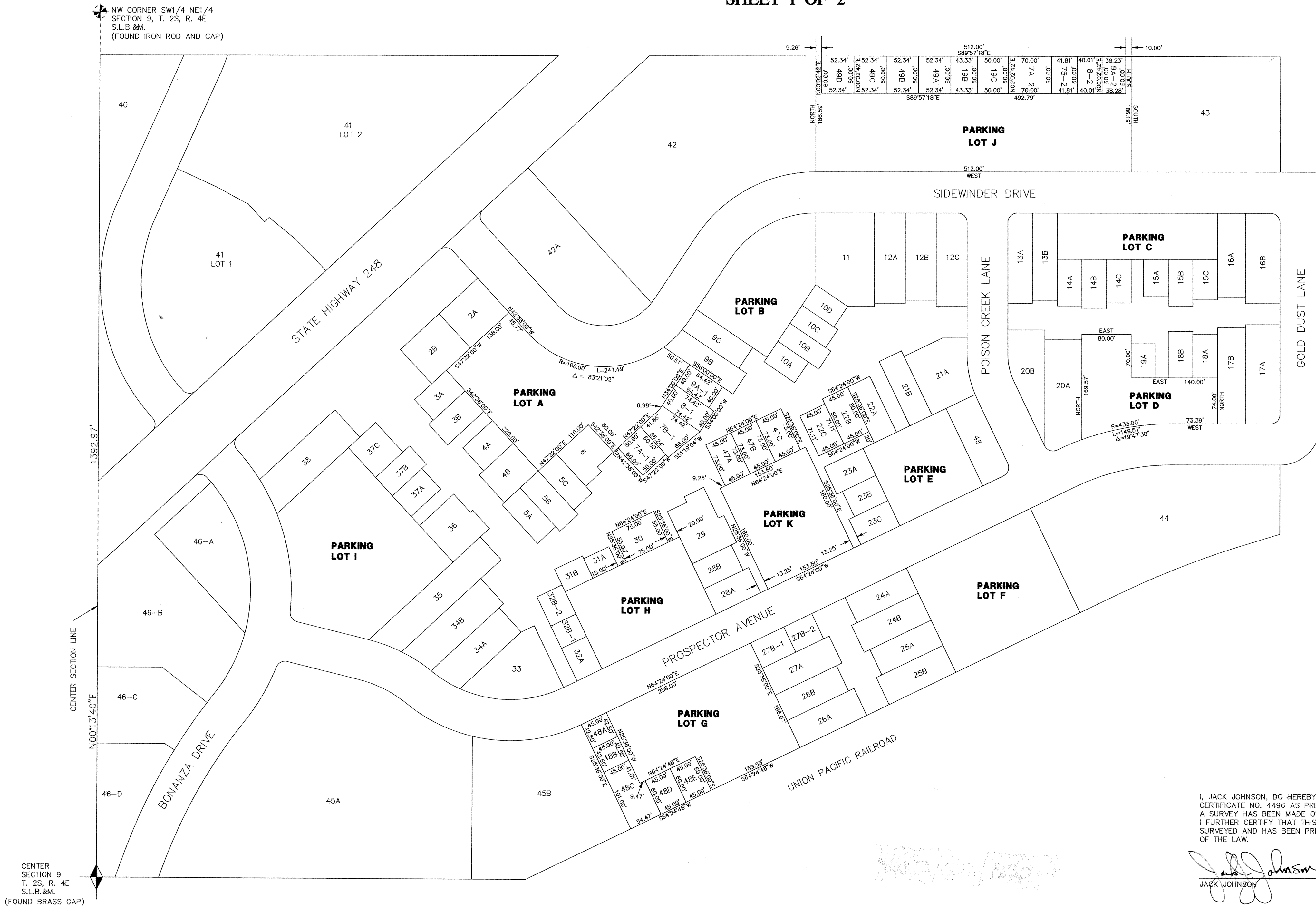
RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE
REQUEST OF Park City Title DATE
5-18-10 TIME 10:37 AM BOOK PAGE

FEE \$34.00 RECORDER

PROSPECTOR SQUARE
SUPPLEMENTAL AMENDED PLAT
A SUBDIVISION LOCATED IN THE NORTHEAST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE & MERIDIAN
PARK CITY, UTAH

SHEET 1 OF 2



SURVEYOR'S CERTIFICATE

I, JACK JOHNSON, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 4496 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT A SURVEY HAS BEEN MADE OF THE LAND SHOWN ON THIS PLAT AND DESCRIBED HEREON. I FURTHER CERTIFY THAT THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW.

Jack Johnson
JACK JOHNSON

December 10, 1993

PLOT NAME: PPPLAT10W
PLOT DATE: 12/10/93

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF PARK CITY COUNCIL THIS 20TH DAY OF JANUARY A.D. 1994 AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

Amelia L. Sheldon
MAYOR
CITY RECORDER

CITY ENGINEER

APPROVED AND ACCEPTED BY THE PARK CITY CITY ENGINEERING DEPARTMENT ON THIS 23RD DAY OF DECEMBER A.D. 1993.

Eric W. DeHaan P.E.
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY CITY PLANNING COMMISSION ON THIS 23RD DAY OF DECEMBER A.D. 1993.

B. B. B.
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 24TH DAY OF JANUARY A.D. 1994.

Eric DeHaan
CITY ATTORNEY

RECORDED

No. 397064
STATE OF Utah
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title Company
Date: 02-01-94
Time: 14:22 PM
Fee: \$90
Alan Sprigg
COUNTY RECORDER

THE JACK JOHNSON COMPANY

1910 Prospector Avenue • Park City, Utah 84060
(801) 645-9000 • fax (801) 649-1620



PLANNING DEPARTMENT

Planning Commission Staff Report

Application: PL-16-03352
Subject: LMC Amendments
Author: Anya Grahn, Historic Preservation Planner
Hannah Tyler, Planner II
Date: August 9, 2017
Type of Item: Legislative – Land Management Code Amendment

Recommendation

Staff recommends that the Planning Commission review the proposed administrative and substantive amendments to the Land Management Code (LMC) regarding LMC Chapters 15-2.1-5(C), 15-2.2-5(C), and 15-2.3-6(C) as described in this staff report, and LMC 15-15, conduct a public hearing, and consider forwarding a positive recommendation to the City Council pursuant to the attached Draft Ordinance.

Description

Project Name: LMC Amendments regarding Roof Form on residential structures subject to the Design Guidelines for Historic Districts.

Location: Historic Zoning Districts: Historic Residential-Low Density (HRL), Historic Residential (HR-1), Historic Residential (HR-2)

Proposal: Revisions to the Land Management Code clarifying and limiting the use of Flat Roofs in the Historic Residential Zone Districts.

Reason for Review: LMC Amendments require Planning Commission review and City Council review and action.

Background

As staff has been reviewing and amending the Design Guidelines with the Historic Preservation Board (HPB), we have been focusing on Compatibility and complementary design as defined in the General Plan and Design Guidelines. In the past, the HPB has expressed concerns about modern-contemporary architecture for additions and new infill not effectively meeting the Guideline requirements for “following the predominant pattern of the neighborhood,” compatibility of new building bulk and mass with Historic Sites in the neighborhood, and locating decks with respect to existing conditions of neighboring buildings. Staff has found there is increasingly more pressure and demand for flat roofs, as well as rooftop decks in the Historic District. Each of these presents unique concerns and challenges to our historic district.

The General Plan provides guidance in Volume 2 Section 6.1 for Old Town by recommending, “Infill and new additions should be compatible in the neighborhood

context and subordinate to existing historic structures,” and in Section 6.2 for Old Town, “...the City must prevent incompatible infill...”

The Land Management Code provided specific language in the Purpose statement of each of the Historic Residential Districts. For example, the Historic Residential-1 (HR-1 zone) 15-2.2-1, the largest of the Historic Residential zones, states “encourage the construction of Historical Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods.”

Staff first proposed Land Management Code (LMC) changes to the Historic Preservation Board on August 3, 2016 [[Packet](#) (starting page 121) and [Minutes](#) (page 16)]. During the meeting, staff heard the following from the HPB:

- Flat roofs and pitched roofs need to work together to reflect the historic character of Old Town.
- Sustainability is important; however, there may be other ways to reaching our goals of sustainability that are not exclusive to flat roofs.
- Overall, the HPB understood the market demand of rooftop decks; however, they found that we needed to maintain the historic character of Old Town as the primary design guidance. Pitched roofs better contribute to the historic character.

Echoing the public comment received during the meeting, staff has found that there were several factors that contribute to the negative and positive impacts of rooftop decks:

- Green roofs and rooftop decks are changing the look and feel of Old Town.
- Flat roofs often become rooftop decks. We have heard concerns that these rooftop decks elevate activity levels so that they now intrude into adjacent private living spaces, such as bedrooms. They become noisy and the visibility of people on the rooftop detracts from the Old Town experience.
- As developers maximize footprints, there is no longer sufficient open space in the backyard for activity areas. Rooftops become outdoor living areas to compensate for the loss of open space. At that same time, the mass and scale of new houses and additions are increasing because outdoor living spaces have moved to the roof.
- There are potential sustainability advantages of flat roofs, such as snow retention and runoff water collection, etc.; however these factors need to be utilized without the loss of our national and local historic district listings.

On September 21, 2016, staff held a public outreach session with the design community to discuss flat roofs. The luncheon was attended by architects, contractors, and designers. What we heard was:

- Need a better explanation of *how much* of the roof needs to be vegetated in order to be considered a green roof
- Need definitions of deck, roof deck, and roof terrace
- Better defining the location of the roof deck in relation to streetscape and neighborhood

- LMC should incorporate height exceptions to incentive pitches
- Consider wall heights and compatibility on the streetscape

Staff has since met with the HPB during the following meetings to discuss flat roofs and rooftop decks on the following dates:

- August 3, 2016 – [Staff Report \(starting page 107\)](#) + [Minutes \(starting page 16\)](#)
- March 1, 2017– [Staff Report \(starting page 153\)](#) + [Minutes \(starting page 36\)](#)
- June 7, 2017 – [Staff Report \(starting page 87\)](#) + [Draft Minutes \(starting page 21\)](#)

Most recently, staff presented the attached ordinance to the Historic Preservation Board on August 2nd ([Staff Report \(starting page 159\)](#); minutes are not yet available). The HPB had the following input on the proposed amendments:

- The HPB wanted to ensure that there was a way to incorporate secondary roof forms on the primary façade to add architectural interest and variety. They emphasized that this was especially important for lots greater than 25 feet in width as the street façade would be broken up further and changes to roof pitch could help minimize the massing at the street.
- They were concerned that previous LMC amendments regarding height and flat roofs had created homogeneity in the district, with nearly identical house forms and masses lining the streets. They found that the proposed LMC amendments still provided opportunity for creativity and diversity of design.
- The HPB clarified that the contributory and primary roof form could be the same, but did not have to be.
- Because green roofs provide active space when there are limited side and rear yards, the HPB recommended staff incorporate a percentage of a green roof that can be used as rooftop deck or active space. In reviewing the proposed LMC amendments, staff found that the Rooftop Deck would be subtracted from the level square footage area of the Green Roof and not be included as a Green Roof in the Primary Roof Form calculation.
- They provided additional comments to help clarify the language of these amendments.

Further staff discussion following the Historic Preservation Board meeting led staff to making the recommendation that flat roofs should be disallowed as the Primary Roof Form. Staff found that green roofs were difficult to regulate and maintain due to our environment and the homeowners' use of green roofs as active spaces. It's not uncommon that as green roofs fail, owners replace them with patios and decks.

Further Staff Analysis and Recommendation based on HPB Feedback:

After the HPB Meeting on March 1, 2017, staff completed several walking field-surveys of Old Town to identify flat roofs that were constructed using the existing LMC and Design Guidelines. HPB had provided feedback regarding the proposed "quantitative" LMC amendments and staff set out to vet the proposed LMC amendments against the desired outcomes. Staff's intentions were to identify flat roofs in the context of:

- Mass and scale within the neighborhood;
- Impacts of roof decks and Green Roofs; and

- Design compatibility with Historic Structures.

Overall, staff found that there are few flat roof examples. They are still in the minority of buildings currently existing in Old Town. Despite the relatively low numbers of flat roofs, the decks have a high proportion of negative discussions regarding neighborhood compatibility and compatible relationships to historic properties. Based on our weekly Design Review Team (DRT) meetings, we have found a growing demand for flat roofs and Mountain Modern architecture. The HPB has considered flat roof structures to be less than compatible to neighboring historic sites and less than compatible with predominant patterns of the neighborhood.

Examples of compatible roof forms are shown below. It should be noted that both roofs were approved through the Historic District Design Review process over a 10 year time frame.



1. Green roof garage structure that is either tucked into the hillside or serving as a patio space for the home above on the hill

The image to the left is of the Washington School House's flat-roof garage at 543 Park Avenue. The area above the garage is a patio that blends into the landscaping of the hillside above.



2. Transition elements between historic houses and new additions

964 Empire Avenue successfully uses the flat roof on its transitional element to separate the historic house from the new addition. The flat roof and glass transitional element is modern in design, yet compatible and successfully breaks up two very traditional masses.

There are few examples of structures with a flat roof as the primary roof form that are compatible with the Historic District. Those that are most successful blend into the district by using traditional siding profiles and materials, traditional window and door

sizes and proportions, and traditional window and door designs. Here are the best examples we've found:



1378 Park Avenue (along Sullivan Road)

Even though this building has a flat roof and more modern design, the overall mass and scale of the building and its components are not jarring with the historic district as a whole as it abuts Sullivan Road and is compatible with the mass and scale of its neighbors



1280-B Park Avenue (along Sullivan Road)

This is a very modern interpretation and contemporary design; however, the pitched roofs of the front porch elements, use of horizontal wood siding, and window proportions and sizes similar to historic windows allow it to blend in with its neighbors on Sullivan Road while not detracting from the attached historic house along Park Avenue.

Based on the examples above, staff found that using a quantitative flat roof calculation could create monotonous designs which would not achieve the desired outcome. Staff found that the most successful examples of flat roofs incorporated flat roofs into the overall design; however, flat roofs were not the primary roof form in many of these cases.

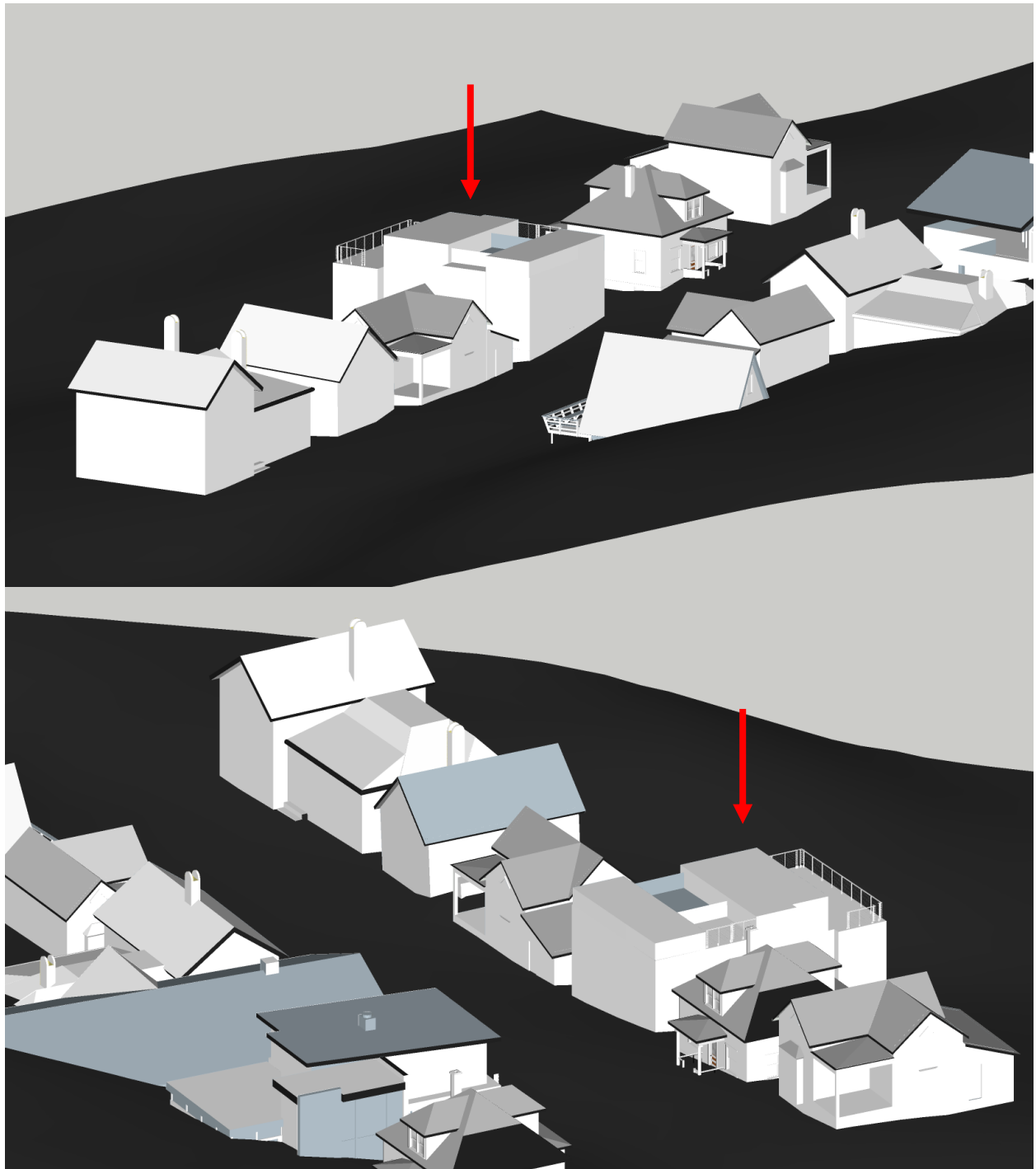
Staff recommends disallowing flat roofs along the primary façade in order to maintain compatible streetscapes by disallowing flat roofs as the dominant roof form. This new direction for the LMC Amendment will still allow for flat roofs, but the roof pitch of the roof form visible from the right-of-way must be between seven: twelve (7:12) to twelve: twelve (12:12) (unchanged from the current code) . The seven: twelve (7:12) and twelve: twelve (12:12) roof pitch is consistent with that of Historic Structures throughout Old Town. Staff finds that this still allows for flexibility in design of new infill construction and new additions while maintaining the integrity of the Historic District. The “sustainable benefits” of flat roofs can still be achieved as well.

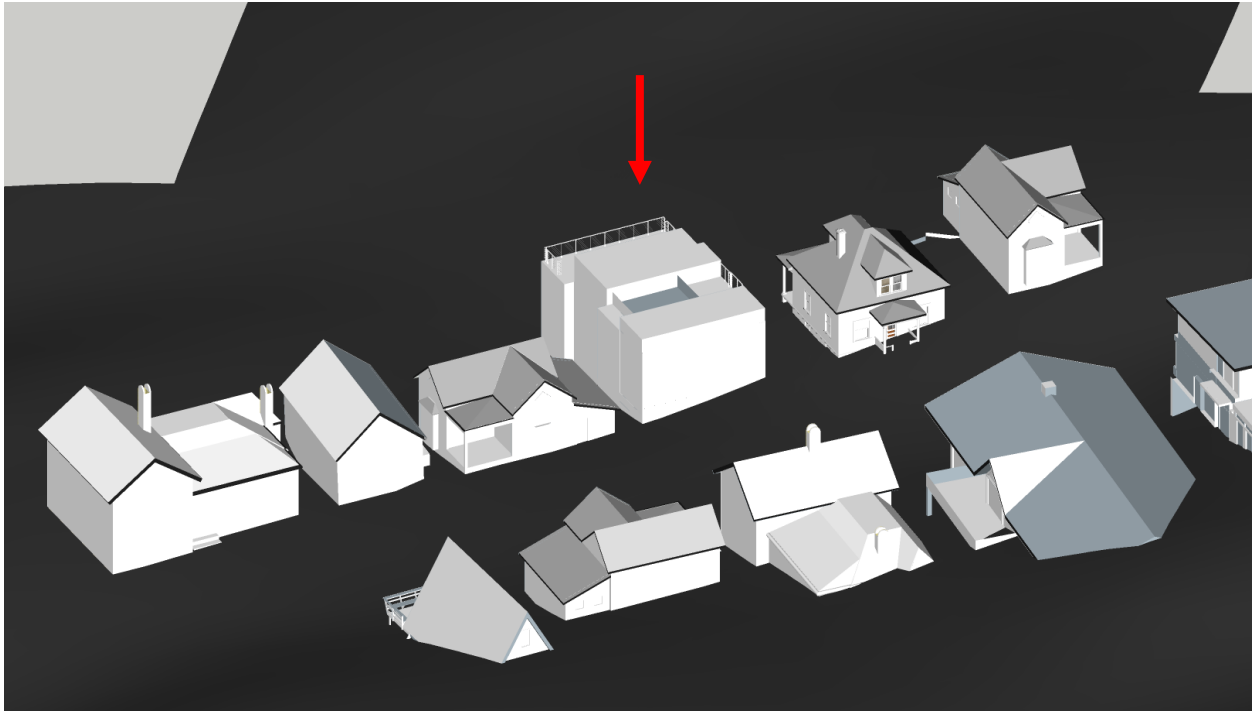
In addition, staff is proposing to cap the maximum height of decks (including the parapets, railings, and similar features) at twenty-three feet (23') so as to limit the nuisance and visual impact of roof decks on the neighborhood. Currently, roof decks (including parapets, railings, and similar features) are permitted up to the zone height. This sometimes creates decks that are three (3) plus stories above Final Grade. Staff finds that this proposed revision will have positive impacts on both the livability of Old Town, but also the compatibility of non-historic infill and Historic structures.

Analysis

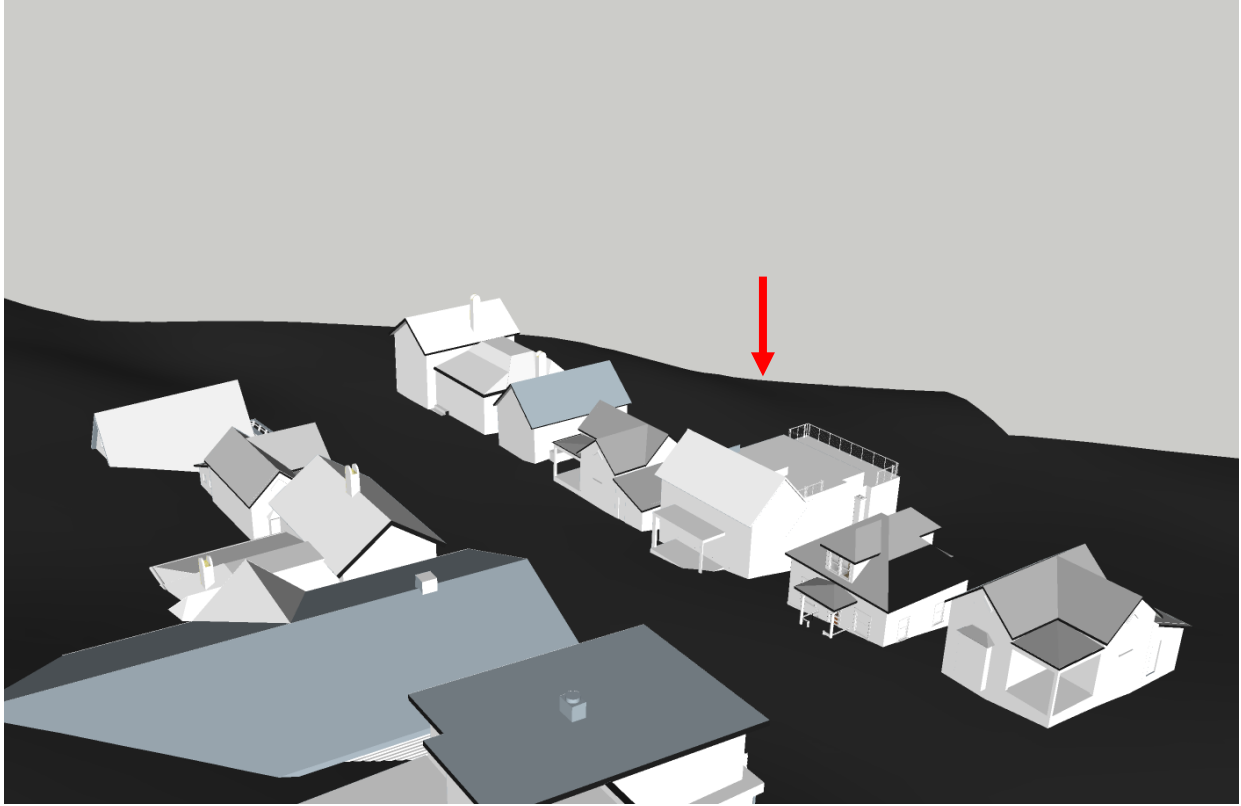
As previously outlined, staff looked at existing houses in Old Town to help us understand the use of flat roofs, their relationship to the streetscape, and the compatibility of flat roofs in a historic residential neighborhood. Staff has based the proposed LMC amendments on our analysis. Staff has also used the proposed LMC amendments to design new infill construction and compare the compatibility of these designs with the overall character of the Historic District. Staff's proposed designs are examples, but staff finds that the proposed LMC amendments will provide additional design flexibility outside of staff's basic contextual renderings.

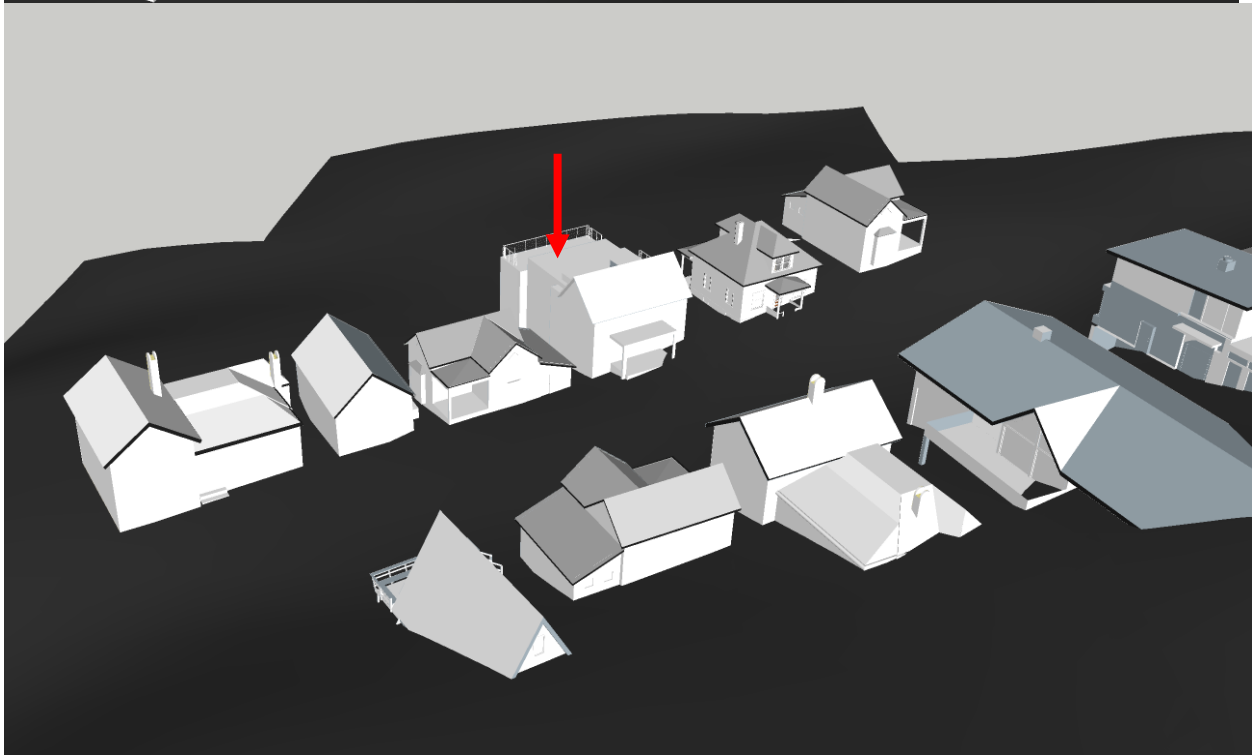
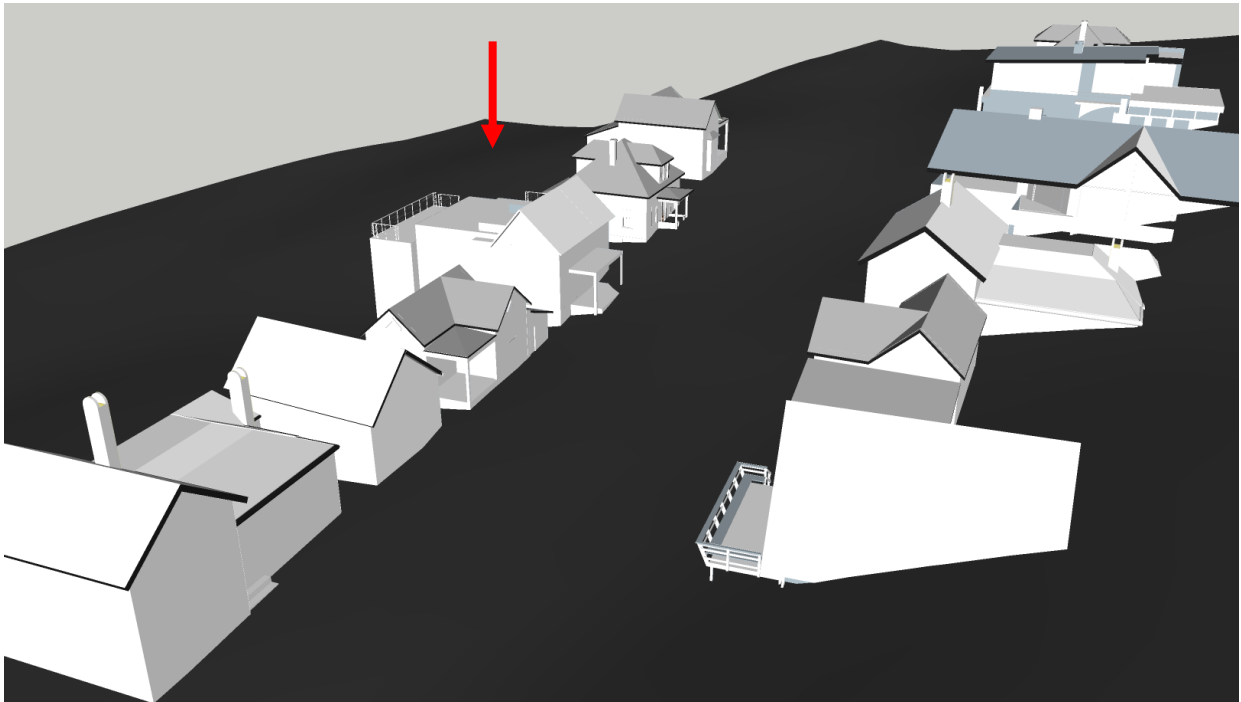
Below are a series of perspective renderings of a “flat roof” structure that would be permitted under the current LMC. Staff has superimposed the “flat roof” structure into a model of a current HR-1 streetscape (topography was taken from the 900 block of Norfolk Avenue.



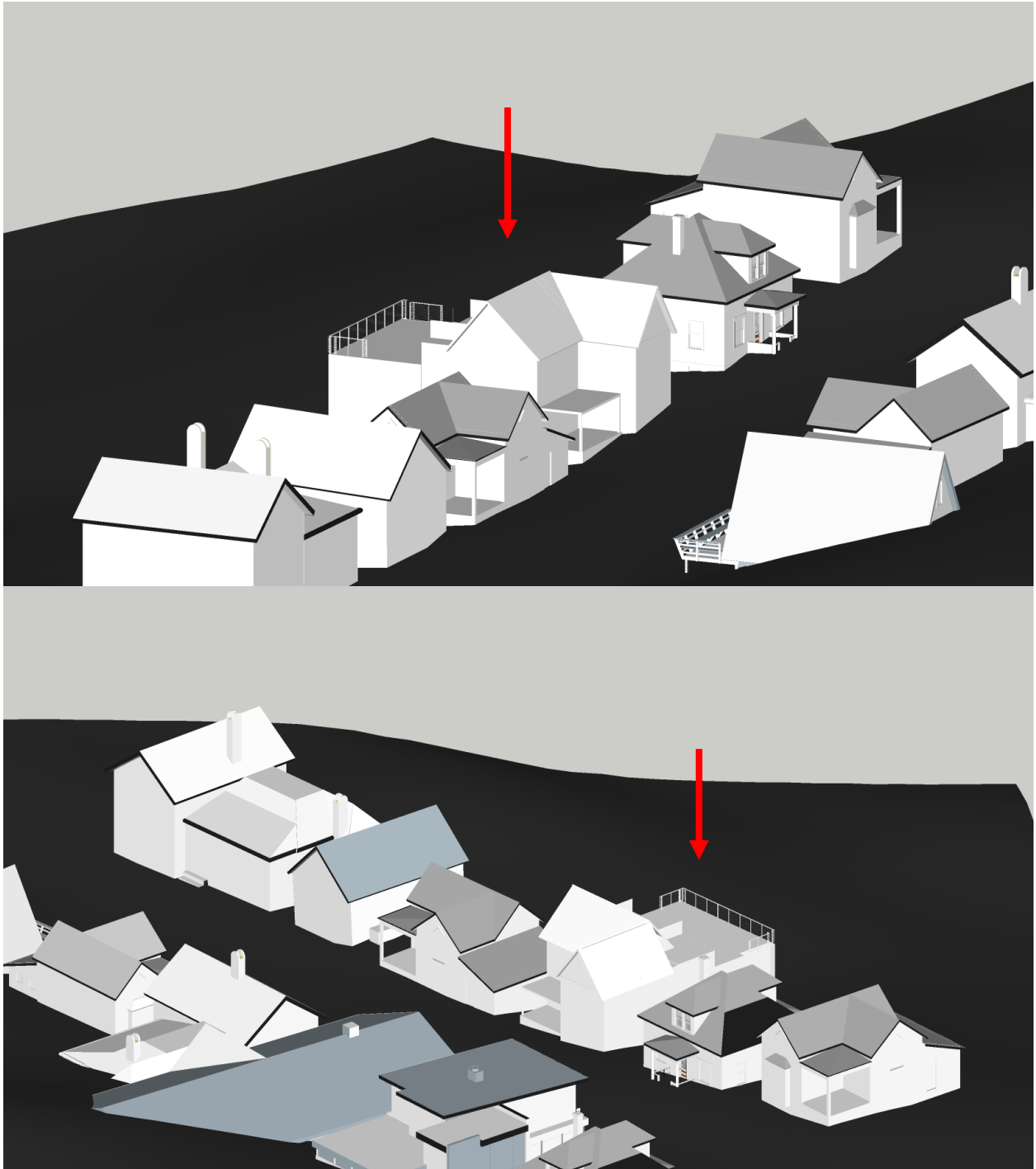


Below is a series of perspective renderings of a side-gabled structure using the proposed LMC Amendments addressing Roof Pitch. Staff has superimposed the side-gabled structure into a model of a current HR-1 streetscape (topography was taken from the 900 block of Norfolk Avenue).





Below is a series of perspective renderings of a cross-wing structure using the proposed LMC Amendments addressing Roof Pitch. Staff has superimposed the cross-wing structure into a model of a current HR-1 streetscape (topography was taken from the 900 block of Norfolk Avenue).

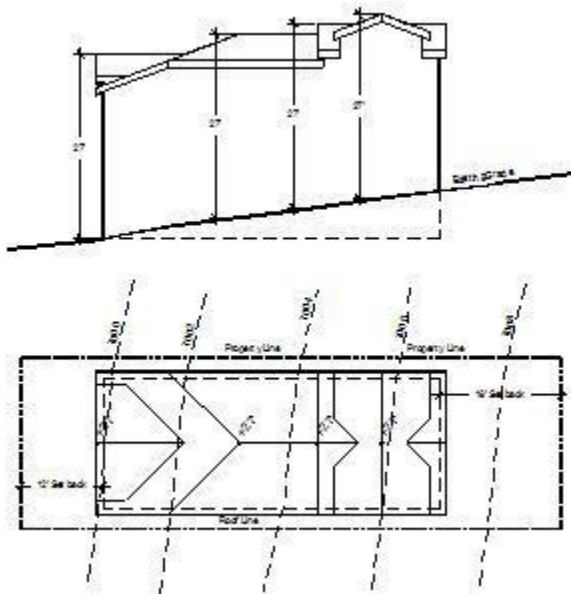


Based on the feedback of the HPB, staff has simplified our approach to the LMC amendments for flat roofs. Staff is now proposing the following:

15-2.1-5 Building Height

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The following height requirement must be met:

- A. A Structure shall have a maximum height of thirty five feet (35') measured from the lowest floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.
- B. 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 the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.
- C. **ROOF PITCH.** ~~The primary roof pitch must be between~~ The roof pitch of a Structure's Contributory Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. 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 Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc). The Primary Roof Form cannot be a flat roof (less than or equal to two: twelve).
 - 1. The roof pitch of Secondary Roof Forms may be less than seven: twelve (7:12).
 - 2. Secondary Roof Forms may be Rooftop Decks so long as they are not more than 23 feet in height above Existing Grade. This height includes any railings, parapets, stairs, and similar constructions on the Roof Deck.
 - 3. The height of railings, parapets, stairs, and similar constructions on a Green Roof or Flat Roof are included in the calculation of Building Height. Decks, hot tubs, outdoor cooking areas, and seating areas are not permitted on Green Roofs.
 - 4. A Structure containing a flat roof shall have a maximum height of thirty-five feet (35') measured from the lowest floor plan to the highest wall top plate that supports the ceiling joists or roof rafters. The height of the green roof, including the parapets, railing, or similar features shall not exceed twenty four inches (24") above the highest top plate mentioned above.



5. Accessory Structures may be below the required seven: twelve (7:12) roof pitch.

D. BUILDING HEIGHT EXCEPTIONS. The following height exceptions apply:

1. Antennas, chimneys, flues, vents, or similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building.
3. **ELEVATOR ACCESS.** The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:
 - a. The proposed height exception is only for the Area of the elevator. No increase in square footage of the Building is being achieved.
 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
4. **GARAGE ON DOWNHILL LOT.** The Planning Commission may allow additional Building Height (see entire Section 15-2.1-5) on a downhill Lot to accommodate a single car wide garage in a Tandem Parking configuration; to accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

Additionally, staff is proposing to add a definition for decks and rooftop decks:

DECK:

- A. Platform Deck: Open structure above the ground that is located in the front yard, rear yard, or side yard of a Site.
- B. Deck, Rooftop: Open structure located on or above the roof framework and the enclosed gross floor area of a Structure.

ESSENTIAL HISTORIC FORM. The physical characteristics of a Structure that make it identifiable as existing in or relating to an important era in the past. These physical characteristics include, but are not limited to the structure's form, Principal and Primary Roof Forms, window and door configuration, and materials.

FLAT ROOF. A roof form with less than or equal to a 2:12 (two:twelve) roof pitch.

PRIMARY ROOF FORM. The roof shape with the largest area of the Total Roof measured in level square feet is the Primary Roof Form. The square feet of architectural features such as dormers, cupolas, chimneys, elevators, etc. is not included in the calculation of the total level square feet of the Primary Roof Form.

CONTRIBUTORY ROOF FORM. The most visually prominent roof form viewed from the primary public right-of-way. Contributory Roof Form is determined by a three-dimensional visual roof analysis. Appropriate Contributory Roof Forms for residential Structures include gabled, hipped, and shed roofs.

SECONDARY ROOF FORM. Any roof shape included in a Structure's Total Roof, but not included in the calculation of the total level square feet of Primary Roof Form.

TOTAL ROOF. The protective framework sheltering a Structure's Footprint.

Process

LMC amendments are processed according to LMC § 15-1-7. Amendments to the LMC require Planning Commission review and recommendation and City Council review and adoption. City Council final action may be appealed to a court of competent jurisdiction per LMC § 15-1-18. A public hearing is required by both the Planning Commission and City Council, with proper notice.

Notice

Legal notice of a public hearing was posted in the required public spaces and public notice websites and published in the Park Record on July 22, 2017, per requirements of the Land Management Code.

Public Input

Public input was taken at the August 3, 2016; March 1, 2017, and June 7, 2017 HPB meeting as well as at the Planning Department's public outreach to the design community. Staff has noticed this item for public hearing on August 3, 2016; March 1, 2017, and June 7, 2017. Staff has included Public Comment as Exhibit B.

Alternatives

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

Significant Impacts

Should the Planning Commission not approve the LMC amendments, the LMC will remain as-is. No changes will be made regarding flat roofs.

Staff finds that the proposed LMC amendments are necessary in order to promote compatible infill and design within the Historic District, specifically the H-districts. Greater clarity is also needed to define Flat Roofs, Green Roofs, and Decks so that we can better control the placement of these features in the designs.

Recommendation

Staff recommends that the Planning Commission review the proposed administrative and substantive amendments to the Land Management Code (LMC) regarding LMC Chapters 15-2.1-5(C), 15-2.2-5(C), and 15-2.3-6(C) as described in this staff report, and LMC 15-15, conduct a public hearing, and consider forwarding a positive recommendation to the City Council pursuant to the attached Draft Ordinance.

Exhibits

Exhibit A – Draft Ordinance

Exhibit B – Public Comment

Exhibit A—Draft Ordinance
Ordinance No. 17-

**AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY,
UTAH, AMENDING SECTION 15, CHAPTERS 2.1, 2.2, 2.3, AND 2.5 REGARDING
ROOF PITCHES AND LIMITING THE USE OF FLAT ROOFS TO**

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents of Park City; and

WHEREAS, it is in the best interest of the community to periodically amend the Land Management Code to reflect the goals and objectives of the City Council and to align the Code with the Park City General Plan; and

WHEREAS, the City Council finds that the proposed changes to the Land Management Code are necessary to supplement existing zoning regulations to protect Historic structures and the economic investment by owners of similarly situated property (currently Historic); and

WHEREAS, Park City was originally developed as a mining community and much of the City's unique cultural identity is based on the historic character of its mining era buildings; and

WHEREAS, these buildings are among the City's most important cultural, educational, and economic assets;

WHEREAS, individual members of the Historic Preservation Board, ("HPB") the official body to review matters concerning the design of buildings within the City, have made recommendations to City Council to encourage compatible design;

WHEREAS, the pending amendments to the Land Management Code ("LMC") and the Historic District Guidelines and any revisions to the Historic Building Inventory are expected to be completed within the next six months;

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

SECTION 1. AMENDMENTS TO TITLE 15- LAND MANAGEMENT CODE
CHAPTER 2.1 (Historic Residential-Low Density (HRL) District). The recitals above are
incorporated herein as findings of fact. Chapter 2.1 of the Land Management Code of
Park City is hereby amended as redlined (Exhibit A).

SECTION 2. AMENDMENTS TO TITLE 15- LAND MANAGEMENT CODE
CHAPTER 2.2 (Historic Residential (HR-1) District). The recitals above are incorporated

herein as findings of fact. Chapter 2.2 of the Land Management Code of Park City is hereby amended as redlined (Exhibit B).

SECTION 3. AMENDMENTS TO TITLE 15- LAND MANAGEMENT CODE
CHAPTER 2.3 (Historic Residential (HR-2) District). The recitals above are incorporated
herein as findings of fact. Chapter 2.3 of the Land Management Code of Park City is
hereby amended as redlined (Exhibit C).

SECTION 4. AMENDMENTS TO TITLE 15-LAND MANAGEMENT CODE
CHAPTER 15 (Definitions). The recitals above are incorporated herein as findings of
fact. Chapter 15 of the Land Management Code of Park City is hereby amended as
redlined (Exhibit D).

SECTION 5. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this ____ day of
_____, 2017

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, Mayor

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Mark Harrington, City Attorney

Exhibit A- Amendments to Title 15- Land Management Code Chapter 2.1 (Historic Residential-Low Density (HRL) District), Section 5 (Building Height)

15-2.1-5 Building Height

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The following height requirement must be met:

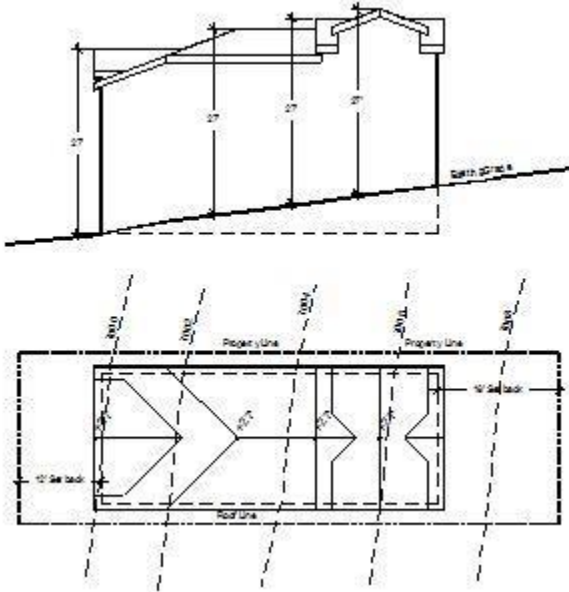
- E. A Structure shall have a maximum height of thirty five feet (35') measured from the lowest floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.
- F. A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story 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 the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.
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- H. **BUILDING HEIGHT EXCEPTIONS.** The following height exceptions apply:
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 3. **ELEVATOR ACCESS.** The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:
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 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
 4. **GARAGE ON DOWNHILL LOT.** The Planning Commission may allow additional Building Height (see entire Section 15-2.1-5) on a downhill Lot to accommodate a single car wide garage in a Tandem Parking

configuration; to accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

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Adopted by Ord. 00-15 on 3/2/2000

Amended by Ord. 06-56 on 7/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 09-14 on 4/9/2009

Amended by Ord. 09-40 on 11/5/2009

Amended by Ord. 13-48 on 11/21/2013

Amended by Ord. 2016-44 on 9/15/2016

Exhibit B- Amendments to Title 15- Land Management Code Chapter 2.2 (Historic Residential (HR-1) District), Section 5 (Building Height)

15-2.2-5 Building Height

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The following height requirement must be met:

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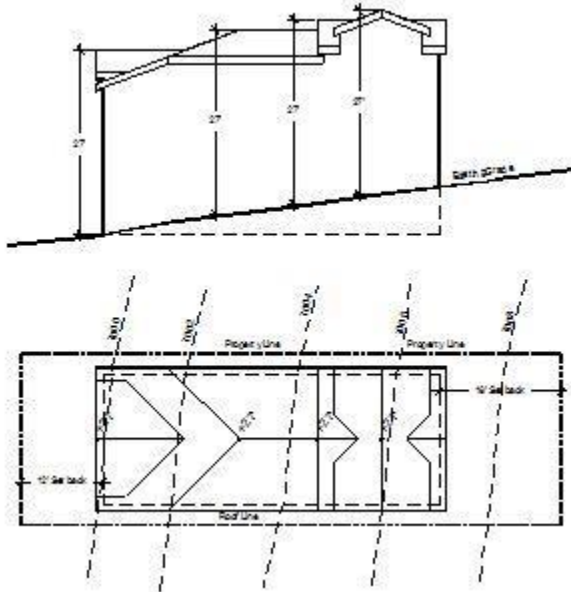
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2. Secondary Roof Forms may be Rooftop Decks so long as they are not more than 23 feet in height above Existing Grade. This height includes any railings, parapets, stairs, and similar constructions on the Roof Deck.

The height of railings, parapets, stairs, and similar constructions on a Green Roof or Flat Roof are included in the calculation of Building Height. Decks, hot tubs, outdoor cooking areas, and seating areas are not permitted on Green Roofs.

4. A Structure containing a flat roof shall have a maximum height of thirty-five feet (35') measured from the lowest floor plan to the highest wall top plate that

supports the ceiling joists or roof rafters. The height of the green roof, including the parapets, railing, or similar features shall not exceed twenty four inches (24") above the highest top plate mentioned above.



5. Accessory Structures may be below the required seven: twelve (7:12) roof pitch.

D. BUILDING HEIGHT EXCEPTIONS. The following height exceptions apply:

1. Antennas, chimneys, flues, vents, or similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building.
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front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

A. **BUILDING HEIGHT EXCEPTIONS**. The following height exceptions apply:

1. Antennas, chimneys, flues, vents, or similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building.
3. **ELEVATOR ACCESS**. The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:
 - a. The proposed height exception is only for the Area of the elevator. No increase in square footage is being achieved.
 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
4. **GARAGE ON DOWNHILL LOT**. 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; to accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

Adopted by Ord. 00-15 on 3/2/2000

Amended by Ord. 06-56 on 7/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 09-14 on 4/9/2009

Amended by Ord. 09-40 on 11/5/2009

Amended by Ord. 13-48 on 11/21/2013

Amended by Ord. 2016-44 on 9/15/2016

Exhibit C- Amendments to Title 15- Land Management Code Chapter 2.3 (Historic Residential (HR-2) District), Section 6 (Building Height)

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The following height requirement must be met:

- A. A Structure shall have a maximum height of thirty five feet (35') measured from the lowest floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.
- B. 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 the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.
- C. **ROOF PITCH.** ~~The primary roof pitch must be between~~ The roof pitch of a Structure's Contributory Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) ~~and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. 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~~ Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc). The Primary Roof Form cannot be a flat roof (less than or equal to two: twelve).

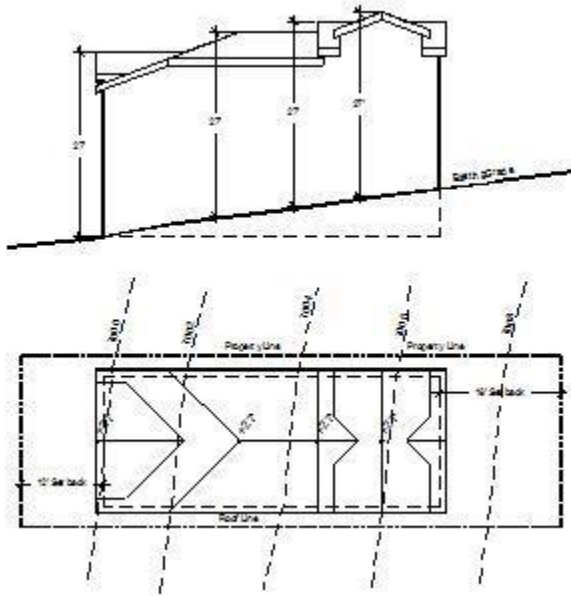
1. The roof pitch of Secondary Roof Forms may be less than seven: twelve (7:12).

2. Secondary Roof Forms may be Rooftop Decks so long as they are not more than 23 feet in height above Existing Grade. This height includes any railings, parapets, stairs, and similar constructions on the Roof Deck.

The height of railings, parapets, stairs, and similar constructions on a Green Roof or Flat Roof are included in the calculation of Building Height. Decks, hot tubs, outdoor cooking areas, and seating areas are not permitted on Green Roofs.

4. A Structure containing a flat roof shall have a maximum height of thirty-five feet (35') measured from the lowest floor plan to the highest wall top plate that supports the ceiling joists or roof rafters. The height of the green roof, including

the parapets, railing, or similar features shall not exceed twenty four inches (24") above the highest top plate mentioned above.



5. Accessory Structures may be below the required seven: twelve (7:12) roof pitch.

D. **BUILDING HEIGHT EXCEPTIONS.** The following height exceptions apply:

1. Antennas, chimneys, flues, vents, or similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building.
3. **ELEVATOR ACCESS.** The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:
 - a. The proposed height exception is only for the Area of the elevator. No increase in square footage of the Building is being achieved.
 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
4. **GARAGE ON DOWNHILL LOT.** The Planning Commission may allow additional Building Height (see entire Section 15-2.1-5) on a downhill Lot to accommodate a single car wide garage in a Tandem Parking configuration; to accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the

garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

Adopted by Ord. 00-51 on 9/21/2000
Amended by Ord. 06-56 on 7/27/2006
Amended by Ord. 09-10 on 3/5/2009
Amended by Ord. 09-14 on 4/9/2009
Amended by Ord. 09-40 on 11/5/2009
Amended by Ord. 10-14 on 4/15/2010
Amended by Ord. 13-48 on 11/21/2013
Amended by Ord. 2016-44 on 9/15/2016

**Exhibit D- Amendments to Title 15- Land Management Code Chapter 15
(Definitions)**

DECK:

- C. Platform Deck: Open structure above the ground that is located in the front yard, rear yard, or side yard of a Site.
- D. Deck, Rooftop: Open structure located on or above the roof framework and the enclosed gross floor area of a Structure.

ESSENTIAL HISTORIC FORM. The physical characteristics of a Structure that make it identifiable as existing in or relating to an important era in the past. These physical characteristics include, but are not limited to the structure's form, Principal and Primary Roof Forms, window and door configuration, and materials.

FLAT ROOF. A roof form with less than or equal to a 2:12 (two:twelve) roof pitch.

PRIMARY ROOF FORM. The roof shape with the largest area of the Total Roof measured in level square feet is the Primary Roof Form. The square feet of architectural features such as dormers, cupolas, chimneys, elevators, etc. is not included in the calculation of the total level square feet of the Primary Roof Form.

CONTRIBUTORY ROOF FORM. The most visually prominent roof form viewed from the primary public right-of-way. Contributory Roof Form is determined by a three-dimensional visual roof analysis. Appropriate Contributory Roof Forms for residential Structures include gabled, hipped, and shed roofs.

SECONDARY ROOF FORM. Any roof shape included in a Structure's Total Roof, but not included in the calculation of the total level square feet of Primary Roof Form.

TOTAL ROOF. The protective framework sheltering a Structure's Footprint.

Exhibit B

Anya Grahm

From: Anya Grahm
Sent: Wednesday, August 02, 2017 8:53 AM
To: Doug Stephens; Jack Hodgkins; Lola Beatlebrox; pugg.holmgren@gmail.com; Randy Scott
Cc: Hannah Tyler; Bruce Erickson (bruce.erickson@parkcity.org)
Subject: FW: For HPR Board August 2nd Meeting; Flat Roof Amendments to LMC

This is public comment regarding flat roofs for tonight's meeting. I'll also be handing out hard copies of this.

Thanks,
Anya

From: William Tew [wptew1@gmail.com]
Sent: Monday, July 31, 2017 11:35 AM
To: planning
Cc: Pam Maupin
Subject: For HPR Board August 2nd Meeting; Flat Roof Amendments to LMC

Dear Historical Preservation Board,

As residents of Old Town, we have followed with interests the discussions of the Historic Preservation Board on the issue of flat roofs in our Historic District (HR1). We feel strongly that flat roofs are not compatible with the character of Old Town and should not be allowed as a primary roof form and that there should be clear restrictions on uses of flat roofs. Of specific interest has been the Echo Spur development in HR1 on Rossie Hill consisting of 7 flat/green roof homes. We are neighbors of Echo Spur and since late 2014 we have communicated our objections to the Planning Staff as each home has come up for review.

Three homes have been completed, two under construction, with two lots remaining. The design of these homes was approved by Planning Staff without input from the Planning Commission. Most unfortunately, at the time of design approval, there was no clarity in the LMC on flat or green roofs in the Historic District other than "they could not be painted green".

As a result, we now have a ridgeline defined by a row of flat roof homes that are incompatible with the design, mass, and scale of the surrounding neighborhood. Moreover these flat roofs are nothing more than party decks masquerading as "green roofs". In fact, one of these homes has bright green artificial turf on the roof in lieu of living plants. Roof top railings, privacy walls, ventilation pipes, and air handling units well exceed 27 feet above grade. See the attached photos taken: 1. from our back yard, 2. from a neighbors back yard, and 3. street view from intersection of Rossie Hill Drive and Echo Spur Road.

We encourage the HPB to propose amendments to the LMC that clearly define when and where flat roofs are allowed in our Historic District and what uses are permitted. This is essential to protect the unique character of Old Town. We understand that any amendment to the LMC will require Planning Commission a recommendation and City Council adoptions. Hopefully, the requisite amendment can be approved soon. Further delays will only increase the flat roof visual pollution in our Historic District. Without appropriate amendments to the LMC, we will continue to see Echo Spur type developments within our Historic District.

Sincerely,

Pam Maupin & Bill Tew

525 Rossie Hill Drive
PO Box 2321
Park City, Utah 84060
mobile: 435-640-9640
wptew1@gmail.com
wptew@icloud.com







Anya Grahn

From: sskelle@gmail.com
Sent: Tuesday, February 28, 2017 5:51 PM
To: Anya Grahn; Hannah Tyler; Bruce Erickson
Subject:just a couple more things....

Thanks for meeting today. I missed one minor point:

P315: you note that the Green Roof, including parapets, should not extend more than 24 inches above the top plate. Keep in mind that the thickness of a GR is roughly 12 inches, and therefore a parapet will only be 12 inches above the grass on the GR...while the GR is not "habitable", people will still be going up there for maintenance, etc. I believe the Building Code requires that parapets/fencing around any portion of a structure that can be accessed by people is 3 feet, so I don't think the 24 inch recommendation jives with the Building Code. Requiring that the parapet be compliant with Building Code seems to be an easy fix, particularly since the LMC already provides for a variety of roof height exceptions like mechanicals, flues, etc. that can be up to 5 feet above the roof.

Separately, I would like to talk more about the potential abuse of building strategies that use stand alone garages on uphill lots to get around the 35 foot rule. While 422 Ontario didn't maximize that play, I could see others doing so. This may be a vast oversimplification, but why can't the LMC simply state that, for uphill lots, the 35 foot rule applies to new garages whether or not the garage is attached? Please let me know what you think.

Thanks
Sean

Sent from my iPad

From: [Sean Kelleher](#)
To: [Anya Grah](#)
Cc: [Hannah Turpen](#)
Subject: Re: November 2 HPB Meeting: Historic Home Sustainability
Date: Friday, October 28, 2016 6:04:13 PM

Got it...I think I neglected to add things like cisterns and foam, while an additional upfront expense, have a reasonable financial payback. A \$10k investment in a cistern will save you \$300-400/yr, and more in ensuing years as water px's increase. Plus the less quantifiable but positive impact on storm water issues, water district infrastructure, etc. Thanks-
Sean

Sent from my iPhone

On Oct 28, 2016, at 3:51 PM, Anya Grah <anya.grahn@parkcity.org> wrote:

Thanks, Sean. I'll share these comments with the HPB.

The point of historic preservation is to make alterations that are reversible. Spray in insulation is generally frowned upon because it is not reversible.

Additionally, these Sustainability guidelines are suggestions to help guide historic property owners. No one is mandating expensive studies or upgrades.

Anya

From: Sean Kelleher [<mailto:sskelle@gmail.com>]
Sent: Friday, October 28, 2016 3:48 PM
To: Anya Grah
Subject: November 2 HPB Meeting: Historic Home Sustainability

I read the suggested guidelines from pages 331-335. Given the amount of research we put into analyzing Sustainable features at Echo Spur, and cognizant of the differences between new construction & historic renovation, I'd like to add a few thoughts to the discussion:

- Stormwater management: at ES, all of our homes have underground cisterns to capture snowmelt and rain and then pump it back out for irrigation. This reduces the water runoff from our property by 90%; provides free water for irrigation; and reduces the burdens on the Water District (and stops the use of culinary water for irrigation purposes, an enormous waste). Given the substantial new taxes being levied on PC homeowners to manage our stormwater issues, the inevitable increase in water rates in Utah, the inherent lack of water percolation areas in the historic district, and the economic viability of cisterns, these should be required. And while the 50 gallon rain barrels being offered through the RainHarvest program are a step in the right direction, they are woefully inadequate. Unlike a rain barrel, a buried cistern does not impinge of

historic aesthetics either.

- the recommendations for Green Roofs and Solar are spot-on;
- geothermal systems in Old Town are not allowed in Old Town, based on my conversations with Matt Cassel. Your last bullet point in the HVAC section suggests otherwise.
- The insulation section doesn't seem pragmatic to me; you're asking the homeowner to undertake a bunch of expensive tests, and then denying them the most effective strategy for mitigating the inevitable issue, which is blown-in foam insulation. I understand why you don't want exterior foam (which we use on all of our houses, btw) to alter a historic home's dimensions, but blown-in foam insulation is the best bang for the buck and is invisible. You note that these materials "may damage historical materials" but I'm not sure I can see how that would happen. All that said, just opening up the wall cavities and throwing in foam insulation can be a mistake; the decision to do so has to be made relative to the overall dynamics of the house in terms of moisture, thermal & air movement (as you point out). Many older homes have been damaged by blindly blowing in foam insulation, but done right it is the best way to reduce the HVAC load, cut utility bills, and require a less powerful (& therefore cheaper) furnace system.

Sean

Sean Kelleher, CFA

(m) 9734523727

Planning Commission Staff Report



Subject: Master Planned Development
Applicability in the HR-M Zoning
District
Author: Hannah M. Tyler, Planner
Project Number: PL-17-03661
Date: August 9, 2017
Type of Item: Legislative – LMC Amendment

Summary Recommendations

Staff recommends the Planning Commission review the proposed Land Management Code Amendment to Chapter 6 regarding applicability of Master Planned Developments in the HR-M Zoning district, hold a Public Hearing and forward a positive recommendation to City Council.

Description

Project Name: LMC Amendments regarding Master Planned Development Applicability in the Historic Residential-Medium Density (HR-M) Zoning District.
Applicant: Planning Department
Proposal: Revisions to the Land Management Code to allow, but not require Master Planned Development applications in the Historic Residential-Medium Density (HR-M) Zoning District for projects that contain Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents, or Hotel or lodging projects with fewer than ten (10) Residential Unit Equivalents.

Reason for Review

Amendments to the Land Management Code (LMC) require Planning Commission recommendation and City Council adoption. City Council action may be appealed to a court of competent jurisdiction per Land Management Code (LMC) § 15-1-18.

Acronyms

HRM Historic Residential-Medium Density Zoning District
LMC Land Management Code

Background

The Park City General Plan was adopted in 2014. The General Plan establishes broad policies that guide land use regulations within the Land Management Code. Through the 2009 community visioning process, four (4) Core Values were composed for the Community:

- Small Town

- Sense of Community
- Natural Setting
- Historic Preservation

The General Plan builds on these Core Values by establishing Goals, Objectives, and Strategies to accomplish the intent of the document – to provide a blueprint for future growth within the community. Staff has been working to implement changes to the LMC that will carry out the Goals of the General Plan.

In this case, staff is proposing to make amendments to the Land Management Code to allow, but not require Master Planned Development applications in the Historic Residential-Medium Density (HR-M) Zoning District for projects that contain Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents, or Hotel or lodging projects with fewer than ten (10) Residential Unit Equivalents.

The specific section of the Land Management Code that staff proposes to amend is listed below:

- [LMC § 15-6-2 Applicability](#) in Master Planned Developments

The catalyst of the proposed LMC amendment is derived from two (2) sources:

1. General Plan implementation
2. Staff's professional analysis of past and pending projects as they fit into the long range planning goals of the community.

On July 26, 2017th, Planning Commission reviewed the pending ordinance, held a public hearing, and continued the proposed ordinance to the August 9th, 2017 Planning Commission meeting (see Exhibit 1).

Analysis

The proposed LMC amendment was reviewed for consistency with the General Plan. The General Plan outlines Park City's community goals and values as it pertains to development in the Historic District(s), affordable housing, sense of community, and future growth. Staff has included the applicable General Plan Core Values, Goals, Objectives and Strategies below:

- **Core Value: Small Town**
 - **Goal 1:** Park City will protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods.
 - **Objective 1A:** Direct complimentary land use and development into existing neighborhoods that have available infrastructure and resource capacity.
 - **Objective 1C:** Primary residential neighborhoods should encourage opportunities to enhance livability with access to daily needs, including: a mini market, a neighborhood park, trails, community gardens, walkability, bus access, home business, minor office space, and other uses that are programmed to meet the needs of residents within the

neighborhood and complement the existing context of the built environment.

- **Community Planning Strategy 1.4:** Prioritize a range of lot sizes and housing density within new subdivisions in primary residential neighborhoods.
- **Community Planning Strategy 1.8:** Encourage comprehensive, efficient developments that consider the overall impact on surrounding properties. Phasing plans for such projects will be necessary to avoid the premature expansion of utilities and other public facilities.
- **Core Value: Natural Setting**
 - **Goal 4: Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the *Natural Setting*.**
 - **Objective 4E:** Collaborate with neighborhoods to create small parks or passive open space areas.
 - **City Implementation Strategy 4.11:** Enhance the citywide parks and recreation system with safe pedestrian and bicycle connections between public parks, recreation amenities, and neighborhoods.
- **Core Value: Sense of Community**
 - **Goal 7: Life-cycle Housing:** Create a diversity of primary housing opportunities to address the changing needs of residents.
 - **Objective 7A:** Increase diversity of housing stock to fill voids within housing inventory (including price, type, and size) to create a variety of context sensitive housing opportunities.
 - **Objective 7B:** Focus efforts for diversity of primary housing stock within primary residential neighborhoods to maintain majority occupancy by full time residents within these neighborhoods.
 - **Community Planning Strategy 7.2:** Revise zoning codes to permit a wider variety of compatible housing types within Park City neighborhoods.
- **Core Value: Historic Character**
 - **Goal 15:** Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.
 - **Objective 15B** Maintain character, context and scale of local historic districts with compatible infill development and additions.
 - **Objective 15E:** Encourage adaptive reuse of historic resources.
 - **Community Planning Strategy 15.7:** Encourage pedestrian-oriented development to minimize the visual impacts of automobiles and parking on Historic Buildings and Streetscapes.
 - **Community Planning Strategy 15.8:** Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts. Identify issues that threaten the aesthetic experience of the districts and refine the

Design Guidelines and/or LMC based on findings. The aesthetic experience should be measured from the pedestrian experience at street frontage. In addition, the influence of site design and architecture should be analyzed in the review.

In addition, the Land Management Code through the zoning designations of the Historic Residential-Medium Density (HR-M) Zoning District and Master Planned Developments supports the Values and Goals in the General Plan. The purposes of LMC 15-2.4 HRM and LMC 15-6 Master Planned Development support the General Plan as it pertains to the proposed LMC Amendment in the following applicable Purpose statements:

HRM applicable Purpose statements:

- 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

MPD applicable Purpose statements:

The purpose of this Chapter is to describe the process and set forth criteria for review of Master Planned Developments (MPDs) in Park City. The Master Planned Development provisions set forth Use, Density, height, parking, design theme and general Site planning criteria for larger and/or more complex projects having a variety of constraints and challenges, such as environmental issues, multiple zoning districts, location within or adjacent to transitional areas between different land Uses, and infill redevelopment where the MPD process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this section is to result in projects which:

- A. complement the natural features of the Site;
- B. ensure neighborhood Compatibility;
- C. strengthen the resort character of Park City;
- D. result in a net positive contribution of amenities to the community;
- E. provide a variety of housing types and configurations;
- F. provide the highest value of open space for any given Site;
- G. efficiently and cost effectively extend and provide infrastructure;
- H. provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood;
- I. protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; and

- J. encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
- K. Encourage opportunities for economic diversification and economic development within the community.

Staff has found that while the Purpose Statements of HRM and MPD Chapters are aligned, the MPD Applicability is too limiting for the HRM Zoning District to encourage such development that fosters the goals of the General Plan and Purpose Statements of the HRM and MPD Chapters of the LMC.

Staff is proposing to lower the MPD Applicability threshold in the HRM Zoning District to accomplish the goals of General Plan, Historic Districts, and Master Planned Developments. Staff finds that this will create a better link between Old Town and the resort base while also encouraging compatible infill in the Historic District and opportunities for affordable housing. This will also give Planning Commission the opportunity to review larger projects in the Historic District that they would otherwise not have the authority to review.

Past and pending projects have been proposed in the HRM Zoning District that are below the Applicability threshold of a standard Master Planned Development (10 Lots or 20,000 square feet). In the Historic District, the threshold of a standard Master Planned Development is typically not met as most projects are infill in the higher Density area of Park City and land is scarcer. However, staff finds that there are projects proposals of a scale that is larger than what is typically seen in the Historic Districts, yet smaller than MPD applicability thresholds; therefore, staff and some applicants would have desired a Master Planned Development review rather than individual Historic District Design Review (HDDR) applications¹.

The HRM Zoning District is the entrance to the Historic District with the Park Avenue entryway corridor. The HRM Zoning District is also a transition zone for Old Town as it moves into the resort base developments at Park City Mountain. There is a broad mix of uses between the resort base developments (multi-family, commercial, etc.) and the HRM Zoning District (single-family, duplex, multi-family, etc.). Staff finds that enabling MPD submittals for smaller scale developments in the HRM would encourage development that is mindful of the important transition to the resort base, the historic integrity of Old Town, and the City's affordable housing goals.

Enabling MPDs of smaller scale may encourage affordable housing as market-rate MPDs have an affordable housing requirement. Because there is design and site planning flexibility within the MPD process, the affordable housing requirement may not deter a market-rate applicant from applying for an MPD because of the design flexibility that may be provided as a part of the MPD review with Planning Commission. In addition, affordable housing projects may enter the MPD process with the same design

¹ To clarify, HDDR applications would still be required for any development within the Historic Districts in addition to a Master Planned Development application.

flexibility which would create more holistic projects with additional neighborhood amenities through the open space requirements, neighborhood contextual review, and site planning criteria.

As is noted in the Purpose statements of the MPD Chapter, the MPD Process “can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood.” Staff finds that allowing a holistic review of “larger” Historic District projects would enable more creativity and compatibility in the Historic District. Currently, staff would review individual HDDR applications for individual parcels rather than also reviewing a “larger” development which could include multiple parcels. Staff finds that the MPD process would enable more oversight for development in the Historic Districts while fostering the Goals of the General Plan.

Staff is proposing to not allow Height Exceptions through the MPD process so as to maintain the design integrity of the Historic District and to promote compatible infill.

For clarification, MPD applications are currently required in the HRM Zoning District for projects containing a minimum of ten (10) Lots, or ten (10) Residential Unit Equivalents, or Hotel or lodging projects with more than ten (10) Residential Unit Equivalents; however these are rarely applied for because of the lack of undeveloped land (or available redevelop-able land) left in the Historic District.

Based on this analysis, staff is proposing the following LMC Amendment to [LMC § 15-6-2 Applicability](#) in Master Planned Developments.

LMC § 15-6-2 Applicability in MASTER PLANNED DEVELOPMENTS (MPD)

15-6-2 Applicability

(...)

B. Allowed but not required.

1. The Master Planned Development process is allowed, but is not required, in the General Commercial (GC) and Light Industrial (LI) Zoning Districts for:
 - a. Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents; or
 - b. Hotel or lodging projects with fewer than ten (10) Residential Unit Equivalents; or
 - c. New Commercial, Retail, Office, Public, Quasi-public, Mixed Use, or Industrial projects with less than 10,000 square feet of Gross Floor Area.

2. The Master Planned Development process is allowed, but is not required in the Historic Residential (HR-1) and Historic Residential 2 (HR-2) Zoning Districts only when the HR-1 or HR-2 zoned Properties are combined with adjacent HRC or HCB zoned Properties. Height exceptions will not be granted for Master Planned Developments within the HR-1, HR-2, HRC and HCB Zoning Districts. See Section 15-6-5 (F) Building Height.
3. The Master Planned Development process is allowed, but is not required in the Historic Residential-Medium (HRM) Density Zoning District for:
 - a. Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents, or
 - b. Hotel or lodging projects with fewer than ten (10) Residential Unit Equivalents.

Height exceptions will not be granted for Master Planned Developments within the HRM Zoning Districts. See Section 15-6-5(F) Building Height.

4. The Master Planned Development process is allowed, but is not required, when the Property is located in the HR-1 Zoning District and is not a part of the original Park City Survey or Snyder's Addition to the Park City Survey and the proposed MPD is for an Affordable Housing MPD consistent with Section 15-6-7 herein.

(...)

Process

Amendments to the Land Management Code require Planning Commission recommendation and City Council adoption. City Council action may be appealed to a court of competent jurisdiction per LMC § 15-1-18.

Department Review

This report has been reviewed by the City's Engineering and Legal Departments.

Notice

Legal notice of a public hearing was posted in the required public spaces and public notice websites on July 12, 2017 and July 26, 2017 and published in the Park Record per requirements on July 8, 2017 and July 22, 2017 of the Land Management Code.

Public Input

Public hearings are required to be conducted by the Planning Commission and City Council prior to adoption of Land Management Code amendments. Staff has noticed this item for public hearings on July 26th, 2017 and August 9th, 2017, conducted by the Planning Commission and a public hearing on August 13th, 2017 to be conducted by City Council.

Summary Recommendations

Staff recommends the Planning Commission review the proposed Land Management Code Amendment, hold a Public Hearing and forward a positive recommendation to City Council.

Exhibits

Exhibit 1 – LMC § 15-6-2 Applicability in MASTER PLANNED DEVELOPMENTS (MPD)

Exhibit 2 – Historic Residential-Medium (HRM) Density Zoning District Boundaries

Exhibit 1 – Draft Ordinance

Ordinance No. 2017-XX

AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY, UTAH, AMENDING MASTER PLANNED DEVELOPMENTS, CHAPTER 15-6.

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents, visitors, and property owners of Park City; and

WHEREAS, the Land Management Code implements the goals, objectives and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors and to preserve the community's unique character and values; and

WHEREAS, the City reviews the Land Management Code on a regular basis and identifies necessary amendments to address planning and zoning issues that have come up; to address specific LMC issues raised by Staff, Planning Commission, and City Council; and to align the Code with the Council's goals; and

WHEREAS, Park City has an interest in using Master Planned Development provisions to preserve the character of Historic residential Development and commercial Development in the Historic Districts.

WHEREAS, the Purposes of the Historic District Zones encourage and promote: minimizing visual impacts of the automobile and parking by encouraging alternative parking solutions; development of pedestrian friendly residential streets in Use, scale, character and design that is compatible with the community's housing, transportation, and historic preservation objectives; encourage Development that minimizes the number of driveways; Affordable Housing; and Development that provides a transition in Use and scale between the Historic District and the resort Developments.

WHEREAS, the Universal Guidelines of the Park City Design Guidelines for Historic Districts and Historic Sites encourage and promote: the use of a site as it was historically: retention of historic materials and elements: construction of new additions or exterior alterations that maintain the essential historic form of a historic property and do not destroy historic materials: scaling and height of new structures that follow the predominant pattern of the neighborhood; building and site design that respects the existing topography, character-defining site features, existing trees and vegetation, and minimizes cut, fill, and retaining walls.

WHEREAS, the Purposes of the Master Planned Development provisions align with the Purposes of the Historic District Zones and the Universal Guidelines of Park City Design Guidelines for Historic Districts and Historic Sites, specifically: ensure neighborhood Compatibility; strengthen the resort character of Park City; provide a variety of housing types and configurations; provide opportunities for the appropriate

redevelopment and reuse of existing structures/sites and maintain Compatibility with surrounding neighborhood; protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community; and encourage opportunities for economic diversification and economic development within the community.

WHEREAS, these proposed Land Management Code (LMC) amendments were reviewed for consistency with the recently adopted Park City General Plan.

WHEREAS, the Park City General Plan includes Goal 15 that states, "Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations." Objective 15B states "Maintain character, context and scale of local historic districts with compatible infill development and additions." Community Planning Strategy 15.7 states "Encourage pedestrian-oriented development to minimize the visual impacts of automobiles and parking on Historic Buildings and Streetscapes." Community Planning Strategy 15.8 states "Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts. Identify issues that threaten the aesthetic experience of the districts and refine the Design Guidelines and/or LMC based on findings. The aesthetic experience should be measured from the pedestrian experience at street frontage. In addition, the influence of site design and architecture should be analyzed in the review." Community Planning Strategy 16.2 states "Create opportunities for affordable and attainable housing in neighborhoods adjacent to and along Main Street that support local businesses."

WHEREAS, Park City has an interest in the preservation of the integrity of the Historic Districts as it relates to the historic feel and character, traditional rhythm and scale, and National Register Historic District designations. The Historic District reflects the history of Park City.

WHEREAS, residential Development and commercial Development in the Historic Districts that do not foster neighborhood Compatibility may have a negative effect upon the overall economy and vitality of the Historic Districts in terms of satisfaction of visitor and resident experience, economic development, and National Register Historic District designations; and

WHEREAS, the Planning Commission duly noticed and conducted public hearings at the regularly scheduled meeting on July 26, 2017 and _____, 2017 and forwarded a recommendation to City Council; and

WHEREAS, the City Council duly noticed and conducted a public hearing at its regularly scheduled meeting on _____, 2017; and

WHEREAS, it is in the best interest of the residents of Park City, Utah to amend the Land Management Code to be consistent with the values and goals of the Park City General Plan and the Park City Council; to protect health and safety and maintain the quality of life for its residents and visitors; to preserve and protect the vitality, attractiveness, activity and success of the Historic Districts; to ensure compatible development; to preserve historic resources; and to preserve the community's unique character.

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

SECTION 1. APPROVAL OF AMENDMENTS TO TITLE 15 - Land Management Code Chapter 15-6 Master Planned Developments. The recitals above are incorporated herein as findings of fact. Chapter 15-6 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this ____ day of _____, 2017

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, Mayor

Attest:

City Recorder

Approved as to form:

Mark Harrington, City Attorney

Exhibits

Exhibit A – LMC § 15-6-2 Applicability in MASTER PLANNED DEVELOPMENTS (MPD)

Exhibit A – LMC § 15-6-2 Applicability in MASTER PLANNED DEVELOPMENTS (MPD)

15-6-2 Applicability

- A. **Required.** The Master Planned Development process shall be required in all Zoning Districts except in the Historic Residential-Low Density (HRL), Historic Residential (HR-1), Historic Residential 2 (HR-2), Historic Recreation Commercial (HRC), and Historic Commercial Business (HCB) for the following:
1. Any Residential project with ten (10) or more Lots.
 2. Any Residential project with ten (10) or more Residential Unit Equivalents (20,000 square feet).
 3. Any Hotel or lodging project with ten (10) or more Residential Unit Equivalents (20,000 square feet).
 4. Any new Commercial, Retail, Office, Public, Quasi-public, Mixed Use, or Industrial project with 10,000 square feet or more of Gross Floor Area.
 5. All projects utilizing Transfer of Development Rights Development Credits.
 6. All Affordable Housing MPDs consistent with Section 15-6-2 herein.
- B. **Allowed but not required.**
1. The Master Planned Development process is allowed, but is not required, in the General Commercial (GC) and Light Industrial (LI) Zoning Districts for:
 - a. Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents; or
 - b. Hotel or lodging projects with fewer than ten (10) Residential Unit Equivalents; or
 - c. New Commercial, Retail, Office, Public, Quasi-public, Mixed Use, or Industrial projects with less than 10,000 square feet of Gross Floor Area.
 2. The Master Planned Development process is allowed, but is not required in the Historic Residential (HR-1) and Historic Residential 2 (HR-2) Zoning Districts only when the HR-1 or HR-2 zoned Properties are combined with adjacent HRC or HCB zoned Properties. Height exceptions will not be granted for Master Planned Developments within the HR-1, HR-2, HRC and HCB Zoning Districts. See Section 15-6-5 (F) Building Height.
 3. The Master Planned Development process is allowed, but is not required in the Historic Residential-Medium (HRM) Density Zoning District for:
 - a. Residential Development projects with fewer than ten (10) Lots, or fewer than ten (10) Residential Unit Equivalents, or
 - b. Hotel or lodging projects with fewer than ten (10) Residential Unit Equivalents.

Height exceptions will not be granted for Master Planned Developments within the HRM Zoning Districts. See Section 15-6-5(F) Building Height.

4. The Master Planned Development process is allowed, but is not required, when the Property is located in the HR-1 Zoning District and is not a part of the original Park City Survey or Snyder's Addition to the Park City Survey and the proposed MPD is for an Affordable Housing MPD consistent with Section 15-6-7 herein.
- C. **Not Allowed.** The Master Planned Development process is not allowed or permitted, except as provided in Sections A and B above or as specifically required by the City Council as part of an Annexation or Development Agreement.

Adopted by Ord. 02-07 on 5/23/2002

Amended by Ord. 04-08 on 3/4/2004

Amended by Ord. 06-22 on 4/27/2006

Amended by Ord. 10-14 on 4/15/2010

Amended by Ord. 11-12 on 3/31/2011

Amended by Ord. 13-23 on 7/11/2013

Amended by Ord. 15-36 on 6/25/2015

Exhibit B: Historic Residential-Medium (HRM) Density Zoning District Boundaries

Historic Sites in the HR-M Zone

